



SW Neighbourhood Pathway and Bikeway

Phase 2 Verbatim Comments

June 2026

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 the Project Team 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](#) 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.

Elboya

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

I am most worried about the corner of Lansdowne and Crescent. There are 3 very steep hills all funneling towards a house (Crescent and 4A). The city does not plow well or at all (depends on Chinooks sadly) and multiple times a year cars slide down those three hills striking that house/yards. It is very dangerous to even shovel and now the city is trying to encourage bikes and pedestrians! There is very little utilization and if they are going to make a bike lane the city has to commit to religiously plow and salt all these roads and hills and snow removal on the pathways (which they do not do). Need barriers as well for houses at risk. Diagrams are not very granular and I worry to agree to their plan without more specific drawings.

Excellent to introduce the multi-use pathway. Could add sidewalk expansion and narrower lanes to make 5th street more pedestrian and bike friendly. Important that raised crosswalks rise to the level of the sidewalk so it is in effect a continuous sidewalk.

Measures to improve the bike/car interaction on the downhill/uphill portion are appreciated.

Snow clearing to the curb on the Bike Boulevard is needed to avoid as much as possible bikes riding in traffic lanes in winter.
The city already has enough pathways, more are not needed
Love the whole plan. One issue is that crossing buttons are hard to press on bike. Lights turn even when there are no vehicles, would be nice if they did the same for bikes. I.e. even if you're late to intersection on a bike, it will still change green even if you didn't press the button.
49 Ave should stay 2 way. Bikes will ignore the 4 way stop anyway. Bikes may be better suited on another road than 5th. Maybe 4th?
1. Crosswalk at Lansdowne ave and Crescent Blvd. There appears to be a raised bike crossing which will slow traffic. FANTASTIC! We live at [Personal Information removed] Lansdowne ave and watch a ridiculous amount of speeding drivers. Perhaps adding speed signs both east and west of this intersection to tell drivers they are exceeding the speed limit would help. 2. Adding 4 way stop signs at 49th ave is great. Parked vehicles on 49th often obstructs visibility of vehicles driving on 49th when you are on 5 st. 3. Love the changes to intersection of Lansdowne and Crescent blvd. Changes to 4a st and Crescent blvd is great as many drivers currently turn illegally eastbound on to Crescent blvd. Love it very nice improvements to the bike network thru our neighbo
Make 4th AND 5th bike friendly. One is a good route in to downtown/river (5th) and one is a great route in and out (4th). I cycle it every day. You should too and get a feel for it. Then, abolish automobiles from the city. (Okay kidding on that part.).
I am "flabbergasted" why Elboya on 5 Street is deemed low volume, yet 5 Street in Windsor Park is deemed high volume? Obviously there is minimal bicycles that are using this street. I think that having speed bumps is the only necessary solution for both communities.
I live in Elboya on 49th Avenue in the block adjacent to 5th Street. I have no issues with the proposed changes here. Slowing down traffic in a residential area is a good thing. We are more concerned about reckless cyclists and motorists who fail to stop at stop signs, etc. I wonder if there is any way to encourage safer cycling and driving with these changes.
Thanks for pointing out the crescent blvd to 5 st is a steep hill. I'd like to suggest to put some improvements to a larger turning radius for easy to see and turn from uphill, also in winter time the water drain out from road surface.
The crosswalk at Crescent and Lansdowne is for children going to and from schools such as Elboya School. Moving the crosswalk would mean kids would be on the bike path

not the sidewalk having them cross twice. Hill is too dangerous most of the year as cars slide down hill hitting the property of path between Crescent and 4A St SW. A row of trees should be placed along there (outer side of path) to protect people on that path from cars that come from three hills that I have witnessed hitting that property! If curb softening means cars can slide into that path easier than that is also an unsafe plan. Should have trees and barriers from the three streets that have hills leading to it. Look up Police reports as recent April 2, 2026.

Curb extensions are a waste of tax payers money in the short term and for maintenance in the longer term. Don't agree they are needed and don't feel they add to the safety of pedestrians or bikers. What about good old fashioned flashing light cross walks so help everyone see pedestrians- especially at dim light or night. That is what I consider safety.

Eliminate the curb extentions. This is unnecessary additional costs (and more long term maintenance) and does not create a safer environment. Wide curbs at intersections, impedes vehicle visibility to safely make turns. Especially right by the river, absolutely no need for curb extentions.

Also suggest, more flashing lights for crosswalks make crosswalks safer especially at night, versus bumped up crosswalks. It is easier for a car to not see a bumped up crosswalk. So if you are really trying to address pedestrian safety add flashing lights not bumped up crosswalks.

I agree with bike boulevards, with the exception of the bump-outs. Bump-outs decrease visibility for cars to see pedestrians and make the intersections more dangerous, especially for turning cars. With decreased traffic flow, driver frustration leads to dangerous situations for bikers and pedestrians. The median at the intersection of Crescent and 42 Ave is good design and will increase safety there. Flashing pedestrian signals are also very effective for crosswalks, without the need for bump-outs that make the road more difficult to navigate for cars and do nothing to improve safety for pedestrians and bikes.

Riverdale avenue should have a raised crosswalks. Crescent Blvd & Lansdowne Ave is acceptable, but there should be a raised crosswalk. The crossing over 46 Ave should also be a raised crosswalk. Then we loose the cycle-path again. Can you imagine if roads were build so that after a turn you stopped having lanes, instead you entered a wide section where train engines, construction vehicles, and cars & trucks were all expected to sort themselves out? In this analogy train engines are commercial vehicles or garbage trucks, construction vehicles are cars, and 'tiny' cars & trucks are bikes. The ratios are roughly correct.

It is okay to occasionally disadvantage cars in favor of bikes, cars have a lot of dedicated real estate.

I am referencing Crescent Blvd between Lansdowne Ave and Britannia Drive.

The issue is very HIGH traffic volume caused by drivers trying to avoid constraints on

lights on Elbow Drive at the old traffic circle configuration south of the bridge. This pattern is also caused by GOOGLE MAPS directions to go this way. Traffic coming west off 42nd turns up Crescent Blvd and turns right on Britannia Drive and then right onto Elbow Drive. This sets up for better turns to Sifton Blvd. Going east, people turn left off of Elbow Dr onto Britannia Drive, turn onto Crescent Blvd and then Lansdowne Ave/ 42.ave. Most go at a high rate of speed.

THIS CREATES A HUGE CONFLICT with the BIKE LANE on Crescent.

INSPECT VISUALLY TO SEE THE PROBLEM.

I like the addition of multi use pathway and bike boulevards, although I would favour a multi use pathway throughout the entirety of the route from Riverdale Ave to 50th Ave SW as drivers close pass people biking on the road even when speed reducing measures (aka bike boulevards) are being used. These are wide streets that have plenty of room for a multi use pathway the whole way along the route and these pathways would make it safer for pedestrians and near the schools as well.

It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.

Not going to lie to you, I come screaming down crescent boulevard hill and merge right into traffic and left again out of it. The slower speeds work great for that. Traffic turning left at the bottom of the hill there often backs it up and impedes the bike traffic, which is annoying. Probably shouldn't do what I do through there anyway, but it is nice to be able to carry momentum on the ride into work, especially if the traffic is slow. 4-way or stop signs prioritized for 5th street traffic up closer to 50th are welcomed, that is one of the spots I feel most vulnerable coming through there.

There are a lot of stop signs here and its quite an indirect route.

The 4-way stop on 4A street looks like it could just be an east-west stop sign and give wheelers priority.

Going to 4A street at all requires wheelers intersect with several more cross streets and cross riverdale ave. The current shared bike route on Lansdowne makes more sense and I think most commuters will continue to use it.

This particular section feels designed for people who are getting to the bike path for leisure. That's fine, but plenty of commuters aren't going to use it. It looks like it will add several minutes to the commute, which adds up each day and week. Improving wheeling access on Elbow drive is way more direct, which is why people ride there.

I have lived [Personal information removed] 49 Avenue SW for 20+ years. it is currently free flowing east/west with stop signs to north south traffic. the proposal adds a stop sign to the east west traffic and retains the stop sign for north south. Cyclists are routinely blowing through the 5th street stop sign as it is. I think this proposal penalizes the residents by introducing the stop signs on 49th avenue. 5th street is the only traffic controlled intersection onto 50th avenue from Elboya. The roads in the neighbourhood are much busier than when I moved here so lights to get out of Elboya are more important than before.. Please do not make 49th and 5th into a four way stop, I think the cyclists will just blow through the intersection anyway

We live [Personal information removed] 4A Street and will be directly impacted by the proposed bike lane on our street. Before I make any final comments, I need to know if there will be any restrictions to parking in front of our house on our street? Please confirm if this is true.

Secondly, we already have dozens of bikers daily using 4A St. to get to the Elbow River path, so I'm a bit leery on having the City spend tax payor's dollars on this project. Unless you prohibit biking on Elbow Drive, most bikers will continue to use their regular routes to get downtown. Surely, there are better projects to prioritize over this one. Please note that although I'm retired now, I was an daily commuter downtown on my bike. The route there was just fine as is.

[Personal information removed]

The addition of the 4 way stop on 4a street is bad for cycling. Return this to the original signaling. Light traffic here does not require a 4-way. Really need to limit curb bump outs on cycling routes. This pushes cyclists into traffic.

Concept design is excellent. Massive improvements to enhance useage/safety of biking/walking infrastructure and routes is necessary for this city. I have travelled extensively in Europe and their 'bike' and 'walking path culture is integral to daily life. One cannot overstate the benefits of being OUTSIDE.

I support all proposed infrastructure features in the Elboya plan

I live [Personal information removed] Crescent Blvd SW and the proposal involving the [Personal information removed] on 4A and crescent blvd eliminates street parking completely. This is unacceptable for myself, family, friends, and visitors.

[Personal information removed]

Where is the next meeting so I can provide my input in person.

I don't like the bike boulevards, I rather have a shared multi-use path (bikes end up on the sidewalk anyways to avoid cars).

This is a start. Please consider separated MUP along with traffic calming measures to create a safer community for all people

It's very dangerous to cross the road at 50th ave and 4th street, despite there being a market pedestrian crossing and a pedestrian crossing sign. I've walked this neighborhood for 6 years and people don't stop for pedestrians. It's especially dangerous because kids use the area frequently walking to and from the nearby schools. 50th ave has 2 lanes on each side of the road, and even when people stop to let others cross the road, people have switched lanes trying to get around the traffic and have almost hit people. A raised pedestrian crossing at this location would make the area so much safer.

As a bike commuter: Crescent Blvd SW and 5 St SW Hill A bike lane here would be great. Very rare to see cars parked here. Can be a bit sketchy riding bike up and down this hill, due to merging cars. Hard to see coming from Britannia Dr. A yield, but drivers speed through without looking. Danger. Crossing Landsdown Ave is sketchy at 4a Street. This is a 30 kph zone, but plenty of speeding both directions and very little CPS enforcement. Safer to cross at ped xing. Right Turn compliance is non-existent with community members too. Measures to slow traffic and fix right turn only is great. 5 Street SW bike blvd would be a great addition. Usually smooth sailing through there on bike commute. Except when parents dropping off/picking up kids.

I like the design of the multi-use path, north of 46 Ave. I am worried about short segments of multi-use in winter (4-6 months) as maintenance is generally lacking, or they introduce additional hazards and obstacles. Snow is generally plowed into piles at every road crossing. Curb extensions are nice for traffic slowing, pedestrian visibility, but they do push cyclists into vehicle traffic and cause conflict.

Riverdale Avenue: would prefer that the street becomes the designated cycling facility between Elbow Drive and Stanley Park; pathway is narrow and busy. Walk/run on the pathway, cycle on the friendly quiet low volume street. A pathway bypass of the lawn and picnic area, connected to Riverdale, would be great.

If the on-street pathway/cycletrack is on the east side of Crescent, then there need to be push buttons on that side; maybe possible to do that without relocating the overhead?

Use stop or yield signs to give the cycletrack priority at 46 Avenue.

Good call on the all-way stop at 5+49. Why are all corners at all schools (in street-grid areas) across the city not all way stops? Seems like that would be a useful standard.

We already have enough traffic and road calming measures do the opposite and make people angry because travel to and from work creates road rage.

As a cyclist, I am concerned with the use of curb extensions for traffic calming as it creates a potential conflict between cars approaching from behind and cyclists that have

to move left into the traffic lane. Using 5 street as a cycle route in the winter will also require priority snow clearing to be assigned to this route.
As noted, Crescent Blvd and 5th Street hill are very steep. They are too steep for most people to bike uphill without an ebike. I would have to walk my bike up those hills, so I bike through Stanley park, then use the existing bike path along 42nd Ave to 4th Street. Much less incline. Even 4A street to Brunswick isn't as steep. If you go through Stanley Park, the pathway would tie into the East bound pathway along 42nd av as well.
I really enjoy using MUPs and they provide excellent protection to both pedestrians and wheeling users. However, the bump outs suggested for traffic calming push wheeling users out into traffic with motor vehicles. Unless the bikeway goes through a bump out people in bicycles have to take the lane. Children biking to school often do not understand how to take the lane as you need adult experience for this manoeuvre. Also, we need the lanes to be cleared of snow - as so much of our infrastructure is not cleared in a timely manner.
Removal of on street parking is a terrible idea. These types of things cause distress within the community and hardships between neighbors'. Not acceptable.
Lansdowne Ave SW & Crescent Blvd SW needs to be fixed in some way, in the mornings you have to use the crosswalk button, if you don't people are flying through here it's impossible to cross on a bike any way to help cyclists get through this intersection easier would be helpful.
While I am a bike rider and support more bike lanes. I would suggest more consideration of how the intersection of 4A St and Crescent Blvd will accommodate truck and resident traffic coming from the west turning north on to 4A. Currently there is a lot of construction and city maintenance truck traffic in this intersection. The raised pathway down 5th street intersecting with Crescent Boulevard at close to a 90 degree turn on a hill may need some safety fencing or banking to avoid bikers swerving off the path out into Crescent Boulevard. The raised crossings of streets do serve to slow traffic speeds which can be good; but I think I counted 9 raised obstacles in driving from 4A street to 50 Ave perhaps a little excessive traffic slowing?
The amount of turning and crossing seems overly complex to me. I'm not a fan of how it's only a bike boulevard for a few blocks. I think that 46th ave and Brunswick street should have raised crosswalks to make the boulevard continuous. However, I do like the bump outs and raised crosswalks on 5th south of 46th. I appreciate that it's going to be safer to cross 42nd.
Re curb extensions on 5th St between 49 and 47 Aves SW: (1) My understanding is that the curb extensions are meant to slow car traffic & make things safer for cyclists. I am skeptical that motorists will respect cyclists space at the curb extensions. (2) Snow cleared from the sidewalks surrounding Elboya School is pushed onto the

street. If snow is pushed off curb extensions into the street it could make these intersections trickier for everyone.

(3) The proposal describes this as a "low volume" section of 5th street. But during school drop off and pick up hours it becomes quite busy with traffic and parked vehicles. This is also the case in the spring/summer when the school grounds are used for soccer leagues.

Not sure where to start.

I commute to work by bike thru the area almost every day for 7 months every year and haven't observed conflicts with vehicles or pathway users that are being referenced. Will definitely avoid the new 'bike boulevard' as the added features are complications that create safety issues for cyclists (more comfortable using Elbow Drive).

Curb extensions are dangerous for cyclists by pushing bicycles away from the curb and into the path of vehicles.

Raised crosswalks create conflicts between pedestrians and cyclists.

This is why cyclists have been avoiding the new 'bike boulevard' on 15th Avenue SW (what a waste of money).

Much better to use the resources for a north-south bike path along the C-train tracks.

I like the relocation of the flashers at Lansdowne and Crescent. This makes more sense than their current alignment. I like the new multiuse path from Lansdowne up to 46th. Not sure how effective the all stop on 49th will be as bikes will likely continue to roll through without stopping and this seems more like penalty for drivers going east/west on 49th.

I'm excited to see improvements that will help my children potentially get to school on their bikes (from Stanley Park to Elboya school and Windsor Park school). There are two areas I would like to raise 1) Making the North/South crossing at 50 Ave as safe as possible - Vehicles can travel quickly along that Ave. 2) The uncontrolled intersections at Britannia Dr / Crescent Blvd and Crescent Blvd and 5 Street present some confusion on who has the right of way. I could see some drivers focusing on what vehicles are doing distract from the safety of children on their bikes. Some formal signage (yield signs?) may allow drivers to focus on safety and avoid distraction. Otherwise, designing the bike blvd in a way to remove bicyclists from risk.

If a 4 way stop will improve safety at 49th Ave, why is the city waiting to implement it.

There is no need for separate bike lanes here, there is very little traffic. What is needed is proper snow removal so that the road is rideable year round. There is so little traffic or so much shade the snow does not go. This is by far the most challenging part of my ride in the winter.

I am in favour of the proposal of the pathway through Elboya.

As the bikepath exits onto Riverdale Ave in front of [Personal information removed] Riverdale Avenue- we see many bicyclists narrowly miss traffic, there should be a speed bump there, or otherwise, restrict cars parking too close to the bike path as it exits onto Riverdale Ave. Furthermore, the path there is worn out beside the grass, and many people's bikes get stuck in the ledge between the grass and the pathway, and they also fall over. This is again the path right across from (redacted) Riverdale.

A big issue, is electric bicycles coming so fast on the paths, and narrowly missing children on the paths on Stanley Park. there should be a notice to reduce speed to 20 km and to watch for children in Stanley Park

I like the multi use path on 42 Ave and up the hill to 46 Ave. I would like to see the multi use path extended to Elboya school. Although it may be a lower speed section of roadway, continuous pathways right to the school will encourage more students to choose active travel / biking to school because there is a consistent and obvious path that can be consistently maintained in all seasons. As shown now, the transition at the south end of the multi-use path could be quite tricky especially when heading southbound due to having to switch to riding on the far side of the road. This could deter ridership of younger and less experienced riders (more confident riders could still ride on the road even with an extended pathway to Elboya School)

I am very pro this overall route from Elboya to Chinook Centre as it will help me get to Chinook Mall from Mission neighbourhood safely and efficiently. Thanks! I couldn't comment on the whole route.

I live [Personal information removed] 47th Avenue [Personal information removed] from 5th Street. I think the 4 way stop at 49 Avenue and 5th Street is a great idea as many drivers are confused at this intersection. I do not think curb extensions at 47th Avenue /5th Street and 48th Avenue/5th street are a good idea. During school drop off and pick up there is already a shortage of parking for parents so I think this will reduce the available parking even more.

I am glad that the City is making this route "official". I used this route to commute to work by bike from 1980 to 1994. I have used it since on regular basis to visit the downtown core. It has always been a good route and i find that it really doesn't need many improvements. I particularly dislike curb extensions because they represent a hazard for cyclists. This is because cyclists are supposed to travel close to the curb. When there is a curb extension it forces the cyclist to enter the car lane. This is resented by drivers and they don't give you much room and as a cyclist one has to be very careful that you don't get hit from behind by a distracted car.

Separate laneways is great. More of this in the other sectors.

How can you slow down e-bikes and e-scooters on the pathway. Mandate a leash for dog owners.

Increased crosswalk visibility and lights will be needed at the Lansdowne Ave SW & Crescent Blvd SW crossing. Speed coming down the hill on Crescent Blvd SW is a safety hazard for bikes. We have seen cyclists barely able to stop in time to safely cross traffic. That should be considered for the multiuse path as well. Skateboarders and scooters have also flown across Lansdowne coming down that hill. Once traffic leaves the traffic circle, going West on 42nd /Lansdowne they are also picking up speed downhill. Would it make more sense to route the bike crossing through the traffic circle on 42nd where traffic is already forced to slow down?

Need to fully consider the crossing hazards of hill speed and visibility.

East on Lansdowne Ave, turning left onto 4A St need traffic calming, warning, possible flashing lights.

The playground zone on Lansdowne ave from Elbow drive going east and west is a speed zone. You are improving lights at Lansdowne and Crescent boulevard, how about adding speed bumps to slow the traffic both ways

Seems good. The crossing from the multi-use pathway along crescent blvd north to 4a street will be key to ensuring bike and pedestrian traffic can run through here smoothly.

Enforce the signs and rules in place. The right-turn-only is often ignored, vehicle speeds on Lansdowne are rarely observed. Cycling this route is enjoyable aside from the vehicles not following the regulations.

Do not add a stop sign on 4A St (intersects with Riverdale Av), make it a yield. 4A St and Park Av, remove the stops on 4A both ways (stops only on Park Ave). Leave the yield sign at Crescent Blvd where it intersects with Lansdowne Av. Turning left from Landowne/Crescent Blvd onto 4A St (heading north) is terrible. The detailed map shows a barrier in the middle of the street, which will make biking very stop/go. 5 St and 47 Av: make 2 way stop (stops on 47 Ave). Remove N-S stops at 5 St/49 Ave.

Please don't put a raised median along Crescent Blvd SW as shown it will make it very hard for a cyclist to complete the left hand turn heading east to northbound. Adding the sidewalk along Crescent Blvd SW is going to add a burden to the people. It's a very hard part of their yard to access because it's steep. If it doesn't get shovelled it's just going to be dangerous ice because it's generally shaded. This road was recently repaved. The sidewalks at the corner of Brunswick and 5th St are new!

at the intersection of Lansdown Ave and Crescent Blvd SW - cars coming down the hill on Crescent (heading north) should have a stop sign instead of a yield. Especially if you introduce bike and pedestrian crossing here. I live right here at [Personal information removed] and cars often come down the hill and only look left to see if they can merge and miss pedestrians heading west on Lansdown looking to cross Crescent.

Blocking off Elboya is a terrible idea. That parking is needed in the summers when people access the pool, pathways and park and in the winter when the skating rink is open. People can access the bike pathways from other points and running it along elbow drive

makes zero sense. You are also adding way more traffic to a neighborhood full of young families who are already fighting large crowds in ALL Seasons. This is a terrible idea.
The exit off of the Elbow River pathway seems dangerous. You are putting it right across where all traffic goes to park. I would suggest that a path splits off before (parallel to existing) and goes behind the parking lot and connects to Cliffe Ave and much quieter street.
Would like to see something better than the current intersections of Lansdowne Ave SW & Crescent Blvd SW. & 4ASt. The intersection is unclear and feels dangerous, especially when travelling southbound onto Crescent Blvd. Adding separated pathway up the hill seems helpful
Bike boulevard is not 5A. Please just put a MUP on one side of the roadway the full way through.
The junction of Crescent Boulevard and Britannia is dangerous, with multiple accidents caused by drivers failing to yield. It is also unsafe for pedestrians, as the road is wide and visibility is limited. Extending the 30 km/h zone would help, as drivers currently accelerate once it ends. Crescent Boulevard is used as a shortcut to Elbow Drive—speed bumps could help slow traffic. Many children and cyclists use this route to get to school.
This is a great extension thank you! Please consider also doing the portion of 5th street between 17th Ave and elbow drive sw. It is a very popular bike route but has no bike lanes. It's a short stretch but cars can be very aggressive on that section. It could be done similar to 2nd Street and would be very well used. It feels like a big missing piece of the network. Thanks for working on this! So important and appreciated.
Unnecessary as car volume is low (exception - see below). I live 2 houses away from this route & commute by bike regularly. Rezoning means higher density & more parking requirements, bike boulevards decrease parking. The Elboya school drop off and pick up means 5th Street is extremely busy 2x per day. Boulevard and curb extensions will only serve to create more congestion, frustration of drivers, and ultimately INCREASED danger to cyclist. Extensions force cyclist INTO traffic - makes NO sense!
Restricting 4a Street with bike lanes is very problematic as it is currently a high traffic road for the Elboya community centre, the Stanley Park Pool, Baseball Dimonds, tennis courts and Picnic areas. It makes no sense to develop these bike lanes along 4A Street when the bike path could follow the existing path along 42 Ave down to the lawn bowling parking lot without affecting street parking and traffic flow.
Horrible route to navigate by bike. 42ave is incredibly dangerous to cross and there seems to be very little to address that... Should definitely have a speed bump. Also this route is designated as a bike route currently but is never plowed in the winter, notably deep persistant snow on the route near Stanley park. Doesn't matter if the elbow river pathway is cleared if you can't safely get to it!

It would be a good idea to put a raised crosswalk on Riverdale Avenue to provide safe access to the suspension bridge that crosses the Elbow River to Sifton Blvd. (Adjacent to the small wedge shaped crescent park), There is a lot of traffic here that moves too quickly to be considered safe.
As the proposed route goes right by Elboya School (and near St Anthony School), please attempted to make all construction during the summer break so as not to disrupt school activity and compromise student safety
5th St SW should have protected, separated lanes for kids coming and going to school. It makes more sense to have the route follow Landsdowne Ave and be direct, rather than detouring east on a shared street; sharrows are not bike infrastructure. All the crosswalks on 46, 47, 48, and 49 Avenue SW must be raised, not just some of them. Consider doing tabled intersections here instead. This entire design feels half-measured due to budget constraints; fund it properly, build it correctly.
It would have helped immensely to identify Edlbrow drive vs it being a greyed out strip
Why do a "survey with one question?
This seems like a justification for pedestrian crossings and traffic calming more than a focus on bike routes and design.
Yes
I strongly oppose the proposed bike lanes on 4A Street. This corridor is already under significant pressure due to its proximity to Stanley Park, which draws consistent, year-round traffic. In winter, the skating rink is heavily used, and in warmer months the rugby fields, lawn bowling, and swimming pool generate substantial visitor volume. Parking along 4A Street is not a convenience—it is essential infrastructure that supports access to these community amenities.
Love the extension at Riverdale Ave. With the traffic circle and hill at Landsdowne and 4a st. I think the artery would be safer at Landsdowne and 5st. Speed bumps for cars and bikes should be reviewed for 4a st and potentially 5st. Thank you.
Further to a previous comment on speed reduction measures, 4a St is the area of our concern, especially with the volume of people parking and walking in this area to access Stanley park. Bike paths with significant speed bumps and raised cross walks, slowing down the bikes and cars, would be a reasonable solution IF these proceed. We hope they do not. Thank you.
Hello, we're strongly opposed to bike paths on this already overly-busy residential street.

Should this plan proceed, we would hope to see significant speed reduction methods used (several large speed bumps and raised cross walks). Bikes often go full speed in this area (on and off the current path), which is very busy with kids and family's during the spring to fall. Cars speed constantly as well.

As a family with young children on this street, we ask for meaningful speed reduction methods.

The traffic-calming measures from Riverdale south through our Elboya neighbourhood are a total waste of taxpayer money. This is not a high vehicle/cycling traffic area at all. I have heard nothing from my neighbours regarding concerns over pedestrian or cyclist safety. What is a problem, year after year, is the atrocious record of street/sidewalk maintenance. We have crumbling sidewalks and 3 year-old potholes in our neighbourhood.

When I was still working, I used to ride east along Southland then north on Elbow Drive to go through downtown and back, not the route outlined by this consultation. This was for 2 reasons: 1. I always got lost in Elboya even with the signs; 2. It was more closer route start to finish.

Don't like keeping the route in Elboya as it is. I think it's confusing and meandering. Signage will help slightly but I much prefer the direct route available on Elbow. I like the rest of the route south there

I love this!!!!

Use the money to fix infrastructure. Not for biking that will only be used less than 50% of the time.

Traffic calming measures will only add to traffic congestion and frustration. This is not what Calgary needs at all. Raised sidewalks on roadways will only add to possible damage to our cars and these days, money is very, very tight. We don't need to be taking further risks with our cars because they're too expensive to repair.

Leave residential speed limits at 50 km an hour and others at 60 and don't put any more hazards on the road. That includes bike lanes and plastic pylons in the road.

Will the city actually plow any of this route in the winter? This is currently the most challenging section to ride a bike from the south to downtown, as the designated on street bike routes are not plowed and are such low volumes that the snow isn't worn down.

If it isn't going to be maintained so it is usable, why waste the money improving it.

Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water .

Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.

Ugh, sorry, I was the one complaining about 4a St being a bad choice for the revised bike path and it looks like the design reflects that by moving the uphill portion up to 5 St/Crescent.

I still think moving the action east so that cyclists ascend up 4 St is the superior choice, based on grade and ability to get by without having to build more separated cycling infrastructure.

my comment on the whole project is...GREAT!. We need more bike paths! My biggest concern is electric bikes they often go toooooo fast and are dangerous to pedestrians and regular bikes...ESPECIALLY the ones with fat tires. super dangerous!!!

Britannia Drive/Crescent Blvd Stop sign is an excellent idea. Often people drive through this intersection not even yielding.

Crescent Blvd between Elbow Dr and Lansdowne Ave is used as a "cut through" and people drive quite fast (sometimes clearly over the posted 50km/hr). Additional traffic calming measures (or a lower posted speed limit) along the whole stretch would increase safety.

My concern is that raised crosswalks and speedbumps do not allow inclusion and connectivity to all types of cars and can damage sports cars and similar low clearance vehicles. I have actually been stuck in a neighborhood with the only way out being to back up all the way from where I came. This can be particularly dangerous. Damage to the front end or frame can occur going over these structures if built too high. I would encourage you to be inclusive of these cars in your design. [Personal information removed]

Please remove 4a St SW completely from consideration. The hill going up from Lansdowne is so steep it should have NEVER been considered a bike route, particularly if the intent is to get kids to bike to school. Winter it's pure ice for days.

The superior option is to have cyclists use the existing 42 Ave MUP out of Stanley Park and then eventually connect to 4 St SW. Any one of the east-west routes from 47 Ave south can be used to reconnect back to 5 St SW and Elboya School.

I live near this study corridor. I like what is being proposed.

My only concern is snow/ice drainage at 47 ave and 5 street sw. The SW corner of the intersection can ice up badly during freeze and thaw cycles.

My comment not only applies to Elboya but for the entire north-south connector. There are numerous stop signs along the route, many of which are necessary. However, at some locations it is preferred for the bicycle to not stop and for instead the cross traffic

to stop. The raised sidewalks are a good idea but provide a gap of 15-20 cm so a bicycle tire can avoid the bump and travel across the sidewalk without going over the bump (raised portion).

There is a need to enforce both bicycle speed limits and rider alerts to pedestrians as this is not happening along the pathways!

Haysboro East-West Connector

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

The 89th ave connector is a good idea and makes use of the 14th st footbridge, this gives a shorter/alternate way of getting to and from Glenmore Landing to 5th st verses using Heritage Dr

I support this multiuse pathway giving the local community access to Glenmore Landing and south Glenmore area.

LOOKS AWESOME BUILD AWAY

I do not support pushing the north sidewalk on 89 Ave out into the street eastward from 1012 89 Ave to Elbow Drive. 89 Ave SW is a Main Street (lots of traffic) within Haysboro because there is a light at Elbow Dr and 89 Ave. If this change is implemented this intersection will be more congested increasing unfriendliness to pedestrians and bike riders.

The curb extension in front of the Haysboro Community Centre is not necessary as it is already a Playground zone. This extension will further restrict movement of bicycles and make it more dangerous.

Another item to consider is to extend the Playground Zone eastward along 89 Ave to Elbow Drive. This will slow down traffic along 89 Ave.

[Personal information removed]

Love the east-west connector

Love this project.

Very important transportation corridor.

Like the double pathways

The website is hard to navigate.

No place to park on existing roads.

How many people use bike lanes?

Concerned this is all part of climate hoax / World Economic forum agenda. City should not be building 15 minute cities.

There is plenty of parking on 89th, despite what other people may say. This road can support bike options, any other routes have too much traffic.

Love the school part of this connection.

Entire route will promote more ridership. Also serves people other than just bikes... scooters, baby carriages, etc. Will encourage people from areas like Oakridge due to having a safe route to the train.

This looks good, be aware that the sidewalk to the north of the church is often used to store snow in the winter (which is a huge pet peeve of mine!). So snow and ice control from Elbow Drive to Haddon on that hill and along the newly paved alley will be key to making this a great walking/biking route in all seasons. (Some lighting would help too!). I LOVE how you are removing parking on 89th right at Elbow, but narrowing the road so that safety for adult commuters not on the pathway (because we go too fast) is still maintained! And I love all raised crosswalks... more of these EVERYWHERE please!

This would be a very useful connection to get to Glenmore Landing, avoiding a more circuitous route through Haysboro.

I'm a huge fan of this section. I live in Haysboro east of Elbow drive and this will help me get to the businesses in Glenmore landing and connect to the trail system near the reservoir. It will also be great for my son who, starting in 4 years, will have to walk up to Elbow to catch the bus to school everyday. There is somewhat of a path there now but it's not great and challenging to navigate in the winter. Please build this!

Looks more useful for crossing over to the west.

I would give it a no star if I could. Don't like the removal of 24 smaller trees (15-25 feet tall) and some tall trees. Many trees in the neighborhood are at end of life and City is proposing to remove a significant next generation trees. 89th avenue is a key access route for many residents as well as access to the community hall and should not add more crowding with a dedicated bike path. Also, a biking path parallel to an elementary school and community playground increases the potential for pedestrian & bike accidents.

A better bike route from the overpass would be going north onto Haysboro crescent and connecting to the existing bike path.

Well done in having your last engagement session at a bike shop. If you're looking for biased support for your project a bike shop would be the place to do it. Ill bet you got overwhelming support and I for one would love to see your raw data listed by pop up location and date.

Do not like that it goes on to elbow drive, high traffic and no shoulder

This is a very much needed W E connector in the SW. Currently there is a drought of choices if you need to get from the SW of the city over to the Bow River in the SE. Heritage from the reservoir eastward is the only real choice and at several times you

have to be on a busy roadway sharing the road with drivers that aren't enthusiastic that you are on the road. Having a few more West-East connections would help those that would like to travel across the city without having to go all the way downtown, or down to fish creek, in order to cross the city without having the share a tight road with frustrated drivers.

I believe that the parking should be removed instead of the trees. After all, this city needs more trees. It would seem kind of counter-intuitive to take them out.

It's great to provide another corridor to connect through the community up to Glenmore Landing. Way nicer than riding alongside Heritage Drive!

I have an issue with the removal of trees along the fence. Tree cover is another important initiative of the city and removing healthy, growing trees is in opposition to that. As someone who lives (and frequently bikes) on 89 Ave, I do not think that having a dedicated bike lane is necessary. The road is not that busy and I have never felt unsafe biking on it to the pedestrian bridge. This is an unnecessary use of public funds. The trees along this route should not be removed as they are important part of the neighbourhood and green cover initiatives in the city.

I'm extremely disappointed in the 'pop up' engagement held at the Southland LRT station on Wednesday April 8. There only two almost unidentifiable individuals handing out feedback cards. So much for meaningful engagement when. All they do is pass out cards. I heard one lady invite this so called engagement team to a Haysboro Community Association meeting

Lets hope they show up to hear what the residents really feel about this boondoggle of a project.

I don't understand the need for a bike path along this route. There is already a bike path along Heritage Drive - as well as one on Southland Drive. 89th Avenue , a narrow 2 lane road is already very busy with vehicles - especially if ther are parked vehicles. There are multi units proposed at that same corner which will result in huge parking issues. A multiple unit daycare was approved by previous council on the NW corner of Elbow Dr & 89th avenue - which when it opens (apparently soon) so chaos is definitely in our future. We need to stop - put this on hold and wait to see how the previous approvals will affect our traffic and our once beautiful, friendly neighbourhood.

What a fantastic idea!! Connecting East Haysboro to West Haysboro is very much needed. Adding this concept to 96th ave so there is a better connection to the schools (Eugene and the stem school) would also be very much needed so kids can walk to school safely.

The current plan addresses access to the shared path and Glenmore reservoir from Haddon Road, but only from the north. Pedestrians and cyclists do not like riding out of their way or having to double back. As such, this route is helpful for cyclists coming from the north, but those from the south will still use 94th ave, and this plan doesn't accommodate that.

The plan also offers changes to the road on 89th ave, but doesn't seem to address the sidewalk running north-south on the east side of Elbow Drive. Will this section of sidewalk be converted to a multi-use path? Will the timing of the light at 89th ave be changed to accommodate more frequent crossings?

Please design the transition from field path to Elbow to allow bike trailers!

Love all things bicycling!

Implementing this east-west connection will fulfill the community's request for an east-west route, uniting Haysboro and allowing access to the Glenmore Reservoir from Haddon Road. It will also help connect the Haysboro Community Association as a hub, and I strongly advocate for aligning this route through Hoover Place SW, instead of 89th Ave and into the HCA grounds as an intermediate destination. During my previous involvement with HCA, this was an acceptable option—and remember the kids! It would give them a protected connection to the rinks, natural playground, the fields, the tennis courts, and, of course, Haysboro Elementary. Avoid 89th Ave as much as possible and create a new network with destinations along the way.

The "bike boulevard" is acceptable at the cul-de-sac at the end of 89th Ave. Very nice properly separate lane the rest of the way keeping the cars away from bikes.

It is a small thing, but ensure that the transition to the overpass at the west end is opened up a bit. It is bit narrow currently.

Your 'Rate the East-West Connector changes' is misleading. There currently is no bike path on 89th Avenue. This whole project looks like a solution searching for a problem. There are already existing bike paths along Heritage drive from 14 Street that connect to the Bow River pathway system. Incorporate what is already in place and maybe enhance access only, not create another problem by adding more bikepaths. 89th avenue is the ONLY controlled intersection into Haysboro. It is heavily used by school buses and commuters. Adding a bike lane that will only benefit a few is ludicrous and frankly a waste of money. Money better spent fixing aging roads and infrastructure in Haysboro.

