



Ward 5 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Verbatim Comments

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

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

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

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

I usually prefer to bike to the LRT station from where I live and park my bike there. It's nice when the bus gets too full.
This is a great walkway as a 68 ST alternate route
There is a section along 68th street at the mouth of an alleyway that needs to be regraded. It just pools water after rain and snow!
It's a good path and I like the trees a lot. The downside is that the roots are lifting up a lot of the path. Cutting the tree root under the path to make it level would help.
Path on 68th is nice
I love to ride bike but we need a pathway to ride bike.
I like that we have a walking path in this park that connects to the one along Stoney.
I like that there is a bike path along 68th that I can take down to Temple.
Please add a divider for bikers/walkers to share the pathway
Walking on 80th Ave west to the park
sidewalk cuts off at the 96 ave/airport trail . Extending the bike path would make it a lot better to bike to this location and go further on a bike rather than having to use a car all the time.
Better bike infrastructure here would be great. It is a healthier option compared to driving
Great place to bike.
There is currently no pathway to ride your bike here. Making it difficult to walk/bike to this location

There is no bike path or sidewalk here. Feels unsafe riding next to cars that are driving by so close and fast
We go to Genesis every week. Being able to bike instead of taking the car is a healthier option. Being able to bike in winter as long as paths are cleared as equally as roads are from snow would make it easier to ride the bike all year round.
Visit Family
There is no sidewalk on the north side of 80th Ave. on the West side of Saddletowne Circle. And, it is not even included in this project.
There is sidewalk on both sides of 80Av. East of the circle with Teradale side of the sidewalk always icy in winter due to its direction to the Sun. There is ample space and infrastructure for pedestrians. I personally do not see a lot of bikes on this road.
walk to and from the station. In winter, I'd say 90% of the sidewalk is not shoveled.
walk everyday to the station
Access to 128th for access to areas west of the airport
Path to Greenway north towards Cityscape has been closed due to construction for several years.
Take this route to access the Greenway
We ride this route to access the Green Way.
Walking to school
I walk here
I walk around Taradale drive NE
i take my bike out here and also walk the pathway
I walk the pathways and also the circle to the stores
Extend pathway plan to tie into East Calgary Greenway or future pathway along side of McKnight.
Extend pathway plan to tie into the East Calgary Greenway.
Develop the East Greenway parallel to McKnight to link up to Prairie Winds Park & Metis Tr pathway
Local pathway is locked and unavailable to public.
Being able to use the road as a shared or dedicated bike lane would be nice, as often the normal pathway can be narrow and often during winter not everyone maintains their paths.
The path is good but can definitely be made better as I broke my scooter front and rear bumper and also popped my back wheel on it due to a sudden hard bump in the path, there are a lot of these bumps which can be improved.
McKnight up to Edmonton trail or center st. Where i can take the bike path under the bridge to DT to my work at 25th st SE
Bike path here please
need bike path along McKnight to get to my work by 16th Ave
Would be nice if the Mattamy Greenway bike path will continue past Saddleridge to airport trail. Would be easy access to DT and all other locations.

