



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
January 2022

Project overview

Cycling Amenities for 34 Avenue S.W.

In previous engagement we heard that cycling amenities were a priority for the community. The City of Calgary's Pathway & Bikeway Plan has identified 34 Avenue as the most appropriate location for this infrastructure. Through our master plan work we have been undertaking a cycling study to examine 32, 33, and 34 Avenue S.W. and identify the best potential cycling route.

Through the study we have looked at possible cycling infrastructure options and locations through the lens of use, importance, cost and impact. We have also examined the existing constraints such as available right-of-way space, existing traffic volumes, and motor vehicle speeds. Our analysis confirmed that 33 Avenue S.W. was not suitable for a cycling facility without significant impact on the vehicle and pedestrian network, and 32 Avenue S.W. does not serve the regional network due to the lack of east - west connectivity.

Our study has determined that 34 Avenue S.W. is the best option as it offers better east-west connectivity, has fewer impacts on the vehicle and pedestrian network and presents the greatest opportunity to achieve an Always Available for All Ages and Abilities (5A) Network.

The City solicited for feedback on three potential design options for a bikeway on 34 Avenue S.W. to help determine the most appropriate cycling facility treatment.

Bike Boulevard Option

Bike boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. In this option, pedestrian sidewalks are separated, and parallel parking remains on both sides of the street, similar to existing conditions.



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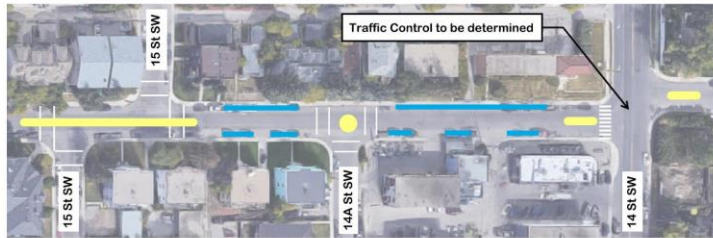
34 Avenue Walking and Wheeling Improvements - Bike Boulevard Option

Zone C: 17 Street SW to 14 Street SW

- On-Street Parking
- Pedestrian Improvement/Vehicle Speed Control Measure
- Vehicle Volume Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side: 47% - 28 parking spaces
South Side: 36% - 18 parking spaces

34 Avenue Walking and Wheeling Improvements - Bike Boulevard Option

Zone A: West of 22 Street SW to 20 Street SW

- On-Street Parking
- Pedestrian Improvement/Vehicle Speed Control Measure
- Vehicle Volume Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side: 0% - 0 parking spaces
South Side: 0% - 0 parking spaces



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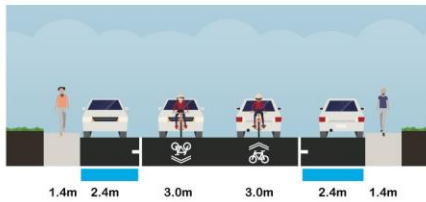
34 Avenue Walking and Wheeling Improvements - Bike Boulevard Option

Zone B: 20 Street SW to 18 Street SW

● On-Street Parking ● Pedestrian Improvement/Vehicle Speed Control Measure ● Vehicle Volume Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side: 14% - 5 parking spaces
South Side: 11% - 4 parking spaces

Multi-Use Path Option

Multi-use paths are shared facilities between cyclists and pedestrians that are physically separated from the roadway. Implemented on one side of the street, the multi-use path supports bicycle and pedestrian movement in both directions while preserving on-street parking on both sides.



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34 Avenue Walking and Wheeling Improvements - Hybrid Two-Way Cycle Track/Multi-Use Path Option

Zone C: 17 Street SW to 14 Street

● Multi-Use Path ● On-Street Parking ● Pedestrian Improvement/Vehicle Speed Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side - 25 parking spaces
South Side - 15 parking spaces

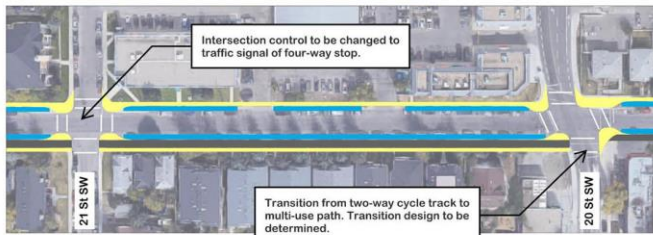
34 Avenue Walking and Wheeling Improvements - Hybrid Two-Way Cycle Track/Multi-Use Path Option