For the multi-use path segment (between Hyler Pl and Elbow Dr), prefer to have no trees cut and instead remove the on-street parking on the north side of the road. There are usually no cars parked on the north side. Can you make it a bike-signal priority for the Elbow Dr crossing? Lots of cars turning north onto Elbow Dr that don't like to wait for pedestrians to cross, I'm sure they would cut off bikers too. I think it's a great transition from this to the N-S Haddon Rd multi-use pathway on the west side. Please add a stop sign for 89 Av going west, at 12 St. People turn left frequently and cutoff pedestrians all the time. Biking east, this would make the transition from bike blvd to multi-use path on north side of 89 Av a lot safer.

The N-S MUP paralleling 14th street should be the priority here. The new Glenmore overpass is great, but the MUP here is a sidewalk in terrible disrepair. Over crowded with dogwalkers and cyclists. Need a wider path.
Curious to see how the segment past Haysboro Elementary is handled once it enters the residential section? Will the center boulevard be removed to add space for the bike path?
What's really needed on an east west route and safe passages over the train lines and McLeod trail. Bike path on heritage is good but there is really nothing between heritage and Anderson. There are ways to cobble a route together but nothing is that great
A good improvement to the present layout. Could the small trees removed along the school fence be replanted on the North side of the fence. Some large trees clearly need to be removed. One utility post near 11th street appears to be on the way. Will the design impact street parking for the residents?
Re: east-west connector, as the slope down from Elbow Drive to Haddon Road is somewhat steep, I am curious to see how this is solutioned to be safe and user friendly for all modes of travel (e.g., wheelchair, all levels of bike experience). The remainder of the design proposals are thoughtful and detailed well. Is there opportunity to replace the small, unhealthy trees that will be removed with other landscaping, to balance pavement and nature?
I would prefer the parking be removed rather than trees
The community didn't ask for this, the city told us it's what we want during LAP planning. You can cancel this east west route altogether. Much like the west BRT it will rarely get used and is a waste of tax payers dollars. In Haysboro getting around on a bicycle is not a problem. People will walk and bike on whatever road gets them to their destination quickest, not go out of there way to use a bike path where you propose. This would only make 89ave worse and it's a main route into the west side of our community. It would be nice if the city actually listened to community residents for a change.
Excited to have a dedicated path & bike boulevard to separate cars and cyclists. It would be nice if the proposed paved laneway could also just be an extended portion of the path as well because it makes for a disconnected experience where cars and cyclists need to share
There are very few cyclists in haysboro and these changes arent needed based on observed cyclist levels. However this plan is acceptable as long as there are no impacts to traffic flows and especially no traffic humps. We are highly opposed to anything that restricts traffic flow in any way.
Ensure the paved path starting from behind St. Gerard Church down the hill to the N-S connector is kept snow free as it is very steep and prone to accidents if not maintained.

So 89 Ave will no longer be useful to drive on. You will turn it into a 5 k zone. Why do we not have this in Chinook park where there is a bridge going over 14 St. Does this whole thing have more to do with who lives in these communities.

Looks great, but I would like to see the same number of trees replaced that get removed clear(Bright, unmistakable) markings are necessary for a single MUP that is adjacent to streets to prevent cars from turning into people.

Why is there parking in the park space north of the Hays Farm multi-residential complex? Who is this parking for? Appears to be accessed through the private Saint-Gerard's church parking lot, but is on public land that is stewarded by Parks. Can The City explain why park space has been paved over for vehicle storage, or if this space is leased out at a rate that is worthwhile?

Feels like with good traffic calming (speed humps and tables, curb extensions, chicanes like in scandinavia?), a pathway isn't really necessary on 89 Avenue west of Elbow?

Could consider a pathway connection from 89 Avenue just west of the Haysboro CA parking lot, past the front door of the CA (would be a nice non-parking lot drive aisle access for that facility), and then east to Hoover Place. An overhead flasher at Elbow Drive could help people cross from Hoover Place to the new pathway along the south side of the school site on the east side of Elbow Drive.

If trees do have to be removed, just make sure more are planted!

Please make this a true east-west connector by adding a proper pathway along Hull Avenue and 86 Avenue east of the Heritage station pedestrian bridge, at least as far as Bonaventure Drive. After that, improve (lighting, surface) the engineered walkway east of Bonaventure Drive.

At the east end of Arlington Drive, the route can go north and use the alley to reach Blackfoot Trail, where there is a signal. Add a crosswalk to this signal (Blackfoot/85 Avenue) to provide access to those businesses, and then consider a pathway down the hill to Deerfoot Meadows.

At Blackfoot, could also run pathway along the east side, connecting north to Heritage and south to the new multi-residential development.

I am not in favor of this new proposal. There is already a parallel bike path on Heritage drive. We do not need to spend tax dollars to create another path when one already exists. 89th ave is already a crowded throughfare and there is a new daycare about to open on the corner of Elbow and 89th plus 2 -10 plex developments scheduled for construction. Why would we put a bike path through such a soon to be congested road???

89 Ave does not require a bike path because;

1. 89 Ave is a congested intersection with a daycare for 73 children (no parking or space for pick up/ drop off)
2. 2 proposed H-GO's with 10 units - No Parking
3. You can not guarantee that people that only take transit or bike will live there.
4. Community Association Board Members clearly stated at phase one that 89 ave was a poor choice.
5. Do not like the idea of loss of more trees in the neighbourhood.
6. Alley way connecting from Horton to Elbow is dark, unsafe and again what about the trees next to the church?
7. We have a bike path that goes around the perimeter of the neighbourhood and connects to Glenmore.
8. Want children to get to school safe go down 87 ave drop off at front

Will paved laneway be maintained in winter (steep hill for cyclists)

I am hugely supportive of the traffic calming measures in this area, specifically those along 89th and Elbow where the two schools (Hasyboro and Woodman) parallel.

There are so few East - West connectors in this area - this is very good infrastructure.

THANK YOU so much for doing this. My 5 year old daughter had a nasty fall on 89th avenue last year coming off of the pedestrian overpass transitioning to the road. This would have really helped her. I applaud the city on this as i bike this EXACT route to work usually 2 times a week when the weather is nicer outside. The crossing at 89th and Elbow is a challenge and I am glad there is something to be done here. The crossing at Heritage Drive & St.Andrews church needs to be better, cars are often speeding eastbound on heritage and stop too close or miss stopping at this crosswalk connector to the 5th avenue sw bike pathway. I PREFER the NORTH SOUTH HADDON road updates vs horton road. Horton Road is just a bit farther

Looks great, would be a wonderful addition to the bike system and help make it safer and easier to drive through this area.

We hope there will be bus stations on this new road

Sad about the trees, could some be planted inside the school fence to replace them?

If the trees along the south side of the fence on 89th Ave are going to be removed, can they be replanted on the north side of the fence. Haysboro is such a beautiful community with so many large trees it would be sad to see established ones be removed. There is also a very long sidewalk that travels along the east side of 14th street inside the sound walls where the green space is. The sidewalk is heaved in many areas and used by bikers throughout the whole community of Haysboro and surrounding areas to get to the 14th street overpass. If this sidewalk could be improved or changed to a larger multi-use pathway as it connects many areas of the community and the new proposed East-West connector.

I am mostly please with the project and the location of the proposal, but I have two issues I am hoping could be addressed.

The proposal includes the removal of ~25 trees along 89th avenue, mostly beside a children's playground. These trees provide a crucial temperature and UV regulator for high use areas of the neighbourhood. The justification is to preserve a "parking lane" on the north side of the street, of which I have rarely seen be used for parking. I don't feel that the reason for the removal is justified. If these trees are removed I would request an equivalent amount or more are planted along the north side of 89th beside the new bike lane, which I don't see in the proposal.

The pathway north of Hogarth Cr will be very steep.

I like the idea of a pathway connection here, but please just take it all the way to 14 Street SW! You are creating such a small section of bike boulevard - transitions from a bike boulevard to a two way pathway on one side of the street are always awkward, and the snow clearing won't be consistent between the two types. Even if budget is limited to build it all and you can design for the last stretch of pathway for when more funds are available... Otherwise this will create another "missing link" in Calgary's pathway network.

Does it have to go along Elbow Drive? Can't we cut through the park and go along Hoover PL SW and then straight across Elbow? Hoover PL is over-built anyway, why can't we use that existing pavement instead of laying down more?

Would prefer trees kept over parking.

- Increased congestion and traffic flow on 89th ave
- Impact of new developments and the number of vehicles and demand for on street parking
- Loss of trees and environmental concerns
- Existing traffic calming measures - 89th ave already a playground zone
- Existing bike infrastructure (along Heritage Dr)
- Financial implications - how much will it cost and is it a wise use of public funds
- Lack of transparency in planning process
- Unnecessary duplication of bike routes (Haddon and Horton)
- Better solution - route from Southland (N-S) through city owned property
- Concerns over public engagement - Have residents along route been engaged? Has feedback been incorporated in planning process?
- Will advocate for cancellation of project

6. With the increase in e-bike/e-scooter traffic, it is not safe to have them speeding up the interior roads of our community. This type of transport is much better served along larger roadways such as Heritage Dr.

Alternatives

- Upgrade Heritage Bike path. It already exists, connects with BRT at Heritage and 14th. It also connects with Glenmore Reservoir path. It also connects via Haysboro Cres to overpass to Glenmore Landing. It will also provide direct access for all new residents to ctrain stn.

- If the goal is to get students from east of Elbow to Haysboro Elementary, come up from Haddon Rd on the proposed path. Use the crosswalk at 87 ave to the school. Students who live at Hays Farm that access school by walking from lights at 89th

4. The median on the west end of 89 ave provides another natural space for wildlife. It also covers a natural gas line so allows access if neccessary. It creates a welcoming space for people entering our community from the overpass. It adds value to the homes that look out onto it. Creating more concrete does not follow the original plans for our community. It will cause a loss in character and charm we are trying to protect.

5. The west end of 89 ave has recently become a corridor for cars that are using a backlane to access Haysboro Cres. This increase in car traffic on 89th is considerable. Vehicles have to make a turn that will cross proposed path. Adding MUP to this already busy area will increase likelihood of accidents.

3. The road along the school provides parking for daily drop off and pick up for the school, overflow parking for the CA and local residents. It is used daily and should not be removed. Our community centre hosts a number of community events, dance classes, karate, bridge, mahjong, speakers, and events. When the parking lot is full, which happens every week with bridge club, the overflow is onto the north side of 89 Ave. If there is no parking allowed on the street, this could impact our students access to the school as well as the HCA.

I live on 89th Ave and have lived experience in this area.

1. There is a daycare, church, multi-family complex, and 2 upcoming H-GO developments at the corner of Elbow Dr and 89 Ave. The congestion is already increasing. Adding a bike path will increase the likelihood of more accidents at this intersection

2. The trees that line the school grounds have many purposes. They provide shade for students and others using the fields. They provide habitats for local wildlife. They add to the charm of our planned community. They should not be removed.

1. I have lived on 89 Ave for 46 years.

2. It does not need a bike path. It is fine the way it is for biking and walking

3. Raised crosswalk would be good to slow down the speeders, also law enforcement

4. Stop the development at 1007 and 1008!

89th Ave

1. Don't remove shrubs from 12 st to 14 st. Bikes can go on road.

2. Extended sidewalks on corners - hidden in winter, cars and walkers won't see - walkers will trip

3. High density at Elbow and 89th. 3 high-density (up to 10 units each) at and by that

intersection on west side of Elbow & daycare on corner. 89th parking and busy roads for school, community centre, access to 12 St to go south.

4. Should be 87 Ave for bike path.

Haddon to Elbow is great. 89th intersection is too busy for bike traffic (2 H-GOs, 1 church, 1 daycare, 1 multi-unit development - Hays Farm). Need bikes to turn right on Elbow and cross at 87th Ave crossing (already there). Gets kids to school and people can continue to the pathway along Haysboro Cres (dog run). Improve Heritage Dr existing bike path that connects to BRT, Glenmore pathway, Haysboro Cres. No new pathway on 89th - yes to traffic calming measures.

Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.

ANY reduction of the ability for vehicle traffic to flow freely is a step backwards

Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.

Terrible idea. You are choking this community. Over 70 children daycare on the corner of 89 Ave and Elbow Dr. Two houses away there are two large developments that stupidly were approved and will add to the coking of this community and area around 89 Ave. Adding a bike lane will make it so u safe with all this new traffic and the city is planning on taking trees that they planted only several years ago, out. This goes right against their own policy!!! Heritage Drive already had a bike path so why is the City duplicating?!?!? Bike paths that remove trees and lanes from roads are a bad idea when this is a cold, snowy country and will receive less use like all the other bike lanes in this city.

No to Heritage Dr bike path? Perfectly usable. 89th is a no go, removing trees removing parking while slamming multiple family homes on the corner to 89th. Meandering thru the neighbourhood! Has anyone ever driven this route? elbow Dr is busy! Get back to the Heritage Elbow! This new route would take away street parking for the community hall activities and fields used for sports, both school/community. Bikes are using the green belt area sidewalks from Heritage Drive for the 14th Street overpass already, why redirect them through neighborhoods with cars? Build a 14th street overpass for bike paths at Heritage Park if it's such a big worry, and it's not! The raised sidewalks are good but that's the only portion of this I support.

To me, 89 Av is an unnecessary choice as the E-W connector. The proposed bike path on 89 Av would require the removal of 25 elm trees planted by the city in the last 6 years, which violates the city's own policy. Next, in a short time, 89 Av will become a choke point at Elbow Dr due to a 73 place Daycare on the corner and two developments beside it totalling 18 family units having very little off-street parking. Why add bikes to the mess? There is already a bike path on the S side of Heritage Dr that runs from 14 St to Haddon Rd and beyond. Use it instead. The overpass from Glenmore Landing connects to an existing bike path parallel to 14 St which can easily be tied into the path at Heritage Dr.

Please leave our neighbourhood alone. the proposal is not liked by locals, is not required and is a waste of money.

can all season bike riders count on reliable snow clearing & removal on new routes. especially those shared with cars like a new paved back alley. if not then putting multi use pathways on a steep slope is just asking for slips & falls & lawsuits.

There's all ready too much traffic and congestion on 89th Avenue close to 14th Street. There should be no changes to the road in front of our house that we pay property taxes on and there's zero need for this vanity project when critical infrastructure is failing.

I currently take 96 ave to 12 street then to 90 ave to get to 14 st. There are a lot of cars and no space when I'm on my bike with trailer for my child to sit in.

Main gripe is that I wish the trees were prioritized over on-street parking. Overall, any improvements are good, but could have been more ambitious.

East-West Connector along 89 Avenue SW.

Dear City Planning Team,

I oppose the proposed East-West Connector on 89 Ave SW. An existing route on Heritage Dr already serves this function. 89 Ave is narrow, poorly maintained, and unsuitable for increased cycling, raising safety concerns. A more efficient, lower-cost option is connecting 14 St SW through the dog park to the existing Heritage pathway. Please prioritize optimizing existing infrastructure.

Sincerely,

[Personal Information removed]

Elbow drive is a major road, heavy traffic during rush hours. To offset mclaeod trial traffic.

More Clear pedestrian crossing with yellow light is needed on elbow drive to increase safety. Thank you

I don't like the curb bump outs on Elbow and 89th. This is the only way in and out to my street. This will cause major traffic issues. I live on 89th ave and I don't want this project. Please put the bike path along 14th street and connect it to Heritage. There's a bike path

already there. We need our taxes to go towards paving the streets and fixing the water lines!
Please don't waste our tax dollars on this! This is not needed. I don't want the cotoneasters in the middle of the street ripped out. The mature trees and young elms should remain. Don't rip up the trees. This is going to cause major parking issues especially when there are events at the community centre.
I like the proposed multi-use path, but I would rather remove the parking lane to save the trees. I am also wondering if there is a better way to continue the path along 89th Ave between Elbow Drive and Haddon Road without jogging North around the church.
Make certain that the pathway is clear of snow and ice in the winter
This would make it far more convenient for me to bike to heritage drive or to either heritage or southland station. There's not really a lot of existing infrastructure along southland, and getting to heritage from where i live requires going through south glenmore park, which isn't ideal.
There is a large proposed multi dwelling project in the works on 89 by the CA. I think this should not be approved and especially as I support this bike/ multiuse pathway on this street but have safety and traffic concerns for this area if this development is allowed to proceed
Agree this is the best most direct east west route but need to be respectful of people living on the route and not impact parking and access to their residence and aware of additional traffic this will bring and possible security concerns
I struggle to understand why we are not taking advantage of the already existing bike path along Heritage Drive. It would probably easier and cheaper to connect the pedestrian overpass to the pathway starting at Heritage Drive, and generally uppgade the pathway along Heritage Drive, rather than building a new pathway along 89th street.
Removal of trees decreases our future needed canopy. We are against this plan in its entirety. A bike lane isn't necessary due to the active playground (reduced speed) zone and also low access/traffic volume due to dead-end 89 Ave culdesac. Current access and sidewalk roadway works efficiently and is great, always has for this30 year resident family users. Please stop this unnecessary plan along 89 Ave.
Do not build a bike path along 89th Ave. Use the path on Heritage Drive and then go along 14th street to get to the overpass at 90th. Do not remove the sidewalk. Do not remove the trees. Do not build a path through our community. There is already a path built. This road is inappropriate as nant people walk along this road. This is also the only road with a street line into our neighbourhood. There is a playground , school, comminuity association. Leave the avenue alone.
Please do not remove the trees on 89th Ave! . Its' a 30KM Playground Zone anyway from the Haysboro Community centre to the end of the school zone. It's frustrating to even

consider tree removal!! There is no need to adjust the pavement there. It is superfluous to add any additional infrastructure for cyclists on 89th Ave between Elbow Dr and 14th Ave. The only times traffic is parked on the north side of 89th Ave is during school drop off and pick up. This is a short section. Leave our trees!

I am opposed to the 89ave bike/walking path. It's a waste of money. Why tear up sidewalks to put down a asphalt path? What bikers that will use it? Why remove 5 year old trees in an area where trees are aging out? This will not help your goals of reducing traffic. major developments are planned at elbow and 89th. crosswalks here are of major concern for safety. Traffic is already crazy with constant buses from the school on 96th via 89th. You should expand the path at Heritage to 14th st.

89th Avenue is a very busy road with children and vehicles. Do not build a bike path along this route. There is no need to remove sidewalks and trees. Bikes can traverse along 14th street and Hertitage Drive. There is no need to waste money on a bike path east and west in the middle of the neighbourhood. There are other streets in our neighbourhood that are less busy that bikes can use to pass through our neighbourhood. Stop wasting our tax dollars.

Spend m0ney 0n something more productive. USE THE EXISTING BIKE PATH ON HERITAGE DRIVE.

East west route at 89ave is redundant and a waste of tax payers money. Its route is poor, as previously mentioned by many and frankly unnecessary.

East west connector 89 ave sw - once again the city is telling us what we want when we've been saying all along we don't need this particular bike path.

Furthermore, what your maps fail to show is there is already an east west bike and pedestrian path on Heritage Drive..

I gave suggestions to improve this route previously that planners agreed was better, but once again citizens who actually live in the community and understand what will work in their communities are ignored.

Waste of money. I lived on 89th Street until a few years ago. No one rides bikes along there except one guy who works at Heritage Park. I rarely see pedestrians there or on the 14th street pedestrian overpass. This is another example of City hall ideology trumping reality. Stop spending tax dollars on unnecessary, unwanted projects.

There is no need to remove the boulevard on 89th avenue west of 12th street to build a bike path or lane. There is so little traffic on that road that to destroy a green space is a waste of time, effort, energy and money. If the City wants to make it a bike lane, then put up a bike sign and that would be significant. There is no need to waste taxpayer dollars to take down a boulevard and then to add in a bike lane.

East west connector 89th Ave SW. 89th ave can NOT handle the traffic it has now. A new Hgo going in on the south corner plus the new daycare on the north corner adding a 3- 4 meter bike lane is NOT beneficial to the residents of Haysboro. It will cause further

congestion and possibly lead to accidents between cars and bikers. I don't believe there will be enough usage to warrant this, just like the bike lane in Riverbend that was removed for non usage and traffic problems. All round BAD IDEA!
I sometimes use this route as it is already, because it is right outside my Hays Farm door. You better talk to the priest at the Catholic church though because one time he chased me home and berated me when I cut thru the church parking lot in my car. Some of the parishioners have also given me static for parking in the city lot and riding thru it; they don't understand it is city property.
I don't understand the need for this east-west connector. The Southside of Heritage Drive already has a pathway. The Heritage Drive pathway is easy to access from Kingsland or Haddon Rd and can take people both east and west. If the goal is to connect the pedestrian bridge over 14th street and 89th ave to the system. A connection along Heritage Cres SW green space would make more sense. This would greatly reduce the distance of the project, reduce cost and still provide east-west travel
There is no information on the existing pathway / sidewalk that parallels 14 St SW from Selkirk Dr & Springwood Dr to Haysboro Cr SW. Or the similar route that goes from Collicut St SW to 75 Ave SW. Both of these are important, well used N/S connectors through Haysboro and Chinook Park which allow cyclists to avoid the hills / elevation changes between Elbow Dr and the LRT tracks.
89 Ave is narrow: how are you going to fit a pathway between Elbow Drive & the park? I don't understand the transition to the road at 12 Street. If you can fit a pathway between Elbow & the park, why can't you fit a pathway west of 12th? Paving the alley south of OLR HS is great, but unless the snow is cleared and a switchback installed on the hill at the west end of the alley (also cleared), it will still be treacherous in the winter. Will lights be installed here, as well??
The pathway on the north side makes sense to access the park, and it is a critical link through Haysboro. Need to clarify how the Elbow Drive segment works. Raised crossings may be something to consider on 89 Ave beside the community association, perhaps near the driveway to the community building, to slow traffic in the long playground zone.
The intersection at 89th ave and Elbow is already very congested. Narrowing this area will cause further traffic congestion and there is a daycare on the corner which will make pick up and drop offs there even more difficult. Parking will also be a nightmare. People aren't thinking about how events at the community centre are going to cause chaos for parking when we lose it to this bike path.
I think this is a good route and plan. I already take the alley behind the high school, and having that route formalised would be good. Formal pathway alongside St Gerard Church is good. 89 ave can be crowded.
Looks great! Will be a huge win for the area! Could you please consider regreening efforts when you do it? Last time we had construction in Haysboro, when the sound wall was

replaced, mature greens were removed and feedback was requested for replanting, that never happened. If you need to remove trees/bushes - please consider replacing after! It makes such a difference to our communities, birds, temp control, flooding, etc.

Thanks!

I have no issues with the raised intersections and speed bumps. However the curb extension are not necessary! Haysboro has a lot of seniors that will struggle to make turns if the lane is reduced. As you are aware, curb extensions and reduced street parking have not been received well by the general public. You have lots of area by the train tracks to create a safe pathway to move through Haysboro. See Southwood as an example.

I agree with design changes, however I think more changes are needed on elbow to accomodate bike movement.

As the proposed route goes near Haysboro, Woodman and Our Lady of The Rockies Schools, please attempt to make all construction during the summer break so as not to disrupt school activity and compromise student safety

Elbow drive and 89 Av SW, every crosswalk should be raised, intersection should be tabled. Hollyburn and 89 av should have bump-outs and crosswalks. 89 av and 12 st awkwardly/unsafely dumps you onto the street. Continue the MUP instead, or add protected bike lanes. Extend the MUP at the west side of 89 av sw north to meet haysboro cr sw for a nice bonus connection.

This is a good idea and I support the project. If this comes to fruition, it will be a benefit to the community.

We have grave concerns about parking on 89th Avenue S.W. We are at [Personal Information removed]. As a lung cancer survivor with other lung diseases I must be able to park in front of my house. I'm concerned that this bike path will not allow me to do that. I have a handicap parking pass. We are also fighting against 2 multi-unit buildings being proposed at this time, mainly for parking issues, but with other concerns. There is also a new daycare in final stages of construction on the corner of 89th Avenue.

There is a good on street N-S connection along 11 & 12 St (via Churchill in north), but is not so great between 87 Ave and 89 Ave with narrow space in alley and gravel surface... can this project also include upgrading to a path along that alleyway?

I like the idea of another option to get from Haddon Rd to Elbow Dr between 86th Ave and 94th Ave. That's a long way with no cut-through.

89th Ave sw bike lane is a terrible idea. The busiest st in west Haysboro. Buses twice a day. 89th has the only traffic light in and out of west Haysboro. Live here and see 3 kids ride their bikes to school

Community center gets very busy for you to take away street parking. Taking out trees is criminal. We have bike Lane just few blocks north so huge expense for this. Why do we

need to be connected? To what? Read your previous reviews, most are not even from our area
There is a playground zone along 89th Ave S.W. stretching roughly from 12th St. S.W. to Hollyburn Road S.W. This is a notorious speeding area in our community. I walk my dog down this stretch twice a day, and even in that short period of time, I see maybe 3-5 cars going by, with few, if any going 30 Km/H.
I'm excited to see a new connector that extends from heritage park. This will greatly enhance access to the other pathways. A lot of people really enjoy cycling near heritage park, so this would be a well used addition to the system
Are you people out of your minds?! We DO NOT want any type of this wasteful and insane development. I insist you not move ahead with this. Traffic-calmed street is a bunch of nonsense and an excuse to impose your insane ideology.
This is a very poor idea and needs to be cancelled in favour of improving the current bike lane alignment on Heritage Drive.
I live in west Haysboro on Hallmark Place which connects with 96th Ave. West Haysboro had limited access to Elbow Dr. via intersections that are controlled by traffic lights. I currently use the controlled intersection of 89th Ave. and Elbow to turn left (north) onto Elbow Dr. Since this plan will make motorized vehicle traffic difficult along 89 Ave. would you consider installing traffic lights at the intersection or 96 Ave. and Elbow Dr.?
I use this connector often in Spring/Summer/Fall. The section between Elbow Drive and Haddon Rd is unusable in the winter. A proper paved path and laneway will be a massive improvement and make it useable year round provided it is cleared of snow! I'm glad this section is finally being addressed. The plans for 89th Ave look great as well.
There will be two hgo buildings going up at the corner of 89Ave and elbow drive. Adding an unneeded bike lane will cause kaos at that corner. It will make access to the area impossible. There's a perfectly good shared path along heritage drive that connects all the way from macleod trail to the glenmore pathway. There is no need for an additional bike lane ANYWHERE in the area. This is absolutely the stupidest idea that's come out the brain dead planners!. What a waste of money!!!
89 Avenue is extremely busy with vehicles and pedestrians. It is the only road with lights to get in and out of the south side of Haysboro. Replace the grass meridian on Hoover Place with the bike path and run it through the park at the and south side of the school until you reach 12th Street where 89th is wider with a meridian. If you run the bike path on 89th, you will be creating a very unsafe route for vehicles, pedestrians, and bikes. Leave 89th alone. You will cause a fatality.
The proposed bike boulevard is acceptable because that section of street has no through traffic. Set speed limit there to 30kmh! Glad to see safer pathway is proposed for the busier sections. Paving the alley at the bottom of the hill in the east is essential. That alley

is almost impassible with ice in the winter. It will need drainage control measures to ensure the route is usable
Lots of signage will be essential, because this route is not obvious as an east-west connection to a casual user
Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water .
Please consider raised cross walks at intersections where cars have to stop as they don't and will crush cyclists biking thru w right of way.
Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.
Why are we doing this, we have a perfectly working bike path along heritage Drive. It has been there for 30 years or more. Is it to justify the bridge over 14th.
Definitely in favour of making biking and pedestrian traffic safer especially for ease with strollers and traffic calming measures. Thank you!
Great addition!
It feels quite disjointed, zigzagging through Haysboro to appease car parking. Plus ripping out all the brand new trees next to the community centre parking lot (approx. 66 empty spaces) feels overkill to save 40 parking spots.
Connects well with Option A of the NorthSouth connector
Great idea! I fully support it! BR, [Personal Information Removed]
My main concern is that bicycles and bicycle riders do not pay extra for road maintenance. I believe they should be have to be licensed similar to a vehicle so that there's money for upkeep on these pathways, same as automobile owners have to pay
This may be outside the scope of work but I will mention it for future consideration. The sidewalk along the HAY-002-Haysboro & Southwood Dog Park is a series of tripping hazards. It is used by both people and bicycles so should be widened and or fixed.

Haysboro North-South Connector

Please share why you selected this rating for Option A

Why not have the shared pathway run the length of Haddon Road? Why move path users to the multiuse path beside the LRT.
I DO NOT FEEL SAFE SHARING A BIKE LANE WITH CARS - LOOK AT HOW MANY PEDESTRIANS ARE GETTING HIT AND KILLED THESE DAYS.
Option B – highly preferred. Option A – nightmare to ride on due to parking narrow street. High traffic volumes. Especially during school transition times. Expect higher volumes of traffic once high rise is completed at end of southland and Hadden.
As a bike commuter on this road, I always found Haddon Rd not too bad. Any traffic calming measures would be welcome, though. Probably the multi-use pathway would better for different users and newer bikers.
Option A is not convenient as a through way commuting option. I would have used this only when commuting in the winter and/or pregnant with young kids. This is your 8-12/65-80 route, not an 8-80 route. While the MUP will be an excellent addition to the neighbourhood, doing only option A will mean that Haddon road continues to be the worst section of the 5th street bikeway from Downtown through Fish Creek. The high traffic, speeding, parked cars, and the yellow line that cars do not want to cross make unsafe passes in this area far from rare... I had 5 in one week! Option A and B combined are your best bet - but only because you lack political will to divert traffic or remove parking.
Its okay, it is needed, but can be better along the tracks.
I like the idea of a multi use pathway, however I'm concerned that removing parking while increasing housing density will have unintended consequences.
It's already a quiet street so additional calming features would make it even safer.
Already an issue with parking and narrow lane ways for ledge work trucks.
This solution is better than nothing, but not the best. A solution is needed that is going to protect those on foot and on bicycles...and there is a lot of such traffic in this area. This makes it unsafe for those not in a motorized vehicle, and those in a vehicle have to be so careful to watch for pedestrians and cyclists. Unfortunately not everyone takes the time and care needed, and Calgary seems to be having an awful lot of terrible accidents between pedestrians and vehicles. Many of these are fatal. This must be addressed, and Option B, not A, looks to me like the option that will be the best all round positive solution.
After looking at your 'why we are doing this' I would be very interested in knowing WHO in the community you heard from. I attended a meeting a year ago at the Haysboro Community Association where the majority of the residents were not in favor of this project at all. Most agreed it was a colossal waste of taxpayers money. Things on 89th have changed with 2 MORE high density housing, and a daycare on Haysboros ONLY traffic controlled intersection. My feeling is your engagement is nothing more than being able to tick the box that says

you 'engaged' the community and this project will bulldoze its way to completion, no matter what.
This option will reduce cut-through traffic. Having the wide side walk/bike path would be a great improvement.
It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.
The overpass at Heritage station is great and the path along Heritage Drive is a welcome part of the bikeway (although it could be better!) and the challenge in this part of the city is the connections to those great amenities. During school commute times I often see High School students bunched up on those narrow sidewalks and when connecting across from Heritage to the Heritage station overpass there is no clear connection in the pathways. The current construction (although welcomed) has not helped, narrowing the roadway further. It would be great to see this connection improved, especially with the multi-family development going in on the corner.
this is needed to increase safety
Increasing safety on Haddon Rd is essential. The Akiva Academy also runs a daycare on the North side of the building, adding a crosswalk by Hogarth CR would be needed. Designated drop-off/pick-up along the street is also necessary. Adding additional crosswalk where the existing commercial units across Harrow CR are would also be beneficial as visibility is poor. Outside the proposal however, adding a better crosswalk with traffic lights on Elbow & 96ave so kids can walk to school would be strongly recommended. Increasing connectivity to Eugene Coste and the Stem school from East Haysboro is needed.
This will be an absolute nightmare with the schools and related traffic which will NOT subside. It's a required destination for the people that use it. You'll just make it more unbearable for the current inhabitants on top of anyone using the schools or route.
The current bike boulevard proposal from hogarth to Southland includes a few traffic calming measures, but could probably use more to slow down cars. While the proposal calls this a low-volume section of road, it actually sees a lot of traffic on school days at drop off and pick up times. This often includes a lot of parents speeding to pick up their kids (although the speeding isn't limited to these times). Adding thicker road lines or other visual markers to make the road feel narrower to cars would be a good thing here. I'm delighted by the raised sidewalks, as they both keep pedestrians safer and slow vehicles down. However, this route could use one more at the intersection of Haddon and the laneway between Harrow Cres and Henefer Rd.

I really like this option, with the caveat that by placing the bike path on the west side of Haddon Rd. you require bikes to stop at the stop sign on 84th Ave, whereas they could continue through without stopping otherwise. Also, there is comparatively more traffic coming onto Haddon from the West, and placing the path on the east would reduce possible interactions with cars.

I really like the raised sidewalk proposed at 84th ave. and Haddon. I would love for the mid-block crossings at the E-W connector and Akiva School to also be raised. This is a school zone and makes the crossing more visible while slowing cars.

There is currently a pedestrian crossing on Haddon and 86th. Please make this raised as well for the same reasons!

Good choice for safe leisurely community cycling. Not a good choice for commuting cycling as the area from Heritage Drive-Akiva is congested with accessing C-Train parking, condo building (Haddon & Heritage), access to and from High School as well as Akiva/daycare building. The addition of traffic calming bumps would be a great addition to slow traffic through the community, thus making it safer allowing leisure biking through the community without incurring additional costs. Removal of parking by both the Senior High School and Akiva is unnecessary to calm traffic if calming speed bumps & cross walks in place. Also these two spots are high demand/volume. The cost to remove and enforce these as no parking zones is not a good use of taxes.

I live on Haddon rd and would love to see a separate bike lane on Haddon rd.

What I like about this option is the raised cross walks. I live along Haddon Road and the amount of people blowing through 3 way intersection at 94th Ave and Haddon rd sw without stopping as a matter of time someone will be injured. Also raised crosswalks near AKiva and Our Lady of the Rockies school and at the crosswalk at Haddon Arms. More younger families have moved along Haddon Road since I've moved here in 2009, making it safe is a priority and I'm glad that this is getting addressed. 🙌🙌

Option A has its merits but falls short compared to Option B. While traffic calming measures are beneficial, a 30 kph speed limit would better protect children—and Haddon Road will still serve as a main route for many Hayboro residents east of Elbow Drive, keeping traffic levels high. Improved and safer routes for students traveling between the train station and Our Lady of the Rockies are needed as welcomed as proposed. For Akiva Academy, it may be helpful to consider adding more stopping space in the laneway beside the school to accommodate drop-off needs, since some space would be lost on Haddon under the current proposal.

It would be nice to have a more calmed street, however I fear how that road would look since my commute is there, heritage to elbow for work. Multiple traffic bumps would

irritate me on my drive to and from, and I worry about how backed up it would get during school time.
(Heritage Dr – Hogarth Cres SW south access) is amazing. This is what it should look like the whole way down. "Sharrows" or the (Hogarth Cres SW south access to Southland Dr) where the "bikeway" is only some paint on the road is very poor bike infrastructure. Forcing bikes to go over speed humps is bad design. For kids, and marginal bike riders speed humps become obstacles to the use of the road, and it is clearly still a road where the main user are cars.
Ensure adequate daylighting of multi use pathway in the area of the new multi family development at the southwest corner of Heritage Dr and Haddon Rd. This will increase traffic in this area and active transport users need to be protected.
Your map is misleading. HORTON Road is on the east side of the railroad tracks as indicated by the thin red line on your map. Option B on your map appears to run along the alley green space behind the houses on HADDON Road. Are you aware that the CoC is redoing the maintenance yard(corner of Haddon and Southland). Approach that department to include a thruway east of the yard. Then take your undeeded bikepath all the way down to Heritage drive to link up with the existing multiuse pathway. Get your mapping corrected to show the real route and stop misleading taxpayers.
I like the separate multi-use path from the vehicle road surface, makes for safer and more pleasant biking. Not very clear from the maps where Option A and Option B overlap.
Why are we making a good cycling route less safe with curb bump outs that push cyclists into traffic?
People who are already using the road will do so more comfortably. This will not encourage new bicycle traffic through this stretch. As someone with a young kid who would like to use this stretch, so long as we share with car traffic, we will only drive through here. But at least it's something.
It's my current route and works fine. Traffic calming would be helpful for more than just the bikers. While I would like a dedicated track along Haddon it wouldn't be fair to residents who rely on on street parking.
Option A provides a better coverage of the residential areas and (almost) direct access to the LRT and bus station.
I believe option a is better as it keeps bikes on the main streets where the destinations are. It also helps calm the streets' traffic
Simply because option B is a superior plan. Option A will cause increased congestion on an already busy route that connects two major thoroughfares, Southland and Heritage, and feeds multiple schools and the LRT. Option B serves the same purposes without hindering traffic flow on Haddon Rd.
Cyclists are should not be traffic calming

The completely separated pathway is preferable for pedestrians and cyclists as this will keep all formats of commuters safer
We are opposed to a bike accommodation that interferes with traffic flows. The vast majority of Calgarians commute and travel by car and should not be inconvenienced for a small minority of cyclists. We are highly opposed to any level of traffic calming. Speed limits within residential neighborhoods are largely adhered to and speed humps create significant inconvenience for people in the neighborhood
These are very heavy measures to remake Haddon Rd bike friendly. This won't be a benefit for anyone in the winter time. A multi use path adjacent to the C-Train makes more sense since it won't reconfigure a street, as long as it won't affect the width of Horton Rd.
Would bring more cyclists who already do not follow the rules of the road. Congestion is already bad during school hours, and cyclists make this worse. Horton Road is a much better and safer option for everyone. Haddon is too narrow to begin with, it is difficult for both cyclists and vehicles to navigate safely.
Haddon Road currently is a pretty difficult road to bike on when it is shared with cars. The traffic calming might only make it more difficult to bike on because cars get trapped behind the bicycles and get even more aggressive than the current situation. At least now bikes can tuck over and cars can get around. All that being said, this model is for a confident cyclist, not families or those who are more nervous riding a bike sharing the road with cars.
Existing corridor with schools along the route.
This addresses safety and traffic issues for everyone, not just people cycling, so it's a good thing to do in addition to option B (pathway).
If all (most) stop signs face away from Haddon Road SW, having good curb extensions and speed humps and tables will be really important to reduce volumes and speeds.
89th Avenue is already a parking nightmare for those of us who use street parking. If cars are parked on both sides then it becomes a one-way only lane with traffic having to wait until a lane is clear to proceed. As there is heavy traffic during rush hour and school arrival/pickup times it becomes quite congested. Having a permanent handicapped parking permit, it is critical I be able to park in front of my home. This road is also a main feeder into/out of West Haysboro which means there is constant traffic at times during the day. They are proposing putting 2 multi-units right off of Elbow Drive which will mean even more vehicles requiring street parking as the alleys do not allow for parking. WE STRONGLY DISAGREE WITH THIS PROPOSAL!
I like the idea of slowing the traffic on this street and making it safer.
I don't think it should be either or, just both. It looks like the multi-use pathway (Option B) connects to the traffic calmed street (Option A). Both should be done.