I don't want to ride on the sidewalk but it is very dangerous riding on the street to get to Manmeet Bhullar Park where we can bike the Rotary/Mattamy trail
The pathway ends. Can it be connected to something so I can get more exercise? Thank you
Can you please have a cross walk for people trying to get to the dog park?
Not much. The street is narrow and people speed. I would like to be able to get to and around crossing park school but there is only a partial multi use pathway
A path east/west down McKnight BLVD would be a great benefit for those of us that want to commute to work without having to meander via an indirect route through neighborhoods
I like the trails around the area but there's some places I want to go to which don't have a trail and can be dangerous.
I cycle on the Greenway often, however, connecting to home/ within the community eg. Genesis Centre requires me to dismount frequently when pathway transitions into sidewalks
The pathway along Stoney train to the east of saddleridge is not safe. It is isolated and make me feel unsafe to walk it alone (as a woman) or with my baby. It needs garbage cans, seating (even one bench every km), lighting and better visibility. I want a safe place to walk/jog but I don't feel safe when approached by a stranger along this route. Also, some trees or flowers (even wild flowers) would be a nice change from grass, grass, grass. I would be willing to donate time and resources to help beautify this walking path (which I do use when I am with my husband). Also, your map doesn't work to put a marker above a certain spot on mobile.
The existing marked pathway for cycling is too narrow which increases conflict with pedestrians and it does not cover the entire stretch of the Blvd. forcing one to dismount if going to the park at the top of the Blvd by the roundabout.
Pathway is fun to ride and feeds all the way from from saddleridge to 64th and is convenient aside from some very road crossings.
No bike lane
Difficult to bike
This street takes me to my brother's school
We need more rest areas on the walkways and pathways. Seniors need to rest occasionally while walking.
These walkways need to be cleared of snow so they can be used. Less slipping on ice.
I got to get groceries here
I walk my kids to school here
I walk around this lake for exercise
I walk here
Walk to Martindale Station. Avoid parking/driving.
Bike to Martindale Station. Avoid parking.
Enjoy biking to and around Prairie Winds Park.
Enjoy walking too and around Prairie Winds Park.
More convenient walking to Superstore. No driving/parking. Good exercise.

Convenient shortcut between Crossing Park and Martindale Gate NE. Nice little park too.
Daily walk/exercise around Crossing Park
Walking more convenient/exercise. Avoid driving/parking.
Biking more convenient/healthier. Avoid parking.
Daily walk around this green space
The pathway between the intersections of Westwinds crescent on Castleridge Blvd side need to level out and repaved
This is a focal point of the community and there should be safe bike routes to get here without needing to get in a car
Not having to cross slip lanes when crossing McKnight is *chef's kiss*
Love the vibe heading through here walking or on wheels!
Pathway is relatively safe and a good connection to get in and out of, and through, the area
It's very difficult to cross here, vehicles rarely stop
it's very walkable
Pedestrian crossings should be painted/textured (i.e. patterned tiles) for greater visibility and contrast.
Let's be honest, this whole area is awful for biking. We need GRADE SEPARATED bike lanes to make riding safe and viable in these neighbourhoods.
This whole corridor is like a moat for anyone outside a car. Please build walking/wheeling bridges to reconnect these communities. Better yet, stop building infrastructure prioritizing cars.
Stupid frustrating website won't let me place markers where I want to.
There is no paved pathway crossing the playing fields forcing us to walk or by the long way to Genesis Center.
Biking on Martindale boulevard is extremely dangerous as motorists don't watch where they're going. Cyclists need to be separated from motorists on separate paths.
There is no direct route from North Martindale to the Sikh temple in South Martindale because the two north-south bike paths are cut off by the LRT line. They are on both sides of the line but there is no way to cross the line.
Access to LRT station is blocked by a noise barrier fence and a locked gate
The direct route from Martha's Haven place to the Martindale LRT station is blocked buy a noise barrier pants and a locked gate. This forces people to who live along the line to walk up to 16 times the distance just to get to the LRT station. Your website is either not working or is it just very counterintuitive.
I like to walk to Genesis with my family to events and the library
The pathway needs crossing lights as there is major traffic on this street during rush hour. Makes it harder for children to cross safely.
Main arteries such as 80 Ave NE are the most hostile and busy places for cyclists. There should be protected bike lanes along all of Falconridge Blvd to ensure safe and convenient access to commercial areas, and the LRT Station.

Create a walking/biking bridge to connect the new community to the Greenway and existing communities. It could give those attending the schools a direct connection instead of having to drive around.
Replace dangerous intersections with roundabouts. Use Dutch-style roundabouts with integrated bike lanes and raised crosswalks to ensure safety for all users.
Raised crosswalk and curb extensions to ensure drivers slow down for pedestrians and cyclists
64 Ave NE is incredibly busy and hostile to cyclists. It is also the main access for commercial destinations. It should have protected bike lanes for cyclists.
Raise crosswalk and curb extensions to ensure drivers slow down for pedestrians and cyclists
Saddletown Cir NE should have protected bike lanes implemented. This would allow safe passage to the LRT and the commercial in the area.
Create a walking and cycling connection across Metis trail, ideally a bridge.
Main arteries such as Falconridge Blvd NE are the most hostile and busy places for cyclists. There should be protected bike lanes along all of Falconridge Blvd to ensure safe and convenient access to commercial areas, and the genesis center.
There should be bike lanes converging on the high school from both directions, and a path crossing the large field behind it. Children are our biggest users of bikes and we should ensure they have safe routes to school.