Zone A: West of 22 Street SW to 20 Street SW

● Multi-Use Path ● On-Street Parking ● Pedestrian Improvement/Vehicle Speed Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side - 0 parking spaces
South Side - 0 parking spaces



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34 Avenue Walking and Wheeling Improvements - Hybrid Two-Way Cycle Track/Multi-Use Path Option

Zone B: 20 Street SW to 18 Street

● Multi-Use Path ● On-Street Parking ● Pedestrian Improvement/Vehicle Speed Control Measure



Proposed Cross-Section



Estimated Parking Reduction

North Side - 7 parking spaces
South Side - 7 parking spaces

One-Way Cycle Track Option

One-way cycle tracks on either side of the street provide physically separated space that allows for bicycle movement in one direction on each side. Pedestrian sidewalks are adjacent but separated, and parallel parking remains on both sides of the street.



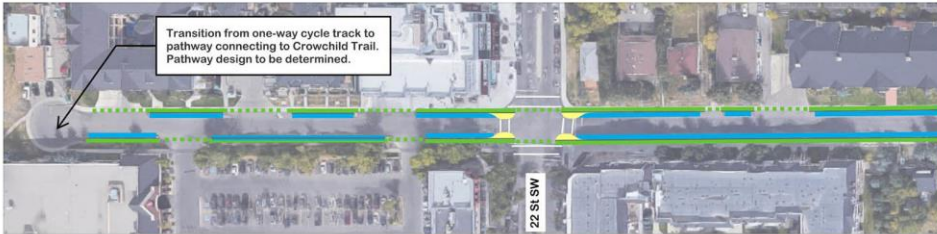
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34 Avenue Walking and Wheeling Improvements - Cycle Track Option

Zone A: West of 22 Street SW to 20 Street SW

- Bike Facility
- On-Street Parking
- Pedestrian Improvement/Vehicle Speed Control Measure
- Concrete Barrier



Proposed Cross-Section



Estimated Parking Reduction

North Side - 0 parking spaces
South Side - 0 parking spaces

34 Avenue Walking and Wheeling Improvements - Cycle Track Option

Zone B: 20 Street SW to 18 Street

- Bike Facility
- On-Street Parking
- Pedestrian Improvement/Vehicle Speed Control Measure
- Concrete Barrier



Proposed Cross-Section



Estimated Parking Reduction

North Side - 7 parking spaces
South Side - 7 parking spaces



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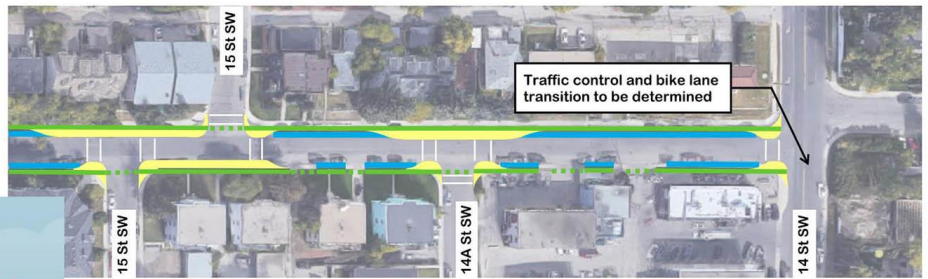
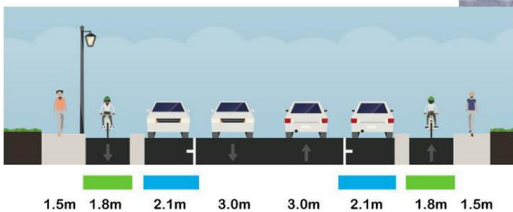
34 Avenue Walking and Wheeling Improvements - Cycle Track Option

Zone C: 17 Street SW to 14 Street

● Bike Facility ● On-Street Parking ● Pedestrian Improvement/Vehicle Speed Control Measure ● Concrete Barrier



Proposed Cross-Section



Estimated Parking Reduction

North Side - 25 parking spaces
South Side - 15 parking spaces

Engagement overview

For the project, an online engagement opportunity was offered from November 24 – December 15, 2021 engage.calgary.ca/33Ave. 3068 participants visited the page during this time and approximately 5651 pieces of feedback were submitted. Additionally, the project hosted a virtual open house on December 1 that was attended by 41 stakeholders.