Traffic calming is always good! Although I don't find this street particularly busy. There's so many playground zones, I find traffic pretty slow.
Removing on street parking on from Heritage to Hogarth is completely unacceptable!!
I much prefer the Haddon road bike path alignment. Traffic is calmer here the majority of the road is 30km/h. The road is wider here and it's less of a hassle to connect to the 5th avenue bike pathway.
This seems like the best option that helps calm traffic making cars less dangerous to pedestrians and bikes as well as making biking a convenient option.
I like traffic calming, but anytime pickup time is happening at a school, roads become filled with impatient and aggressive parents.
Although much better than nothing, a traffic calmed street still has many dangers for walking and cycling children, students and adults. As a driver, I find it enormously stressful to have to watch for cyclists, pedestrians, traffic entering Haddon Road, etc. Young children as well as teenagers can be very unpredictable, and even at slow speeds, serious injuries can happen. Several schools, a large new housing development on Heritage Dr. and Haddon Road, and the Heritage C Train station cause Haddon Road to be well used and in need of an excellent solution such as Option B below.
Good to have more incentives for cars to slow down but not sure effective they will be.
Haddon road can be very busy with drivers and cars parked along both sides of the road. Even with traffic calming measures it will still be dangerous for anyone wanting to use the pathway especially if they have children.
Haddon is a disaster waiting to happen. Too many bikes and too many cars.
I really like the multi-use pathway connections added in this area! The north section of Haddon Road is quite busy with traffic and feels less comfortable to ride on the road. I also think the pathways along the LRT line will be very useful, including for riders who are travelling to a train station - hopefully this can be the first stage of a future continuous pathway along the LRT from Anderson Station to 42 Avenue SE. Please make sure lighting improvements are also included for this area that is away from the already lit streets.
There should be raised crosswalks at 86 Ave, Hyslop Dr, 84 Ave, and Healy Drive, otherwise the constant down-and-up will make it feel like you're riding on a sidewalk, not a pathway. Less enjoyable ride = fewer users. Haddon Road should be like Nanaimo's Metral Drive.
Route is fine along Haddon road. I use this route regularly to access Fish Creek park via Canyon Meadows. Please see my comments regarding the previous segments. Please, no curb extensions, although there already are a few along Haddon road for storm drainage.

This road is already way too busy - I have seen cars, most likely from Our Lady of the Rockies, literally drag racing down Haddon right through a school zone and in front of a daycare/elementary school.
There are a lot of drivers on this road with the multiple schools, during peak drop off and pick up times I don't think having option a will be as good as option b
Feel this is not a good option. The road already has two 3-way stops and 3 playground zones. Between parking city school buses, traffic dropping off at daycare and high school, its not a good option.
Travelling on the street is not that busy except during rush hour.
Completely destroying the community and adding to congestion rather than planning smartly.
The traffic calming is a great improvement. Ideally, a barrier to separate cars from cyclists would be even better.
I think Option A makes more sense for people who live in the neighborhood. I don't prefer Horton road over Haddon. Also, a lot of cars drive quickly on Haddon and it would be a nice change for it to have a bike lane.
Do both options.
I am not in favor with sharing the road when Option B addresses this concern.
Do not like option A
I love to see more importance being placed on cycling in this city.
It is direct by requires more stops than option B.
Good except need a way to get over the tracks to head east or access the path from the east Southland Dr sidewalks on the bridge over the tracks -too narrow for bikes. Existing pedestrian overpass is unsafe & not wheel-able (sketchy stairs, verbal abuse)
Not interested in this option
Option B is better as it keeps the bikes off the road
Because option B is superior.
Only four because it does not include a sidewalk in north side of Southland that connects Haddon to Horton. That would save people from crossing three lights when they want/need to walk to the registry office in Horton or Walmart on MacLeod.
Option A has less turns. Ever turn on a bike is another chance for an accident.
Raised crosswalks are going to create problems for snow clearing. Running a pathway on the west side of Haddon Road on only part of the length of Haddon will create problems for cyclists coming from Southland: they will not cross over to ride slow.
More populated area is a safer environment for female users (especially at night)
Will slow down speeding traffic on Haddon Road which in turn, may decrease the use of Haddon Road as a bypass fora busy Macleod Trail (large increase in volume of traffic). Safer for pedestrians/cyclists Minimal loss of on street parking for residents

Appreciate the removal of stop signs. Separated path will be an improvement around Akita, but during high school dismissal and entry times I think having a multi use path will be a problem.
I do know that vehicle traffic and walking traffic can get more busy during the start and end of school schedules due to students. But that can be figured out in other ways. I believe that repaving the road and making it flat would make it safer.
This looks awesome! Making this more biker friendly would really enhance the connectivity to lots of parks and neighborhoods. Love it!
I ride this section as part of my commute 1-2 a day during the summer months. The only places I feel unsafe are near Southland and Heritage. Put in better bike crossing at Heritage drive. When driving, separate bikes from traffic as it is awkward to pass
Haddon Rd needs E-W crosswalks at every intersection, especially close to the train station and schools. Every intersection needs bump-outs, and raised crosswalks or at least painted ones. This design is completely inadequate.
I'm okay with the curb extensions and mid block crosswalks, but I'm undecided as regards to the raised crosswalks, as I could see them being a problem in the wintertime
Great idea, especially at the Akiva Academy. Traffic on Haddon has grown significantly and with the new developments at the N end of Haddon and Horton there is the potential of 700 - 1400 added vehicles. Raised crosswalks would maybe deter speeders!
TOTALLY OPPOSED!
Very nice option to connect to downtown by bike and the mall.
More direct. Option B is better long-term, but having to go back up to Haddon to get to the CTrain makes it useless.
Great to see separate path on north end, and on west side - using road as bike route in current state, the traffic at Heritage station is scary.
It's fine but option B seems preferable.
I believe Option A is superior because it improves haddon road where there are 2 schools with many pedestrians with close calls happening here each day. It also enhances haddon road for infill development and improves vibrancy for haysboro.
Would prefer a multi use path that extends the whole length of Haddon. The Haddon/Southland intersection is still not terribly safe for bikes or pedestrians
Looks awesome!
I don't believe 'traffic calmed' will actually make any difference
This option's proposal for a multi use pathway for the north section is ideal, but a Bike Boulevard for the south is not viable. Haddon Road is not quiet. It has too much traffic to be a Bike Boulevard, and would intimidate casual users from using it!
This is a dense area with heavy traffic. There is a school where there is significant traffic around during school hours. There are businesses along the street. There are many on street vehicles parking making bicycle traffic difficult.

Bike path preferable on residential street than along train line (Horton Rd). Also, Horton Road is useful with minimal traffic lights as an alternative vehicle route to McLeod.
On slow roads, I feel more uncomfortable biking because drivers feel less secure when advancing or usually they push a lot the biker.
either option is fine
I think traffic calming is essential when paired with heavier bike usage, as someone who is excited to use this with my small children I would want it to be as safe as possible.
I live close. Less traffic and nicer views.
Stay off the streets as much as possible, not pleasant areas to ride, more interactions with traffic, more costly. Little cycle traffic in this area now. Area is somewhat unstable now as you can see from the condition of the roadway.
Stay off the streets as much as possible, not pleasant areas to ride, more interactions with traffic, more costly. Little cycle traffic in this area now. Area is somewhat unstable now as you can see from the condition of the roadway.
Stay off the streets as much as possible, not pleasant areas to ride, more interactions with traffic, more costly. Little cycle traffic in this area now. Area is somewhat unstable now as you can see from the condition of the roadway.
Stay off the streets as much as possible, not pleasant areas to ride, more interactions with traffic, more costly. Little cycle traffic in this area now. Area is somewhat unstable now as you can see from the condition of the roadway. Already a narrow road
Stay off the streets as much as possible, not pleasant areas to ride, more interactions with traffic, more costly. Little cycle traffic in this area now. Area is somewhat unstable now as you can see from the condition of the roadway.
Traffic calming is definitely required on Haddon Road, however the multi-use path should be following the train line not shared with a roadway, this would make more sense and create less confusion.

Please share why you selected this rating for Option B

The area near Southland drive has an encampment and illegal drug use. I'm not sure it is a safe alternate to having a shared pathway running along all of Haddon Road. It may not get the usage if people don't feel safe. I also think the pathway will be disjointed if you move part of it off Haddon Road. Bike commuters might not bother to ride the extra couple of blocks just to stay on the pathway.
MUCH PREFERRED TO HAVE A DEDICATED BIKE LANE. ITS A GREAT AREA FOR BIKING ALONG THE TRACKS. WE HAVE WALKED OUR DOGS ALONG THERE OFF AND ON FOR YEARS. MUCH PREFERRED AS THERE WOULD BE WAY LESS VEHICULAR TRAFFIC. THE LRT MAKES A NICE WOOSH SOUND AS IT GOES BY.

No traffic. Great potential to Southwood under Southland Drive and ultimately to Fish Creek Park
Providing more multi-use pathway would be good for 5A transportation goals. The pathway needs to be as wide as possible, have lighting, and be cleared of snow in the winter. The pathway under Southland Dr would be welcome, as the Southland bridge has limited space on it for pedestrians and bikes, etc.
This has real potential to slow and divert traffic sufficiently enough to make Haddon road as comfortable as the rest of the 5th street bikeway is now. As a regular bike commuter I think it would be great and improve pedestrian connections as crossing Haddon at rush hour is not fun! However, as a mother of new cyclists and having once commuted Haddon pregnant in the winter... this would be insufficient as a true 8-80 solution. (Seriously, get out and ride Haddon at 9km/h at school drop off... it's sketch!) I hope this traffic calming will lead to more permanent diversions in the future (like the speed bumps north of 58th along 5th street have *hopefully* garnered support for more traffic diversions. Pls add SNIC on the paved laneways too!
Best along the tracks, connecting and continuing as far north as possible, all the way until Heritage. Less investment and disruption of road and intersections along Haddon Rd needed. Not that far away from Haddon Rd that it is still very close to the residents of the area. Better for biking with less interruption, less stopping, less possible collisions or incidents with a dedicated right of way next to the tracks.
I believe this option is preferable as decreasing the number of intersections pedestrians and cyclists need to cross will have the greatest impact on safety and efficiency
The smooth connection with the Southwood section would be an excellent feature. This pathway would mean fewer cars and bikes on the road together compared to the on street option.
I think the multi-use path is great in this area. I do use the dog park every day already. Would it be possible to place the path along the back alley instead of taking of space in the dog park?
Will make cycling and walking a whole lot safer! Really important to have cars and bicycles separated! Will be a win for motor vehicles too, because it should reduce commuter time for those using Haddon Road. And no worries about the pedestrians on the road either.
The high school kids already speed through here, if it is paved, it will be even worse. Bike paths in off leash areas are not compatible. If fact, a terrible idea. Even with the proposed security measures, it will increase traffic in the alley and reduce safety.
Having a dedicated multi use path is much safer for children than having to share a road, regardless of how busy or managed the traffic is. Further if we are to foster the relationship between cyclists and drivers it would be best to choose options that don't

introduce what may seem like arbitrary obstacles (speed bumps and raised crosswalks) to drivers that don't like sharing the road with cyclists.
Outside of residential area.
I like Option B as well, especially with the connection under Southland and avoiding the need to cross at the lights that never change! Personally, if I had to choose between the two, I would prefer this one for streamlining my commute, but Option A might have more impact for more residents.
this would be a really good idea to increase kids biking safety
Highly recommend adding this pathway, however it seems disconnected not continuous if there isn't a way under the bridge to Southland LRT. Also adding a biking path along the Alley of the playground to connect haddon rd and the dog park. I do love this concept and hope this pathway continuous to other connections like Horton Rd over the overpass on the South Side
A multi-use path is by far a better option. There isn't enough foot traffic on the path to justify keeping it bike free and it won't contribute to the proposed nightmare of "traffic calming" Haddon Road.
If the pathway can be extended under Southland bridge, it would be nice to upgrade the stairs from Southland station to southland bridge to be wider and to include one of those metal channels to allow cyclists to wheel their bikes up the stairs.
Love this, particularly the extension of the path under Southland bridge. Please make sure that there is good visibility for cyclists coming from the laneway onto Haddon Rd. This route will have cyclists intersecting with a sidewalk, so being able to see both cars and pedestrians is very important. Please make the multi-use path straight. Several of these paths around the city are winding, maybe to be nicer for walking; but if you want cyclists to use them for commuting, the paths need to be as direct as possible. If the path can go under Southland bridge, please ensure there's a nice way to get to the train station and path, as well as over to Sacramento drive.
This is a more peaceful ride - with much less auto traffic. This is better for parents with kids and riders who dont yet understand how to deal with traffic. This is more family friendly.
Good choice for commuting cycling. Less busy with people living in the neighborhood as well as accessing schools and daycares.
Would be great if this could be connected to Southland bike route(which parallels the

train tracks) under the Southland overpass. With eyes/traffic, this might also deter the homeless encampments.

I oppose the proposed bike path on Haddon Road SW. As a homeowner, I rely on reasonable access to street parking, which this plan would significantly reduce or eliminate. Parking is already limited due to nearby Southland CTrain commuters using residential streets. Further loss of parking will create added hardship for residents. While I support cycling infrastructure, it must be balanced with the needs of existing homeowners. I ask the City of Calgary to reconsider or explore alternatives that preserve residential parking and better engage affected residents before proceeding.

Away from traffic

This option especially extending a bike pathway under the southland drive bridge next to the Roads department would make the pathway safer then going onto the busy intersection at Southland dr and Haddon road sw. More efficient and safer for community members. 🙌 🙌

This project aims to help children reach school safely and independently. Option B advances this goal by creating a car-free, child-friendly network connecting parks and playgrounds, keeping children away from traffic. More than a route, this network encourages kids to explore, gain confidence, and enjoy new experiences as they move freely between green areas.

Adults often overlook how busy streets restrict children. Even with signals, Southland Drive divides parks and playgrounds, making access tough for kids. Turning the area under Southland Drive into a safe walkway would let families enjoy walks and give children easier passage between play spaces. Option B meets these needs, so I fully support it.

It would be terrific to experience pathways behind us in Haysboro, paved back lanes are a step in the right direction. It just seems like a great extension

We live in a house adjacent to this laneway. We are concerned about what paving the laneway will do to speeding vehicles down this alley. There are already issues with cars speeding down the gravel alley as it is a fast connector to get to Southland with little visibility to the road, so we often see cars speeding down the alley. Paving the alley we feel will make this problem worse and could lead to accidents if more people are using it as a pathway. Efforts would need to be made to reduce this possibility of "hidden" opportunities for reckless driving.

I like this. It looks like good separated bike infrastructure. Note that the dog off-leash is likely to cause issues where off-leash dogs will wander into the multi-use path, causing frustration or injury (dog or human).

Utilization of the transit ROW has high potential if done correctly. This needs proper safe connectivity to the larger system to encourage active transportation

Your map is misleading. HORTON Road is on the east side of the railroad tracks as indicated by the thin red line on your map. Option B on your map appears to run along the alley green space behind the houses on HADDON Road. Are you aware that the CoC is redoing the maintenance yard(corner of Haddon and Southland). Approach that department to include a thruway east of the yard. Then take your undeeded bikepath all the way down to Heritage drive to link up with the existing multiuse pathway. Get your mapping corrected to show the real route and stop misleading taxpayers.
Would love to have Option B in place to then keep the path along the train tracks under the Southland drive vehicle bridge to not have to wait at the Southland Drive/Haddon Rd intersection for the lights (takes forever to change). A multi-use path is great for keeping pedestrians/bikers away from vehicles.
To encourage new cyclists, including families with kids, separating the bikeways from cars is necessary. Shared laneways aren't perfect, but the car traffic will be at a minimum.
I like B as well and had offer wondered why there isn't a path along there. I probably would use it much though because I find riding on Haddon just fine
Option B is more distant from the residential areas.
I prefer option a
Does not interfere with traffic on Haddon Rd like option A. Can still have some off shoots to feed schools and businesses. Much safer than option A. Is much more likely to get used.
Nice commuter route
I like the idea of having a path along the train line as it promotes hybrid commuting options. However I don't like the shared aspect of having cars with pedestrians
Bike paths is the proper approach as long as it has minimal impact on existing streets and traffic flows.
A multi use path adjacent to the C-Train makes as long as it won't affect the width of Horton Rd.
Will not affect residents of Haysboro. It's hard enough getting in and out of our streets during school hours. This will hopefully remove cyclists from this equation and help the flow of traffic during congestion times.
I think the multi-use pathway option off of Haddon Road is the better option. Separated from cars and is more inclusive of all cyclists at all levels.
It doesn't continue north/south for very far and has to come back to Option A
Long, continuous multi-use pathways (away from road) are always the desired option.
Really like this option too; do both A and B! Suggest just paving the alley instead of also adding a pathway; that will reduce impervious surfaces and is all that's really needed. Will feel like an upgrade for residents as well. Note that even with good lighting, wayfinding, etc, it's likely that there will be safety issues with this option (hidden behind garages), which is why it's a good idea to do both A and B. Having a grade-separated

crossing of Southland Drive SW would be fantastic.
Volumes will be lower, but some people coming from the east-west 89 Avenue route will want to head south; continuing the west side pathway from the alley along the south of the high school to the NW corner of Hogarth and 5 Street would be good.
I am not sure what happens with the interaction between cars in garages and the multi-use path. I am also concerned there wouldn't be good enough lighting for this option.
I don't think it should be either or, just both. It looks like the multi-use pathway (Option B) connects to the traffic calmed street (Option A). Both should be done.
As a cyclist that goes daily from heritage drive to southland drive with my children, a multiuse pathway seems like a safer and better option instead of just traffic calming. Also Horton Road is desperately in need of some upgrades, more than Haddon road. However I'd like to see improvements on both. Also, please do something about that crosswalk under the bridge on Horton road where the toddler died. I have hated crossing that street for years.
Plan B is much better option, but It should extend all the way to the LRT Station and stay off Haddon completely.
I don't love this option but still better then what we have. Traffic is much faster here. I never bike here either because there isn't really a good connection from Southland Drive. Southland Drive x Horton doesn't have a sidewalk on the north side so it's a pain to cross.
It's the best option! Would be preferable if it extended to 84th ave.
Anything that can be done to separate bikers from drivers is of enormous benefit and safety for everyone. This area is becoming busier and more congested all the time and separate travel routes for bikes and cars is really important
This looks like a fantastic option. Not only will it make cycling and walking much more enjoyable and safer, but it will greatly reduce the unhappy combination of cyclists and cars. It will reduce commuter time for those drivers accessing Haddon Road, not to mention making the drive safer and more enjoyable. It will also funnel pedestrians away from Haddon Road.
It would be nice to have a separate path for bikes/pedestrians where they don't have to worry about speeding vehicles.
If the space is available it is better to follow the C-train line as much as possible. Makes it safer for anyone wanting to use the pathway with children and would likely be used by those attending the schools as well as a means to get to the Southland/Macleod shopping plaza.
Get bikes off of Haddon - it's already too busy and will just get busier as time goes on.
I will feel safer riding with my kids on a separate path rather than the road! Love these ideas - thank you for improving accessibility in our community 😊

I really like the multi-use pathway connections added in this area! The north section of Haddon Road is quite busy with traffic and feels less comfortable to ride on the road. I also think the pathways along the LRT line will be very useful, including for riders who are travelling to a train station - hopefully this can be the first stage of a future continuous pathway along the LRT from Anderson Station to 42 Avenue SE. Please make sure lighting improvements are also included for this area that is away from the already lit streets.
If it dead-ends and dumps you out on Haddon Road before you reach the Heritage C-Train station, it's kind of useless as a commuter path.
The 'bike path' along Haddon is unsustainable as this is becoming a very busy road and will more than likely only get busier with the completion of the two new towers at the intersection of Haddon and Heritage. There is always tons of traffic in front of Akiva Academy, then add in bikes, and the road becomes very narrow. A dedicated bike/multi-use path is a fantastic way to address a number of different issues: reducing congestion on Haddon and providing a safe space for pedestrians/bikers etc.
Better option but concerns for safety due to seclusion. I believe there is a group that would like a sound barrier which could make this an area for encampment types. Also the green space is used quite a lot by dog walkers. Would this remain off leash? Would there be a barrier? Lighting? etc...
Option B is better for crossing under Southland Drive and avoiding the intersection and lights at Haddon Rd and Southland.
It doesn't matter what option, it's unnecessary and will only add to increased traffic.
This is great! Pathway connecting Heritage and Southland CTrain stations. It's difficult to tell how well the connections to Haddon Road will work in practice. Hopefully an agreement can be reached to allow the path to continue under Southland Drive.
your map has mislabeled horton rd. maybe fix that so that people can understand what's going on here. it's confusing. if on the future the city is losing at horton road for a bike blvd or multiuse pathway that's gonna take a lot of work as that road is heavily used my cars for all the very car centric businesses that already exist there. as it is that road is impossible to navigate by foot as there are numerous areas where pathways don't exist or are impassable due to improper clearing. (especially at london towers).
Not a fan of Horton road.
Do both. But if only one can be done, separate infrastructure is always better. But, if Option B is just going to dump you out onto the same streets as Option A at the north half of the route, you need to ensure those northern improvements are included.
This is good if it continues like the proposed Southwood option. Not shared with cars is a huge plus.
Option B I like. Horton road should be multi use pathway.
This option will allow for a larger number of users for the pathway
Fewer required stops than option A.

I do not feel safe around the southland LRT station have been verbally abused and followed by individuals there. So security would be a big concern with a path along the tracks.
Use option B, makes more sense to use that corridor for entire neighborhood. Not interested in option A whatsoever
Option B is the better option as it keeps the bikes off the road
Stays clear of busy road way. Needs to run all the way along the tracks to Heritage LRT parking lot. This is the route community residents supported initially, at least it made it on the map as an option.
This is also great but it misses to connect Southland to Heritage station. I know there are buildings in the way, but it would me nice.
More turns, more accidents.
Paving the alley is fine, but then you need to clear the snow: will you? Putting the pathway next to the fence rather than the alley means pathway users will have no sound protection. Allowing the pathway to be off-leash is counter to everywhere else.
The routes closer to the ctrain lines are often a safety issue for females a night due to reduced population anz use by other people (walking, running)
Concerns with increasing foot traffic behind houses, break ins and trespassing are an issue already. Also undesirable social behaviour/disorder in back alley and between LRT stations as is, may increase with ease of access.
I like the separation, but would rather see it continue all the way to Heritage Station. Only useful if LRT side trail continued through Southwood, and would need multiple community connection points.
this is not what we need to focus on. I grew up in haysboro and would bike almost everyday. I never had struggles to get places and i always felt safe. We should focus on fixing the pot holes and uneven roads so that cars don't have to swerve around them.
As a resident who backs on to the alley and c-train, this would be a welcomed addition. I love the idea of a paved path, extra street lighting, all while keeping some green space. I think it will make the now rather "dead space" more lively.
I think this little trek over to the paved pathway will not be used unless people are going through Southwood to Canyon meadows. I would stay on Haddon road. It would be nice if the pathway went under the overpass at Southland - that would help.
This option is good because it provides far fewer conflicts but doesn't follow as useful a route and is still completely reliant on option A to be viable.
This is acceptable as well, although I have safety concerns where the pass goes under the the Southland Drive LRT/CPR overpass, as I have observed on numerous occasions where have been homeless individual(s) have been "camped out" under this overpass

Good option also, as long as the traffic control (raised crosswalks) are in place along Haddon Road.
TOTALLY OPPOSED!
Awesome path for the community and the kids playing on the off-leash next to the train.
It would be great if there was a direct connection to Heritage Station through the parking lot of the apartments. Without that, I feel like most people using the N-S connection will just use Haddon anyways, and may not even realize this path exists
Definitely preferred, but unsure of connection at south side. Lighting would need to be sufficient.
To me, this is preferable to option A as it seems a bit easier to implement (merely paving the existing alley and turning part of it into a multi-use path). And the path could connect with the path that extends south from the Southland LRT station.
A better option, for the mostpart though the underpass will definitely have safety issues with drug use, etc.
I will always choose a dedicated (multiuse) bike path over a shared roadway any day. In a safety triangle elimination of the the hazard is always going to be preferable over administrative controls.
The intersection of Southland Drive has too long of a light timing to expect walk and wheel traffic to wait there, so Option B's route going underneath Southland is an incredible opportunity for time savings!
Ice build-up in the winter could be a concern
There is already increasing traffic along this street. There was a fatality recently at a cross walk along this route. Several high rise buildings are under construction near Heritage Drive meaning there will be more traffic in the future.
I do not find it useful for biking and I found it out of the way for most of the computes that are for going down town. It is so close to the train lines that it does not make it a nice bike ride or family oriented.
I think traffic calming is essential when paired with heavier bike usage, as someone who is excited to use this with my small children I would want it to be as safe as possible.
More pleasant and safer area to cycle. Cheaper, a chance to enhance the existing green areas. Less interactions with traffic.
More pleasant and safer area to cycle. Cheaper, a chance to enhance the existing green areas. Less interactions with traffic.
More pleasant and safer area to cycle. Cheaper, a chance to enhance the existing green areas. Less interactions with traffic.
More pleasant and safer area to cycle. Cheaper, a chance to enhance the existing green areas. Less interactions with traffic.

More pleasant and safer area to cycle. Cheaper, a chance to enhance the existing green areas. Less interactions with traffic.

Having a direct connection to Haysboro from Southwood station would be a life saver. It's dangerous to cross Southland in winter, as the plows stack snow onto the sidewalks, blocking them. It would also be mobility-friendly with a direct connection.

The multiuse path makes sense, however, it should be extended to run past Heritage train station following closer to the train line and connect with the multi-use path north of Heritage drive to reduce potential bike and pedestrian congestion on Haddon Rd

Looking at the overall map and the route design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

Bike lanes are often underutilized, particularly during the winter months when weather conditions make cycling more difficult and, at times, unsafe. Additionally, I have observed that some cyclists do not consistently follow traffic rules, such as stopping at designated stop signs, which raises safety concerns for all road users.

I am also worried about the potential impact on property values in neighborhoods where bike lanes are introduced. It is important to consider how such changes may affect residents and the overall community.

Given these concerns, I believe city resources could be more effectively allocated toward essential services, such as healthcare, which remains a critical need for

Why not have a dedicated lane along Elbow Drive?

BUILD IT ASAP PLEASE.

Please complete both option A and B so we get true 8-80 functionality in all seasons, but I really hope you'll come back in a decade and be able to continue discouraging through traffic on Haddon and forcing traffic to 14th/Macleod and back to Elbow.

Needed and welcome by the community. Makes sense if the entire bike network is upgraded and not in isolation.

Any improvement will be appreciated!!

Again, just wanted to highlight the Haddon Rd dog park section. If the path was incorporated along the back alley there would be less issue with dogs and bikes. Dogs love to run along the fence with the train and having the path right there could lead to dog/bike collisions.

Option A and B in this case seem to go together and one would have to lead into the other. Having contiguous bikeway is the best way to build confidence with riders using these pathways to get around.

Adding a safe sidewalk on the south side of Southland Overpass is needed to connect Haysboro to Horton Rd and the commercial infrastructure to allow safe way to get there by bike. Currently there is only the north side of the overpass with a narrow sidewalk.

The "calming" measures won't calm traffic, they will further restrict flow and turn the area into an absolute nightmare. Please don't. Please please please don't. It already feels like traffic struggles to drain the area at high usage times, and as stated previously, residents and school go-ers HAVE TO go through the area somehow. You won't be changing the volume of traffic, just making it worse for those of us that HAVE to use the road there.

Speed bumps or raised pedestrian crossings at the beginning of playground zones in both directions would be really nice and be a good reminder for drivers to actually slow down.

A connection to Horton road from the laneway/shared path east of Haddon Rd would be very welcome and dramatically improve pedestrian and cyclist access to the shopping areas and grocery stores off of Horton road.

Please review the intersection of Haddon and Southland and make it more pedestrian/cyclist friendly. it's a very long light, and needs better timing during school drop off/pickup. The intersection often backs up past Hutton Place at those times. A 2.5 minute light is too long, and buses don't benefit from priority except at school times.

I really like the curb extensions and raised crosswalk proposed at Haddon and 94th. People often run this stop sign, and these will help make this intersection more obvious.

The raised crosswalk proposed at Haddon/Hazelwood Cres is awesome. Slows cars in playground zone and makes crossing much safer!

Proposed changes don't address the traffic light at Haddon and Southland. It's 2.5 minutes long, which is way too long - particularly as neither the lights for Elbow/Southland or Horton/Southland are that long. It also has a very short walk signal. It is a significant interruption in trip for riders who have to cross Southland. Haddon/Heritage is excellent for cyclists and pedestrians, so I don't see why Haddon/Southland can't be improved.

Do options A & B!!

Each route has its pros and cons depending on what is trying to be accomplished (recreational or commuting routes). Please see my comments above.

However, I don't believe the connector from 89th is necessary with existing East/West bike path long the south side of Heritage Drive (from 14th street to Haddon Road). Why

was this not acknowledged and included in the plans. Can the City (and tax payers) really afford to build and maintain additional pathways.
I oppose the proposed bike path on Haddon Road SW. As a homeowner, I rely on reasonable access to street parking, which this plan would significantly reduce or eliminate. Parking is already limited due to nearby Southland CTrain commuters using residential streets. Further loss of parking will create added hardship for residents. While I support cycling infrastructure, it must be balanced with the needs of existing homeowners. I ask the City of Calgary to reconsider or explore alternatives that preserve residential parking and better engage affected residents before proceeding.
I see this option being the best option in that the bike pathway can extend down the Backalley along the ctrain tracks all the way to heritage station and the overhead crosswalk up to Macleod trail and London towers and the Save on foods area. Safer... and more efficient. A paved pathway with a future sound barrier would be acceptable to.
Enhancing the walking and wheeling experience between the schools and the LRT is necessary. Students are already squeezed onto a narrow walkway, and this issue will only worsen once surrounding developments near the bus and train station, such as Liberty Housing, are finished.
N/A
This whole bikelane project is a solution in search of a problem. During a recent engagement session, the question was asked on how many bike users would use this new (and unneeded) bikepath. The answer was an astounding 'not many, but if we build it we hope they will come'. This is not a good use of taxpayer money.
Anything to make vehicles slow down. As a parent to a young child, I want to feel like he is safe near our house and Haddon Rd with all the parked cars and people speeding makes it quite scary. All the cars parked along Haddon Rd make it scary as a biker/pedestrian to use this segment safely. All for less street parking along here for better visibility.
I have family who live in this community and would like to ride with my little kid to visit. My community installed traffic calming measures on a signed bike route. Given the results, traffic calmed streets are not used by families with kids except for the rare, super-confident cyclists. I end up driving my kid to a place that has a separated multi-use pathway to avoid such half-arsed shared roadway infrastructure. Any plan to have simple traffic calming without separated bike paths means you'll see me continue to drive my car on such roads.
Traffic calming would be great and probably the B path as well
The maps are somewhat confusing by referring the a route along Horton Road in Option B whereas there is already a separate Horton Road proposal in the complete map.
Excited to see this south/north connector being built out

We would like the status quo maintained but accept changes if it creates minimal disruption to the community
As a resident of Horton Rd. I'm pleased with the planned upgrades to the street except for the multi-use path. In terms of the North-West connector: this area is not a high traffic area for pedestrians and bikes. A North West connector is going to be under utilized and can't be used in the winter months.
Please consider Option A with a separated on-street bike lane in addition to the traffic calming measures.
If I had to choose just one option, I would choose A; I think it has broader benefits beyond cycling and avoids some of the safety issues with following the alleys. The on-street option plus alley paving and pathway from 5 Street SW east by the Haddon Road playground, around and behind the works yard, would be great.
I'd think options A and B should be combined. The A or B solution seems to be a false binary. Haddon should be calmed and the regional pathway should be extended, the latter connects to Haddon anyway.
Removing on street parking and not extending a bike way along the LRT is a mistake.
I am just so absolutely happy that there are updates being down to the bike infrastructure in Haysboro. I love this community and our connectivity to the larger pathway.
Great idea for option A
A multi use path would be FAR preferable to me for safety and convenience.
My above comments relate to all the other sections as well.
Bikes/scooters/strollers and walkers aren't going away. Cars aren't going away. We've tried having them co-exist on Haddon and it's not working.
If this is all built it would be such a big benefit to allowing students and staff at Our Lady of the Rockies school to bike to school!
A connection to the pedestrian bridge over the train tracks at the south end of Heritage Station is a MUST.
Consider a camera, or even a decoy camera, just south of the high school on Haddon Road. As I've said above, I have seen cars literally drag racing down Haddon in front of a daycare ... Ridiculous. Also, I often see cars parked almost right on top of the crosswalk in front of Akiva - this is so dangerous for both pedestrians and drivers. A camera may cut down on this (or dividers within 6m of the sidewalk)
This is not enhancing the community or any of the silly ideas of bike paths when the usage is so low and vehicle traffic high. Rather improve roadways which is the majority of how people transport. Leave greenery alone.
Do both
Is there a reason that both options cannot be implemented? Options A and B address separate issues and it would be great if both could be implemented. Is there a way to

add additional east/west connectors? Heritage Drive has a pathway across the train tracks, but it's the only one. Southland Drive is dangerous for cyclists and the sidewalk is narrow and used by pedestrians. Southland Drive should be improved and at least one additional crossing mid-way should be added.
Looking forward to a bike lane. I take my toddler to the Glen more reservoir to bike but having a bike lane would be great in the neighborhood closer to home.
Overall, I'm seeing some areas which are raising question marks. For instance, along Haddon road, the infrastructure changes from a bike boulevard to a shared pathway (on the west side of the road) as you travel north. This means people traveling north will have to cross oncoming traffic from the east to the west side of the road just to continue straight. Where that crossover happens will need to be carefully managed with better pedestrian / bike prioritizing crossing infrastructure.
If these paths are kept open and clear of snow in winter then they offer better commuting options for citizens
We don't approve of 89 ave corridor and removal of trees
Do not build on 89th avenue
No east west route at 89 ave needed, already an east west path at Heritage Drive. Cannot figure out the intent of this path at all. I recall meetings years ago where the city told us we needed an east west route, it made no sense then it makes no sense now. North south should travel along LRT, all the way from south end to 39 ave station.
Good changes. It will make Haddon more walkable and bike accessible. Option B will give a more calm street to ride bikes or run.
The only thing I like are the crosswalk enhancements at Akiva. Everything else on Haddon Road will introduce more problems than there is now. Some physical changes need to be made at the OLR field to allow busses to do the pickups without making Haddon Rd into 1.5 lanes. Run a pathway the entire length of Haddon Road or not at all. Cyclists coming from Southwood and going past Haysboro will not go into the alley and use a pathway.
Sidewalk extensions need to be applied carefully. Current designs push cyclist into car traffic if there is no protective barrier.
Also unclear to me is if Eastbound cycle traffic to be on the MUP - and if so whats the mechanism from transitioning from Haddon Rd to the path
the turnoff from haddon road to 94 ave has a huge sink hole that are meters big. there has been construction here multiple times but it keeps getting worse and has never been fixed. There is construction there currently. Theres no detour signs. I haven't seen work been done there in days. On the same intersection there needs to be a sign that indicates the upcoming stop sign when coming down the 94 ave hill. Ive seen this one car thats parked been hit there. when its winter its even worse.
I love the east-west connector.

Please put a bike light and clear signage to cross Heritage drive, especially going north. It's a hard intersection for bikers.
Both options should be implemented together, at minimum. Far more intersection upgrades are required.
N/A
Traffic and speed along Haddon Road is horrendous. I have asked and no one has been able to confirm if a traffic study had been done before the approval of new multi family developments in the area. Any upgrade to Haddon Road related to traffic control and speed would be a great addition.
TOTALLY OPPOSED!
Very happy that Haddon is being improved! Despite living nearby, I've only walked here once (to check out that strip mall), and the experience was Not Great. Although I would love to have a fancy MUP along the CTrain, not having direct connections to the stations makes me lean towards Option A
If path by tracks across Southland Dr is infeasible, is placing a E-W path connector on north side of depot between Haddon and next to tracks also an option?
Also... was improving/widening sidewalk along Elbow Dr considered? Parts of the sidewalk on either side now often have water pooling now and can be not passable if lots of snow melt or rain is happening.
More traffic and higher speeds in this section. Should get MUP treatment or protected lane from Heritage to Southland.
Would there ever be an opportunity to create footbridges over the C-train line, there are many businesses along Horton Road that are currently difficult/very much out of the way to access and or unsafe due to lack of sidewalks. It would be nice if there could actually be a connection.
With Haddon Road being raised at 84 Ave and 94 Ave, the stop signs both north and south both locations could be removed
The idea for raised crosswalks is great. Stop signs are obsolete: they must be replaced with traffic circles to allow freer and safer movement of all traffic, especially wheeling traffic.
Option A sounds great until the southern section thereof. Either build a multi-use pathway the whole length of Haddon Road, or combine the north section from Option A with the south section from Option B. Haddon Road is far too busy for a Bike Boulevard.
While it's nice to have a dedicated path, being right beside the c-train isn't so pleasant. I think I slightly prefer Option A.
Neither option is a good option. Perhaps other options such as along MacLeod Trail should be considered.