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

DROP A PIN TO:

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

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

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

Please tell us why.

Need a crosswalk here. Cars sometimes block the walking lane. Road is too wide.
Need a crosswalk running north-south. The road is too wide.
Bike lane ends. It would be nice to have a continuous route along Martindale Dr. and connecting to bike lane at intersection of Martin Crossing Dr. & Martin Crossing Park. Would be able to safely bike from Martindale Station/Crossing Park to Genesis Centre/Mandela HS.
Bike lane ends. There should be a continuous route around Martindale Blvd.
Need a crosswalk in this busy intersection.
Need a crosswalk on the north side of Martindale Drive.
This bike path does not continue around the park (along Martin Crossing Park & Martindale Blvd).
Bike path does not continue around park (along Martin Crossing Dr. & Martindale Blvd.)
This bike path leads to the alley.
Drivers don't stop for pedestrians crossing the street to go to the park.
Some cars still speed through the playground zone.
there are multiple playgrounds on the Blvd and elementary school people here drive too fast something needs to be done about it, because it's not safe for small kids and seniors
Temporary traffic calming bulbouts here have been helpful - make permanent?
Feels less safe to cross here - needs a light
Need improved crossing conditions for pedestrians here
Crossing is unsafe to Saddletowne Circle
Traffic signal and queue timing here needs improvement
Need bike security at LRT
This is an insane road to mark as a bike route! High speed and high traffic with no separated infrastructure? Totally out of touch and unsafe!
Not a safe cycling route. Aggressive driving and unsafe school pick up behavior.
The whole loop of Saddletown Circle should have a multi use pathway around it so all users can easily access transit and shops
There should be a pathway along 80th.
64th should be the east-west route rather than parallel single lane routes. The designated routes with nothing more than a share the road sign lead to aggressive and unsafe driving putting anyone who dares to ride a bike on the road in danger.

Area around bus stop on multi use pathway gets very crowded with kids after school and is not safe for its intended use.
Ostensible MUP quality is low and bumpy.
Drivers often do not stop before entering sidewalk.
Multi use pathway gap forces people on bikes to ride on sidewalk
Pathway turns into a sidewalk. Unsafe for all users.
Despite this being a 30km/hr zone, it is difficult to cross the street, and vehicles are usually speeding. Need flashers or a marked crosswalk.
Getting onto the pathway to walk/cycle along Stoney is a non paved pathway made from citizens walking through the field. The other paved entrances are quite far from this point.
I can walk around but when I come to the green space I have to walk along the tree line, which isn't always fun when it's raining or when the ground is wet
Very low traffic light priority for people walking/cycling.
Cars constantly speeding and doing uturns on the road
Drivers ignoring pedestrians as they cross Castletidge Dr.
Upgrading this sidewalk into a multi-use path would provide a cycling link between the pathway on 68 St. with the Greenway.
Upgrading this sidewalk into a multi-use path would provide a cycling link between the pathway on 68 St. with the Greenway.
Building new pathways to connect Tarrington Woods Park (and the future Taradale Drive bikeway) with nearby pathways (like the Greenway, for example) would improve walking and wheeling connections in the area.
Building a pathway connection across Métis Trail between the future bike route on Martindale Blvd and the existing Métis Trail Regional Pathway would improve walking and wheeling connections to nearby destinations outside of the community.
Martindale boulevard needs a separate bike path, or barrier separated bike lane along its entire length as motorists driveway too quickly and don't pay attention.
We need a paved cycle path crossing the playing fields west of Nelson Mandela high school and Genesis so we don't have to walk or bike much longer distances around those buildings.
This would be a great location for a pedestrian overpass.
I would feel much safer here with a separated bike path
Add curb extensions and make this a raised crosswalk to force drivers to slow down

Where is the connection the LRT? Add protected bike lanes to Saddletown Cir NE so bike users can safely access the LRT
There should be a safe link to the events center and library
Replace dangerous intersections with roundabouts. Use Dutch-style roundabouts with integrated bike lanes and raised crosswalks to ensure safety for all users.