What we asked

Stakeholders were initially asked the following question for the project teams to get two data sets that correspond to the level of interest of the stakeholders responding:

How would you best describe your interest in the project?

- *I live and/or work directly on 34 Avenue S.W.*
- *I do not live and/or work directly on 34 Avenue S.W., but I am interested in the project*



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Stakeholders were then asked the following questions as they relate to the cycling amenity options presented:

When looking at the bike boulevard option, can you share what you think works well?

When looking at the bike boulevard option, can you share what you think should be improved?

When referring to the bike boulevard option, what is the level of impact to the community?

	Strong Positive Impact	Positive Impact	No Impact/ Not sure	Negative Impact	Strong Negative Impact
Parking					
Community Access					
Pedestrian Crossing and Safety					
Pedestrian Comfort					
Cycling Comfort and Safety					

When looking at the multi-use path option, can you share what you think works well?

When looking at the multi-use path option, can you share what you think should be improved?

When referring to the multi-use path option, what is the level of impact to the community?

	Strong Positive Impact	Positive Impact	No Impact/ Not sure	Negative Impact	Strong Negative Impact
Parking					
Community Access					
Pedestrian Crossing and Safety					
Pedestrian Comfort					



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Cycling Comfort and Safety					
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When looking at the one-way cycle track option, can you share what you think works well?

When looking at the one-way cycle track option, can you share what you think should be improved?

When referring to the one-way cycle track option, what is the level of impact to the community?

	Strong Positive Impact	Positive Impact	No Impact/ Not sure	Negative Impact	Strong Negative Impact
Parking					
Community Access					
Pedestrian Crossing and Safety					
Pedestrian Comfort					
Cycling Comfort and Safety					

Main Streets Core Values

Social & Healthy Lifestyle: Create a family-friendly and safe street environment that focuses on promoting sense of community.

Mobility & Functionality: Achieve a balance of multi-modal transportation options with a focus on pedestrian-friendly and inclusive design.

Character & Identity: Create a street that establishes a unique sense of place and offers memorable experiences for both residents and visitors.

Economic Vitality: Street improvements promote economic vitality by encouraging redevelopment opportunities and promoting investment.



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Does the bike boulevard meet the Main Streets core values?

	Yes	No	Unsure
Social & Healthy Lifestyle			
Mobility & Functionality			
Character & Identity			
Economic Vitality			

Does the multi-use path meet the Main Streets core values?

	Yes	No	Unsure
Social & Healthy Lifestyle			
Mobility & Functionality			
Character & Identity			
Economic Vitality			

Does the one-way cycle tracks meet the Main Streets core values?

	Yes	No	Unsure
Social & Healthy Lifestyle			
Mobility & Functionality			
Character & Identity			
Economic Vitality			

Before the pandemic, how often did you travel using the following?

	Daily	Weekly	Monthly	Less than monthly	Never
Walking or wheelchair					
Bicycle					
Micro-mobility (scooter, in-line skates/ rollerskates, skateboard, etc).					
Electrified mobility device (E-scooter, E-bike, Electric					



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skateboard, etc)					
Transit					
Automobile					
Taxi and/or Ride-hailing service					

Currently, how often did you travel using the following?