I think the only solution is to put bike paths at elbow drive. Pathways area are too wide and only a little part is asphalted for walking. So it seems that there should be space enough to put a bike lane. I consider the plans suggested are little changes that are not sorting out the problem of commuting to down town by bike, it is slower and more tiring compared by using elbow drive.

Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water .

Please consider raised cross walks at intersections where cars have to stop as they don't and will crush cyclists biking thru w right of way.

Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.

Maybe use my existing tax dollars to fix broken stuff, like the water system- a better return on investment and benefits everyone in the City! You are trying to fix a problem which doesn't exist in this area.

Maybe use my existing tax dollars to fix broken stuff, like the water system- a better return on investment and benefits everyone in the City! You are trying to fix a problem which doesn't exist in this area.

Maybe use my existing tax dollars to fix broken stuff, like the water system- a better return on investment and benefits everyone in the City! You are trying to fix a problem which doesn't exist in this area.

Maybe use my existing tax dollars to fix broken stuff, like the water system- a better return on investment and benefits everyone in the City!

Maybe use my existing tax dollars to fix broken stuff, like the water system- a better return on investment and benefits everyone in the City!

Horton Road

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

Horton is in desperate need of some work and I think this is a great plan, fully support. I know this isn't being considered in this project, but the Horton and Haddon Option B updates would set the area up perfectly for a pathway on the north side of the Sourhland drive bridge whenever there's an opportunity to add one.

WILL BE NICE FOR THE CONDO PEOPLE AS THE HAYSBORO SIDE OF MCLEOD TRAIL GET BUILT UP. I WOULDN'T USE THIS TRACK OFTEN AS I LIVE WEST OF THE CTRAIN TRACKS. ITS GOOD TO ADD THE BIKE PATH IF YOURE ALREADY WORKING IN THE AREA.
Would like connection from Hadden to cross over to Horton
This is good, please add some crosswalks along Horton road, as there are businesses on the west side I need to access by bike/foot - they are currently very difficult to get to legally... The lighting will also be very important as this area does not feel safe after dark.
This is okay, however far from the residents. Best along the tracks along the west side.
I am a big fan of option B. It adds a safer, quicker option for cyclists, improves pedestrian access to the train station, and reduces cyclist/car conflict on Haddon by moving them off the road. It looks like a win for everybody, and I really hope this gets built (I'm a resident of Haysboro who lives east of elbow)
Horton Road would benefit from the changes.
This is currently a difficult corridor to bike in. Navigation and being assertive with cars are the challenges I have experienced.
It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.
It's kind of an ugly part of town, there isn't much going on over on that side and while I am biased and would not say 'no' to any new pathway, this would be a lower priority for me as it doesn't really connect up on the Southland side of the road to anything and you need to cross the tracks somewhere. Maybe if this could be connected across and through to the Real Canadian Superstore site and connected to the overpass there it might provide a secondary route? I would spend the money more on the other side of the road, perhaps with the exception of better connecting the London and the new development residents to the train station and trail on the west side of the tracks.
Another good idea to improve this area and making it safer to walk and bike. What is needed is a sidewalk on the north side of Southland overpass to make this even better connection to Haysboro. There is currently no safe bike option. or adding bike lane onto the road itself over the overpass.
Do this instead of Haddon road. Don't make a residential area worse.
The current pathway on Southland bridge is only on the south side of the bridge, and very narrow. It's only about two people wide, which makes it quite difficult to cross with a bike trailer, but there is no other safe crossing over the train tracks within a literal mile. Widening this path would improve convenience and safety for pedestrians and cyclists.
Please add a pathway to the north side of southland bridge. There's plenty of width, given the bridge has a large median that is unnecessary, and the lanes are extremely

wide. Narrowing the lanes would slow people down, which is good, as there are intersections downhill on both sides. Combined with median removal that creates plenty of space for wide paths on the north and south sides.

Please connect Horton and Haddon Rd, and ideally do so somewhere roughly halfway between Southland and Heritage Station. Pedestrians in Haysboro who want to walk to any of the shops on the Horton side of the train tracks have to walk a prohibitively long distance to do so. Particularly as Southland bridge does not have a pedestrian crossing on the north side.

There is plenty of room for a shared path on the north side of Southland bridge without widening the bridge. This significantly reduces the number of crossings of Southland that have to be made for people going between the two areas. Someone going from NW of Horton/Southland intersection to NE Haddon/Southland has to make four crossings! A bridge would get that to zero crossings!

There is no mention of the crosswalk which crosses Horton on the north side of Southland. There is currently a crosswalk and pedestrian light, but the lines are badly faded, and the northwest corner of that intersection is blocked with bollards, so cars assume there won't be pedestrians. This needs to be updated, especially as cars are often aggressive turning right on red there.

The Horton/Southland intersection also does not allow pedestrians to cross at the west side, only the east. It's quite unfriendly to walkers to have to spend several minutes crossing the road three times to get from the southwest to northwest corners, particularly as the Southland bridge only allows pedestrians and cyclists to cross on the south side.

The shared pathway should be added to the west side of Horton. There is significantly more traffic coming onto Horton from the east than the West, which means many more possible interactions between cyclists and cars. Particularly from the shopping centres on the southern portion of Horton. If it's possible to put that path on the west side, it will be much safer. Also, there are way more pedestrians who walk on the east side, making a sidewalk there more convenient. Separating cyclists and pedestrians is safer for both, even with a shared path available.

This is not near residential areas - not family friendly.

This is pretty good. I suggest you remove the on street parking on Horton Rd and give more space between the road and the bike lanes. There are parking lots for vehicles, they don't also need on road infrastructure. Separating the bikes further from the road will reduce the splash of water from passing cars, make riders more comfortable by being further from cars, and give space for snow to be plowed without encroaching on the bike path.

The proposed plan is excellent and represents a meaningful step forward. However, it would be highly beneficial to take a more comprehensive approach by also addressing the surrounding infrastructure. In particular, removing the outdated light posts and modernizing the roadway would significantly enhance the overall quality, safety, and visual coherence of the area. Focusing improvements solely on the bike pathway may limit the long-term impact of the project, whereas a more integrated upgrade would better serve all users and contribute to a more cohesive and future-ready environment.

I think the loss of the sidewalk on the east side of the road needs to be reconsidered. Forcing pedestrians to the east side of the road, especially between 94th Ave and Heritage Dr will lead to too many uncontrolled pedestrian-traffic interactions as pedestrians will need to cross Horton Rd to access businesses and residential areas. There is nothing to access on the west side of the road for pedestrians. There has been one recent pedestrian fatality at Horton and Hull Ave, pedestrian crossings need more attention.

This on street multi use path is also of limited value if it does not connect to the north and south. Active mobility requires a system of connected routes, not isolated sections.

This is the only portion of this project that makes even a modicum of sense. Are you aware that currently Horton Road is not much more than a paved goat trail with dead end sidewalks and in places no sidewalks. Horton road needs a complete makeover to make it safe to bike/walk/drive on. Do you even consult with other departments within the city to understand all the issues affecting the coordination of projects. I think not.

I would not currently bike on Horton Rd due to how fast people drive. Even as a driver, you have to zip out quickly onto Horton somewhat blind due to the on-street parking. Making it all no-parking along Horton Rd would help a lot. Adding a seperate multi-use pathway would be a great way to keep vehicles and bikes/pedestrians seperate. Can you consider putting the pathway on the west side rather than east side? A lot more entrances/exits on the east side of Horton Rd, so there would still be lots of pedestrian/bike interactions with vehicles compared to if it's on the west side. This also avoids the intersection with Hull Rd (recent fatal accident comes to mind). Transition to Heritage Dr is key to get biker use of these improvements.

If a cul-de-sac at the north end of Horton road is constructed, will need another option to access northbound Macleod Trail. The lights at Hull Avenue are poorly timed and quite often I have to wait more than 1 light to cross. Also on a weekly basis, cars run the red light both north an southbound Macleod Trail in the early morning.

Sidewalks on Horton Road are LONG overdue. I drive to the C-train station because the lack of sidewalks and improper drainage along that stretch makes it challenging to walk to the bridge.

This would be an easy-to-implement and fast route. Although it would be an improvement to the present layout, it is not in a very attractive surrounding and lacks connections to residential areas. More details are required for the crossing of Southland Drive and over the LRT tracks (only has a single lane pedestrian on South side at present).
Overall the plan to add a multi-use path at the increased residential area along Horton Rd is a good one, overdue for non-vehicular access along this road. Does the multi-use path continue along the entirety of Horton Rd? how does this path connect successfully to the 5th street connector further North?
We are opposed to anything that will impact traffic flows on Horton road. This route is acceptable as long as that is the case. However it is difficult to tell how this will be accomplished.
I live on Horton Rd. A connection with Heritage Dr. turning west would be a major improvement. As of now, the only way to get to Heritage Dr. would be to take Southland Dr. to Elbow Dr. Great idea!
In terms of the multi use path on Horton Rd: very bad idea. Because there are several commercial and industrial businesses on Horton Rd, there are a lot of semi-trucks driving down the street. Narrowing the already narrow road does not make sense. Horton Rd. is first and foremost an industrial district, not residential. A multi use path would not serve the needs of the community and will be under-utilized. An improved sidewalk is more than enough for the small amount of foot and bike traffic.
The Haddon Road improvements should ensure max speed of 40km and ample space for cyclists ideally with a designated bike lane on both sides. Ensure signage to make vehicles aware of the cycle route. Please consider a smooth link from this pathway to the hill path east of the Heritage station overpass as that roadway up to MacLeod does not allow room for cyclists and pedestrians to share the space. This route is my access to the Acadia Rec Centre through the winter. I have trouble on my cycle down that hill from MacLeod to access the Overpass entrance to Heritage stn. The traffic heading east up the hill can't see me till last minute as I cross the road to the ramp.
Multi-use pathway separated from cars is a great option here.
Difficult access to and from the community. Macleod has some retail that would be nice to access via bike, Horton road does not, and there is no access to it from the community other than the C-train overpass and traditional roads that do not favour bicycle traffic. Further, this corridor doesn't extend past southland or heritage so it's application along here is very limited. I see money being better spent expanding the Haddon Road infrastructure.
There seems to be more existing sidewalk on the east side; why not keep that, and add the pathway on the west side where there is a bit of pathway by the station, and then

more or less nothing further south? Subject to utility/storm considerations.

Nice to have and good design, but not a priority?

Horton Road doesn't seem to serve much of a network function for cycling; I would prioritize this lower than Haddon Road or 89 Avenue or Hull Avenue/86 Avenue. Good to have a plan if/when things need rebuilding/lifecycle, but doesn't seem urgent, as long as there's a continuous sidewalk at least on the east side.

Also, there should be transit priority for buses on Southland Drive through Haddon, Horton, MacLeod, and Bonaventure intersections.

I much prefer cycling down Haddon Rd than Horton Rd. Much less traffic as it's mostly residential and far fewer side roads and big trucks.

The intersection at Southland has better visibility and larger sidewalks at Haddon than Horton.

If trying to connect to Sacramento, crossing the bridge along Southland is a problem from Horton.

Pathway looks great but again the bump outs used to slow traffic will push bicycle users out into traffic. A route for bicycle users needs to fall within the curbside of the bump out. Not everyone has enough experience/age to ride with cars.

This would be an excellent addition to this road. I would change the intersection at Hull road to have the pathway raised across it.

These changes would be excellent. In the fall, I dropped my car off for winter tires at Napa and walked back to my Chinook Park home with my grandson. It was not a very pleasant walk with the narrow sidewalks and dodging various roads and driveways. This would greatly enhance the enjoyment of the many people living and working along Horton Road as well as make it possible for nearby residents such as myself to walk to various businesses along the route.

I hope there will be bus stations on this new road

It would be nice to have active transportation options (walking, running, biking) on this road as Macleod trail is quite busy.

I love it, all of it. It's such a mess to cross it right now (Southland Registrations Ltd to Super Binz liquidation). I sometimes cycle on this street, with all the LRTs and Cactus Bike Shop, it would be way better with the path.

The only thing I would really recommend is to have a path/sidewalk on both sides of Southland Dr.

If you are putting a bike lane on Haddon, this is an unnecessary expense. This connects to nothing.

The money here would be better spent creating new connections instead of duplication of one a block away
This doesn't connect with anything at either end, and there are no destinations along its length. Are you expecting people to cycle to the bottle depot, or the used car lot? This seems like one of those projects that - if built - will be grist for the mill of those who oppose bike infrastructure: "Look at the Horton Road bike path! Nobody ever uses it! We should rip out all the bike paths everywhere! Stop the war on cars!" Yeah, I don't see the value in this one.
They are in the process of building 3 new building and are proposing a 4th. Horton road will not be able to handle the traffic let alone a bike route, unless the whole road is very much expanded
Don't like this option. Horton road is too busy and drivers tend to speed. Haddon road is better because there are some school zones that slow people down.
Route along train tracks desperately needs to have trees and greenery as a divide between the noise of the train. Would prefer raised walkways here, as slush accumulates at the bottom of this hill.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
ANY reduction of the ability for vehicle traffic to flow freely is a step backwards
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
A busy commercial based road and will be troublesome and dangerous for cyclists. the city cannot provide secure drinking water, our roads are deplorable and you want to waste money on this crap? Give me a break.
Overall, this is a great improvement. If possible, it would be even better if the roadway and pathway could be separated by a strip of greenspace. A further improvement would be to provide a way to cross the train tracks connecting Haddon and Horton Roads.
I'm excited. I never use the road and would like it to be more family friendly.
Think this provides decent biking and walking improvements on a quiet road without impeding on cars really at all. That being said, for this route to be a worthwhile

improvement, the access points and connection points to other locations (such as Hull avenue, Heritage Station, south exit, etc), need to be prioritized and pushed through.

Also that could be considered on this road would be better, more frequent crossing infrastructure if it is going to be a pedestrian option as well.

On the summary of "Phase 1 - What We did" it reads, "Through a different project, plans are underway to construct a cul-de-sac at the north end of Horton Rd, preventing vehicle access to/from Horton Rd at Heritage Dr." Which project is this? Can we still offer feedback on this? With the very large residential project under construction at Macleod Trail and Heritage Drive, how is this feasible?

[Personal information removed]

Horton should have yellow centre line to divide south and north bound traffic and sidewalks. Also vehicles should be allowed to make left or right or (go east or west) turn from northbound Horton road on to heritage road. Possible pedestrian overpass at the busy train crossing junction with two train lines being present. This will increase pedestrian safety and traffic flow. 3 massive residential complexes are being built in that area. So traffic and pedestrian will increase significantly in that area.

I disagree with a cul de sac at the north end of Horton road. Limits access to businesses on Horton road and increases traffic congestion on Macleod Trail to access these. Would support one way traffic off heritage onto Horton but not off Horton onto heritage.

I agree that a good connection to heritage is needed to make this path viable. Additionally the Hull Ave connection to SE Calgary is good as these connections are currently limited for cyclists.

Another connection for proper cyclist infrastructure at Southland Drive / Macleod would also improve greatly accessibility as currently this sidewalk is very narrow for commuters from the SE (Willow Park / Acadia).

As a cyclist and walker without a driver's license, I highly recommend and endorse these plans. As the pathways presented have lighter access to higher traffic with speeders on the roads, these proposed options show higher safety and endorse physical activities without distracted drivers.

A safer pedestrian crossing needs to be made at Horton Rd & Hull Ave, or the at-grade crossing blocked off and connected to the overpass. I like the pathway on the east side, but am worried about the driveway by SuperBinz due to the slope. There still needs to be a pathway done on both sides of Macleod Trail, as it is inappropriate to expect cyclists to go up & down hill to Horton Road.

Much needed, ensure it ties in to Heritage Drive Pathway

I am glad to hear that Horton drive is getting these improvements. Excellent work.

The shared pathway's location needs to be reconsidered for safety - there are 22 driveways on east side and 16 on west side - which is going to allow for safe cycling on a pathway? No information here on how HULL connects to the Heritage LRT overpass. The sidewalk on Hull is unsafe and getting onto the street is unsafe - even worse is attempting to come from Hull onto the overpass. LRT crossing at Heritage should be improved.

I have no issues with the raised intersections and speed bumps. However the curb extension are not necessary! Haysboro has a lot of seniors that will struggle to make turns if the lane is reduced. As you are aware, curb extensions and reduced street parking have not been received well by the general public. You have lots of area by the train tracks to create a safe pathway to move through Haysboro. See Southwood as an example.

Horton and Hull intersection should have raised crosswalks, no exception, same with horton and Southland crosswalks. Remove or improve the northbound slip lane here, as cyclists will not be able to see if there are cars. All the parking lot "crosswalks" along the route should be raised to ensure good visibility for those leaving commercial areas. All other crosswalks E-W on Horton need to be raised as well to slow traffic.

Please please please improve the sidewalk on the Southland Drive bridge across the tracks! It's so narrow that it gets congested really easily. It also seems no snow clearing is done, probably because the fancy sweeper thing doesn't fit. There's so much room in the middle of the road that isn't being used, so you don't even need to reduce lane widths. Having a 2nd sidewalk on the north end would be nice too, and the crosswalk at Horton leaves much to be desired.

These changes are great! Walking down Horton road feels dangerous at the moment and I feel unsafe whenever I go down there. What I would love to see is improvements to the crossing at McLeod and Heritage. That light cycle is so long that a lot of people, myself included, risk running across McLeod Trail when there's a gap in traffic because it can sometimes cut down 2 or 3 minutes to the waiting time. It would be nice to have a ped-controlled light cycle and a safer place to wait.

While not opposed to a shared pathway, it would make more sense for the sidewalk to be on the eastside as current residential building and all future residential buildings planned are all on the eastside.

As all planned development are multi-residents buildings / townhomes, which are popular among families with young children and the elderly, safety on the sidewalk as we build a walkable community is important and its placement on the "correct" side of the road needs to be considered.

Great to have separated path, but would seem better on west side, as less conflicts with driveways to north. Corner at Southland & Horton Rd a big concern, as is terrible now. Also crossing tracks twice (at Southland and Heritage) not so great
I live at 8880 Horton Rd. SW. In general, it's a great plan. My main complaint about the road currently is that there is a sidewalk only on the west side from Heritage Dr to Hull Ave, then only on the east side from Hull Ave to Southland Dr. Pedestrians are therefore forced to cross at Hull Ave. A flashing pedestrian crossing would be a good improvement there to improve safety. A sidewalk on the north side of Southland Dr, not just the south side, from Horton Rd to Haddon Rd would also be nice.
This is badly needed. It's unclear what side this will be on, but the west currently has no pedestrian access at all, and getting to stores on that side (including the automotive or bike shops that one might leave a vehicle at and walk to/from the train) requires a dangerous jaywalk on blind curves where most cars drive way too fast.) Pedestrian realm at the corner of Horton and Southland should also be examined for safety.
Phase 1 comments indicate a separate project to prevent access to/from Horton Rd at Heritage. This is utterly absurd and unacceptable, it is a key access point for the many apartment buildings on the road. We should be improving the connection, not removing it!!!
There needs to be an additional pedestrian overpass to get over the train tracks. The only way is at Hull Ave. If you're putting this bike path in that runs from Glenmore Landing to Haddon Road, wouldn't it make sense to connect it to Horton as well instead of making anyone go all the way to basically Heritage Drive or SouthLand Drive to get over the tracks? Speed on Horton Road should be 40km, it gets really windy for cars at certain parts which is a hazard to pedestrians at that speed
Please do not spend money on horton road until all of the housing construction is complete. It will just end up a sink hole for money.
Are you people out of your minds?! We DO NOT want any type of this wasteful and insane development. I insist you not move ahead with this.
This road is terrible for pedestrians and cyclists so any improvement is very welcome! Especially with the residential development happening on the North end of Horton Rd.
I like this plan but I think there should be more crosswalks across Horton road that would allow you to access different plaza's along this road. The plaza with value village is close enough to the intersection of southland and Horton road but once you get to around Goodwill/southland registry, if you want to cross the street you are dodging traffic and there is a curve on a hill so it can be hazardous.

I really don't know what you are trying to do here. Why the curb extension where the child was killed last month? Will that help? I find the curb extensions everywhere add to the anxiety of driving.
Love all of these ideas anything to make pedestrian walking easier and "safer." Horton road is of interest to me which is well overdue... I walk everywhere so this is an important project to me.
The proposed cross-section is ok. It converts the waste land into high quality walk and wheel infrastructure. However, frequent driveways on the east side of the street are dangerous conflict points for wheeling traffic. Consider putting the multi-use pathway on the safer west side of the street, or removing driveways.
The lack of onward connections will severely limit the utility of this infrastructure. The north and south ends dump you onto very busy roads that will intimidate casual users
My preference is for haddon road I to have the bike lane but welcome it here as well, Horton is a very busy street so would expect there to be traffic calming measures as well.
Macleod trail is a nightmare because of daily causes traffic backups. Horton road is a godsend to the EMS and fire station that are located on that street. Imagine racing to a fire or a heart attack and you have somebody on a bicycle with headphones that totally ignore the sirens. What is going to happen when the apartments at Heritage and thee Ranchman's complex are complete? Macleod trail is a nightmare now. Add the level train crossing at Heritage. Leave Horton as a road only
As a daily cycling commuter and recreational cyclist. You should remove all curb extensions. From experience curb extensions are dangerous and reduce the available escapes for cyclists at busy intersections and push cyclists even more in to traffic. They shouldn't be part of the design.

Kingsland

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

Where there is pushed out curbs at 80th Av SW and 5th St and 5th St and 75th Ave. The map makes it look like a like the width only allows for 1 car which doesn't really help at a 4 way stop.
The stop at 75th and 5th truly needs lights at this point. Its so dangerous
The crossing at 5th street over Glenmore Tr is congested with many cars and has two closely spaced sets of lights. I find this the worst choke point in the north-south bike

route, unfortunately I don't see any easy options to make it better. However a slight improvement would be to put jersey barriers along the sidewalk on the south side of the crossing to protect bikes and pedestrians from the east-west traffic
The inspection is pretty good. I think it's a big improvement on the existing, and while I prefer separate bike infrastructure, I can appreciate how the current plan to keep most of the parking strikes a good balance. Me and my son ride this way from Haysboro relatively frequently.
Poorly designed intersections and roadways. Congested because of limited entry and exit points for inner community residents.
To facilitate year-round use, snow clearing on 5St needs to go right to the curb. This is so bikes in the winter can avoid riding into the roadway as much as possible.
I like any improvement in signalling for crossing Heritage Dr. The change in stop sign directions on 6th St. is welcome.
Crossing Glenmore is biggest factor for this section and this is the best crossing available in the area, second would be Elbow drive. Try to eliminate waiting at lights as much as possible. I've biked on this street many times to work and it is the best option in the immediate area for the bike network with some upgrades.
A stop sign at 78th and 5th is all that is needed - no curb extension this road is narrow!
Crosswalk at Kingsland Park needs to be developed with the Master Plan
slowing down traffic at 75th and 5th is welcome! We used to have a ped light - it was removed when the school closed
curb extension on 69th is good. People speed on 69th and the community has tried to get controls in for years - thank you! anything to reduce speed on 69th is welcome-this is the route to Loomis Park
The stop sign reversals on 68th and 67th are also welcome. This will slow the traffic down on these two east/west roads.
Thank you for keeping these measures to a minimum. The community likes the bike route and we don't need major changes to accommodate the bikes
The curb extension at 80th needs to be very well thought out. The corner is a weird angle. A lot of people walk in the alley from 80th to 4A street (park, LRT, to other houses) this is a major walking path through the alley. So please consider that a most walkers are coming from the alley heading west along 80th (and vice versa) Why are there curb extensions at 78th and 5th? This is not necessary - the road is narrow enough and with the 8 plex coming on line soon there will be more parking needed here

than before. It is tough enough to make that corner with the width that is there (south bound off 5th turning east onto 78th). A lot of people use the alley between 5th and 4A as an informal walking track so there is that conflict as well.

A pedestrian half-signal feels unnecessary here. I've never had a car fail to stop for me at the current crossing. Why not improve the pedestrian lights by putting them on a mast arm so cars can see them more easily? This system is used all across Calgary to good effect.

The half-signal stops cars for longer than necessary, since it has to be timed to the slowest pedestrians. That means if a cyclist or runner takes 10 seconds to cross the road, cars might be stopped for another 20-30 seconds afterwards for no reason. This extra time doesn't have a benefit to pedestrian safety, but makes drivers annoyed at cyclists. There are already lights at Elbow/Heritage, Haddon/Heritage and Macleod/Heritage, plus the train signal. This is too much.

I don't personally use this route very often. Instead I prefer to use the dedicated pathway on the east side of the reservoir to travel between Heritage and Glenmore. The dedicated pathway is much safer when commuting.

This is okay. The raised sidewalks are very nice.

Could you install the speed humps that have spaces in the middle, to allow bikes to not have to go up? Or turn them into more raised sidewalks?

This seems like an interim measure. Don't spend much money see if riders come. The problem with that is that it shows that it was low effort. Imaging if roads regularly turned from nicely paved sections, to an open area where large fast construction vehicles regularly joined the flow, or crossed the road. Would you feel safe?

I live in the Kingsland area and have observed multiple housing units being built along 5th Street over the past year. Adequate parking has not been provided for these units, and now even more space is being taken for a bike path that only a few people use during the summer. We do not want this bike path. It is common knowledge that these feedback sessions are a mere formality and that the City of Calgary will do whatever it wants regardless. I would like to know who is benefiting financially from this project.

It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.

Traffic signal at Heritage, I haven't had too many problems at this intersection crossing at the existing crosswalk, waiting for light cycles is a bit of a pain. Continuing the path all the way north and south on the south side of Heritage might be a better use of funds there. Visibility at 78th Ave and 5 Street is a little tricky with existing parking, I would welcome something a little more visible there and a connection or identification down

78th Ave to connect the community center would be a benefit. 6th Street I love flipping the stop signs. Some barriers and beautification along the Glenmore Trail offramps would be great, Noise might be a limiting factor to utilization.

All of the roads enter 5th Street - (ie. Klamath Place, Kendall Place, Kirby Place, 71st Ave SW) should have yield or stop signs added as they are all technically uncontrolled intersections. Southbound bicycles and vehicles technically have to yield to any exiting vehicles from the west side of the street.

The change would make what already happens (vehicles yielding before entering 5th St SW) legal and remove any potential conflict / arguments in the case of an incident.

this is great and will help bike commuters!

The change in stop sign orientation is excellent, and will make it a lot easier to get through this section.

The 5th St. and 69th Ave "intersection", where bikes come off of the road and are forced into a tight turn onto sidewalk before having to cross a street is terrible, and its great to see the proposed asphalt path there!

I like the design for the turn to ride adjacent to Glenmore. That said, it would be nice to have that asphalt path extend west to elbow drive, as well. That sidewalk is quite unpleasant and a lot of people wheel along it on their way to Rockyview hospital and the professional buildings in the area, so improving the whole section between Elbow and 5th St along Glenmore would be great!

Good day. I live in Kingsland and bike to work year round. I've been advocating for years to have 5th avenue designated a priority 2 road for snow clearing. Before any infrastructure upgrades to any of the communities listed in this plan you must 1st have an understanding of who and how many people will use it year round. 5th street as it is currently serviced during the winter months is like an ice rink. It is treacherous to walk on never mind trying to bike on it from Oct/Nov to Mar/Apr, thats 5-7 months where most don't bike. I know this from my years of biking year round. Also I do not agree with bump outs to calm traffic, the one at 15AVE and 5th STREET SW has made that intersection more dangerous for both bikers and pedestrians

I utilize this corridor a lot for bicycle commuting to work. The stop sign reversals will be welcomed. Also like the public realm improvements along Glenmore Tr. But paint / sharrows are not a good solution to making a 5A active transport route. I've been bicycle commuting for years and this is just "fine". But would I take my less experienced spouse on it to get to a restaurant or other social outing? Probably not.

Curb extensions will only push cyclists into traffic. Not enough pedestrian traffic here to warrant them.

Transitioning along heritage is dangerous and incredibly irresponsible of City of Calgary. Cyclists are should not be traffic calming.
The traffic slowdown is good, but I don't like that cycling will be required on the road with cars. Having a dedicated space for cyclists, even bike lanes, is much safer for everyone
Why is there a bike lane of 5th Street when elbow drive has enough room to include a bike lane on the pavement without disrupting parking
the issue i see is that you are moving bikes off of the streets like elbow and especially mcLeod where all the services and retain are... if you want to make this more than just for leisure biking, we need safe access to stores on those two streets... especially mcLeod tr which is a big no go zone.
The proposed changes are a waste of tax payer dollars. This space is already bike friendly and the increase in housing density already makes parking a challenge. This will only make it more difficult for people to park. Biking is only used half of the year in Calgary making the investment even worse. I rather see our taxes decreased and more critical infrastructure maintained like our water delivery system.
Great to see these changes. Specifically where Glencore Trail and Elbow Drive meet, the intersections are not bike or pedestrian friendly. Not to mention that the concrete structures are hideous. I would support any measure that creates safer pedestrian islands and embellishes the look of these intersections.
This is a start. Please consider on-street separated MUP infrastructure.
I live in Kingsland. Commute by bike to downtown daily. Heritage Dr SW crossing so dangerous crossing here. Even with newer flashing lights. Anything to make safer for ped and bikes is great. 5th Street. Bike blvd is a good idea. Support this. 6 St SW - 69 Ave to Kirby Pl (north access) speed humps to slow traffic. Great idea. Glenmore Tr SW: Public Realm Opportunity. Sounds like a great plan. Pretty ugly down here. Also please see my criticism of Glenmore/5 St. crossing safety. Awful. No CPS enforcement, ever. Plenty of accidents. Mostly East bound merge lane to Glenmore/Elbow. Ped will be injured or die here. No Safety barriers. Could barriers here be part the "Public Realm" opportunity?
Kingsland stop sign additions look great. It is unclear if cyclists are supposed to enter the curb additions (at 75th&5th, and 80th&5th) - if so, these work marginally well in summer, and are not useful in winter (4-6 months) as maintenance is lacking and plow operators/snow clearance don't understand how they work across the city. I am supportive of these for making pedestrians more visible, but they seem expensive for the use they provide.
The bike infrastructure for Calgary overall has so many unsafe curb cutouts, or none at all. Clear signage and deliberate pathways would help a lot. Consider how heritage drive continues down the hill into deerfoot meadows, turns the corner sharply and disappears, or 5th and 7th st in Kingsland has on street bikes to curbs with no cutouts that are very dangerous in winter. Please include bike signals at heritage lights upgrade.

The proposed items look great
Excited to bike this Spring! 
Looks great. I would have low expectations for any seating along Glenmore Trail, but it would be good to improve the public realm and provide protection there for people passing through on foot or on bike. Visibility to/from the road is probably good to maintain so it doesn't become sketchy.
Re: Glenmore Tr SW: Public Realm Opportunity ---> 100 x yes! This is absolutely needed, currently that is an extremely miserable place to pass through as a cyclist or pedestrian. I've talked to developers about adding more landscaping along Glenmore, but there was limited uptake. This is a highly frequented area that is really overtaken by cars, noise, garbage. With higher and higher density in that area (several large multi-family units and rentals), more planned (Fisher Rd Mid-Town), amenities in the area (Chinook Mall and the Glenmore Pathway) there is a need for better public realm spaces. With decreases in parking requirements for new developments, we need to make these highly used corridors usable for pedestrians and cyclists.
I think overall this is really great, I love to see investments in Kingsland. I wonder about better access to the Southwood Library, currently cycling there from Kingsland is very difficult. There is also difficulty in accessing the East side of MacLeod trail from Kingsland. There are daycares on the East side, as well as a climbing centre, restaurants and other amenities, and in the future the Mid-Town development. Would be nice if there was an easy way to get across MacLeod Tr, LRT, and in some spots, the railway tracks. The underpass east of the Kingsland Community Centre is one option but extremely dangerous, with low visibility and NO SIDEWALK whatsoever, could this be modified to be cyclist-friendly?
Reconfigured stop sign directions at 67 - 69 Ave are great!
Yes I love all the proposed enhancements to the Kingsland 5th street bike infrastructure. I have biked this many many times and for the most part it's pretty safe. Around 69th Avenue things can get a bit dicey and at the next 2 intersections with stop signs. I have had cars not see me and roll through the stop sign or I do not see the cars, enhancements here can be made so its safer for cyclists and vehicles.
Easier to get to station but we have it will be bus station on this new road
For the barriers at Glenmore Trail my preference would be painted Jersey Barriers to see how it actually turns out. Since they aren't permanent they would be easy to modify/move as required. I like swapping the stop signs on 6th St as this will allow bikes more continuous sections and less stop and go. This should also help slow traffic on the cross streets. I hope the new lights at Heritage don't require such a zig-zag to get to the button as is currently required.
I'm concerned about how this is going to affect the parking in kingsland on 5st. There are now multi unit buildings on that street that will require residents to be parking on the

street. Where are residents supposed to park if space is being used for a bike/walking lanes. The city wants dense housing but then doesn't allow room for parking. They don't want people driving cars and take public transit when public transit does not work for families who have to travel to various quadrants of the city in one single day. It's not feasible.
We live on 7th street, south of 75th avenue. I know that this does not pertain to the proposed improved route (which looks great!), but I really feel that curb extensions at 7th street and 75th avenue would be beneficial for pedestrian visibility, as this is a very busy 4-way stop.
Happy with all changes but don't want to see changes to parking availability along streets due to increased construction on high density homes. Not sure if these new curbs will affect parking availability or not. Love the speed bumps!
I think raising the crosswalks along 5 St are a great idea. We have a neighbourhood speeder with a loud muffler (particularly south of 75 Ave) and this would vastly hamper that speeding along this corridor.
This is honestly awful. 5th Street in Kingsland is ridiculously tight in places and cars already have to pull over to the side to let cars pass. So I'm not sure how the city thinks they can just add in a bike lane with parking outside of it. It makes no sense. Please don't do this!
This road is not cleared in the winter and keeps gravel in the summer. It is not always safe for year round cyclists. If you are going to invest in this travel corridor, please keep the road clean. Driver's speed down the end of 5th St towards heritage. This part of the road could use a speed bump. There are also missing stop signs turning onto this street (they are yield signs). Vehicles hardly look both ways for cars, let alone cyclists. Replace yield signs with stop signs.
I ride bikes or walk everywhere. I won't use this route because it's out of the way of directions I go, but I'm glad something is being done. The biggest obstacle to taking my bike shopping etc isn't bike routes, it's theft when I get to the store. I only take my folding bikes and I bring them in. I think encouraging businesses to install some sort of secure lockups for bicycles will get more people on bikes.
I highly support the switching of stop signs to allow riders to keep their momentum and not having to stop every block. For the improved public realm section at Glenmore, I would like to see improved pedestrian-scale lighting to make this area feel more safe. The quality of the surface needs to be confirm, and some wayfinding signage would be very helpful. Please keep the speed humps / raised crosswalk in the design to help slow traffic.
Change route from 5 St to 4aSt, build a bike path through the "work-in-progress" Kingsland park, then 4a St to the existing bike path through the community centre site.

Motor vehicle traffic will only be increasing on 5 St. thanks to the city's irresponsible rezoning policy; adding cyclists to an already crowded street just makes it worse.
This route is fine. No changes needed, just flag it as "official" bikeway. Please, no curb extensions. I continue to use this route to access Fish Creek Park en route via Canyon Meadows. Please see my comments regarding the previous 3 segments.
Good as a direct connector that eventually reaches the core. There is limited traffic, bar local traffic, thus the speed bump seems unnecessary. Ideally, I would like to see greenery that is year round (not grass, unless tall) on the edges of the pathways, as separation from cars. Sidewalks are very narrow and often have street signage within the sidewalk that I would like to see moved outside of the walking area.
I like the proposed pathway design in my community. I appreciate the pathway gives community members biking access to Stanley Park and easier access to downtown. This should also ease commuter traffic along Elbow Dr.
Fully in favour of the addition of a bike boulevard on 75th, also in favour of the stop sign changes from 4 - way to 2 - way. I'm against speed bumps. They're hard on vehicles, and can be dangerous for bicycles and motorcycles. I don't think we have an issue with speeding on 75th. Nice project overall!
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc. ANY reduction of the ability for vehicle traffic to flow freely is a step backwards
Like the raised crosswalks & speed bumps for traffic calming on 5th St btwn 75th Ave & Heritage Dr. Issue is future increase in # of cars in area. Improving the experience for people walking & wheeling, & development being approved are conflicting concepts. The City has approved 3 fourplexes (24 dwellings) and one 12 unit complex, on 78th Avenue & 5th Street & a 4A St (parking exit will be through alley leading to 5th street). Using 1 car per household, that's 36 cars within approx 2.5 blocks, equalling 32 additional cars. (last stats I could find = 1.85 cars per household (2001) so could be more). Cars without a garage will park on the Street. Increasing the volume of cars street parking, while narrowing areas of the street doesn't add up.