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

Consistency + connecting existing multiuse paths. future paths and bikeways is good. Shallower turning radius helps visibility in crosswalks
Please add a divider for bikers/walkers to share the pathway around water and add benches in the parks for the kids/seniors.
We need more benches and more bike racks. More pit stops for cyclists to rest, charge ebikes, etc
Making sure the paths are safe to walk/bike also in the winter. Snow/ice removal will make it easier to bike all year round.
Promote group rides to newcomers to help them positively experience urban cycling and negotiate challenges within our cycling infrastructure
Ability for frequent pathway users to earn credits towards e.g. Free annual bike tuneups, transit tickets & safety gear like gloves/helmets.
Digital counter signs that welcome and thank users as well as display the +ve accumulated environmental impact e.g. trees saved/ CO2 reduced
Use recycled plastic bottles/caps with a high visibility colour which are 3x more durable than asphalt to resurface pathways along roadways
The city is doing a good job so far
V only saying need benches in the park along with path in the park . V live in Martindale near dog leach park V need benches in the park
I would like to bike along Country Hills Blvd from 36NE to Barlow to access Nose Creek Pathway w/o having to ride as far N as 128
The path along 96th Ave NE btwn 60th St & 68th Ave is missing. This is very dangerous for cyclists as we have to ride on a very busy route.
Lots of secondary suits on Martindale Drive and Blvd that need parking -some houses have 5-8 cars- worse when Dashmesh has events
Pathways are great but please add a dividing line to keep users separated
Develop pathway to integrate communities N and S of Airport Tr. Currently there is no continuous pathway.
Develop bikeway/pathway parallel to Stoney Tr for entirety from NE to SE.

Better signage to integrate existing bikeways/pathways with proposed new ones Develop bikepath parallel to McKnight from Stoney to Metis
Connect path parallel to McKnight Blvd at 12th St Ne to Nose creek path way across Deerfoot Tr / McKnight. 26 ave or 128th ave only options
25 years and counting for a connection to Nose Creek pathway (north/south) from Castleridge. Closest option is 26th ave. No hope
Let's see Safety Officers on e-bikes/e-scooters not patrolling but positively engaging users with e.g. free tire pressure check & pumping.
Incentivize motorists with redeemable "carbon credits" to switch to active mobility by providing option to track mode of travel & distance.
There should be a network of enclosed "parking pods" for bicycles at all major public destinations e.g malls that can be reserved for free.
Covered & protected bicycle parking with charging facilities for e-bikes are essential at transit terminals where cars are prioritized.
Raised crosswalks would benefit cyclists, pedestrians and the disabled near residential and school zones and help enforce posted speed limit
A continuous path along 68 St from McKnight to Airport Tr. Would require a crosswalk at 80 Ave, and path between 89 Ave and Saddlecrest Blvd
I'd like sidewalks to be big enough to walk comfortably and have little to no snow and ice during the winter. I'd also like less cross walks
We really want spaces separated by speed
Clean all snow and ice from pathways. Don't leave some to melt and turn to ice. As a senior I have enough trouble getting around.
Would be great to ensure pathways are accessible in winter.
Almost the entire area is made up of single lane roads or arterials with no cycling facilities. The designated bike routes are not safe.
Please strongly consider redesigning intersections when adding bike infrastructure. They are the most dangerous parts of a route.
Could you please include a layer on the map that highlights the existing 5a network so that we can see how the new project will connect
We need bikeway and pathway shortcuts to the intersections of Metis Trail & 80 Av & 64 Av N.E.
An app to help with navigation in the area would be helpful.