	Daily	Weekly	Monthly	Less than monthly	Never
Walking or wheelchair					
Bicycle					
Micro-mobility (scooter, in-line skates/ rollerskates, skateboard, etc).					
Electrified mobility device (E-scooter, E-bike, Electric skateboard, etc)					
Transit					
Automobile					
Taxi and/or Ride-hailing service					

Before the pandemic, when travelling to and along 34 Avenue S.W., which transportation modes did you use? (Please select all that apply)

- Walking or wheelchair
- Bicycle
- Micro-mobility (scooter, in-line skates/ rollerskates, skateboard, etc)
- Electrified mobility device (E-scooter, E-bike, Electric skateboard, etc)
- Transit
- Automobile
- Taxi and/or Ride-hailing Service



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- Other (please specify)

Why do you travel in this area? (Please select all that apply)

- Accessing services (healthcare, medical, banking, legal, other services)
- Accessing restaurants and/or commercial areas
- Accessing cultural amenities and events
- Accessing recreational amenities (parks, pathways, urban/cultural environments)
- I live in these communities
- I work in these communities
- I volunteer in these communities
- Visiting family and/or friends
- Other (please specify)

What are the mobility needs of people who live, work, and access this area? (Please select all that apply)

- Safe and convenient active transportation
- Access to Transit (and accessible Transit)
- Access to taxis and ride-hailing services
- Safe and convenient automobile access
- Deliveries to businesses
- Deliveries from businesses
- Short or long-term parking needs
- Other (please specify)

Do you have any additional comments about the project?

How did you hear about the project?



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What we heard: Responses from participants who live and/or work directly on 34 Avenue S.W.

The following information corresponds to the feedback submitted by participants who identified their interest as *I live and/or work directly on 34 Avenue S.W.* which represented 139 out of the 390 submissions to this question.

Bike Boulevard Option

When looking at the bike boulevard option, can you share what you think works well?

When looking at the bike boulevard option, can you share what you think should be improved?

The below table represents the most frequent themes identified within the feedback collected in relation to the Bike boulevard option.