We live on 5th street between heritage and 75th ave; we are very excited about this development. I would add more traffic calming measures such as an additional speed bumps and stop signs at 80th Avenue and 78th Avenue. This area has no connection to the main streets so should be local traffic only. Yet drivers race through here hoping to sneak onto Heritage, Elbow, or McLeod (you can't). In order to create a proper safe bike path you need to do more to reduce the speed of the cars. We are avid users of the calgary bike paths, but many times the bike infrastructure feels half done.

I love the idea of a bike/multiuse path, but the street is already narrowed by parking and often there is not room for two cars to pass each other without one having to pull to the side or wait. This area feels medium-use (not low-use) as there is significant vehicle and foot traffic already from the train station through this street and out. With the recent addition of the 4plex at 5th and 78th there will be even more cars parked on the street

Kingsland is not bike busy enough to warrant any changes. It has sustained bike traffic just fine for years. I have biked north and south out of kingsland for 25 years now and do not find any issues. I don't think those raised sidewalks are useful and will only congest roads. The money this will take is not a wise use of tax dollars. Traffic in Kingsland is calm enough. Perhaps as a city we could stop ramming density into communities that were designed to be inherently calm. I don't believe this is a case of, "if you build it they will come".

1. The 4 way stop at 75th and 5th really needs to be changed to a light. Too many times do we witness cars and bicycles blowing through the 4-way stop.

2. Removing access to parking along 5th to add a bike lane does not make sense. It's already a tight road and not every house has access to a driveway or alleyway parking. We're already needing to pull over to allow for cars coming in opposite direction.

3. With all the in-fills planned on this street as well it's just going to be worse.

crossing at 75th ave & 5th street is intimidating at the best of times. it's a massively used cut through. this likely requires lights as controls over all way stop signs that cars constantly ignore. lights favouring the crossing traffic on fifth should be a priority. especially with the improvements coming to the old school site on 75th ave.

The intersection at 75th Ave and 5th street should be a traffic circle. When riding a bike, it's a pain to come to a full stop at this intersection.

It's rather unclear just how much parking is being lost along this section of 5 Street. Are you aware of the high-density developments that have been approved by the city on this section? Once those developments complete and are fully occupied there's going to be a real shortage of on-street parking here! Need more design details. The info presented is rather imprecise.

Essentially very similar to what is already there now with some minor improvements. Enhancing the Glenmore trail section with barriers to separate you a bit from the sights and sounds of that busy road would be great along with greenery to make the place more pleasant.
Love the stop sign orientation switches proposed, both at 6 St and 67 Av, and 6 St and 69 Av. That is huge as a biker! Great addition of stop signs for eastbound and westbound traffic onto 5 St, (had a couple near misses on this stretch). Could the N-S stops be removed at 5 St and 75 Av intersection? Definitely support the Heritage Drive pedestrian signal for stopping cars. Cars constantly go through even when the current lights are flashing. Please only make it turn red for cars when activated!
Flashing do't walk signals cause delays and confusion. Everyone treats the flashing as a Walk signal. Make it Walk or Don't Walk. Currently this bike route is very confusing to use coming southbound across Glenmore, hopefully this can be improved.
Yes please put a half signal in at Heritage and 5th St!
Absolute waste of public resources.
Traffic calming measures are desperately necessary at the corner of 4A Street and 67 Ave SW There is a two way stop on 67 Avenue SW but nothing on 4A Street. With on-street parking from two buildings, crossing here as a pedestrian is a nightmare. It is very difficult for cars and people to see each other coming. Please please put a four way and a crosswalk here. Does someone need to die?
Improve crossing at Heritage drive. Clunky right now when on a bike; would be nice to have a straighter shot to crossing Heritage without so much manoeuvring.
I live on Kingsmere Crescent and am physically disabled. It is very difficult to get around the area at all without a car. A bike lane is great for those who can bike, but basic mobility for walkers is limited with many areas having stairs or poorly maintained walkways that are not accessible during snow or icy or wet conditions, having to use alleys and grass paths to arrive anywhere. Getting to basic amenities is impossible most of the year.
I do hope it happens quickly as I find myself forced to travel on the (West) sidewalks of MacLeod Tr between Heritage Dr and Southland Dr. This area is where the grocery stores are found and I do this on a recreational scooter as I am severely handicapped. Also the road surface of the Existing Signed Bike Route (75 Ave SW between Elbow Dr & 14 st SW) is in horrible condition with cracks so close together that an electric scooter is practically out of the question. Overall Great Job !!!
No concerns over what is proposed in Kingsland. I think the traffic calming measure chosen will be helpful without changing too much (ie not adding traffic lights). I live in south Kingsland so cannot comment on the stop sign switches in north Kingsland (N of 69 ave). Recommend relying on residents of that area to provide comment on impacts. I

appreciate that there are no proposed changes to parking allowances along the route as many Kingsland residents don't have any other choice.
It would be awesome to have these bike paths separated from the main road with some kind of loan or raised ground in order to have physical barrier between them.
An avid all season bike-commuter from Kingsland to downtown, and return. I've seen it "all". For Kingsland, crossing on Glenmore Trail and 5th street is SO DANGEROUS. Speeders, Red light runners. Both directions. ZERO Calgary Police Services enforcement or education. Sucks. On Eastbound Glenmore merge lane, Pedestrian area shows much damage from car crashes. I am actually surprised no pedestrian has been killed. Keep far back from the curb. Needs better protection or peds and bikers. CPS, hello?
South of 75 Ave does not need to be a bike blvd, and north of 75 Ave this isn't great as this design puts cyclists in the position to impede autos but still get pinched at intersections. The pathway/road connections at 69 Ave need to be clarified/enhanced. Bike route signage south of 67 Ave directs you away from Chinook Centre: why? Also, better integrate Kingsland Baseball park pathway into the community's routes, and connect it better to Heritage Drive/LRT.
Bike boulevard is not 5A. Please just put a MUP on one side of the roadway the full way through. the modal filter is good.
Please do not spend any more money on bike lanes. There are lots of opportunities to ride bikes in our neighborhood. We are more focused on keeping taxes lower.
This keeps disappearing before I have been able to finish
Smart, safe and good idea
The traffic signal on Heritage Drive and enhancements along on Glenmore Trail are good ideas. The pedestrian crossing at Kingland Park isn't necessary; the most logical spot for that is at 75th Avenue. I STRONGLY disagree with any proposed curb extensions and speed humps along 5th and 6th Streets. These are low density bike routes; with increased density housing there are going to be more cars than ever parked there. Pushing curbs into that road will only force bikes farther into the road.
A cleared path that allows commuters to ride to downtown in the winter is needed.
Route is along populated path for female safety, without heavy vehicle traffic.
Ok over all. Find the jog from 5 to 6 st @69 Ave awkward - there is no indication for cyclists or motorists how this should work but addition of stop signs on 69th will help.. Like changing the stop signs on 6th, but find I don't trust anyone to stop regardless.
Key through here would be addition of snow maintenance. This section doesn't tend to get enough traffic through to make the road rideable when snowy

Love it! Need a bike path for sure. Stop signs need to be bigger than usual. No cars stop in this area.
Put a bike signal in at Heritage drive and Haddon road. When biking north, it is hard to go on the pathway on the south side to the pedestrian crossing.
As the proposed route goes near St Augustine School, please attempted to make all construction during the summer break so as not to disrupt school activity and compromise student safety
Paint is not bike infrastructure. Road signs are ignored by drivers. There should be protected bike lanes along the entire route, or at the very least a MUP on one side. The 69 Av SW intersection should have raised crosswalks and a roundabout. 5th Street SW should have a MUP. EVERY intersection along 5th Street should have curb bump-outs and raised crosswalks. Heritage Drive flashing crossing should be raised. Heritage and Haddon should be raised crosswalks with a roundabout. This is very poor.
I have no objection to the proposals. Glad to see that no designated bike lane is being installed but think that Stop signs as the end of each crescent is a waste of money. Everyone on the crescents stops before entering 5th Street. I have been here 52 years and have yet to see anyone just driving straight onto 5th street without stopping.
This shows a significant change to houses at the intersection of 75th and 5th. Now they will have flashing lights and beeping in their front windows constantly. What trees and visual work will the city do to minimize the impact to these homes? Maybe you should have directly consulted with those most impacted before proposing this plan. The amount of sidewalk, and there for snow clearing has doubled for those homes, with zero direct consultation with them. Abysmal.
Why not include some places to sit down , on benches ? Why was this not thought of ? It lets more do walking along this route .
I love the sidewalk stamp at 5th and heritage. It's in bad shape, but I would love if it could be saved or remade (like in Marda Loop). Two other improvements needed are: 1. The sidewalk/MUP along heritage. It's narrow, and in many places (especially east of the tracks) in bad condition. 2. The "catwalks" cutting between streets (eg. End of 80th connecting 7th St to Elbow Dr) need to be repaved (in Chinook Park especially). Some are getting unsafe, and strollers/bikes/wheelchairs can't use them.
Do you really care what anyone in these communities think?
I love it! Walking along Glenmore is so dehumanizing rn. It would be nice to have some signs talking about the history of the area too. I always wondered why there was a random section of grid streets there. Turns out it used to sort of be its own hamlet, and there are still some 100-year-old houses nearby if you know where to look

This looks like a lot more shovelling for me. I won't be doing that. So what is the plan for the city doing all of the additional snow removal for these widened sidewalks? Instead of this maybe you could fix my access to my driveway, which I asked for 10 years ago.
No other ideas but I think all of this is a great idea
I live [personal information removed], my major concern is when turning off Glenmore going southbound on MacLeod, drivers routinely fail to yield I a light or another yield could be added, it is extremely dangerous when pedestrians are coming across 67th, thank you very much for reaching out.
The intersection at 5th Street and 78 Ave needs to be addressed with a speed bump and/or crosswalk signage as there is more traffic on 78 Ave.
As I looked and read the material on pathways, the city has missed the most important issue regarding safety on those pathways. The bike paths have become race tracks for people with their electric motor cycles. Many of these can travel at speed up to 60 km per hour. They are extremely dangerous traveling on pathways where there are others walking and riding bikes in a responsible manner. Any vehicle that has a motor of any kind that can travel over 25 km per hour should be on the roads.
I wonder whether the proposed traffic calming measures will do enough to ensure the safety of cyclists. I can't imagine that this will enhance a pedestrian experience! I know it's not always possible but I'm a big fan of separating the pathway from the roadway
I live on 5th Street and it is a common pathway for bike riders so I am pleased to hear about the measures of safety in place. It is often difficult to see the bikers when you are backing up from your driveway. These measures in place would be helpful
I love the plan. Do it!
Put in a couple of speed bumps, add some stop signs and you're done. Do these bike paths take away on-street parking? The plans seem to suggest this. I wouldn't be in favour of bike paths on 5th Street if on-street parking is taken away. Who's paying for this unneeded alteration to a street that sees 5 people a day regularly using a bike?
5th St doesn't have a relatively high volume of traffic. Adding stop signs and speed bumps is a good idea, but I'm not sure how restrictive corners at 75th Ave are going to solve anything or indeed are they necessary. If 5th Street is going to be a bike path, does that mean it gets plowed in the winter? Does the city sand or salt the street when it's icy? Generally, I don't think much needs changing beyond some stop signs.
Curb extensions are unnecessary and a waste of funds. They also make it awkward to turn the corner in a vehicle, regardless of how slow it is travelling. They are not beneficial to either cyclists or drivers.
Reorienting stop signs is a good idea.
The proposed bike boulevard is not free of through traffic, and represents a risk of intimidating casual users. A speed limit of 30kmh, or even 20kmh, would be required to

compensate.

The northern connection over Glenmore Trail is very important, but you have very little description of how you plan to tackle it. It is essential that wheeling users can safely traverse this area without having to dismount.

Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water .

Need raised cross walks across 66 and 67 so cars don't speed thru stop signs and crush us.

Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.

There needs to be a 3 way stop sign installed at 80 Ave and 5 St. Love the idea of a raised crosswalk at 75 Ave and 5 St.

Since the city has a goal of destroying all of the bungalows in favor of 6 and 8 plex's, 5 Street will no longer be a safe route for cycling. This is due to an influx of cars that will be parked on both sides of 5th street, limiting vision and space for cyclist.

I'm 63 and like cycling up Glenmore Reservoir. Thank you for what you're doing!

these extended curbs are a poor design and not needed along 5th street. For these reasons, it will not slow down traffic, there are plenty of sidewalk space for people with strollers etc. you are going to take away parking from the household that these will be placed in front of, parking in the area is already at a premium. Who will maintain these in the winter with snow removal? as i have seen in other areas the snow is not adequately by the City (and its contractors) or households.

1) Add speed bumps on 69th Ave to slow traffic. Traffic often speed on this avenue which is also a school zone.

2) Add a bike lane on the north side of Heritage Dr from the MacLeod Tr through to Heritage Park.

3) 6 St-69 Ave: No need for speed humps

4) 5 St: No need of curb extensions, speed humps or raised cross walks.

Don't make the commute in/through Kingsland painful. Address safety issues but please don't overdo it. Put the money in where it has big impact (ie. Points 1) & 2) above).

I have no problem with these changes and this project. I am very glad to see that there is not a designated bike lane as that would reduce the width of 5th street.

Please have dedicated cycling infrastructure, rather than just a shared road

Meadowlark Park

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

cuts too much grass. and the single lane on 5th would be a nightmare for all involved.
Snow clearing to the curb on the road, and on the pathway, is important.
No to taking away one lane each direction, on 5 street - too busy of a roadway. Keep the bike path in the neighborhood towards the west. No to adding sidewalk bump outs - waste of money and impedes safe flow of traffic off all kinds. This would make a ridiculous intersection at 5 st & 58 ave. So many cars going west turn onto 5th tha no cars could be around in the right hand lane. This would cause huge backups. Frustrating all commuters and creating an unsafe environment for all!!
I'm not sure about closing one lane on southbound 5th St. I foresee drivers either getting impatient. not caring, or not knowing about the change and veering into the bike lane. Assuming this closed lane will have physical barriers to prevent cars from using the lane.
The current bike and pathway is through the neighborhood. Why would the new plan be to bring this path onto a street (5th) and create a whole bunch of issues. One lane each way doesn't work on this road, cars need to turn into the mall. Intersections are not improved by adding curb extensions. I personally, walk, bike and drive in our city. These lane reductions and curb extensions will riles drivers which does not create safe roads. I am concerned at the approach of limiting cars let's not target car drivers. Let's keep the path in the neighborhood (similar to the rest of the pathways). Thanks in advance for replanning this section for the betterment of all.
Need to maintain 2 lanes in each direction to ensure traffic flow. Pinching the intersections with curb extentions will create a safety issue for cars trying to make turns. This is not a good approach in this area in anyway. Back to the drawing board for this section or reroute the bikes elsewhere.
Unacceptable design. Significant traffic on 58 Ave & 5 St due to Chinook mall. 5 St between 58 Ave & Glenmore to 1 lane each way is unacceptable: St already congested so reducing 1 lane in each direction will not allow acceptable traffic flow. 1 lane will stop traffic & cease traffic flow for left turning vehicles into mall. Curb extentions do not create safer environments for peds, bikes & vehicles - creates blind corners for vehicles to turn safely. Look @ 2 street by Holy Cross hosp, turn onto 2 St from any of the aves btwn 25 & 17 Ave. Vehicles completely blind to see around the parked cars. Traffic calming caused roadway to be so tight buses & larger delivery trucks. Must maintain 2 way traffic on 5 street btwn 58 Ave & GT
This design will create unsafe and unmanageable traffic for bikes, cars and pedestrians. Having one lane each direction will cause additional traffic congestion for people coming to the busiest mall in Calgary. I am particularly concerned with the area from 58th Ave to

Glenmore inclusive. The curb extensions will create pinch points and actually reduce the ability for cars to see both bikes and pedestrians when turning. If you look at 2nd street around the Holy Cross Center, the curb extensions have made the road too narrow, making turns onto the road difficult with incredibly poor visibility. This creates a very dangerous situation for bikes and pedestrians and driver frustration. It does not improve safety. Existing bike route is safer.
Add better connections between the bike boulevard and Chinook Centre. The existing infrastructure connecting the two is less than optimal.
It's okay. Again with the shared road. You should add pylons to give bikes their own section, something like what was done in North Glenmore Park Rd during covid.
It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.
These enhancements all seem reasonable and would be a good addition.
ensuring there is good connection to Chinook by bike
This looks really nice. The one area that could be improved is the turn off of Meadowview Rd heading north. The path there having a split in the park looks quite narrow and goes through the existing trees. I'm concerned there won't be great visibility, particularly as there will be more traffic there because of the crossing to Chinook. It would be nice to see the path widened in that spot.
I like the improvements to the laneway and the addition of an MUP, but I disagree with the use of sharrows, they just make it more confusing for everyone either continue with the MUP or use the bike boulevard design
The multi-use pathway is really great. The shared bike boulevard is less ideal though. Separating cars and cyclists is the safest option. Even bike lines would be preferable to needing to share the same lane together
I do not think that extended curbs will benefit the traffic at 58 avé and 5 st sw. The cars do not look at pedestrians. The path that runs along Meadowview Road is very dangerous for pedestrians. The cyclists go too fast and do not consider seniors, children and dog walkers on that path. It is especially dangerous where a path from Meadowview Rd crosses the bike path parallel to 5 St. There is no marking on the pavement for cyclists to see the blind corner and be able to see the pedestrians crossing the bike path. I am very cautious and have almost been run over once or twice each summer. Many people use this path for the light that crosses 5 St to the shopping centre. Please improve signage there. Thank you.
Yuck. This map shows the 8m wide multiuse path going in on Meadowview Rd. SW. Will you be taking out a lane of traffic? There is currently on street parking on the road and, particularly in winter, it becomes a one land road now. Will it be one way traffic? I think

this is a complete waste of taxpayer dollars. It's a residential road with limited traffic (it dead ends at Glenmore) so is reasonably safe for bicyclists. There is a sidewalk on the west side for pedestrians.

In my opinion, most cyclists are going too fast (think e-bikes) with no regard for foot or vehicle traffic. I think they should be licensed so we could report bad behavior on all bike paths.

Meadowlark there is already currently the back alley or laneway that is used for bicyclist and then Meadow View Road. Why would we take away fifth Street traffic lanes when traffic going into an out of Chinook centre is absolutely incredibly busy and you have one lane you're going to be stuck in traffic for a lot longer the current system works. I live in the area and I see a total of 10 people go by on a bike a day it's a waste of money.

Northern part of path along 5th street. As a pedestrian, there is not adequate visibility at the first traffic light south of 58th Avenue (where multiuse path and bike boulevard join). Cyclists assume they have the right of way, speeds are too high and I have almost been hit trying to cross the path from Meadowlark Park to cross 5th Street. This has always been a problem, and I have brought it up to 311 multiple times. The intersection at 58th and 5th Street is congested and confused at the best of times, and the bikes assume they can so a scramble cross at this intersection.

I appreciate thought and consideration into multi-use roadways. The bike path along 5th ave (across from Chinook) is a great initiative. As a cyclist commuter, I am skeptical of the multi-use pathway, north of 58 AVE. It will be nice for evening strolls, for area residents, but not useful for cycling. The twisting nature of the road, and steep hill, limits line of sight for vehicles, and they constantly roll forward, stop well beyond a stop line to see. Cyclists have to take centre of the road to allow for safety/maneuverability to react to cars rolling through stop signs (at speed). Being placed up on a sidewalk (multiuse) right at a 'stop line' (that gets ignored) is dangerous. Short segments are tough for winter maintenance as well

Using the alley as a pathway works really well here and shows creativity where space is at a premium. Don't waste the money and constrain vehicle capacity on 5 Street SW unnecessarily. Just do a better job paving the area where the pathway meets the curb at the SW corner of the intersection. If it ain't broke, don't fix it.

Improving the pathway connection to the crosswalk at the northern Chinook entrance is a good idea, but use existing asphalt as much as possible.

Consider raising the crosswalk across the SBR from 5 to Glenmore.

Consider adding a sidewalk on the south side of 58 Avenue SW between 5 Street and the

east side of Chinook's north entrance; right lane is ambiguously wide there and it would be useful for people walking.
Will there be a barrier to prevent people from using the laneway as the pathway? Will the homes that need to access the laneway still be able to do that from 58th Avenue? If so, my concern is that widening will be confusing to drivers who may mistake it for access to 5th St. Narrowing southbound 5th St for only 1 block seems like a lot of effort for not much gain. It seems like the laneway could be widened and paved to get the benefit. If the pathway then continues into Windsor Park on the west side of 5th St, that is where the biggest safety improvement is.
Multiuse pathways are excellent and put vulnerable users first over those in motor vehicles.
The 5th Avenue 58th Avenue SW Crosswalk needs to be fixed specifically the crosswalk signalling. The new bike crosswalk takes WAY too long to use so everyone just cuts through the intersection when they can instead of waiting for the bike signal. Some enhancements to timing can be made here to make it safer.
Submitted feedback earlier misunderstanding what a bike boulevard is. Oops! I 100% think that there should be a separate pathway along Meadowlark road, especially as there is no parking to remove.
This would be excellent. In winter the on road section is always so difficult to get on and off of - this will make me more likely to consider going to Chinook in the trickier months (like March!)
I like the proposal to have a dedicated lane for bikes and pedestrians instead of sharing the laneway. The lane way is very uneven and you have to be wary of cars coming from both directions. Looks like you will be removing the bike advance signal which lots of people don't seem to use and the button for is currently in an awkward location.
I don't really like a traffic light crossing Glanmore trail, maybe we can do a bridge or something else for bikes and pedestrians to make crossing faster in that area?
I like the fact that it would eliminate the need to cross from the east to the west side of 5th Street at that intersection. The change in lights a few years ago did improve flow and safety already. Behind 36 Meadowview Road SW the pathway could use some improvements. Multiple times, while walking from Meadowview Road to the mall, I almost got knocked over by extremely fast cyclist as they cannot see you due to the fence at the corner.
I like the proposed changes on 5th Street and 58th Avenue SW, specifically the the SW corner. Currently the intersection leaves a lot of room for possible accidents with pedestrians, bicyclists or cars due to lack of visibility (bushes) etc. Adding more room to the bike lane, reducing the lanes on 5th Street will make it safer for everyone. Having a "no turn on red" (58th Ave eastbound traffic going right on to southbound on 5th Street)

would also add to the safety. As noted above visibility at this corner is currently lacking. The widening will help but some cyclists are coming very fast on those lanes and you might not see him on time while turning right at the intersection.
I like the improvements to the pathway in the laneway south of 58th. I am concerned about the shared section on Meadowview Road and the inconsistency in snow clearing compared to pathways that are cleared by different equipment. Sharrows are also a pretty limited form of wayfinding - can this bikeway have an overall wayfinding branding that tells people how to stay on the route? Something with above ground signage so it can be seen in the winter.
Route along a small piece of back lane followed by the route on 5th street is just fine. No curb extensions, please. Also, please see my comments regarding the two previous segments: Elboya and Windsor Park.
Pleased about widened pathway.
My main concern is the hedges along Meadowview Road, unless the hedges are really trimmed back it will force the cyclists onto the main road way, I would rather see the hedges removed and a noise wall up instead
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
Changes seem reasonable. Not sure the marked "existing signed bike route" along Mayfair road is accurate, however. The 58th avenue crossing is always swift and treacherous, so might also want to make the bike crossing time longer. (speaking as a mom with a small kid)
Ultimately, very similar to what is there already. For the crossing on 58 Ave, it is critical that the shared multi-use pathway on the Windsor Park section goes through so that bike and pedestrian traffic can stay on the same side of the road throughout and do not have to make any awkward and potential dangerous crossings just to continue straight at this intersection.
I like the widening of the multi-use path. It is quite narrow with a couple of blind corners when heading south so the reorienting would help. The intersection of 58 Ave and 5 St is awkward to get across when going northbound on a bike. Need to cross eastwards (supposed to walk?), turn your bike 90 deg and then go with the light. Lots of cars do not wait for bikes to cross first with bike signal. Not sure of a solution, but it's a definite pinch point. Vehicles don't leave space for bikes.

The 5 st and 58 ave intersection is confusing and slow for everyone currently, and confusing to many as nothbound cyclists have to get accross. There are a lot of angry and impatient drivers at this location currently. Reducing spacing is not likely a fix.
The intersection at 5th St & 58th Ave does not need to be narrowed, it already has canine agility weave poles in the middle of the road. The laneway is already paved, perhaps someone should come out and actually LOOK at the area.
Please consult Mobility and Calgary Transit about the feasibility of curb extensions at 58th Ave and 5th St. There were plastic buffers installed in the intersection a year or two ago and they've been obliterated by traffic. Three of the four corners of this intersection were rebuilt two years ago. There needs to be some education on how the bike crossing is supposed to operate. Painting markings along the crossing might be helpful to alert drivers to cyclists path of travel.
It's difficult to understand the proposed design - will bikes be allowed on the sidewalk? The current 58 St SW intersection is very confusing for both cyclists and vehicles. When travelling north, the current design requires a diagonal movement across the intersection from the path located on the western side of the street onto the northbound travel lane. Better signage, clearer road marking or a less dangerous design is needed.
the 'laneway' is often 'flooded' by meltwater from garage roofs draining directly onto the laneway surface. in the winter, during the frequent chinook cycles, the laneway becomes a sheet of ice which is very dangerous for walkers I request that you consider an effective drainage or diversion of this meltwater and frequent sand/gravel application
As an avid cyclist I think the general plan is great, however the SB 5th street reduction to one lane is going to impact vehicle traffic significantly at rush hour times and during high season for shopping. This is even more of an issues with the new condo complex that was built on 58th ave and will only continue to become a problem if/ when densification happens. Has there been any long term studies to investigate potential impacts from this type of growth to what is being proposed.
Bike boulevard is not 5A. Please just put a MUP on one side of the roadway the full way through. Paint is worse than nothing at all.
Great access for commuters heading to core area of downtown.
The western lane of 5 St is already tricky to navigate as a driver due to its narrow width, frequent potholes, and snow buildup against the curb in winter. I hope that if the road was to be reduced to three lanes, the lanes could be widened somewhat.

I would also be concerned about traffic backing up behind cars waiting to turn left into the mall or right onto Glenmore Trail during rush hour.
If laneway is paved, do not see the purpose of removing a driving lane to create a path. The section of lane isn't long. The section on Meadowview Rd would be more useful if snow maintenance was added. The beg button at 58th ave needs to be more accessible to bikes (i.e., we shouldn't have to go through mud or snow to push it)
Paint is not bike infrastructure; continue the MUP or create an on-street protected bike lane on Meadowview Rd SW. Those new road signs will just be ignored, and people will be unsafe on the street. Use a Dutch-style roundabout at 58 Av SW and 5 St SW instead of inefficient lights. 5 st sw needs a sidewalk along the entire length on the west side, no excuse for that to be missing, but it could just be the MUP instead. Raised crosswalks are needed at the Glenmore intersection, super scary there.
58 Ave and 5St SW intersection is one of the worst points along the current 5th St W designated bike route, from both a safety and convenience POV - especially northbound. Suggest an "all walk"-type signal option to enable diagonal movement across intersection and protected movement from vehicle traffic.
It would be nice to improve the crossing at 61st ave & 5th st sw. The current setup to cross to Chinook Mall isn't great - having to zig-zag down the ramp and back over is weird. Despite the fences, a lot of people would rather climb the embankment (note the desire paths). Ideally the mall would build a more dignified pedestrian entrance, but rebuilding the ramp to Meadowview Road for a more direct crossing is a great start. A proper path up 61st to Elbow would be nice too 🙄👉👉
Given the limited months that Calgarians can cycle in a year, I feel money is best spent repairing the existing roads and infrastructure rather than traffic calming and more pathways for bicycles, scooters. I disagree with this concept.
The proposed bike boulevard for Meadowview Road is unnecessary as the road is already a low traffic road. The latest draft of the LAP for the neighbourhood is proposing increasing the density on that stretch of Meadowview Rd. to Low-Modified (up to 4 stories). Increasing housing density on the road while decreasing access with a Bike Boulevard seems to be contradictory.
good... there is a blind spot on the pathway connector to the intersection just north of Meadowview Road , south of the intersection... high probablility of collision between pathway users... align if possible so the corner is safer and is futher east .this is a busy commuter route
A sharrow is a decent option for cyclists.
The current bike crossing at 58th Ave is ridiculous and highly dangerous. Bikes are NOT given priority to cross in the signal sequence. The button on the south side of 58th isn't

on a paved or snow cleared surface, so using it in all but dry conditions is more hassle than it is worth.
The proposed bike boulevard is not free of through traffic, and represents a risk of intimidating casual users. A speed limit of 30kmh, or even 20kmh, would be required to compensate. Sharrows are just paint and are not sufficient.
The southern connection over Glenmore Trail is the major risk for this section, and has no description of how you plan to tackle it. High quality protected infrastructure, that does not require wheeling users to dismount, is essential for success.
5th Street south of 58th Ave is a significant road for vehicle traffic. Why is it necessary to remove a lane of vehicle traffic when the existing ally could be upgraded to facilitate Bike and Pedestrian traffic without impacting vehicle traffic on 5th Street, south of 58th ave?
Had high hopes for this section, but this isn't it. I occasionally take this route to connect to the MUP that runs on the north side of Glenmore, but in the winter this is so snow- and ice-laden that it's not a great experience for 2-wheelers. Strongly urge you to consider adding dedicated lanes that get cleared in the winter.
I have been a resident on 58th Ave for about a year and a half. I currently live in the Elbow 5 Eight apartment complex in front of the building it's 58th Ave. and there's a park that's gated however it is a playground zone people still speed and it's quite unsafe for children and pets. I do see the drive safe vehicles although I feel like it would be extremely beneficial to have a speed camera in front of the building/ road for safety.
Please have more cycling infrastructure rather than just a shared road.

Southwood

Please share why you selected this rating for Option A

Closer to residents.
As a long time bike commuter who used this route regularly this would be a fine option for me. The traffic calming measures would be appreciated. For newer cyclists and other 5A transportation modes, the pathway would probably be preferable. I could always use this route as is, although any traffic calming that could be done would be appreciated.
as a frequent use of this area for driving, cycling and as a pedestrian I haven't found speeding to be much of an issue. Honestly the constantly broken street lights is a much bigger issue. With the higher density housing being built people finding a place to park their cars is a bigger concern than traffic calming and removing even more parking.

A Traffic-calmed street would help however the separate pathway is a much better option to keep the bikes (etc.) more separate from the cars. I feel much safer with my kids biking on a pathway, no matter how much traffic calming is in place.
I would love to see the various improvements proposed here to help make it safer for people and to help slow down traffic' speeds which can get pretty fast sometimes with no regards to anyone else on the street
'Traffic Calming' measures can be construed by drivers that don't like sharing the road with cyclists as being arbitrary obstacles that have been erected to protect a form of conveyance they don't particularly like. I think overall it is safer to have dedicated multi use pathways as opposed to paved laneways or shared roads unless protected with bollards or other barriers as occasionally drivers will abuse the rules which puts the cyclist are a higher risk of accidents. Not allowing for the choice of being able to drive in the laneway is the only way to ensure it won't happen.
I find Calgary drivers don't follow rules well, are distracted, and drive too fast. I suspect this will put bikes closer to vehicles.
I prefer this option, even though it is essentially nothing, because it is closer to the users. I really hope this option is cheap, if not, do it even more cheaply. If this is used, then is should be upgraded to proper cycling infrastructure.
I think a good test of cycling infrastructure is: Would you take your 8-10 year old daughter/granddaughter/niece/etc.. on it? Are they be able to navigate it? (does going from protected bike lanes to shared roads still indicate where to go?) Do they feel safe? (Yes I'm choosing a girl, because on average society is more protective of girls than boys.)
The roadway is fine and including traffic calming measures would help. The intersection crossing over southland is the bane of my existence when there is no cars as the sensors in the road don't trip the light to change. Riding on the street does mean there are more interruptions in general with stop signs and traffic integration. Currently that road with parking and 2-way traffic can feel narrow.
yes to increase safety
Sacramento Dr is a very busy road, Condensed now with duplexes that have become 4 plexes making finding a parking spot an issue from Sabrina road heading south up to Elbow Drive. I've noticed more company work trucks/vans being driven home taking up more space and really blocking vision. This area is very active with students using the LRT and the bike path. I'm in favour of both A and B options, and would love to see them both! But something really needs to be done on this area of Sacramento Dr . Thank you
Absolutely need some additional traffic calming here. It's a very busy road during rush hour and vehicles do not slow down despite park zones, schools/daycare. Please add no-street parking along Sacramento Dr between Shillington Cr and Sabrina Rd, this is hard to

see when trying to get onto Sacramento when on a side street due to all the parked vehicles (including illegal(?) large RV for multiple days at time). Curb extension definitely need at Sierra Cr where it meets Sacramento. Lots of pedestrians crossing Sacramento to get to Southland station, so mid-block crossings are needed. Also support improving the Sacramento/110 Ave intersection, definitely a scary one on a bike trying to get to the park.
More convenient option for biking. Safety enhancements also a big plus.
Slowing vehicle traffic causes frustration and conflict. Winter keeps Calgary a DRIVING city, bikes should not be prioritized as it is a much smaller (minority) demographic. The many should not be inconvenienced for the few - this isn't Denmark, never will be.
Roads and existing sidewalks are in rough shape - tax dollars should be for the many not the few.
Using cyclist as traffic deterrents should be illegal. Cyclist paths should have a reason to exist either commuter (direct) or interesting with places to go.
Sacramento has lots of cars parked in it all the time. It does not seem like the better option for cyclists.
This option seems like more work than option B.
This is a start. Please consider using this wide road to implement a separated MUP along with the traffic calming measures for a safer community for all.
I travel this route daily and it is wide enough to accomodate a separated multi use pathway. Any traffic calming measures and ways to separate bike and car traffic would be beneficial.
Traffic calming is likely welcome addition for neighborhood.
I would not want to have to contend with speed bumps and traffic calming if I had to drive this road as part of my daily commute.
Speed bumps could certainly slow people down on Sacramento which would be nice but it is a super busy road for a neighbourhood road and when the other option is a making a path that people already take without the safety of lights and ease of pavement it seems like a no brainer.
Do both A and B! A would address a bunch of traffic and safety concerns beyond making cycling more attractive, so it's a good thing to do. While most of Sacramento Drive SW is fine and would be even better with traffic calming, a pathway is probably needed where things get busy, between Southland Drive and 104 Avenue SW. To avoid too many street-pathway transitions, may be worth having unidirectional cycletracks for a few blocks on either side of Southland Drive, just to help people get through there.
prefer Option B

I prefer Option B as it more easily would connect to the Horton Road S.W. multi use pathway being proposed, however, traffic calming along Sacramento drive is needed (people drive too quickly down this road)
i currently use option A and additional traffic calming especially coming up to the c-train station would be good, the most dangerous part here is coming up to the bus loop , vehicles passing cyclists to get ahead of them to turn EASTBOUND on southland drive and buses pulling in front of cyclists so they don't have to wait for them. I find this route to be OK going north bound as it is mostly downhill but a pain going southbound as you are more up hill here.
Traffic calming is always good in communities, but a multi use path is safer for everyone and easier to clear in winter - when I use this corridor I prefer the sections which have a path along the LRT, south of Fish Creek
If you put the barriers and traffic slowing devices in place, be prepared to spend much more on the flooding and damage that will be caused by them from winter and summer freez thaw and major rain storms. Look at your road works/sewer crews. How many times have they had to clean out the sewers, dig up the roads due to freezing of the sewers or filling with debris. Road works does a supreme job I. Defending the sewers along Sacramento drive from the Chinook lakes that form in one street or another. You stop those plow trucks coming down Sacramento and you'll pay for more maintenance. Just a civil engineers view of this plan.
Good idea but route could be confusing to first time users
This is a little further away from my home and I may not use it, but I like it and think it would be popular.
Even with traffic calming measures, there is still traffic on the road and many drivers do not pay attention to bikers a lot of the time.
I think it will enrich the neighbourhood more. Also there is a lot of homeless around the train station and I think a path along the train line will attract more of this.
Better proximity/access for neighbourhood residents to the walking/bike trail and more open (safe for families and children). The option B would be great however, there are often encampments along the train tracks and I would not access it as readily for that reason.
These improvements would be great for traffic calming on Sacramento Drive. It is so important that this is a continuous and safe pathway through the Southland Station area. For me, a fairly experienced biker, Southland Drive and Sacramento / Haddon is the most uncomfortable and unsafe area to ride due to the wide road and higher traffic volumes. I would also like to see more raised crosswalks at key intersections, such as near the LRT station.
If a negative ranking was possible, this would be a -5. Sacramento Drive does not need any further traffic calming as there are already two

seperate playground zones along it. Slowing it further will unfairly penalize drivers.
I do not currently see a huge volume of speed in Sacramento. However, any method to calm traffic for safety is helpful. Hopefully this will include additional lighting as discussed in the Phase 1 feedback.
I actually believe that both Option A and B together would be the best choice. If we have to choose one over the other then Option B is better for movement of people.
Traffic calmed choices have their pluses - it slows down all traffic, which would be good for homeowners. However, they actually frustrate both cars and bicycles. As well, they are not reducing risk as much as the Option b would.
Looks much safer!
It's not a bad idea to include traffic slowing measures. No one needs to be driving fast along this street, but if the other option is promoting pedestrians and cyclists to move to a better path, I'd prefer option B.
I prefer Sacramento Drive. As noted earlier, I use this route regularly to access Fish Creek park via Canyon Meadows on my bike. Please, no curb extensions. Please see my comments on the previous segments of this plan.
I have had issues with crossing the street with cars coming too fast around a blind corner.
I live in a playground zone on Sacramento. The speeders are a real concern especially in the summer. Although the police have been contacted and concerns voiced nothing has been done. Speed bumps would be a measure to maybe stop the speeding because the police haven't.
Sacramento Drive is reasonably quiet and safe.
The street is already calm and narrow enough, with playground zones etc. No point spending money to make it narrower etc. Do option B instead.
I think controlling the speed through this area is a must. Also, there is a lot of turns where it is hard to see on going traffic. You have to inch out and try to see if cars are coming. Very unsafe.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
ANY reduction of the ability for vehicle traffic to flow freely is a step backwards

Traffic "calming" means reducing the free flow of traffic increasing wear on tires, increasing rubber particulates, if city traffic moves any slower we may as well get out and push.
These proposed changes seem to be a great improvement. But I like option B better.
It's alright, but I prefer Option B, although both would be good. It would be safer for cyclists to be completely separated from traffic as in Option B. Pedestrian safety concerns me also, but for me the cycling path would be a priority.
The traffic calming is great! It would be better if there could be some physical separation between cyclists and cars. 2 areas of particular concern are the 2 righthand bends/corners while travelling south. Cars like to close pass around those bends and the calming measures do not address those specific spots.
I would like to see traffic calming measures implemented everywhere in the community. Drivers ignore playground zones entirely when they are inside the community. Traffic calming forces drivers to be more responsible. This is where the primary effort should be in creating safer roads.
Do both options.
Not a fan of sharing the road with cars.
I've lived in Southwood for nearly 40 years, most of that time on Sacramento Drive. The amount of speeding that happens on this road is reckless and dangerous. We have: wildlife, children, pets, and seniors. Time to slow down the traffic!
No to option A
I think speed humps are good because way to many people are speeding through these areas
This is my less preferred option. It is still good to improve pedestrian experience in this area as traffic is heavy. But my preference is option (b) for a separate area for cyclists and pedestrians as it is more safe for all commuters
This would nice for pedestrians. I think this should be done anyway to calm traffic along this road, but it is still a bit more awkward for cyclists than Option B, as you still have to maneuver around parked cars and wait to cross at Southland.
Most of Sacramento drive is in a playground zone so there is already calming measures and no need to spend any more money on this
This road has side walks and properly marked pedestrian crossings. I don't see a need for any changes here.
I don't feel mixing cyclists with cars is safe, particularly young inexperienced cyclists, even when traffic calming measures are in place.
I don't know how effective the calming will be N. of Sierra Cres, but I'm hopeful. I don't like the "bike boulevard" here or in Haysboro; cyclists who ride where the sharrows are pictured will impede autos & still get pinched at intersections.