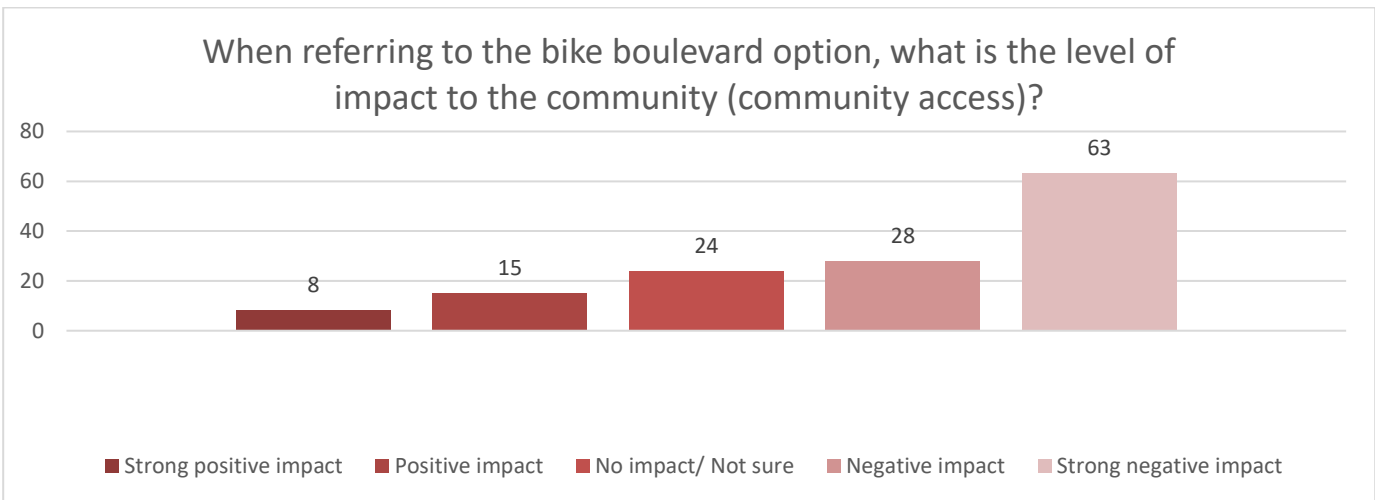
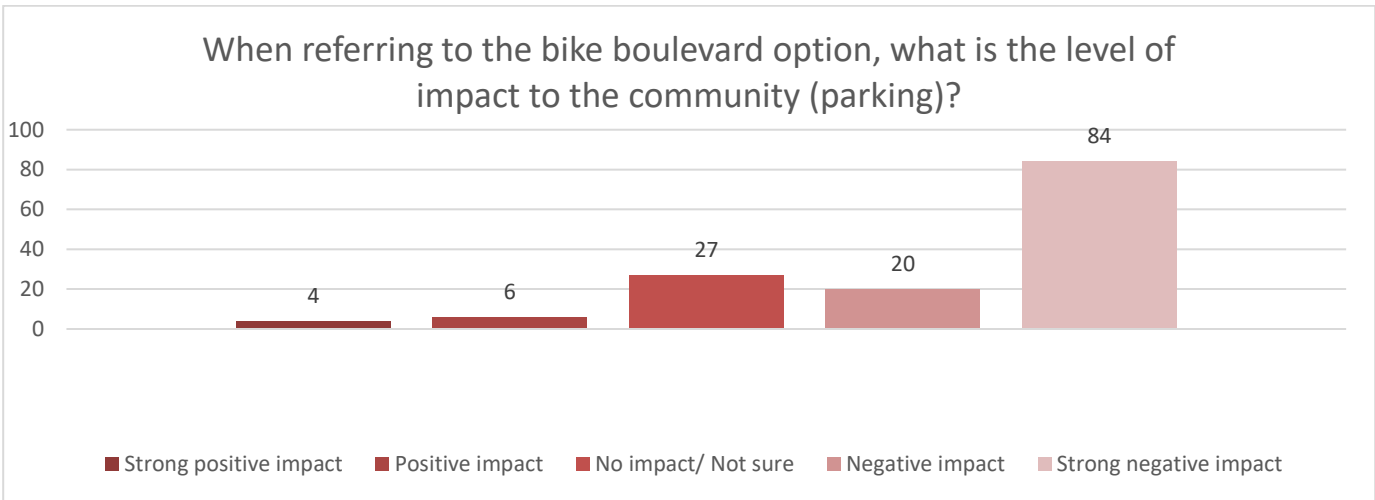
Supportive Themes	
Traffic flow, volume, and speed	Participants appreciated this option intends to help with traffic flow, reduce traffic volume, and lower the speed limit along the corridor.
Safety: Reduced pedestrian and bicycle conflicts	Participants acknowledged this option reduces the risk of pedestrian and bicycle conflicts.
Low Cost	Stakeholders appreciated this option has the lowest cost of the 3 options.
Construction Impacts	Feedback indicated an appreciation that this option has less disruptions during construction.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Safety: Risk of wheeling users and vehicle conflicts	Stakeholders felt this option creates more risk for wheeling users and vehicle conflicts. Much of this feedback indicated a desire to have separated infrastructure for different modes of transportation.
Safety: Not suitable for users of all ages and abilities	Input received indicated sentiment that this option is not suitable and safe for all ages and abilities.



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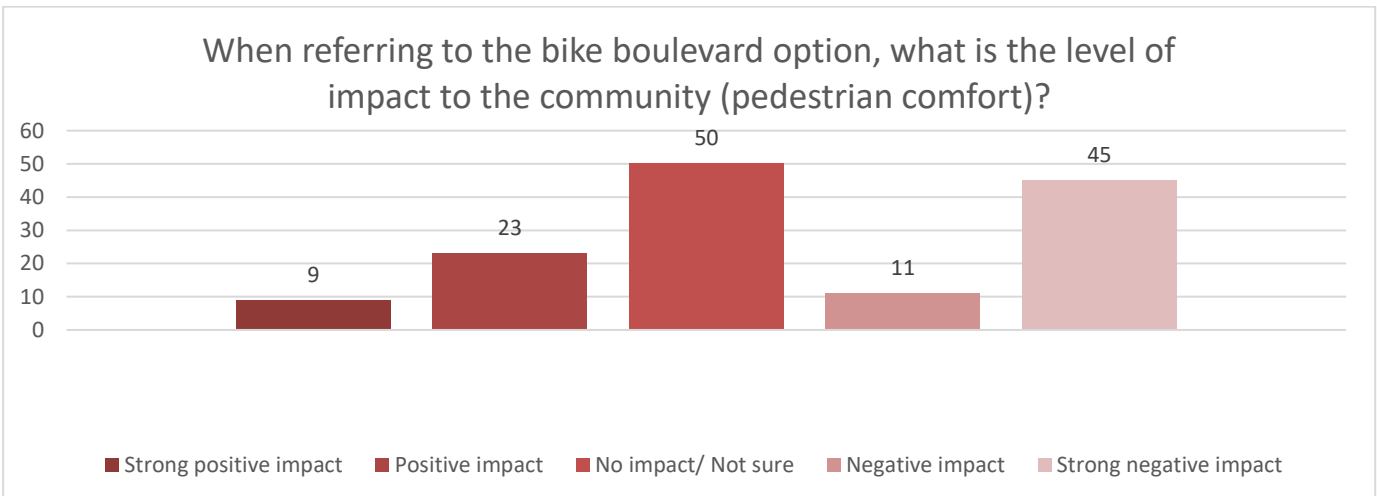
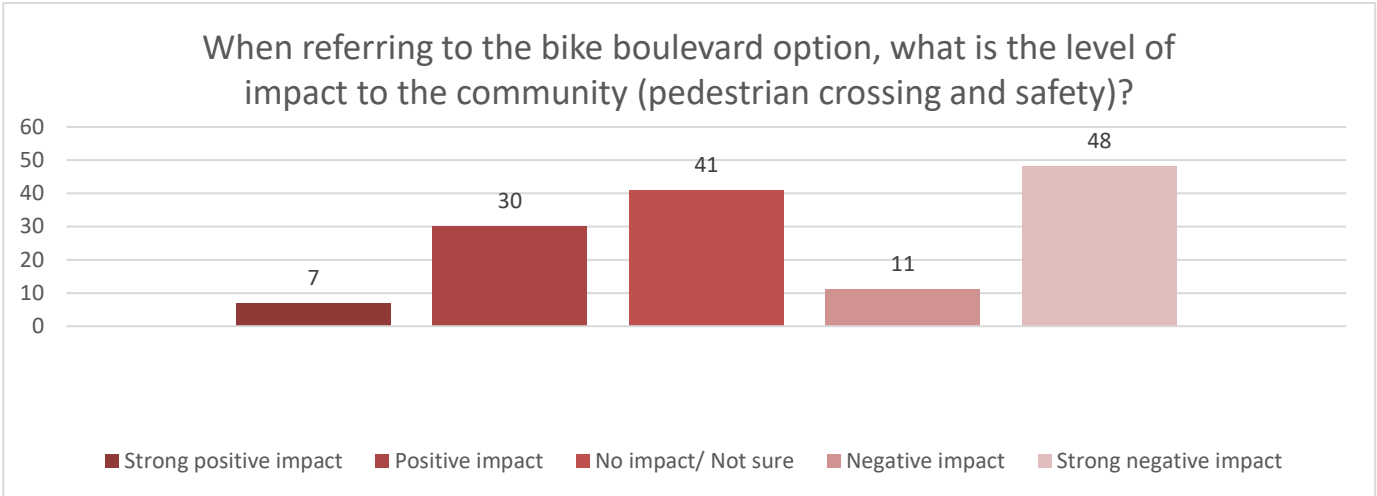
Minimal improvement from existing conditions	Stakeholders in favor of adding cycling amenities to the corridor felt