This is already a bicycle route, there should be an option for west of Elbow drive, so people can bike to shopping and schools. EMJ, panabaker, no Frills area and to Glenmore landing. To connect to woodman, and even wisewood.
Both options look good. I'm a cyclist.
While the traffic calming ideas are great, there are already some in place that are NEVER enforced, and this road is already full of parked vehicles due to the excessive number of illegal suites on this road.
As a pedestrian myself - any type of measures to help curb speeding especially around blind spots and in playground zones needs to happen regardless of everything else!
I totally disagree having this bike trail on Sacramento Dr. Lots of cars parked on this street, where are they going to park. Leave the street the way it is. Too many bikes lanes taking up space on the streets is crazy. Stop this nonsense.
This street is all multi family and very congested with vehicles. At times you have to pull over and wait for a vehicle going the opposite direction. There is no space here for bike lanes
I rode my bike downtown from Anderson CTrain Station year-round using the exact route you have outlined for 2 years and I think it is an excellent choice. Bravo!
It is an existing blue signed route. As it is, it is reasonable for cycling on, even in areas with lots of parking. I am concerned that creating curb bumpouts for traffic calming forces cyclists to swerve out into traffic as we go around.
Great idea to slow down traffic and make it multiuse
Sharing roads is never the best. The green space is often used as sports fields for kids so cars are often parked deep on both sides. High likelihood of getting doored by a parent, rushing to get their kids to a soccer game that started 5 minutes ago.
Paint is not infrastructure. Shared streets are dangerous. Properly marked raised crosswalks are needed at the train station. Protected bike lane or MUP on the east side of Sacramento for the entire length. Every intersection needs raised crosswalks.
This option takes the path past green areas.
Not necessary in my opinion.
I like that it includes traffic calming measures, people go way too fast down the streets in Southwood and there are lots of kids with pre-schools and elementary schools in proximity.
I believe it may help mitigate speed and the safety of pedestrians. I feel putting more speed bumps near playgrounds would help.
Cars drive way too fast on Sacramento, even through the playground zone which passes a daycare, two fields, and the playground itself. I feel it would also help with the amount of traffic seen there using it as a shortcut. It's a good road for width

Fixes speeding problems, accessibility issues and brings the community together. It calms traffic in an area highly used by kids, and encourages parents to let their kids more independence and spend more time outside. Lots of unsupervised kids play here.
Traffic calming good, but separate pathway for bikes instead of shared lane much preferred. Like that paved path along south of Southland station would also help with connecting to LRT when not arriving to station by car.
It's already bikeable, no issues with traffic on this road.
This route has all multi-family dwellings and therefore the street is full of residential vehicles. There's already lots of traffic in this area and bikes will cause more. There's also at least 1 daycare which has a lot vehicles and children.
Sacramento can be a very busy street. It's narrow. Traffic lanes need to be designated. Too much on street parking (Sabrina to Elbow). Drivers/cyclists do not stop at the intersection (Sabrina/Sacramento) and speed thru the playground zones.
desperately needed.. = death trap.. speeding on going issue... use of the playfield is high..peds crossing to c train is high.. A must do 104 ave is also dangerous.. Revert to orig pg zone dimensions going up hill and b4 the blind corner on Sac.
Vehicles driving through the community of Southwood are usually travelling too fast. Traffic calming measures will be good for pedestrians and bikers alike.
Better than nothing but option B is more ideal.
I don't find Sacramento drive hard to bike along. It feels safe and crosswalks are ok.
Sharrows are a far less effective than traffic separation. For this alignment, have a separate raised path along the E side, similar to that on 24 Ave NW near the university or Bowness Rd. Also within the station - pathing for non-cars is very poor @S end
I don't think it will be of much benefit
This option would create a safer and slower Sacramento Dr. Far too often this road is being used as a bypass for Elbow Dr. Traffic is constantly speeding and disregarding crosswalks. Traffic calming measures and a multi use lane way would be great!
Significant traffic along this street. Large daycare on route with high traffic and street parking. At the south end, high density housing with high on street parking. Driving there is today difficult; adding a bike path would make that even worse.
Either option
I am a fan of the traffic calming bump outs. However Sacramento is a high density parking area between residential parking, Brightpath daycare and the fields at the drypond park. Adding a bike lane would make the roadway tighter to navigate.
This is a very indirect way to go from one end of the community to the other and it has many issues along the way
A lot of cars are speeding along Sacramento Dr, and as someone with small children who is walking around the neighbourhood safety is a concern.

Snow ends up on the sidewalks now, with restricted width and dividers there will be even less room for snow. Cross street traffic would be crossing the pathway numerous times. More expensive from my past experience. Little bike traffic on nice days now.
Snow ends up on the sidewalks now, with restricted width and dividers there will be even less room for snow. Cross street traffic would be crossing the pathway numerous times. More expensive from my past experience. Little bike traffic on nice days now.
Snow ends up on the sidewalks now, with restricted width and dividers there will be even less room for snow. Cross street traffic would be crossing the pathway numerous times. More expensive from my past experience. Little bike traffic on nice days now.
As a resident on Sacramento dr who regularly walks and whose husband regularly bikes to work via Sacramento Drive, I worry that the infrastructure changes would create a pinch point in traffic. Accessible curbs are already an issue in this area.
Cars never seem To like to share the roadway with cyclists
Cost. Let's focus tax dollars on core infrastructure for now. Water and sewer issues must come before bike lanes. Density is increasing in this area so it would be foolish to make roadways narrower.
I'm not a driver, but as a passenger I find those narrowing techniques and speed bumps frustrating when driving through an area. Especially if my back is bothering me, speed bumps are painful.
In winter this would be difficult/expensive to plow, as the snowplows do not come often along Sacramento Dr. Sacramento Dr is not pedestrian/mobility friendly, as most of the sidewalks do not have curbcuts, making this an expensive option.

Please share why you selected this rating for Option B

Option B under southland drive is great. I like how the cyclists and cars are separated, which is better for both. Connecting to the existing pathways near Anderson and then going under the Southland Drive bridge looks like it will work really well. I'm excited to see this built!
No traffic
3 If anything needs to be done this is the most practical and useful path. to slow up southland Sacramento at a busy lrt is to create congestion and many conflict points.
Best alignment next to tracks where possible. Less traffic calming needed, less interruption, street crossing, less investment in upgrades to Sacramento Dr needed.
This would be the preferred option for a 5A network. As a long-time bike commuter, the Sacramento Dr option would be fine, but this route would be more inclusive for all users. Lighting is important, as is pathway snow clearance in the winter.

connecting the paths near each train station to create a continuous pathway would make it easier for pedestrians and cyclists to navigate the community and reduce cyclists having to hop on and off the road.
There is already a great partial pathway existing but I've always wondered why it doesn't really connect to anything. It would make so much more sense if it connected to the Anderson station and therefore the pathway to the South through Canyon Meadows to Fish Creek etc. And connecting it on the North end would also make it so much more useful!! Plus my kids love to watch the C-trains going by.
This is a good option but I prefer a to address issues on sacrament drive
The pathway that leads to a more explicit separation of pedestrians and cyclists from motorists. This will overall increase safety and would be an excellent option if paired with the pathway parallel option north of Southland Drive.
I would be more likely to take my kids on this, with some peace of mind.
A multi-use path is always going to be better than a traffic calmed street, but the path is very far from all of the people who will join it. So I do not think this is a good choice.
The separated pathway makes people feel safe in that it is broken apart from the roadways, which people increasingly worry about riding on. If the pathway can be uninterrupted it can make for a more pleasant experience. I do think the crossing over to Southcenter at the Anderson station needs work for 2 reasons, 1) the surface is slippery in winter, especially for bikes and the width of the crossing is tight for 2-way pedestrian or bike traffic and 2) the switchbacks on the east side of the tracks make it difficult (especially when it is slippery) to climb. I will say that the overpass to Southcenter from Anderson and the pathway that skirts the edge of the mall is great.
love this idea! ensure it does connect to haysboro
As a biker with a kid at the daycare on Sacramento, I love this option! Any chance to reduce interacting with vehicles/crossing roads is better and safer for all. I think this is great use of the space and encourages alternate routes for pedestrians and bikers alike. The interaction at the Southland station is key, would love to see the path follow the tracks under Southland Drive to allow for smoother biking.
I'd like to see extension of the path all the way to Anderson Road and up the south side of Anderson to Woodpark Blvd. There is no direct bike path from Woodlands to Canyon Meadows.
Good option. But less convenient for biking. Also concern with homeless utilizing route and creating unsafe areas.
Maximizing use of existing linear corridor with minimal disruption to traffic makes better sense - safer, less conflicts.
If connected to downtown a direct route would be a viable option for commuting to and from work.
This option seems safer for the cyclists than option A. It seems like the simpler option.

For greater use of this pathway it needs to be separate from vehicle traffic. When it is safe it will get more use. This route would be ideal for those heading to South Centre Mall.
Does not connect with anything other than two CTrain stations. It is a bit redundant being so close to the Haddon/Sacramento road N/S corridor
Option B, while providing a MUP for people, doesn't link to anywhere important other than the two c-train stations.
Where possible, multi-use (not beside roadway) is most preferred option for cycling, walking!
Less direct impact on surrounding homes and local community.
I've lived in southwood for nearly 25 years in various areas of neighbourhood and people have ALWAYS taken that back path along the train station and will continue to do so, so making that a safer options seems brilliant to me.
Do A and B! Pathway already exists; extending it makes a ton of sense and would be good for the community.
Extend the level crossing at the north end of Anderson Station to connect with the pathway extension; this would really reduce the walk time to access the platform from the west and make this pathway more useful.
For all segments where there's an alley, just pave the alley (upgrade for the residents; less impervious surface); just make sure that there will be snow removal on pathway segments that use the alley.
Full separation is amazing, definitely safer for cycling, especially with children. I've always thought all c-train tracks should have a parallel bike lane.
best option for conflict free travel. Tell Calgary Transit to get their s**t together to accomodate in area around LRT stations
I prefer Option B as it more easily would connect to the Horton Road S.W. multi use pathway being proposed, however, traffic calming along Sacramento drive is needed (people drive too quickly down this road)
Multiuse pathways are excellent and this choice will provide some safety for people outside of motor vehicles.
i would LOVE to have a seperated area here this would be great, though the homeless, drug ridden and scary ppl are around the underpass so this area would need to be enhanced, cleaned up and patrolled. I would never cycle through here on my own as it is, as I would be afraid to get needled by someone here.
Simply preferable!
Separate the bike traffic from Sacramento drive. You have an opportunity to keep the roads accessable for flooding and winter drain plug fixes and bikes will appreciate the

more peaceful less stress full route. Remember, lake Sacramento happens 2-3 times every summer but the path by the LRT does not flood making the pathway less prone closures/detours. Parks also keeps it cleared in the winter which makes it even more attractive to cyclists if it were better connected as a continuous bikeway. Also you can't already narrow the road unless you expropriate land from certain properties or parks.
More safe pathways the better to promote bike usage
Would be nice to have a direct route and not have to worry about cars turning on from side streets. Less confusing for first time users of the route.
Looks good to me. The park is used a lot and its helpful to have the path along the C-Train tracks. Good to hear the lighting is addressed.
If the space is available, it would be better to follow the train tracks to try and keep the path as separate as possible from vehicles. Creates a calmer environment for anyone using the path and also for drivers not having to be vigilant of people using a path on the road
Want a separate path
Please see above
There are benefits to this for those that wish to bike to/from the train station. However, I have concerns about the trail proximity for local residents (further to get to) and encampments that tend to be built along the train tracks (safety).
I would be so excited to see a continuous multi-use pathway between the existing paths near Anderson Station up to Haysboro. Make it happen! It will also be important to add good lighting so that people feel safe at night.
I like that the park is right there on be it on my way to the train or shopping. There's some benches along the way where I can sit if I get tired, and for the most part it's all on level ground. The other option is sidewalks, which means going up and down to cross. As a senior, the flatter ground is better.
I like this as there is no disruption to neighbourhood traffic flow and is the safer option.
From the viewpoint of moving people this seems like a better option. Hopefully it includes better lighting near the C train. However, the changes in Option A are also needed for safety of pedestrians. My first choice would be Option B is we are concerned about movement of people from one neighborhood to another. However both Options together would be my ideal choice.
Both walkers and bikes would be removed from the risk of interacting with vehicles.
Looks great, I walk that path all year with my dog and it would be great if it connected and didn't stop at the back alley.
I think shared use paths are excellent and the city needs more of them.
I've been on the pathway by Anderson station. There is always lots of traffic - walking, especially people with dogs, bikers and scooters. It would be nice to have lanes separated and green spaces would make that area less industrial looking.

Pathway already there, it is a great place to ride, it could be widened, no vehicle traffic.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
ANY reduction of the ability for vehicle traffic to flow freely is a step backwards
The roads are narrow enough for motor vehicles without making them any narrower with insidious "road diets" Nenshi's \$6m dollar bike lane debacle made downtown core traffic worse, not better.
Turning road arteries into capillaries by narrowing roads just ruins efficiency and ease of movement. Vehicles moving way slower than 50kph use more gas
Having a designated multi purpose path is needed.
Safer for cyclists, would promote cycling.
It would be great if an agreement can be reached to have the pathway connect uninterrupted all the way from Heritage Ctrain to Anderson Ctrain. The detailed map wasn't clear whether the pathway is paved the entire way and it would be ideal if it was. There is a small park at south end of the path connecting Sacramento Drive, Anderson Ctrain and Anderson Road that could be improved as part of this initiative. The paths could be made wider and additional lighting would make the routes more intentional as connectors.
Pedestrians and cyclists should have access to both safe streets and separated designated pathways. This would be perfect in conjunction with Option A. I don't think this is very useful on its own and should only be implemented in conjunction with Option A.
Do both options, but if only one is available, separate bike infrastructure is always better.
I am in favor of the path not shared with vehicles. This would be way safer.
I'm most concerned about dangerous drivers in my community, much less concerned about pathways.
Option B is better and Safer
This path is direct and separated from vehicles meaning it would be the fastest and safest option. Additionally having it close to transit improves hybrid transport options.
This would be the best option for cyclist. I would love to be able to go from Anderson Station directly to Haysboro without having to get on the street or cross at Southland. It would help increase pedestrian traffic to Southland Station.

This would be an ideal way to go as there was already a pathway between Anderson and Southland LRT and there's also a way to do that between Southland and heritage LRT without having to take away people's parking or sidewalks
The current pathway end abruptly. Would be nice for this to extend until the Anderson c-train station and connect with the pathways there
A dedicated multi-use pathway keeps cyclists and walkers all well away from trucks and cars. It is more pleasant to use with young children learning to ride.
Benefits people who use the C-train from the east side of Macleod Trail as well
This is way better than the Haysboro option! Make sure snow removal is done on pathway AND paved lane.
This is even worse this path is a safety hazard for anyone, too many homeless, coyotes and dangers. Not minor should be travelling through here.
Both options look good. I'm a cyclist.
Putting a pathway close to a c-train line is not a family friendly option. I would prefer to see a path in a safer area.
There are already more cars parked on Sacramento Dr. where the housing is than the road can handle, and this pathway already exists for ~70% of this proposal. The additional lighting near the C-Trains is also DESPERATELY needed as this area is NOT SAFE.
A bike path along here sounds great, the only big concern with that is all the unhoused people that hang out in the area. I don't know how safe people would feel along that bike path.
This is already a partial walkway and would be fine
Also an excellent choice
This is separated from traffic, eliminates hills that are along Sacramento. As a N-S route it is better but community connections would need to be created.
Would do this too but it's a bit more limited in scope and less effective as a full change
Shared trails are better than competing with distracted drivers. It's a more direct route and relatively more scenic. Cost to maintain would probably be less. Love this option.
Ensure raised crosswalks everywhere the MUP links and crosses Sacramento. Don't awkwardly dump cyclists in the alley; continue the MUP for the entire length everywhere, please keep us away from cars when there is space.
I strongly support the creation of a multi-use path. The more of it that can be fully seperated from vehicle traffic, the better.
I think it is a good use of space.
I feel that this option won't really help
That path can already be reasonably biked since it's low traffic, and the proposed route wouldn't really connect anything. Would be better to have some safe biking added along Elbow to get closer to downtown.

Would be used by a very limited amount of people (it would join two train stations which people could either just ride the train between, walk along the existing alley or walk through the neighbourhood. Plus I'm worried it would take away green space.
Preferred over Sacramento road route if road route not a separated path. Concerned about route through station, though, with drop-offs, traffic in station is crazy
Would love a multiuse path
There's already a pathway along the c-train tracks. Spend the money you would have on the calming and pave the alley and improve the pathway. There is way too much traffic along sacramento to have a bike pathway.
Extend the pathway to Southwood Community Park and the pathways that lead to Canyon Meadows & keep maintained. Have better access to Anderson LRT station on the west side, so that you don't have to go up the narrow ramp to access the train station.
please do not do this . Sac is most dangerous for peds kids. field users priority is slowing Sac down On street bikeway on sac is poplar commuters to DT will not use B.....only dog walkers, more issues with peeps nearly killed on sac..incl me and mine
I am keen to see the pathway separate from the roadway. It reduces the chances of a serious accident and it creates a much more pleasant experience. If at all possible, I would love to see some lighting on the pathway for the evenings.
Bikes do not belong on roadways with traffic unless they have identification plates on them, and the riders hold insurance. Collisions with bikers can cause injury and or damage.
Complete separation from traffic is always the best if possible. This option would be a faster commute and would likely see more use, especially by those who might be timid to cycle on a road shared with traffic. Good for Southcentre Mall connection too.
I prefer this option to biking along the road and part of the pathway exists already. It would need to have a good connection to Haddon rd or Sacramento (I.e. not through the c train parking lot)
Better separation preferred... have walked there sometimes, but it can be a bit sketchy. Likely need good lighting as well.
I would prefer a multiuse path because its safer and more appealing to use. Its a shame it isn't connected all the way down to fish creek though, that would be the ideal
This option is too close to the Southland Train Station. For safety reasons due to the homeless and other less fortunate individuals this option doesn't seem to work.
Multi use doesn't sound safe
This route is a much better option that Option A since there would be no vehicle traffic or parking issues.
Either option

This is a perfect place to do the path. It has already become a worn dirt path by pedestrians and bikes taking a shorter route between Southland and Anderson. Taking this route would be safer as well.
This is better, it is more direct but it would be best if the laneway was not shared with traffic at all
My only concern is sharing some of the route with vehicles, especially sharing with busses entering and leaving the C-Train station.
I would rather bike/walk along a green area than on a street. Less chance of interaction with traffic, less disruption of traffic in general, could enhance the park areas if done correctly. Would not push snow onto the existing sidewalks as happens now.
I would rather bike/walk along a green area than on a street. Less chance of interaction with traffic, less disruption of traffic in general, could enhance the park areas if done correctly. Would not push snow onto the existing sidewalks as happens now.
I would rather bike/walk along a green area than on a street. Less chance of interaction with traffic, less disruption of traffic in general, could enhance the park areas if done correctly. Would not push snow onto the existing sidewalks as happens now.
I like that option b maximizes a safe path. I feel this option is best, Having the connection from the southland LRT to Anderson park is a great addition and option for walkers and bikers alike and minimizes changes in traffic.
Multi use paths are more efficient.
This just makes sense. Cheaper option with less disruption. The further we can separate kids on bikes from vehicles the better off we are.
I don't want a path here. It's noisy and congested enough. My backyard faces this space. There's already too much light from Anderson and too many people walking by. I rather it remain a green space, so I can enjoy the grassy space with my dog.
This would directly connect two exiting bike paths, and two stations without impeding any traffic. It is already a highly used area for pedestrian access, and would have minimal impact during snowplowing. It would be cheap to lay down asphalt.

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

Would like safer connector to Anderson Road overpass that is not so steep when accessing from alley
Sacramento is a busy inlet street to all of Southwood speeding is a problem but there's rarely any police stationed along here. Direct policing is the more effective answer
Needed and would be welcomed. Easy to continue network over Anderson to the south.

a continuous and easier to navigate path from the south to the down town would greatly remove barriers for people to choose to commute this way, adjacent to the train ROW seems almost ideal. Option B would be a good step towards that.
Please make sure the different sections have great connections. It is such a shame when great paths just end or don't have clear and efficient connections to continue the journey.
The North to South bike route would be perfect if it passes the Anderson rd towards South, through the Canyon meadows community, connecting it to the fish creek park. Basically I suggest to add the Canyon meadows community and connect the bike road to the fish creek park.
This project and the Haysboro project will bring more safety to North-South travel between Heritage and Anderson.
The Southland Rd bridge pedestrian area over the train tracks is very narrow but it is very well used. This new pathway will increase demand. How will that be addressed? There is completely unused area in the between the car travel lanes, I suggest you narrow the median, and reduce the lane widths to be commensurate to the expected speed, a 60km/h road does not need >3.5 meter lanes. Cars would no longer have 15 m to the 1m for people and cyclists. Giving 2-3m of space for everyone else seems reasonable.
I love the idea of the cycle path going under Southland Dr.
Making connectors from the community down into the pathway and making it easy for people to get across the tracks to access services on Macleod trail easily would help to make the community more walkable and the multi-family nature of the housing that would go in along that corridor and around those transit hubs would help to make the city have less reliance on cars to get everywhere. Continuing the bikeways all the way downtown and reducing barriers and street crossings will help people feel that these are viable commuter options. Only worry I have is about e-bike commuters using the pathway and not interacting well with pedestrians.
Better visibility is needed from Sabrina Road south towards Elbow. Crosswalks are hidden because of all the cars parked along this road. I love the extended curbs as long as they look nice, and not just long cement blocks like in Queensland. Extended the paved pathway from the south land LRT to Anderson just makes sense and would be great for those with mobility issues and bikes as well as students to keep them safe and off Sacramento Drive. We need both of these options now with more people living in these condensed area.
Great ideas! Strategic placement of mid-block pedestrian crossings will help drivers not have to worry as much about jaywalking people to get to the station. Can the hill be cut down a bit on the west side of Sacramento at the station parking lot? It's hard to see vehicles and need to pull out quite a bit before you can safely get onto Sacramento,

sometimes cutting off pedestrians crossing the parking lot entrance. Agree with having no on-street parking along the east side of Sacramento all along the park/station, makes it better for visibility.
Bikeways should not be a city Priority. Those few that bike will follow the routes as they always have. Tax dollars should go to road maintenance.
Connections between neighbourhoods is dangerous and under designed.
There is nothing proposed for the other side of Southwood, namely Southampton Drive. There is a huge speeding problem on this road.
As someone living on the corner of the 4-way stop I think the raised crosswalks would be more beneficial to the intersection. People speed through the stop sign often especially at night and that might curb that. Plus, selfishly, I don't want to have to shovel that much sidewalk...haha
Better lighting and safety considerations along the back of the transit garage would be helpful; it's a sketchy place.
Pave alleys and use those where possible; just make sure that lighting, wayfinding, snow removal etc are done so that it feels like a seamless, legible, and safe route.
What about access to Southwood library? right now it's very difficult to get east-west over to the library. Horton Road --> Elbow Drive along Southland would be treacherous and there's no way to weave in through the side streets.
Based on option B
Is there an opportunity to construct Option B, but still implement some of the traffic calming measures (e.g., speed bumps) along Sacramento drive?
From my perspective as an irregular commuter, I would love to just see a pathway going through that doesn't have to cross roads!
At the old southwood (Parks West depot) proceeding south, the road narrows to a parking lane and two driving lanes. Option A will cost more to expropriate the land needed to accomodate plan A. Plan B, is less disruptive to the neighborhood as it would use existing city property and encourage bike traffic off of Sacramento.
When the speed limit on Sacramento Dr. was decreased to 40, I was pleased. However, when it reaches Elbow Dr. and changes into Southampton Dr. the speed limit did not appear to decrease and from what I can tell, its still 50. Speed humps would help there. In the summer, there is street racing somewhere nearby, as you can hear the roaring of the engines and the squealing tires. It is difficult to determine if this is occurring on Elbow or Anderson, or somewhere else. I don't think its on Sacramento Dr. and probably not near Option A or Option B. From the two Options, I favor Option A, if I couldn't have both choices.
I would like to see additional wayfinding in this section, preferably some branded signage for the whole southwest bikeway / 5th street route. Something that is visible in winter

and helps people know that they are on the right route, especially where the pathways don't always stay along the streets.
I think trails/paths to the Crain station from the neighborhoods are the most important focus. Well-lit, direct lines from street and alley corners and easy to access. It is currently very simple to see the paths being taken as the grass in the parks has been worn down by the pedestrians!
No notes, love the traffic calming measures
Do not put ANY traffic slowdowns, no speed bumps, no curb extensions - it is difficult to navigate oncoming traffic on Sacramento Dr as it is quite narrow. We have lived in Southwood for over 40 years.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
ANY reduction of the ability for vehicle traffic to flow freely is a step backwards
As long as no road narrowing is done at ALL, parking isn't reduced, no suspension ruining bumps are installed things will be fine.
Bike path from Southwood to north is not very optimistic. Raised crosswalk is nice to have but what we really need is a designated path! I like it's been considered in option B.
The changes are great, but is there a reason both options can not be implemented? The options each address different and separate issues and it would be an improvement to implement them both.
I would like to see this implemented everywhere in Southwood, not just near the LRT. This is a great precedence setting measure for how communities should be designed.
An important connection that seems to be missing here is the north connection to the Horton Road proposed path. That section of Southland drive only has pedestrian / bike access on the south side of it, and that southern connection is an extremely narrow strip between a hill drop-off and the road barriers. It's almost impossible to navigate a bike through there while anyone is walking the other direction. Has improved access here been considered at all?
Traffic calming measures for the win!!!
I think speed humps should also be added on elbow drive between southland dr and Anderson, especially in the school zone. People are always speeding and me and my kids almost got hit one day because driver was speeding and not a paying attention to the yellow crosswalk lights. It's super dangerous. Everyday drivers are speeding through the

school zone going well over the speed limit. Ours kids are in these schools and daycares and it worries me.
Option B is preferred. Both options would be ideal.
I use Elbow drive for biking in the snowy 4+ months of the year. The main reason is time; because it's a straight show to Mission and because it's plowed better than any other path. Either invest in a dedicated path on Elbow or make sure off-main-route pathways are as plowed as main arteries like Elbow drive.
I hope to see Calgary Transit allow the possibility of going under Southland near the train tracks to connect into Haysboro. This would really cut commute time from Southwood to Haysboro. Other options look good as well. I'm looking forward to these upgrades and will use this route a lot by bike and on foot (running/walking).
The streets that surround Sacramento drive example Sabrina road 110th Ave. All the connectors that go from Sacramento to elbow drive need calming measures on them as they are the ones where people speed up and down to catch their lrts. We have a lot of children in this neighborhood going to schools and you walking up those two particular streets
I think the direct route for the multi use path that appears to run alongside the LRT would be excellent. Cyclists will have no excuses! Obviously in a busy city such as ours, they will need to be kept clean and tidy, as I've known them to end up with broken glass and other debris which can spoil the path. I guess you could look for volunteers along the route or regular commuter users who could be your eyes and ears on any maintenance that needs doing.
The stairs that go up the hill from the Southland C-train station bus loop to the sidewalk along the Southland Drive bridge need to be improved/upgraded. The current wood/metal grate at the bottom is trecherous in the snow and rain. Also, when on that sidewalk on Macleod Trail and once you've crossed the bridge, the greenery on your right (if facing east) is always covered in litter and garbage from unhoused people seeking shelter there. Better clean up! But leave the unhoused ALONE
I like both options!! A lot! Sacramento Drive has become too busy and fast. I like the speed bumps, curb extensions and the boxed out crosswalks. It would've great to slow drivers down along this residential road! I use the path beside the ctrain daily. More foot and bike traffic on the path would be excellent as it will keep it safer and cleaner. Also, hopefully the people who choose to walk their dogs off leash there will start leashing up their buddies.
East-west connections need to be improved, especially along Southland Drive. There is no pathway connecting Southland LRT with the shopping complex at Elbow, the Nines, the library or anything farther west. The train overpass is too narrow for 2 single strollers to pass, illegal to bike on but there's no safe cycling route either. There also needs to be a

ramp installed at the south end of the parking lot on the east side of Southland LRT crossing to get to Superstore.
the only section with a MUP option the full way through.
Too many dangers in the current configuration, bike pathway improvements should be family friendly and closer to more schools, and amenities, library, shopping. do it west of Elbow and it will be more utilized and more well received.
Great idea. Lovely to enhance Calgary bike paths.
The planner has obviously never been in the area during heavy road use times, if they ever actually left their desk.
Very concerned about bike trail sharing already congested roadway. This is a bad option that will create much worse traffic congestion.
Raised crosswalks will help traffic calming.
Additional note is that the light to cross Southland Drive does not seem to activate for cyclists - you need to hit the pedestrian button .
Both designs would be more effective if implemented together; option B serves a separate function from A. They are both needed. B creates a proper north-south corridor while A gives much better connectivity to the neighbourhood and will improve transit ridership and reduce car traffic. A feels incomplete and still very dangerous, B is very good, but without A will not see its full potential usage.
It's disappointing that neither path connects to the existing and seldom used pathway along the east side of 14th St between Anderson and Canyon Meadows Drive.
I support the addition of connected multi use pathways throughout the city.
it would be great if it i extended further to anderson road to the pathway that is at the dog park.
A is great
Five if option a is chosen
Entire section on Southland Dr between Horton and Haddon is super-hostile to non-vehicle traffic. If that is the route to north, Southland and Horton intersection itself would also need upgrades. Bridge crossing now is so bad for pedestrians alone, much less for bikes.
Utilize the space along the rail tracks. I have seen bike pathway measures implemented in Edmonton in a community similar distance from downtown. Ended up removing it all and going back to what was previous. Waste of tax payer money.
Sacramento needs to be maintained better, Maybe consider running a cyclist/walking pathway along the dry pond instead of the railway tracks.
sacramento is a death trap... speeding. blind corners, poor playground zone definitions, lack of enforcement .on illegal use and turnings onto elbow drive..thru 104 ave during rush hour. slow this site down.. playfield use both booked and drop in is very

high.including school groups . adjacent employs have many walkers using the area make the experience along Sac safe instead of a drag race it is. Allow public parking in the parks lot to increase safety on Sac.when playfield is in use.

With Option A the city should ensure it keeps the pathway clear of snow, and that cleared snow is not pushed onto sidewalks home owners are responsible for keeping clean.

Option B needs to be patrolled and well lit so that people feel safe using it. Option B pathway also needs to be cleared of snow by the city so that it is usable year round.

Were N-S options further up the hill to west also explored? Either side side of 14th St SW along wall would seem to accommodate dedicated pathway well, tie into trails within dog park, as well as south bridge cross over Anderson (and planned E-W 5A on it) and further north to Heritage. Also seems is more central to population

Again, its a shame it doesn't connect down to fish creek.

Southwood Option A would be a welcome addition to the community. Having a pathway where families could enjoy time together in safety would be something to look forward to.

Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water .

Please consider raised cross walks at intersections where cars have to stop as they don't and will crush cyclists biking thru w right of way.

Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.

Also note that all services are on elbow or McLeod so this bike option is poor for that

Biggest thing to keep in mind is not every road can accommodate a bike lane. Communities with bolavards can be altered. Communities with sideways edged roadways can not.

I am mostly in support of the proposed changes. I am slightly concerned about how changes may affect parking on Sacramento Dr. As this is a big problem especially at night when everyone is home from work.

There is little cycle activity in this area at present. Going generally along the LRT right of way would be a more pleasant experience than on a street an would be an easier sell to the local residents. Interesting how you have a low character limit for Option B... continuing from above- with push out and dividers there will be minimal area to pile snow in winter. Less chance of flooded path as the street sometimes does under heavy rain. A lot fewer chances of incident with no cross traffic.

There is little cycle activity in this area at present. Going generally along the LRT right of way would be a more pleasant experience than on a street and would be an easier sell to the local residents. Interesting how you have a low character limit for Option B... continuing from above- with push out and dividers there will be minimal area to pile snow in winter. Less chance of flooded path as the street sometimes does under heavy rain. A lot fewer chances of incident with no cross traffic.

There is little cycle activity in this area at present. Going generally along the LRT right of way would be a more pleasant experience than on a street and would be an easier sell to the local residents. Interesting how you have a low character limit for Option B... continuing from above- with push out and dividers there will be minimal area to pile snow in winter. Less chance of flooded path as the street sometimes does under heavy rain. A lot fewer chances of incident with no cross traffic.

There is room for improvement on Sacramento Drive by adding accessible sidewalks at each crossing. For example, by the bright path Daycare on Sacramento Drive and Sierra Crescent. Additionally, when accessible sidewalks were previously added water drainage was not considered leading to significant ice buildup in the winter. I feel adding accessible sidewalks to all entry points and ensuring the drainage grades are appropriate placed would replace the need for option A.

Both of these proposals only assist lower Southwood. They don't provide access for cyclists to get up from Sacramento driver towards elbow

Let's be smart and utilize what we already have and put those dollars saved towards infrastructure.

I really don't see any value in these changes. They just seem like a waste of time and money. I especially don't want a bike path built behind my house. When I move out of here then it won't matter, so feel free to take a couple years before you do it if you're going to do it, which you probably will cuz you don't care about my opinion.

Windsor Park

Please share why you selected this rating for Option A

I prefer Option A with the culdesac, and I think this will work well. The better this route is for cyclists, the more will choose to use it over Elbow drive. A calm 5th ave seems to me as the much better option for bike commuters because speeds will be more consistent on the road than on a multi use pathway where there's more chance of a car interaction at the intersection. Either option is a big improvement on the current condition though and I support both.

Best as we need multiuse pathway and traffic reduction. Best if pathway is continuous across raised intersection.
I would prefer this option, as it would have the best traffic calming effect.
Against cul de sac. Dont want to be forced to detour. This will block major arteries. Multi use pathway elements are good.
Hopefully, this option reduces the number of vehicles cutting through the Windsor Park neighbourhood. But, it doesn't address the safety of cyclists travelling on 5 St. The Blanket Rezoning Development Plan allowed corner lots to have 4 to 8 unit structures built. We live next to one on 54 Ave. SW and 5 St.. The four "garages" are too small for most vehicles and not enough for each unit to have one, so those residents have to park on 5 St. That means a line of 5 or 6 cars are parked along the east side of 5 St. north of 54 Ave. From our personal experience, parked cars block northbound cyclists from the view of vehicles entering 5 St from our backlane. A multi-use lane on the west side of 5th would give cyclists safe passage.
Concerned about closure of 5st.
Good but not as good as option B. I live in the neighborhood and routinely still drive down 5th Street to access Chinook mall and the Restaurants at 58th and MacLeod when weather is bad.
Kindly see my comments for option B
Strongly disagree with Option A. This option divides the community. I have a view right on to 5 street and have first hand knowledge that there has been no accidents, that there has been no problem with bicycles. The speed bumps are just fine.
5 Street SW in Windsor park functions as a primary north-south corridor in the community and carries higher traffic volumes than adjacent streets. Converting it into a bikeway-oriented corridor—through road closure or parking removal—is not consistent with its role in the local transportation network. Reducing capacity on this street will likely divert traffic onto nearby residential roads, increasing congestion, safety risks, and cut-through traffic. In addition, removing on-street parking will worsen the already limited parking availability in the neighbourhood.
Excess traffic using Windsor park as a cut through is the issue. This cut through traffic also tends to speed through. This eliminates this traffic. However, to make it WORK on 4 Street, where traffic will now go as a cut through, to keep school children, old folks home residents, residents and church goers safe, you will need raised ped crossings with flashing lights, speed warning signs for 40 and 30kmh (SLOW DOWN). Otherwise you just move the problem.

While I generally like the concept of rush hour cut-through traffic being blocked on the north side of 55th Avenue, I am concerned that northbound traffic will just turn left on 55th Avenue and proceed up to Elbow Drive or turn right and proceed to 4th Street. While this takes pressure off 5th Street it pushes it onto what should be maintained as quieter streets. If this option was selected I would want traffic calming measures (stop signs at all intersections is an easy one) on 55th Avenue. I'm not sure if this would be as big a problem north of 55th.

Option A is frankly disgusting! I have been living in the Windsor Park Community for many years as both cyclist and as a walker, and a driver. I think that Option A, by Closing off 5 Street is going to create an unsafe zone with no vehicular traffic. It is going to limit the ability of motorists as well, and create a traffic snarl backing up to 58th. Not to mention that it will further divide the community, which is frankly unacceptable! There is nothing wrong with how the road currently is. Option A is a BIG NO!

I do not support this option. Concerns with Current Proposals

- Proposal A (Designated Lane): Eliminating on-street parking is untenable. There is currently one four-unit row house on 5th Street, but there are five additional permits pending that will add 40 more units to this street. Removing parking while simultaneously increasing residential density by 40+ vehicles is a planning contradiction that will disrupt the community.

5th Street SW is an important access for us from Elboya to reach Glenmore. Closing it will be quite inconvenient, and push traffic further into the more residential parts of Windsor Park. Perhaps moving the cycle path one block east or west and installing a cul-de-sac on that street would be preferable. I would give this option 0 stars if it would accept that rating.

This option is unacceptable. Cutting off access on main north south connector does not make sense. City has allowed uncontrolled density to occur in WP and now you want to restrict traffic flow through the neighborhood ??? NOT an option to even consider.

The city should analyze a third option that would preserve parking and leave 5th Street SW open to traffic. This third option was submitted by the [Personal information removed] Please review the third option ("Option C") submitted by [Personal information removed] .

We cannot reduce parking given the number of multiplex developments that have been approved on 5th Street SW.

Here is the date and letter reference that was submitted to the City:



SW Neighbourhood Pathway and Bikeway

Phase 2 Verbatim Comments

June 2026

April 10, 2026

To: SW Neighbourhood Bikeway Project Team Transportation Planning The City of Calgary

Re: SW Neighbourhood Bikeway — Windsor Park Segment (5th Street SW, 50 Ave to 58 Ave)

From: [Personal information removed]

I have lived here for over 30 years and have observed some great ways of harmonizing communities and additional densification. Windsor Park is the smallest community in Calgary, excluding the prestigious Calgary Golf and Country Club. Kensington got it right by restricting access to the community while allowing densification and retail development using a combination of road closures, signage and community engagement. Mardaloop however is unhinged while densification and growth have partially been successful its overall theme is conflicted. Let's take a proven example like Kensington and use it in Windsor Park

Very well thought out and a great proposal to meet the objectives of encouraging low impact transportation such as LRT/Transit and buses to transport some 130,000-150,000 people daily downtown while ensuring existing communities can welcome and ensure safe, cost effective and a enjoyable experience on their commute. Keep up the continuous improvement.

Brilliant, conserves the spirit of living in the inner city where walking, cycling, and using existing and readily available infrastructure like LRT, Transit and dedicated pedestrian pathways while diverting commuter's traffic to Elbow and McCleod which were always designed as collectors and not cutting through existing residential neighborhood's.

Looks amazing and well thought out. There are people opposed on 55 ave as they believe people will start using 55 ave west of 5st as a new alternative. They are mistaken. Signage on 58 ave posting no through traffic on 5st and local traffic only will prevent this. They are simply thinking of their own interest and not the community

By far the best proposal. This supports both traffic pressure and encourages alternative transportation, cycling, walking, LRT and public transit. Many people this close in don't require cars anymore. It also takes into account safety with both a community playground and a school. There are people along 55ave that believe 55 ave will see increased traffic in their quiet street which is not true and prefer to leave 5st open. I have lived in Windsor park for 27 years and this is simply not true. I have spoken to the Director of development and proposed signage on 58 ave saying local traffic only, no through access on 5st but we do not agree.

Although this reduces traffic volume it would just detour this traffic elsewhere especially with the school to the east. Not the best solution.

Makes it safer to bike on 5th st.
This is a good option, better than only doing "Sharrows". But you're still letting cars go where bikes will be.
This does not provide a safe separate space for pedestrians and cyclists even though there will still be local traffic accessing 5th St SW. This is especially dangerous when there are still cars parked on the street blocking the view and forcing cyclists into the middle of the street and making pedestrian crossings less safe.
It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.
The cul-de-sac is likely better as it will stop that traffic that uses it today as a main thoroughfare and doesn't impact the parking situation as much.
This is a great plan. I think the person who lives on the NW corner of this intersection might be annoyed, but their house value will probably go up, so they'll be fine. It reduces traffic on the street, there's already a park there, so it minimally affects houses and traffic volume will drop substantially.
I may be failing to read the map properly, but I don't see what will control traffic at the intersections north of 5th and 55th. Ideally, stop signs east west that give priority to wheelers would be best.
The proposed path between 55th and 5th curves and has "programming" next to it. Please keep the path straight and put a barrier if there's going to be a park. Wheelers and kids don't need to have collisions in this area!
closing off 5th street at 55th avenue sw cuts vehicle access to Chinook Centre. When McLeod and Glenmore were last changed the proposed plan was altered to provide Chinook access from the south. 5th street already has speed bumps beside and north of Windsor Park school. Living in Elboya and being well into senior years I do not walk to Chinook like I used to. a further point is the reduction of on street parking on the west side: all of Windsor Park is currently zoned to denser than single dwelling per lot. More residential units will result in more cars and they need to park somewhere.
The city has already significantly reduced parking requirements for the density they have approved in Windsor Park without adding additional infrastructure (close transit (transit is only available on Elbow, 58th or Macleod), access to large, affordable grocery stores, etc. to support a walkable-cycleable concept for RESIDENTS (not cyclists passing through the community from neighborhoods with restricted covenants). The community is dense, but not walkable for essentials.

Slow traffic down, make it one-way on 5th introduce more speed bumps and lights on 50th and 5th. Keep the parking but move it to one lane of vehicle traffic moving one way from 50th to 58th. This will make cut through traffic less appealing.
5 St SW - 55 Ave SW to 58 Ave SW - Please stop adding shared pedestrian/cycling pathways. There is a huge speed difference between cyclists and pedestrians and putting them on the same pathway creates conflict. To me this means the city is not taking commuting by bicycle seriously. Great for small children but not for anyone else wanting to cycle from A to B.
As a cyclist, having to enter and exit the roadway/pathway at 55th avenue will slow down bike traffic, and if 55th ave is not a stop sign here it will be dangerous to do. As a motorist, travel through Windsor park will be seriously inhibited, likely increasing volume and speed on less main roadways making it more dangerous for pedestrians and kids in the rest of the neighbourhood. Note that 5th street is already a playground zone (30km/hr) with significant speed bumps so cycling from 52nd street to 55th street is not currently an issue. Traffic calming from 50th to 52nd street, and 55th to 58th street are the only areas of concern in Windsor Park. Option A will result in negligible benefits for cyclists and worse outcomes for all others.
I bike to work from Windsor Park to downtown everyday, including winter, and I have never had an issue with traffic on this section of 5th Street. This will just make driving south to Chinook center or accessing Glenmore more difficult. Cars will have to drive longer on residential streets to get where they are going.
I've lived in Windsor Park for the last 5 years. This would be a welcomed change. This creates a safer pedestrian space around the community centre and park area. I go for a runs and walk through this intersection and see too many speeding drivers.
There is far too much traffic on 5th street by people trying to skip either Elbow Drive or Macleod Trail. Much of this traffic disobeys the playground speed restrictions (dangerous for all the children in the neighbourhood), and cars will often bottom out on the two massive speed bumps on the street (you should take a look at the pavement that has been gouged out near them). Even though I live on 5th street, I don't mind the t intersection and cul-de-sac because it would not be difficult for me to drive an extra block to get to my house.
While I understand the intent to improve active transportation infrastructure, I have significant reservations about the current plan - particularly the proposed road closure. closing a section of road will inevitably divert traffic onto nearby residential streets such just 54th Ave. and 55th Ave. increasing congestion and potentially creating safety concerns for residence who live along these routes and both these roads are in a playground /school zone.

This is a terrible idea and contradictory to The City's traffic light change at 50th ave and 5th street which was changed last year from a bike and pedestrian only light to a vehicle light which encouraged car use along 5th street.

All that is needed is parking restrictions and a separated bike lane provided along 5th street. The cull-de-sac is not going to make bikers safer and will impact community access and egress.

Just create a separate bike lane.

Would divert traffic past a school entrance and have 3 extra stop signs leading to driver impatience

This will only increase traffic volumes on other streets. This is a really stupid idea. Bikes should not be prioritized over cars.

Speed is an issue on this street, something a multi-use pathway won't solve by itself. I like the idea of a bike boulevard but it won't work if the speeds are too fast from the cars

You are going to close roads so that people can bike 2 months out of the year?
[Inappropriate language removed].

This would reduce drivers cutting through the neighbourhood streets along 5st rather than using Elbow/McLeod/4st. Many of these drivers speed near the playgrounds and school. It would eliminate a busy roadway on one side of the school. Minimal parking is impacted. Many drivers run through the existing 4-way stop sign here without stopping so that would also be prevented at least in the north/south direction. 5st doesn't need a separated bike lane as traffic should be

Option B is the preferable option as it will allow a safer commute for cyclist alongside pedestrians rather than cars.

As a confident cyclist this option isn't too bad, but for anyone cycling with children or are less confident on the road, this isn't the best solution.

I do not like the concept of shutting down 5th St with a cul de sac. It is not helpful for residents of the neighbourhood.

1. Traffic reduction is good for bikers
2. Traffic reduction is good for children in the Playground Zone
3. Minimal parking disruption
4. No expense for the multi-use path
5. No expense for removing West Sidewalks

We live on 55 ave just west of 5 st. With this option traffic will be forced to turn west onto 55 avenue, where we already get more traffic because of the light on 55th ave and elbow drive. This seems like an unnecessary project now - instead reduce our newly proposed 8.1% property tax increase!!!

My observation is that this is mostly cut through traffic, and restricting this will be welcoming to the neighborhood. There are plenty of traffic options for cars, and this will reduce the money required for a multi-use path (which are still awkward). This option also connects the park to the people (rather than a typical 'island' surrounded on 4 sides by roads).

If you must do this, than I prefer Option A, as

1. It would be good to curb traffic using 5th Street to get to Chinook Mall and/or Glenmore Trail; and
2. Windsor Park cannot afford to lose ~44 parking spots. Parking has been a HUGE issue in our community and I can't believe you even brought forward an idea to take away parking.

I think this is a very innovative way to slow down traffic along 5th street. I think it would dramatically change the feel of the neighbourhood. 5th Street is currently the busiest street in the neighbourhood by far, and the cars that go fast along this street make the neighbourhood feel more car-centric than people centric. I live close to the intersection of 5th and 53rd and there is always at least one crash there every year. This design would incentivize local traffic only and disincentivize cut-throughs. I would feel much more comfortable having my kids walk along 5th street to both Windsor Park School and Elboya Schools if there was less traffic on the street. I recognize that people that live on 55th may see marginally more traffic.

My answer is the same for all options. There are so many single family properties turning to multi-family properties that vehicle traffic is going to increase and there already isn't enough parking on the streets in this neighborhood. DON'T add any more bike lanes. And btw, get rid of them downtown too. I have almost been run over or startled out of my skin by 'responsible' (NOT) bicyclists riding on the sidewalk...the [Inappropriate language removed] on 15 ave sw is a joke and rarely do you see users. Buildings are going up everywhere downtown and parking is a premium. Just do the common sense thing...

This will help reduce volume on 5 Street SW and make the school area safer and more pleasant. Work with the school as it transitions to full K-4 to ensure that pick-up/drop-off and bus zones are sited to reduce use of 5 Street SW. Make each corner of the school site an all-way stop.

For 5 Street at 50 Avenue, use curb extensions to reduce turning speeds from 50th and to reduce crossing distance.

This is just going to result in drivers going around the blockage at 55 Ave and either go around the school to the east, or go west. That will be even more unsafe for the people walking, cycling and driving in those parts of the community.

5th Street is a main route for drivers in Windsor Park, Elboya and Meadowlark Park to get to and from Chinook/Glenmore and should not be taken away.
This option causes the least amount of street parking to be lost in the community.
No bikes as no parking as is for owners and tenants
I like the modal filtering aspect of option A but I feel the winter snow clearing on the 5 street approach will leave this area hard to travel through after significant snow accumulations
Not at all agreeable with closing a road for such minimal bike traffic.
i like this option better as it removes less parking then option b and helps with some of the traffic issues.
I live on 55 ave sw and this would drive traffic from chinook mall directly onto my street which is already busy and the speed limit is not obeyed. we are ok with current amount of traffic but this would make the traffic levels to increase. we do not want to live on a main street.
I do like this a lot to reduce traffic, which I have found to be too aggressive on 5th.
Right now this road has playground zones, hopefully the traffic study for this idea keeps the traffic speeds low on now diverted roads.
Please keep stop signs at the tee, or consider impact that end of Street will increase the amount of cars that will now intersect the bike path and could be more dangerous
I don't like closing off 5th Street to traffic at 55 Ave. This decreases options for getting into and out of the area by car. If I could give a negative score for this I would.
prefer pathway
best option most comfortable for cyclists little to no actual trade off for drivers
Genuinely bad idea. All it will do is drive local community traffic onto the two adjacent north-south roads to get to 50th. Both are narrower than 5th, neither have signalized access to 50th, and the sightlines on 50th are already bad due to increased parking. Going to create more accidents, diminish pedestrian safety on those to cross walks across 50th, and the neighbors on the adjacent roads will be looking for traffic calming on what is Neighbourhood traffic.
Of the two options, this one would save street parking, which is important in this community due to all the recent multiplex builds which already strain the parking for residents.
This will reroute traffic to other streets and avenues, where 5th street has the safest intersection at 50th ave. It would also mean that parents dropping kids off at the school would have a harder time getting to where they need to be.
Not acceptable at all!
We have a corner lot on 5th St SW and traffic for the most part is under control with the current speed bumps and school zone speed limits. We do not want access on 5th street

from Glenmore Tr to be impeded in any way. It offers a route other than Elbow Dr to our home.

I don't really like either of these options, although closing 5th Street north of 55th Avenue would not bother me that much. I seldom use that road due to the ugly speed bumps.

However, removing street parking in this area will aggravate an already bad situation. Cars are parked illegally all over the place because there are many apartment buildings. I am fortunate to have underground parking for my car, but I can see the illegally parked vehicles from my 3rd floor apartment.

Do you really have the volume of bikers to justify this sort of disruption?

I am in favour of almost all traffic calming measures as the city's irresponsible blanket re-zoning policy has been an unmitigated disaster in Windsor Park. Question: if the City is removing parking on 5th Street SW: Where are these vehicles going to park. The answer is not to park on the avenues further disrupting parking in front of our own houses that we already pay property taxes for. I am not in favour of any proposed bike lanes in the community.

Many row houses are proposed for 5 st and these bike lanes would affect the already unlimited parking

This road should stay open. I do bike and drive on this road regularly. People along 5th Street are used to traffic through the community. Closing 5th Street will just make people drive (west or east) for one block and then return back to 5th Street. Option B is for sure the better choice for cars and bikes.

I would rather you helped slow the speed of traffic on 50 AV SW than 5 ST SW. I don't think I like the idea of closing 5th ST, and limiting access. It will just mean traffic increases elsewhere.

Option A will certainly reduce 5 St traffic, but will most likely increase traffic along the surrounding streets (6st, 4A, 4st). There will also be more traffic within the avenues with people navigating around the cul-de-sac.

Impeding vehicle traffic here would be significantly impactful year round, more traffic would go around the school causing more risk for kids and would not divert back to Elbow Drive as it is already too busy. This is not a great option for all users. Also higher risk for cyclists having to cross 55th with turning vehicles annoyed by cul de sac.

I like the idea of reducing through traffic in Windsor Park. I would suggest similar strategies along Elbow drive to make the community safer by reducing through traffic.

Keeps maximum street parking. Closes 5 Street to significantly decrease traffic through neighborhood past two playground zones, and reducing traffic noise levels.

This would likely just divert traffic to neighbouring streets and avenues. I know this is what I would do (I live on 54ave and 6th street).

Terrible. Do not shut this road
don't need to close roads don't support this bike lanes as it brings more crime and traffic to area. we have had enough break in already. don't change what is not broken.
I live just off 5th Street and this would change my commute, making me take a longer route around the neighbourhood. But it's worth it. This solution fixes the challenge of high traffic and cut-through vehicles, and it does so without removing so much parking. I surprise myself saying this, but parking is actually really important in this neighbourhood right now. We're going through so much change and you can only push people so far. Parking on 5th Street is particularly important because of all the four-plexes being built along there. They need to park on 5th Street or we are going to have conflict with the neighbours all along the avenues. Plus, closing the street here is just such a nice safety move for the elementary school.
Option 1 - Support the idea of making this a more local road and removal of less parking - as noted below for option 2, there are so many new housing units that are coming and there will not be enough off street parking so we need street parking. With traffic being diverted east/west on 55 Avenue, there will need to be additional stop signs or other traffic calming measures to deter people cutting out to Elbow or Macleod. We do not want 55th Avenue to become a bypass with higher speed traffic or trucks.
It will divert traffic to other residential streets making them busier. This could be problematic during the school year, as many families walk to the Windsor Park School on 4a street.
This will allow cars to still have parking while reducing vehicle/bike interaction.
I support the cul-de-sac / traffic diversion option as it will greatly lower vehicle volumes and speeds in the area and make the bike boulevard feel more comfortable for all users. I also like the opportunity for programming and more trees at 55 Ave SW.
This option makes the most sense for the community of Windsor Park. It addresses the speed concerns and non-local traffic that cut through the community. The other thing that this addresses in the density increases on majority of the corner lots in the community as option B will not be able to address this correctly. We have lived in this community for over 5 years and have a small child, we are very excited with this option and are excited to see the great impacts that it has on our small community. The crossing enhancements are great and much needed. Children walk to the Windsor Park and Elboya School and the cut through traffic does not stop - we have seen and experienced many close calls with vehicles as pedestrians.

This option eliminates or greatly decreases vehicles cutting and speeding through the community, which is a massive problem. Also doesn't reduce parking ability for all the residents living in townhouse complexes along 5 St SW. This is a great option!
I think this is the better of the two options because it allows residents not lose access to street parking.
Why the detours around 5th street? Leave the route along 5th street. Please also see my comments regarding Elboya. This route is just a continuation of my normal travel route to Chinook Park from downtown by bike and has worked well since 1980. No changes needed except perhaps some signage to let motorists know that this (all of 5th street) is an official bike route.
This option is better than limiting parking to one side of the street on 5th St. There are at least 4 residential units planned for the 5St corner lots between 52nd and 55th Avenues. These all have 8 residential units and 4 very small garages. If even half of the units have 1 car, there will not be enough parking. In the completed unit on 54th Ave and 5th Street, only 1 garage is ever used to park a car. 4-5 vehicles are regularly parked in front of the units on 5th Street leaving no room for the cars from the units going in across the street. Too many cars vying for prime parking spaces in the area would cause poor parking habits. Ultimately this would reducing visibility at the corners and decrease safety.
Safer for cyclists.
Due to the need for residents to have street parking I prefer an option that does not take away parking.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, or road closures.. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc. At this rate the Romans will have had less restrictive roads. What next? A congestion charging zone?
I like the favour of more walking and riding spaces. Not a bad option but I prefer option B more.
The proposed location will divert traffic towards the elementary school, creating an increased risk of vehicular collision for children. It will increase also traffic in an area that already experiences high traffic during peak periods (drop off and pick-up). The proposed location creates neighbourhood division and economic inequality. The location chosen is currently seen as the division between the single family (higher income) homes and apartments (lower income). The proposed cul-de-sac would further this appearance and feel of economic inequality and community division.

An alternate location for this cul-de-sac would be at 5th Street and 57th or 58th Avenues, the actual neighbourhood boundary.
Traffic calming is key here as 5th street has become a freeway with disregard to the stop sign at 55 av. With an adjacent school and children using 5th street as walk and bikeway to the neighbouring Elboya school also, child safety is priority 1.
With the introduction of the Windsor Park school and two playground sounds and a high density Neighbourhood, it makes sense to close out part of fifth Street for bike lanes only. I think there are a lot of children and young families in our Neighbourhood and a multi use by plane on fifth Street will be incredible valuable and heavily used by the community and other stakeholders.
This would only slow traffic for a block or so. I would prefer to get the bikes off of this road entirely.
Closing 5 street off st 55 avenue makes no sense. 5 street is the only way to get out of Windsor Park going south in a vehicle. This will just cause major problems when trying to get out of or into our neighborhood. The idea is totally ridiculous and has to be cancelled immediately. What a terrible plan this is.
This is an interesting idea that I'm not necessarily opposed to. That being said, I would prefer that the multi-use pathway extend the length of the route.
Love this option, anytime can have less interaction with moving and parked vehicles is great as a commuting biker. How do you make sure people don't park in the arc of the cul-de-sac?
Has the CFD been consulted on this? They drive this route lots! This is going to make difficult for me to access my garage / house (54th Ave @ 5 St) when coming from the south. It's safer to bike with traffic than on a MUP with road crossings.
Outright prevention of driving on this road is a preferable solution. Given the nature of the grid style roads in our neighborhood, there are plenty of other paths vehicles may take without reducing their drive time by more than a few seconds.
I love the creativity around this option. My fav part about it has to do with increased safety for the younger neighbourhood kids who would be walking/riding their bikes to the newly re opened elementary school.
5 st is being filled with multi family row housing and we need the parking
With traffic being diverted east/west on 55 Avenue, there will need to be additional stop signs or other traffic calming measures to deter people cutting out to Elbow or Macleod. We do not want 55th Avenue to become a bypass with higher speed traffic.
This seems like a waste of money, we don't see much biking activity and I don't see how this project actually improves the neighborhood. I'm not opposed to it if it's what the people want, and if it improves safety
I feel it will reduce fluidity and cause more trafic on other streets

I do use 5th street for commuting often
Not sure how a closure of 5th Street would be taken by members of the community. Would reduce the cut throughs certainly. Generally, bike riding on 5th street, 50 ave to 58 ave is OK. with the heavier traffic at 58th ave.
I like the closure, but expect it will receive significant pushback from an automotive perspective.
Cul de sac way better for everyone
Can we please fix the roads (potholes, patches, etc.) before worrying about bike paths? It appears we live in a third world country.
Better than Option B. The city continues to approve row housing on all corners along 5 st. Why would you reduce parking? I bike during the summer and fall to downtown along 5 St and don't see the need for a bike lane.
Make the cul de sac but also add the multi-use path. Children need to be more protected even with less traffic. Heck, all cyclists need protection.
It will be great for eliminating traffic cutting through the neighbourhood. It should make 5 street feel much safer for cyclists. Adding the raised crosswalks should still be done. There are many children walking to school at Elboya & Windsor Park Schools
This will increase traffic on 54th ave instead of letting it flow the way it currently does.
Living in the neighbourhood, in my experience I don't tend to see much traffic on 5th Street. Residents in the area need to drive south on 5th Street to access Glenmore trail. This would cause a lot of unnecessary extra driving to get around the culdesac.
It still allows for ample curb parking.
I like reducing traffic volumes as cars speed like crazy through this neighborhood, but am concerned this option will cause people to divert onto 6th or 4a street. Consider mini planted roundabouts at intersections to slow traffic.
I live on 5th & 56th. Endless speeding drivers. My partner was hit on her bike on 5th & I've seen multiple incidents over the years. Like the idea of limiting traffic / slowing things down. Especially with two major thoroughways nearby (Elbow & Macleod).
As the proposed route goes right by Windsor Park School, please attempted to make all construction during the summer break so as not to disrupt school activity and compromise student safety. The school has a bus loading zone on 4A Street SW-do not alter
Sharrows are not bike infrastructure; they lull people into a false sense of security right before the car runs them down while texting and driving. We need real protection and separation from cars, not just paint.
This would really disadvantage the residents of Windsor Park access to/from south Calgary. It is not fair to remove roads and street parking when people invested in Windsor Park because of the location and access in/out of the neighbourhood.

Do not close off 5th street to traffic. This seems unnecessary and will increase traffic volumes on other streets.
Living in this neighborhood for over 20 years, the number of cyclists using 5th street is MINIMAL. There is a Bike lane literally 2 blocks east of 5th street. Parking on 5th street is acute, because of ALL the multi unit housing being built ON 5th street.
I think people will just rip down 4A st instead so this isn't the best imo.
5 street allows access to people's home. Closing 5 st you force the traffic onto other streets. This also makes access to the elementary school more dangerous. This endangers elementary school (K-4) 54 Ave is used by the fire trucks
5th St is the main through road for access to homes in Windsor park, between 50th and 58th aves. Shutting this off with a cul-de-sac will divert traffic onto narrower roads, impacting road safety
With all of these multi unit, high density home developments happening in Windsor Park, you cannot take away more parking. We don't need more bike paths, it's winter like conditions for 7 months of the year.
Considering they expense the city will incur due to the lack of proper management with the water issues. I find it frivolous to spend money on additional bike paths at this time. It is an unnecessary expense.
Unnecessary expenses should be cut.
This is a road, not a bike path. Stop closing roads for bike paths that no one will use. Increase the speed limit to 60 and remove lights, that's the correct thing to do
I frequently use this road to get in and out of my neighbourhood when traffic is busy on McLead and Elbow.
While this would remove significant traffic from 5th st., I feel it doesn't address the need for a protected path for families to use. With young kids that want to ride their bikes I would still be very hesitant to let them road ride on 5th with option a.
I live on [Personal Information removed]...I face directly on to 5th street. For 20 years I have seen cars, pedestrians and bikes all work together very seamlessly-no issues. This option is bad, but better than option B. We need parking on both sides due to new units.
So happy to hear this is being prioritized. I was hit by a car last year riding my bike down 5 ST at 54 AV SW. We live on 5 ST and 56 AV and beyond just being unsafe for bikers (people drive way too fast), we have witnessed multiple car accidents.
5 St is a useful way out of the neighbourhood for all modes, as there is now a signal at 5 St and 50 Av. I prefer that route for driving, and I've never felt when walking that the traffic volumes are problematic. This doesn't provide any protection either
5 Street is a feeder road. I cannot see reducing volume of traffic on a feeder road. The parking on 5 Street has made this main road very narrow as is. The City keeps allowing eight townhome suites on every corner lot. Major parking issues.

unnecessary removal of Vehicle Traffic
Love the closure!!
Please put raised cross walks at 56th as momentum for bikes means accelerating down the hill and don't want pickups to fly thru stop sign and crush us.
This looks great, anything that can be done to slow traffic down here would be great for all road users. Ideally you could close the whole block to vehicles from 55 - 54 Ave. Still plenty of room for street parking, even with the narrowing.
I use 5 street sw to drive by car to and from Chinook Center. I would miss this route but I can adjust to a new route, probably down MacLeod Trail to 58th.
This would be a narrower road that we would share with cars, if I understood it correctly. It doesn't sound safer than the current situation
The roadways are already narrow enough with street parking and the increase in population density with a 4-8 unit building on nearly every corner. The city would be better off repairing our roads rather than wasting money on not so beneficial projects
Consideration if this would reduce car volume or simply route cars on detour and back onto 5 st.
Some cyclists might not be comfortable riding on the shared road due to no bike infrastructure.

Please share why you selected this rating for Option B

Multiuse pathway is good, but we need this in addition to reducing traffic to make the area people friendly
The multi-use pathway running on the west side of 5th St would give safe passage for cyclists using the pathway system for commuting to work, enjoying recreational outings or attending school in Elboya. Restricting traffic with a cul-de-sac does nothing to address the issue of on street parking by residents. Blanket Rezoning developments in our neighbourhood resulted in many more cars parked along 5 St. Cyclists are obscured from the view of drivers entering 5 St from back lanes. Drivers can't see cyclists and cyclists can't see drivers. A designated multi-use lane would ensure visibility and safety for cyclists.
I feel this is a better design while it allows traffic through it will reduce the speed at which traffic will navigate through the neighborhood.
Ideally, I'd love a continuous bike path to downtown - I really hope the other communities are developed in a way to make this possible. The end goal for me is more efficient bike access across the city, and option B is the option I think makes this most

possible, as it connects Calgary's communities; whereas option B, in a way, encourages communities to become more "siloed."
Option B is a more suitable option that keeps the community together, and restricts parking where it is at the school. Everyone walks. I like the idea that the community has security with the traffic. The bicycles in other areas where it is dedicated do not care about pedestrians and do not obey signage. Let the bicycles share the road with the cyclists. Everyone walks here! They walk with carriages, kids, dogs. I like the current system with the speed bump.
5 Street SW in Windsor Park functions as a primary north-south corridor in the community and carries higher traffic volumes than adjacent streets. Converting it into a bikeway-oriented corridor—through road closure or parking removal—is not consistent with its role in the local transportation network. Reducing capacity on this street will likely divert traffic onto nearby residential roads, increasing congestion, safety risks, and cut-through traffic. In addition, removing on-street parking will worsen the already limited parking availability in the neighbourhood.
Bike lane usage is low in winter. Bike lanes are wonderful but poor city planning in the 1950s to 2000s made Calgarians car addicts. Transit was crap, roads were too wide, everyone who worked in the planning department drove everywhere. Their butts never saw a bike or bus seat. So now, Calgarians complain about designated bike lanes. Especially in winter when "no bikes use them", they whine. 😞
The website indicates this full length bikepath would result in the loss of 44 curb parking spots over the stretch from 50th to 55th. Although parking is relatively light on this stretch now, there are currently four active multi-residential development permits on parcels that face 5th Street. These permits propose to build a total of 37 new units directly on 5th. My observation is that the majority of residents in these types of homes park on the street. So with no parking on the west side of 5th there will be significant competition for fewer parking spots and this will spill onto the adjacent avenues. This will mostly impact from 51st Avenue to 54th Avenue with the most pressure on 52nd Avenue and 53rd Avenue.
Option B is hands down a better solution by keeping the community together, and slowing the road down. I think that if you really want to have a bicycle dedicated lane, throw it over to 4A street where there is minimal buildings.
I do not support this option. • Proposal B (Cul-de-sac at 55th Ave): This "solution" merely shifts traffic to 4th Street and 55th Avenue. Both of these routes pass through the Windsor Park School playground zones. Compromising safety near a school to reduce traffic for a few blocks is a misguided trade-off.
Highly preferred as vehicle route is maintained. I am not affected by parking changes, but defer to residents to judge that impact. Several blocks are already a playground zone, so any speed reductions are not overly restrictive.

Still not ideal, narrowing traffic flow on 5th Street, but more acceptable than Option A.
The city should analyze a third option that would preserve parking and leave 5th Street SW open to traffic. This third option was submitted by the [Personal information removed]. Please review the third option ("Option C") submitted by [Personal information removed] .
We cannot reduce parking given the number of multiplex developments that have been approved on 5th Street SW.
Here is the date and letter reference that was submitted to the City:
April 10, 2026 To: SW Neighbourhood Bikeway Project Team Transportation Planning The City of Calgary Re: SW Neighbourhood Bikeway — Windsor Park Segment (5th Street SW, 50 Ave to 58 Ave) From: [Personal information removed]
This does not result in re-routing of traffic around the school making it even busier in that area, and allows for separation of different pathway users. This is the better option.
Don't like the idea of strolling while bikers could zoom by any moment. Also they may bike on the road anyways.
This is the better option. It is probably even better to do both.
A multi use pathway is safest for both pedestrians and cyclists. We should be prioritizing the safety of everyone not in a car over on street parking.
It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.
I like having the separated space and I think that would enhance the walkability.
This is a worse option than A. Doesn't decrease traffic in the area, reduces street parking which makes residents mad at wheelers, doesn't reduce the intersections between car and wheeler traffic.
use more speed bumps and do not narrow the road and perhaps consider widening the sidewalks for pedestrian use. Windsor Park is zoned for more density and more residential units will replace the older housing. there will be more cars, more parking is needed. Narrowing a road that is one of the wider ones in the neighbourhood is a definite loss to quality of life for future residents.
What are the bike counts on people using this street to commute to downtown? I am

retired, I don't get up early anymore, but during the day I use 5th street on a regular basis to access Chinook Mall and southward businesses and avoid McLeod unless I have to go farther south.
Windsor Park cannot afford to cut access to parking in an already overly densified community that didn't require the development of parking for multiple vehicles as part of the development. The city cannot have it all at the expense of the residents. I am very much in support of reducing the speed of vehicles (I live in a play ground zone on 54th Ave where disregard for speed is a major issue) throughout the community, there are many blind spots near intersections for vehicles, pedestrians and cyclists with the volume of cars parked on the street that are a recipe for disaster at a high rate of speed. I believe we need far more speed bumps, stop signs and lights on 50th Ave and 5th.
This option will provide minutely safer travel for cyclists by taking them off the road, however, creating a multi-use path (cyclists and pedestrians) will slow bike traffic and make travel more dangerous for pedestrians. Since the vehicle speed limit is already 30km/hr for most of this stretch, taking cyclists off the road north of 55th avenue is not significantly better than the existing design and I suspect most cyclists will remain on the road in order to maintain higher speeds and avoid pedestrian traffic. Focus in Windsor Park should be made for safer cyclist travel from 50th to 52nd avenue, and especially 55th to 58th avenue. Better traffic calming measures will achieve the same as Option B with less parking removed.
Personally, I don't have anything against this option, but I don't see any benefit. I know several of my neighbors are concerned about the loss of parking, so it is not worth making bike lanes seen as a negative to cars in this case. To me this is currently just a waste of money. There are so many other areas in the city the would benefit more (namely 5th Street from 17th Ave to elbow drive).
I'm back and forth on this. I like the idea of having an isolated bike lane, but this section of 5 St seems to be calm and wide enough with the benefit of the playground zone and speed bumps. I bike this road often and haven't had any issues. The updated intersection at 50 ave sw has seen a big improvement for slowing traffic and allowing for a safe crossing.
Personally, this is the least preferable option since people will still probably speed down 5th street despite the new bike lanes and traffic calming measures. Option A is better!
This alternative proposal involving in the multi used pathway on the west side of fifth Street raises particular issues narrowing the roadway while removing on street parking on the west side seems to create a contradiction with the tree is reduced and width. It is unclear how parking on the east side will remain functional or safe. This could lead to further congestion, reducing accessibility, and frustration for residence.
This is the answer!
Makes most sense

Prioritizing bikes over car traffic and parking is a stupid idea. 5 st SW is already wide enough for bikes, car traffic, and parking. Eliminating parking for bikes is completely unnecessary.
Even though I prefer option A, a MUP is still better than the current situation.
Yea, let's reduce all the parking for the infills that just went up along this street. You guys are a [Inappropriate language removed] joke.
This will not solve the issue of drivers speeding along 5st between 58th and 50th ave. This road sees a high volume of bicycle commuters who will be travelling at 20-30 km/h which is much closer to vehicle speed (30km/h on this road) than it is to pedestrian speed. For that reason, a shared pathway is not ideal. I would not feel comfortable walking on the same pathway as high speed bicycles. With the (posted) low speed of vehicles on this road the bicycles should share the road with the cars. This option also significantly reduces the availability of parking. Windsor park is rapidly densifying and these parking spaces will be critical if we want to continue with adding more infills, row houses, and apartment buildings.
Option B is the preferable option as it will allow a safer commute for cyclist alongside pedestrians rather than cars.
I can't really tell if there are curbs or posts separating the multi-use path from the road. If there are, then I would change my rating to a 5 star. This is a good solution.
5th Street is a major thoroughfare for residents of this neighbourhood and I would like to see it remain open the whole way through.
1. All parking west side 5th street removed 2. West side sidewalks all removed, replaced with multi-use path 3. Multi-use paths work for nobody: Bikers mix with children, dogs, elderly tricycles etc. (Pedestrians still have the sidewalk on East side to use) 4. East side parking will be TIGHT to the traffic 5. No effect on Playground Zone speeding 6. No reduction in flow-through vehicle traffic
Unnecessary changes. We ride our bikes up 5th and it's not a big deal. This option will just create more parking issues along 5th, with new proposed buildings possibly being built and more demand for on street parking.
As a year round cyclist commuter, I dislike multi-use pathways in neighborhoods (with lots of street crossings). They are not very effective in winter (4-6 months of the year) as maintenance is substandard, and plowing creates additional hazards (snowpiles at every single intersection/walkway).
Windsor Park cannot afford to lose any more parking! Also, we do not need any more narrower roads in the community of Windsor Park.
I also like this option a lot. I agree that this option would slow down traffic a lot through 5th street. I feel the widened sidewalk would make it a lot safer for kids to ride bikes to

school and within the community. Currently, very few people park on the west side of 5th street anyway. I know that we are receiving a lot more development but I am personally not too concerned about parking and believe it is worthwhile for the added investment, nicer streetscape, and safety for pedestrians and cyclists. I also like the 'bump' out curbs, which will make it safer to cross the street, particularly for people going to the park or school. I'm not sure whether we need them at every intersection if there is less traffic to begin with.
I don't think this is needed given traffic volumes and speeds, and it reduces on-street parking supply. 5 Street works well enough with reasonably low volumes and speeds, especially north of 55 Avenue SW. This pathway option is a good idea south of 55 Avenue SW.
This option is preferable as long as there is a physical barrier in place between the multi-path and toe roadway.
The removal of all of the parking spaces will cause further issues in the community that is already seeing many multi-use housing developments proposed that there is not enough street parking available to accommodate them.
No bikes as less parking for apts.
I prefer option B to option A as it is better for children and newer cyclists and better for snow clearing, if done properly. It also ties in better with the section to the south (MUP on west side)
Multiuse Pathway is excellent and this infrastructure puts pedestrians and wheeling people first.
Not acceptable to remove on street parking for an area that is already so condensed.
i don't love the removal of parking here.
with the current amount of row housing being added to this street the increase in cars parking on the street has increased eventho garages are built with the units. there are usually mulitple car owners living in the units.
A separated path is nearly always my preference - I also believe that in situations like this, it should be continuous in height when crossing streets, save for major ones.
It is alright. I think now intersections have to look in multiple areas and adds pedestrians with bikes. Not sure if this improves making this a bike corridor into downtown.
Preferrable to the cul de sac option. I realized this option removes more parking spots but I don't see all the spots filled on regular basis when I travel on 5th St. Less of a drastic change and we already have 2 aggressive speed bumps/humps to slow vehicles down
pathway is better for all riders
more pathways
more pathways
prefer cul de sac

Windsor park can not afford to loose 44 on -street parking due to all the new multiplex buildings and the people that drive to the park to use the baseball diamond, tennis courts, hockey rink.
I like option B more: better for cyclists and pedestrians, retains the route for driving.
If there needs to be any change, this is the better option. It allows 5th St to remain open all the way from Glenmore Tr to 5th Ave SW.
i like the idea of a multi-use road system for bicycles, cars, and pedestrians all sharing one road. It seems to be a solution that is more equitable to all road users (vs. favouring one method over another in the Option A)
Again the proposed high density for 5 th st has already got parking issues
Having a clear bike/walking pathway will make this section more secure for children that might use it to go to school north of Windsor Park.
Would prefer this option of dedicated bike lanes all along 5th ST. That being said, I do not live on that road, so removing parking is not as much of a concern for me.
Good option to slow down traffic and provide a designated pedestrian space.
Much better outcome for all users (cyclists, vehicles, pedestrians - especially school children).
Better than existing but through traffic will still be a factor.
Removes highly needed parking spaces, but does not reduce traffic.
I think this is the best option
Because option a is unbelievably bad.
don't support this bike lanes as it brings more crime and traffic to area. we have had enough break in already. don't change what is not broken.
I surprise myself saying this, but parking is actually really important in this neighbourhood right now. We're going through so much change and you can only push people so far. Parking on 5th Street is particularly important because of all the four-plexes being built along there. They need to park on 5th Street or we are going to have conflict with the neighbours all along the avenues. This option will make people in the neighbourhood angry at cyclists without giving a significant improvement for the cycling community (and I'm both a mom and cyclist).
Option 2 - While I like this idea and having a multi-use path along this route, this design can't be done in a vacuum without the City's planning department's involvement in approving so many muni-family units in our neighbourhood. The planning department does not look at the cumulative impact of their approvals and as a result, where will all these new cars park...especially with less on street parking due to this design. There will be 49 new units in the next year along this route each likely with 2 cars per unit. There will not be enough off street parking for this.

A narrower road will force people to slow down. With the deification in the neighbourhood, there has been an increase in traffic speeding through the neighbourhood.
I like the idea of a continuous multi-use pathway as it will improve consistency of snow clearing compared to bike boulevards where snow clearing is very inconsistent (see 2 Street SW). However, I am concerned about the number of intersections (short blocks plus laneways) with a pathway especially if the crossings at intersections are not continuous. If you build this option please keep the pathway as asphalt through the laneway crossings so it is a more consistent experience for riders.
This option (option B) does not address the safety issues and pedestrian issues due to the cut through traffic. Our community is so small and between two major roads. Cut through traffic will continue to route through the community, it creates unsafe conditions especially for the children that use the school, park, and walk to Elboya.
Will not address vehicles cutting and speeding through the community and take away parking for the multi-family units along 55 St SW. It may make the street even less safe as speeders would have less visibility.
The loss of so many steet parking spots seems like a very frustrating consequence of choosing this option.
Please see comments above.
Maintains option for traffic to Chinook mall access via 5th St.
Windsor park can not afford to lose 44 street parking spaces. Due to the numerous new multiplex developments in this area parking is becoming a challenge for residents. During the summer a large number of cars come to use the park including many families using the baseball diamond and they require street parking on the west side.
I like that bikes and pedestrians are separated from the cars, and encourages more ridership in the area.
Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.
ANY reduction of the ability for vehicle traffic to flow freely is a step backwards
still maintains access for light amount of traffic while providing a comfortable walking and biking area.
The separation between vehicular and non-vehicular traffic is needed. 5th street is commonly used as a throughway for people avoiding traffic on MacLeod Trail and Elbow Drive, creating a higher risk for pedestrians and cyclists. Safety for pedestrians and

cyclists is reducing.

I understand that this project is still in the planning phase, however I would love to see the introduction of more green space/trees/plants to the design. There are studies that have proven that landscaped medians reduce driving stress, provide better visual quality, and decrease over speeding, thus improving roadway safety.

A woonerf (shared use living street) could be another way to discourage vehicular traffic while encouraging community and green spaces.

Helpful but would be less effective at traffic calming along with bike and walking safety along 5th st when compared to option A.

Option B provides a higher quality space for multi purpose use and creates a safer zone against vehicle intrusions.

Seems like this would encourage traffic calming and a more diverse scape for walking and wheeling.

This would be a much safer option, taking the bikes off the road entirely, and avoiding car doors opening onto bike riders.

This plan is a very poor one. Due to Blanket Rezoning an unrealistic number of residential units may be built along 5 street between 52 & 53 Avenues. The parking associated with these proposals is inadequate and many more vehicles will be looking for street parking. Removing all street parking from the west side of 5 street will only exacerbate the problem. The street is already a cycle route and works fine just as it is now. This is also a terrible idea and should be scrapped immediately. Maybe your pathway planners should communicate with your development plan approvers to see what a stupid plan this is. Please listen to the neighborhood residents and not proceed with this very poorly designed change to our district. What a joke!

I prefer option B just because it includes the multi-use path throughout the entire route.

Preference as a biker is to have a completely seperate rolling area than the road (shared with cars). Please make sure the transition from multi-use pathway back to road biking makes sense on either end of the path.

Have you looked at the DP's for multiplex's that have been approved along this corridor? There will be a big increase in on street parking demand. Who will be responsible for snow clearing along the MUP side of the street?

There are already many paths vehicles may take given the grid layout of the roads in our neighbourhood. A dedicated path is nice, but less safe for pedestrians and cyclists than an outright road stoppage.

I hate the idea of making the roadway skinnier & taking away parking. Especially as WP continues to explode with row house developments (leads to more on street parking). I went through this with the YEG bike lane development and it caused a lot of issues

5 st is being filled with multi family row housing and we need the parking
The planning department does not look at the cumulative impact of their approvals and as a result, there will be 49 new units in the next year along this route each likely with 2 cars per unit. There will not be enough off street parking for this.
Feel this is a safer, more efficient option.
We are one of the unfortunate recipients of the first wide sidewalk. It removed on-street parking for 5 housing units, and reduced to 2 spots. This creates tension between neighbors, and the wide sidewalk hasnt been used any differently than a regular one
When I bike I feel safer in a designated bicycle road.
However, I also drive trough this street daily so I would like to keep it open for trafic.
I would like to have a dedicated place to bike
I would like to see continued access all the way through 5th St. I love the dedication path for bikes and those walking.
Not many cars park on the West side of 5 street. A Park is in the middle of this proposal. Bike riding on the road here is generally OK. But some car speeding etc. The speed bumps are great for slowing down speeders.
Also seem s like a good idea.
cul de sac is way better restricting vehicle movement here is safer for cyclists.
Can we please fix the roads (potholes, patches, etc.) before worrying about bike paths? It appears we live in a third world country.
Many new 4 plexes with basement suites are being built on 5 Street SW. They tend to have very narrow single car garages so many cars will park on the street.
Multi use paths just end up being used by walkers who don't share the path. Bikers just end up having to bike on the road instead. Also construction will take forever given its city. The path will accumulate ice in the winter unsuitable for bikes.
If a bike path must be introduced, this will have the least amount of impact on Windsor Park residents
How would this work practically for people on bikes? Would they need to cross the road twice to use this pathway since it's only for a short distance? As a bike commuter, I would rather see the money spent on extending the path on 5th near elbow drive.
This will reduce parking which is already a constraint in the neighbourhood
Advocate for better bike infrastructure and avoids diversion concern, but still want to see mini roundabouts. Many people running stop signs at high speeds throughout neighborhood.
5th isn't very wide. And lots of residents (without garages) park vehicles on 5th. I suspect this option may have the same speeding / traffic issues but now in tighter quarters. Like the idea of conditioning non-residents to use Elbow or Macleod instead.

Separation from traffic here is good; curb bumpouts for every intersection are good. MUP still creates conflict between pedestrians and cyclists. Intersections only have certain crosswalks raised instead of all of them? Consider using micro roundabouts?
You cannot remove street parking at the same time as multi-unit developments are being approved that will overwhelm the remaining street parking. This will wreck the community. It is completely unfair to force this on communities.
This is my preferred option. However, the City needs to seriously consider the impact of reducing parking spaces for bike lanes while also increasing density of housing and thus number of vehicles per lot.
The need for street parking on BOTH sides of 5th street is critical. The influx of Multi unit housing being built on 5 street, brings multiple cars and not enough parking. Garages being built are used more for storage than parking. Do Not assume.
I live and commute here
This slows traffic while providing the safest environment in my opinion.
With all the new builds in the parking is already tight. The cyclists and cars appear to get along.
Once again this option causes trouble for the elementary school children. (Grade K TO 4)
Once again 54 Ave is the route that the fire trucks use.
It is important to maintain this connector between 50th and 58th ave, as it is the main through road for those who live in the community. Keeping it open to vehicle traffic while adding safe biking/walking infrastructure is a sensible plan for the future.
Same comment as above. You cannot allow all the high density multi unit development while also removing more parking availability in the neighbourhood. We're a winter city we do not need more bike paths!
Stop wasting money on worthless projects. Spend the money on road repairs instead and increase the speed limit to 60
I support the addition of a bike path
The traffic calming measures with this option, when combined with the protected multi-use pathway give me much more confidence that users of this option would be safer, encouraging more use of the path. Much more family friendly. We'd use this a lot.
I like this idea, especially because I have kids. Although, I worry about where people will park their cars who only have street parking.
Makes sense for year around access by multiple users.
see previous comment. This option is worse than A. There is absolutely no need for this and removing the parking is a massive conflict with the blanket zoning and unrealistic parking regs forcing parking on the street. Homes have on avg 2 cars not 0.5.

Although having dedicated bikeways would be great, people would likely still use 5 ST as a major throughway despite Elbow DR and Macleod TR being close. I am more in favour of a traffic calming solution, and with option A parking will still be maintained.
This adds a path next to the park which I like (side note, why does the city not build sidewalks adjacent to parks? It's literally the only gap in the network). I like the formal separation from traffic and that I can still use 5 St for driving.
5 Street is a feeder road. I cannot see reducing volume of traffic on a feeder road. The parking due to townhomes on 5 Street has made this main road very narrow as is. The City keeps allowing eight townhome suites on every corner lot. Major parking issue
Maintains Vehicle traffic while calming speed.
No where near as good as other option w drivers speeding on 5th.
Please put raised cross walks at 56th as momentum for bikes means accelerating down the hill and don't want pickups to fly thru stop sign and crush us.
This is good as it slows traffic, but the cul-de-sac option is a superior design.
A good option if the community wants 5 street sw to continue to be the best route to cut through the community.
A dedicated path for people and bikes is ideal.
I have seen on 4th St SW from 50th Ave and 56th Ave how the wide sidewalks and the bump out curbs constrict the roadway so that it is hard for two vehicles to meet when you have a fire hall, a church, a seniors complex and a school on the street
MUPs help separate cyclists from car traffic.

Looking at the overall map and the proposed design, let us know if you have any other comments. Please be specific on the location if this comment refers to a particular spot.

5 for option A
Snow clearing to the curb is important on 5St, to avoid as much as possible riding in traffic.
Disconnect between capital projects and maintenance. Intersections impossible to get through after snowfall as they aren't cleared. City doesnt seem to have right equipment to clear bike routes.
Last part of this route has lower traffic, so use alone won't clear the snow.
Not needed, 4 of these blocks are already playground zones. Already safe.
Concerned about increased density.
Should be a third option: Sharrows only.
Enforcement can solve this issue. It's overkill and city has more important issues.
Dont think these bikeways will be used.

If road is slowed down, bikers will just use it instead of pathways. Dont want parking reductions. Too expensive of a solution.
Dont like where popups are happening. Want them in community centre. Dont want 1 on 1 conversations with project team.
Parking will be insane. Lower traffic issues by lowering density. This plan might work if density wasnt being increased
Generally in favour. Concerned about upkeep and proper snow clearing of pathways. City not great in existing bike areas.
Density has made it so there already isn't enough parking. Don't trust the city. Concerned about airbnbs in the area. This will negatively impact property values. Dont want to see less parking on 5 st. Feel city has ruined the area with this plan.
The streets are already narrow enough with parking, school zones, etc. How many days of use in a year will this route even get? Too cold for large pathway systems in the city (underground option?) Roads are already congested. Too busy to walk comfortably on this route anyway. The existing bike lanes are barely used. Concerned about increased density in area already.
Overall great looking improvements to the entire bikeway plan
If option B is successful, I'm hopeful that certain streets become "more" eligible or likely to be approved for parking permits, as parking is already so challenging in certain areas, like my street on 6th street (55th Ave)
In Windsor Park A more appropriate approach would be to locate the bikeway on lower-volume parallel streets such as 4A Street SW or 6 Street SW, where impacts on traffic and parking would be significantly reduced. While I support cycling infrastructure, it should be implemented in a way that balances all modes of transportation and reflects existing community conditions. The current proposal does not achieve this balance.
4 street is the superior ride for bike traffic. I use it 3 times a week on my bike. I will still use it. It needs a bike crossing light at 4th and 50th to be perfect. It connects to the bike paths perfectly. Your use of 5th in elboya then leads to one of the biggest hills in Calgary which only fit people and Ebikes can make it up. You should fix that Elboya leg of your design.
I think the city and all its initiatives need to collaborate within themselves prior to putting the public in these very compromising positions. There has no real look at current

developments and upcoming DPs that have little to no parking but multiple housing projects getting pushed through. So disappointing. You say engaging but your lack of reality and scope will just be the demise of our community.

Negative 5!

While I appreciate the legacy of Calgary's pathway system, the current proposals for 5th Street SW (between 50th and 55th Avenue) prioritize narrow interests over the practical realities of a neighborhood currently undergoing significant densification.

The Realities of the 5th Street Corridor - The rationale for these interventions is stated as "increasing safety," yet the five-block stretch in question is already exceptionally calm. Four of these blocks are within a playground zone with existing speed bumps, and the remaining block is capped at a traffic light at the 50th Avenue terminus. I am unaware of any safety incidents that justify the proposed structural changes.

I prefer driving north south on 5st along with bicycles. The cul de sac option causes too much traffic reouting inside windsor park

The city should analyze a third option that would preserve parking and leave 5th Street SW open to traffic. This third option was submitted by the [Personal information removed]. Please review the third option (Option C) submitted by [Personal information removed] .

We cannot reduce parking given the number of multiplex developments that have been approved on 5th Street SW.

Here is the date and letter reference that was submitted to the City:

April 10, 2026

To: SW Neighbourhood Bikeway Project Team Transportation Planning The City of Calgary

Re: SW Neighbourhood Bikeway — Windsor Park Segment (5th Street SW, 50 Ave to 58 Ave)

From: [Personal information removed]

No other comments.

It is a waste of money. This is a low traffic street that bikes can use with no issue, and considering low number of bikes that will be using it, it is just a huge intrusion on the community. This will also cause issue with parking space, that is getting problematic with multi unit housing being built with not enough garage space.

I like that the City is really thinking ambitiously about how best to do this. I have used this as a commuter route for years and I haven't found there are major problems.

Reducing stop signs for cycling traffic would make this more appealing to me, which I think tips me towards the cul-de-sac.
A is great. B is meh (especially compared to A!). Please be sure to monitor and change car traffic patterns appropriately if you're going to be creating a cul-de-sac, since drivers (and homeowners) will get mad if there's suddenly way worse car traffic in certain parts of the neighborhood. A is great.
It would be nice to place a stop sign or yield sign on Manor RD, at it's intersection with Meadowview RD. Vehicles don't expect bikes going straight through on Meadowview RD, as it is a deadend for vehicles but a fast straight of way for bikes.
I am disappointed that cycling seems to have such sway on the plans for roads. i agree with trying to manage road speeds down. 5th street already has a school zone and a community park and speed bumps and a 4 way stop. overall it seems like this plan is for cyclists and walkers and not for people in Windsor Park or the surrounding neighbourhoods who use this nicely sized roadway
Reform is required but the suggested plans aren't it. We need to retain access to public parking for residents without many options so we aren't stuffing other streets full of cars. We need to improve cyclist safety but I'm not sure why one-way traffic isn't being considered on 5th Street (south bound) and 4th Street (north bound). I support restricting east-west traffic through the community to reduce cut-through vehicle traffic on already densely parked roads because of the apartment buildings, 57th and 56th Avenue are big ones with the Goodwill at the end of the street with little parking available.
Most of 5th Street in Windsor Park is a playground zone (30km/hr) so the solutions proposed are not relevant to the problems seen and do not accurately solve the issues in Windsor Park. As a cyclist I would prefer to stay on the road in a 30km/hr zone than enter/exit a multi-use path or navigate a culdesac then return to the road. Traffic calming measures to slow/reduce traffic would be a benefit, and should extend from 50th to 58th avenue. Keeping 5th street as the main thoroughfare for cars is logical because it is wide, visibility of cyclists is good, and the speed limit is low. The narrowing road from 55th to 58th ave limits viable solutions, but that is where the focus of this study should be, and keep the road shared everywhere north.
If you are looking for something in Windsor park you could do a multi use path beside 50th Ave (separated from the road would be best), or a path that goes around the golf course to connect to the Glenmore reservoir paths. Call me at [Personal information removed] if you would like to discuss my feedback.

I do appreciate the proposed designs. I'm all for safe driving and pedestrian/cycling safety. I really like the idea of raised crosswalks.

As a side note: The city should consider putting in a crossing signal for 50 Ave SW and 4 st SW pedestrian crossing. That is a dangerous crossing where drivers are travelling too fast. I've had to jump out of the way of speeding cars when I cross 50 ave SW.

I suggest 4th St SW may be a suitable option. It has already been established as a walking route, (i think that's what it is) which could make a more logical or less disruptive for expansion.

I'm concerned about the financial implications of this project at a time when residents are struggling with rising cost of living, like basic necessities, such as food. it is difficult to justify the added tax burden associated with projects like this. I urge the city to carefully consider the timing and the necessity of this investment. I respectfully asked the city to reevaluate this proposal, taking into account traffic impacts, Parking feasibility, alternative routes and the financial strain on residence.

thank you for your time and consideration

As previously noted the light at 50th and 5th should be changed back to a bike and pedestrian only light to not encourage cars to use this street.

Prioritizing bikes over car traffic and car parking is ill-advised and foolish. Doing so will only create traffic and parking problems elsewhere.

Go put you make work project somewhere else.

It would be nice to add a sidewalk on the east side of the park between 52nd and 53rd ave. There is a sidewalk along the entirety of 5st in the neighbourhood except this one section.

If option B is implemented.

5th st and 56th avenue has a blind hill, maybe add a sign

I'm not sure if there are any current bike/multi-use paths that border directly on property lines like this proposal does for the suggested multi-use lane. Bikers do not enjoy multi-use paths due to possible disruptions/bad actions by non-bikers on the paths, so it doesn't work for EITHER group between 50th and 55th avenues. Regarding Option B, the picture does NOT SHOW the barriers needed on the east/traffic side of the pathway, which takes more room FROM the traffic zone into the East side parking spaces. This will be particularly affected between the 58th and 55th section. I suspect the parking on the east side of thei section will have to be removed as well.

People will just cut through 55th ave to get to elbow dr if option A is chosen. Suggest we do neither of these options as property taxes are rising 8% this year .Save the money!

Unnecessary changes. Sounds like a make work project at a time when the city should be scaling back on unnecessary projects and spending. Save the money!!! Put it towards reducing our newly proposed 8.1% increase to property taxes!!

I like connecting the park to the neighborhood, and preventing cut through car traffic. I appreciate curb extensions as a pedestrian and as a car driver (slows down other cars). However, the majority of my time is spent as a cyclist, and these curb extensions force bicycles back into car traffic, generating conflict/anger from car drivers.
I'm a bit surprised the City is spending more money putting in another bike path in Windsor Park, since you just put in a new "closed in" bike path in Windsor Park along 4th Street SW (just 2 blocks east of the current proposal). I rarely see anyone using the 4th Street bike lane.
Thank you for your work on this. Windsor Park is a rapidly growing neighbourhood, and one of the densest neighbourhoods in Calgary. At the same time, we really lack investment that makes the neighbourhood feel more welcoming and safe. In the summer there are always cyclists going down 5th ave, and I think this pathway would get well used. As the parent of 2 small children, this would give me a lot of peace of mind as they go to the park and school. Currently, cars drive so fast down 5th street and it feels more like a thoroughfare than a community street. The road is very wide and there are rarely cars parked on both sides of the street. I look forward to seeing this work completed.
Please consider restoring the half signal at 5 Street and 50 Avenue SW, as it works great for people cycling and is less attractive to vehicle traffic.
Great to see the City recognize the value of this really important route!
I bike to work down this road everyday and live in this area. Please just fix the existing pot holes and clean the streets. Leave our sidewalks alone.
Of the two options presented, Option A is the better choice if changes have to be made.
Pls find other area.
Road closures and on street parking removal will just cause strain to people living in the area. This will damage the culture of the community and cause parking related disagreements!
I would rather have other traffic calming tools.
Some good thoughts here!
Re 50 Ave SW / 5 St SW An option to consider, if AltaLink is open to it, would be to create a bike path on the "green space" (power line right of way) on the north side of 50th avenue. It could go east to 4th street and then turn south to connect to the pathway that runs along Stanley Park. I believe a long term vision for the area with the power lines is to have it become developed for commercial and residential. Maybe sticking a multi-use path there now can become part of that future vision.
I will be interested to see what options you come up with for 50th Ave to transition bikes going north from the west side of the street to the east. Bike advance signal might be

most straightforward. Not a fan of the all way stop at 52 as the speed bumps do a pretty good job of slowing people down on 5th St. This seems redundant and overly intrusive.
I appreciate any efforts to make things safer for pedestrians and cyclists. I would also like to see a pedestrian crossing at 50th and 4A, many kids use that intersection to go to each school (Windsor park elem reopening for local kids!) 50th is dangerous and could benefit from bumped out side walks at intersections for better visibility.
We don't feel that any changes need to be made to 5th St SW between 50th and 58th Aves. Traffic seems well enough controlled from our point of view with stop signs, speed bumps and school zone speed limits. Spend your money on filling pot holes and smoothing existing pavement.
Option B, the bike path should extend beyond 50th Ave into Elboya to the park.
Well there will be a parking problem as there are 37 proposed housing units being built on 5 street. And we are not talking single units there will all be 4 to 6 corner units all with multiple walk ups. Like now with existing ones cars will be parked on the street. This is crazy!!!!
All that will be accomplished with this overall plan is more traffic, less parking, same speeding but even unsafer.
The gain is a minority of the population (a fraction of the 1.75% who commute by bicycling) is able to bicycle during the minority time of the year the climate lets them do so comfortably. I don't see the benefit to quality of life in Calgary. I see significant cost, months of disruption, my sidewalk gone, more parking congestion, less safety, more hassle simply to live. You are trading a solution for another problem, must like you did with the rezoning allowing developers to run amok to "solve the housing crisis."
I am not in favour of any bike lanes in the community of Windsor Park. I am in favour of adding traffic calming measures.
We need parking not bike lanes
Keeping the bike path on the west side of 5th Street is a good choice. Crossing the road from the west side to the east side of 5th street (intersection of 5th Street and 58th Avenue) is not the greatest. The only issues was always the SW corner of the intersection. Coming by car from 58th Avenue (eastbound) and turning right onto 5th Street is not very great at the moment. You have to be very careful so that you do not miss pedestrians or bikes due to the bushes in the corner.
No comments right now
Above rating for Windsor park changes based on Option B, do not do Option A
Any change to Windsor Park to encourage bike use and reduce through traffic, I am all in.
Keeps maximum street parking. Closes 5 Street to significantly decrease traffic through neighborhood past two playground zones, and reducing traffic noise levels.

I am in support of something on 5th. Lots of volume and often excessive speeds; the big bumps work but some drivers don't care - they seem fine damaging the underbelly of their vehicle(s).
Why make changes when it's already a quiet and wide road suitable for bikers.
don't support this bike lanes as it brings more crime and traffic to area. we have had enough break in already. don't change what is not broken.
I think the biggest benefit is fixing the 58 Avenue crossing. That one is dangerous and confusing for cyclists, pedestrians and people driving vehicles. While you are at it, please change the beg buttons. People should get an automatic walk when the vehicles going their direction have a green light. If not, they jaywalk and that's even more dangerous for everyone. Beg buttons are confusing and frustrating; they push people too far and are not followed. They don't improve safety.
Option 1 - Support the idea of making this a more local road and removal of less parking - as noted below for option 2, there are so many new housing units that are coming and there will not be enough off street parking so we need street parking. With traffic being diverted east/west on 55 Avenue, there will need to be additional stop signs or other traffic calming measures to deter people cutting out to Elbow or Macleod. We do not want 55th Avenue to become a bypass with higher speed traffic or trucks.
How will you ensure that traffic is slowed on 55th. Speed bumps are noisy so maybe stop signs?
Traffic calming measures are necessary as people are speeding through the neighbourhood.
Raised intersections are great, please keep those! Often these treatments get cut out through detailed design, this erodes trust with the people who advocate for these important safety improvements.
-Down the hill on 56th avenue is a very unsafe area for pedestrians crossing the street due to visibility issues. Something to consider. There are a lot of elderly who cross the street here and they have mobility issues - we have seen many almost get hit. A suggestion for this team is to take a site visit to see the grade and observe the pedestrian challenges. -More all way stops (for cars) should be considered in option A (north of the proposed cul-de-sac) due to the density increases on corner lots especially around the park. As more cars park on the street motorists and even cyclists do not see pedestrians creating unsafe conditions (51, 53, 54 ave).

It's not rare to see skid plates and bumper covers laying along the side of the road from vehicles hitting the speed bumps at excessive speeds. It's so unsafe considering many children use this street to walk to school.

Therefore, if option A is selected I'd like to see concrete barriers used as an interim measure until the work can be completed to close the section of road on 5 St SW between 54 and 55 Ave SW. Thanks.

This is the best option as currently 5st is a collector lane used as a high speed diversion from Elbow or McCleod trail. It will offer a much safer option for the community, pedestrians and cyclist. The alternative is only practical when entering the last kilometer into downtown which already exists on 2 st. What is the timing of the approval /construction.

Please see the comments above.

As a a resident and regular cyclist through this area, I look forward to the upgrades - especially in the section South of 55 Ave to 58 th Ave. I also think it is important to reduce the volume/speed of traffic on 5th Street for safety of pedestrians, whether it be children going to and from school or the park, or the many community residents who walk in this area. Additionally, as a community resident for 20 years I have recently noticed more vehicle accidents on 5th Street as vehicles cross intersections unsafely. Less traffic will result in less collisions also.

The street parking around the Windsor park park area is needed for both people using the park and residents.

I like all the design choices

Please! NO MORE bike lanes! Bumps, chicanes, junk on or in the roads, no road closures. The city should stop fiddling with the streets and leave current free flowing traffic alone. No reduction of parking spaces. The city is being strangled with these things, reducing road capacity by putting in lanes for bikes that only can be used 3 months a year isn't an efficient use of taxpayer money. The sidewalks are plenty wide enough for bicycles. Bicycles don't raise tax revenue. Vehicles do with tax, gas etc.

ANY reduction of the ability for vehicle traffic to flow freely is a step backwards

I appreciate the efforts to reduce vehicular traffic along 5th Street. City support in encouraging non-vehicular traffic and introducing more green spaces is highly needed. Green space/parks and active living are the core of community and healthy living. Currently, Windsor Park is one of Calgary's neighbourhoods with the least amount of accessible (not by private membership) green space per capita. I would love to see this change.

A traffic study using temporary simulations (ex. concrete barriers) of the proposed

options should be done to assess the increased risk to the children at the elementary school through neighbourhood traffic diversions.
Grateful for the options as they were very much needed in the case of Windsor Park!!!!
The traffic on Elbow Drive continues to increase. There is huge development in Windsor Park with infills and multi-family. Removing 44 parking spaces will not be popular because most new builds have limited garage space above or below ground, hence street parking is used.
Designated bike path (or multi-use path) is greatly needed in this area.
Please read the comments above and take them seriously. Options A and B above make absolutely no sense and need to be completely deleted. They will just cause major problems with traffic congestion and on street parking in the Windsor Park District. It is hard to believe that these plans ever even made it to the drawing board. What a waste of time and human resources. Please eliminate both plans immediately!!!
Good changes, these will promote safety along this road! Multi-use pathway on the south end is essential for the connection across 58 Ave.
Anytime stops signs along the primary bike route can be removed, helps a lot with overall biking flow. I prefer option B, as it makes for more visibility (no parked cars on that side) for vehicles coming from intersecting roads/alleyways.
Currently this is the least dangerous part of cycling the entire route. 5st is wide, speed restriction in place. I would not agree with these changes as a resident and feel they are a waste of budget and resources.
The majority of 5th St is signed down to 30 km/hr and has speed bumps. It's probably one of the more friendly corridors to bike down, so for the level of investment the net improvement will be low. You should be looking at better connections for the people that live on the other side of McLeod to connect to the local schools and parks (equity)! If the bush in the SW corner of at 5th St and 50th Ave was trimmed that would be great to improve sightlines.
I love this proposal. In addition to increased safety and non-vehicle mobility, the opportunity for a green space is very welcome.
For option A: wondering if there's an opportunity to include an enclosed dog park. Currently folks use our only neighbourhood park as an off leash which is not allowed. Clearly it's something that Windsor park needs. In Killarney, there is a small City fenced off dog park. Perhaps we could have something similar?
Option 2 - Support the idea of making 5th Street a more local road and removal of less parking - as noted below for option 1, there are so many new housing units that are coming and there will not be enough off street parking so we need street parking. Need more calming measures on 55th Avenue to prevent short cutting.
Option 1 - There will not be enough off street parking for this.

As I mentioned, we have the new wide sidewalk. The construction took months, and the sidewalk has removed more property value and convenience than it has added. Removing on-street parking for residents without off-street. It is now exponentially more snow to shovel in the winter, and has not been used as hoped in this proposal. I truly believe this is a waste of tax dollars, and will not provide the benefits laid out. If you close 5th street, fine but dont mess with the sidewalks
I think that there should be an easier way to bike to Stanley park/downtown
I feel like both these options don't take into consideration the increase in cars and traffic created by the infill multi-family housing developments which will create a tonne of extra traffic on these roads. The majority of these roads are having old homes knocked down and 3-4 vehicles are being added to each road (as the garage designs being approved by the city as useless and too small for vehicles-being used primarily as extra storage spaces by these residents
I think both options offered will encourage new/less confident riders to ride here.
Bike boulevard is not 5A. Please just put a MUP on one side of the roadway the full way through.
Can we please fix the roads (potholes, patches, etc.) before worrying about bike paths? It appears we live in a third world country.
Not sure why we need constant changes everywhere and always.... But Option B is going to restrict a busy corridor.
Good ideas.
I love the cul de sac idea.
4th street seems like w better option given the huge unused sidewalk they just put in. Make that into a bike path.
Im not a fan of 5th being used for this plan as it is already narrow with parking. If parking on west side is eliminated then it will increase congestion on the side streets. Especially with all the 8 plex's being built
As a cyclist, I appreciate the effort being put into improving the cycling infrastructure. Windsor park is a pretty quiet neighbourhood, and much of 5th Street is a reduced speed zone. Perhaps it would be better to enlarge the reduced speed zones and add more traffic calming measures like speed humps? I would rather see this money spent on improving the bike path on 5th St between elbow drive and 17th Ave SW.
Nice work & thanks for thinking of our community! Lived in Vancouver for a few years and really like how they champion "bike boulevards" & traffic-calmed streets that slow / limit / re-direct traffic to main throughways and ultimately keep communities safer and more bike-friendly / enjoyable for residents. I think Calgary could benefit from more of this thinking / planning. Cheers!
Consider raising each intersection to give each crosswalk better visibility. Use on-street protected lanes instead of compromising for a MUP

This is not needed. Leave the community alone. Parking will be a disaster given the multi-unit developments that have been built, approved, or in the process of approval. Please complete a parking study with 2 cars per residence and you will see this is going to make parking a disaster.

Very few people will benefit from the loss of parking and vehicle access but Windsor Park residents will suffer significantly. The community does not want this.

This is a good project and core to what the City should be doing as a municipality. This project will improve communities.

Either option A or B OK for north of 55 Ave S, as long as the continuous path on west side of 5 St W goes up from 58 Ave to 55 Ave - currently transition northbound from W side to E side at 58 Ave S is one of the worst points in the current N-S designated route. But if choosing, Option B edges out over sharrows option.

This neighbourhood has been decimated because of the RG multi housing zoning.....I don't think this community can handle much more... Leave us alone.

Option B looks great. Good work.

I am very concerned that the city is not realizing the problems that changing traffic next to an elementary school will cause.

With all the infill and not enough parking being accommodated there are going to be more traffic problems.

Closing the streets for emergency vehicles is a HUGE problem. It could add time to responding

Do not close off 5th St with a cul-de-sac! It is the main through road for those living the community trying to get home from the opposite end of the community. Closing this section of 5th St would divert more traffic to Elbow Dr and neighbouring streets which are narrower and busier. I am in favour of a bike corridor connecting multiple neighbourhoods with a proper path/bike lane, but I am strongly against any road closures or cul-de-sacs on 5th St

This is a complete waste of money. No one wants this. Stop listening to stupid people who can't cross the road and increase the speed limit to 60km/hr.

I live right next door to the Chinook mall, but it often feels like its safer to drive to the mall than it is to walk to it. There is a lack of consideration for pedestrian access to the mall from 58th Ave SW.

I would like the city to put an additional cross walk on 58th Ave SW near where the cars exit the Chinook mall parking lot (across from 520 58 ave SW). There are frequently people jay walking there and it's only a matter of time before someone gets run over.

In my opinion, Option B provides the best plan for safely allowing people to use the most obvious route through Windsor Park. This is long overdue and we're excited to see this move forward.
I live on 57th Ave and 6th street. I cross 58th st frequently, cars are turning left off 6th street continuing to cross my path while Im walking. Im a senior and there are many seniors and families that cross there. Not sure a raised sidewalk across 58th. I have been very close to being hit several times. I feel invisible. Another area is Elbow Drive and 50th, near Lina's. The guy turned left again trying to make the light. His car brushed my coat. I don't know what the answer is.
I like most of the proposed changes to reduce traffic and vehicle speed.
+ Neither one is preferable unless you start giving ID's. They do not follow ANY rules. Many bikes turn without signals, speed, run red lights and interfere with vehicles following the rules of the road. We are identified by our license and can be held accountable for infractions that are not ours - but the BICYLIST's. Please, we as vehicle owners need BICYLIST's to have IDENTIFYING markers so we can call the police or whomever when infractions occur.
Just try to figure out parking for local residents of Windsor park that will be impacted.
The bike path on 5th street works wonderfully as it is. I live right on 5th street and can attest to that fact. There is no need to spend the money and both these concepts conflict massively with the blanket zoning that assumes each residence being proposed only has 0.5 cars. This is not realistic and continues to force on street parking. There are 45 new residents proposed on 5th street and now you are eliminating parking on one side? This is an ill prepared and incompetent proposal.
Elbow DR and Macleod TR are so close and there is no need to use 5 ST (a neighbourhood street) as a throughway. People drive fast as though it was Elbow or Macleod, despite there being many kids walking to school, bikers coming from the reservoir, and people walking their dogs. This is so needed, thank you!
Definitely prefer Opt B. In addition to what I wrote above, it is contiguous with the proposed design further south. Too often we build a patchwork of paths rather than constructing things with consistency where possible.
Biggest issue is that unless you clear snow, the streets are impassible in much of winter between snow, ice, slush and water . Also, please consider a raised cross walk that does not cause bikes to have to bump up and down... A thin strip not raised will do.
Great to see progress on this north-south connector!
Both options look good.



SW Neighbourhood Pathway and Bikeway

Phase 2 Verbatim Comments

June 2026

This city already has too many bike lanes that are seldom used. Maybe the city should consider some education campaigns to teach pedestrians and cyclists how to use the roads and intersections correctly. Making rules and installing calming measures may help with some behaviour, but there isn't any rule you can make that is going to change attitudes.

Proposed development DP2025-07218 is along route on 5 st. This development is adding excessive density and not providing adequate parking for what is proposed. This could be safety concern. Recommend the city take bike path into consideration and decline this application.