this option is a minimal improvement from the existing conditions.
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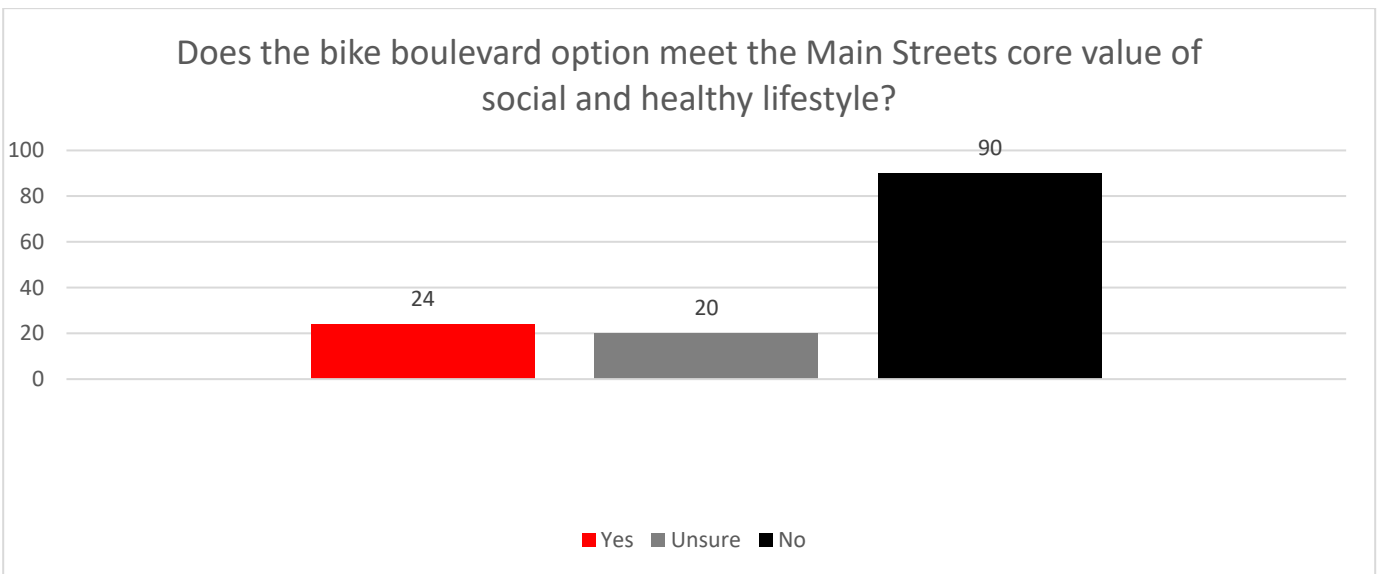
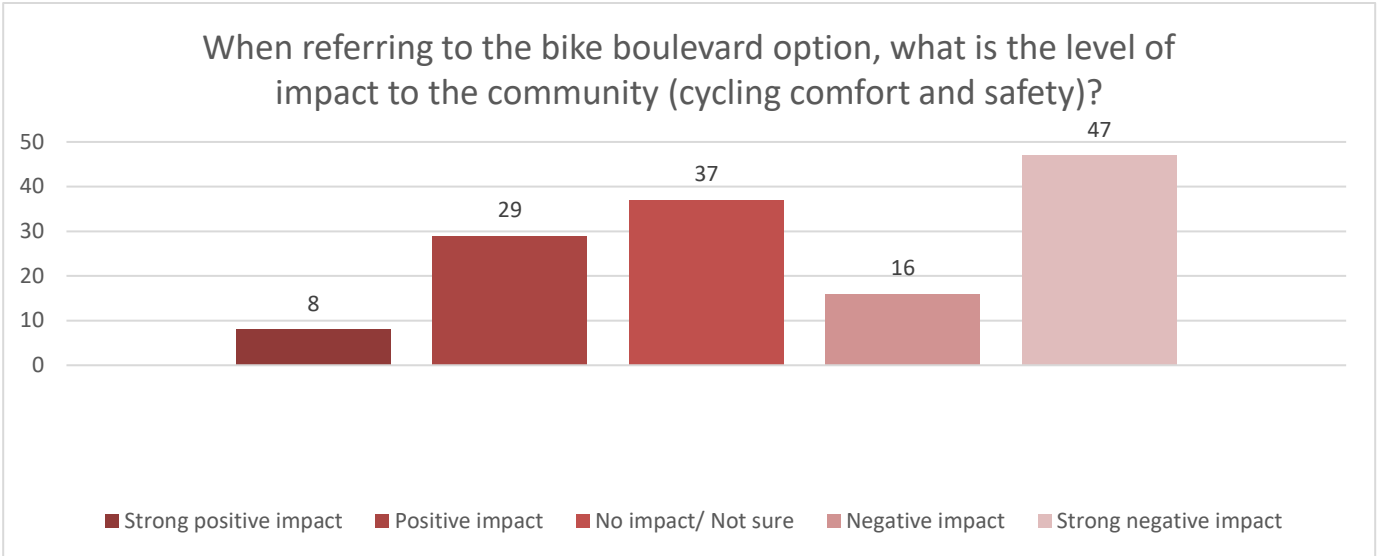
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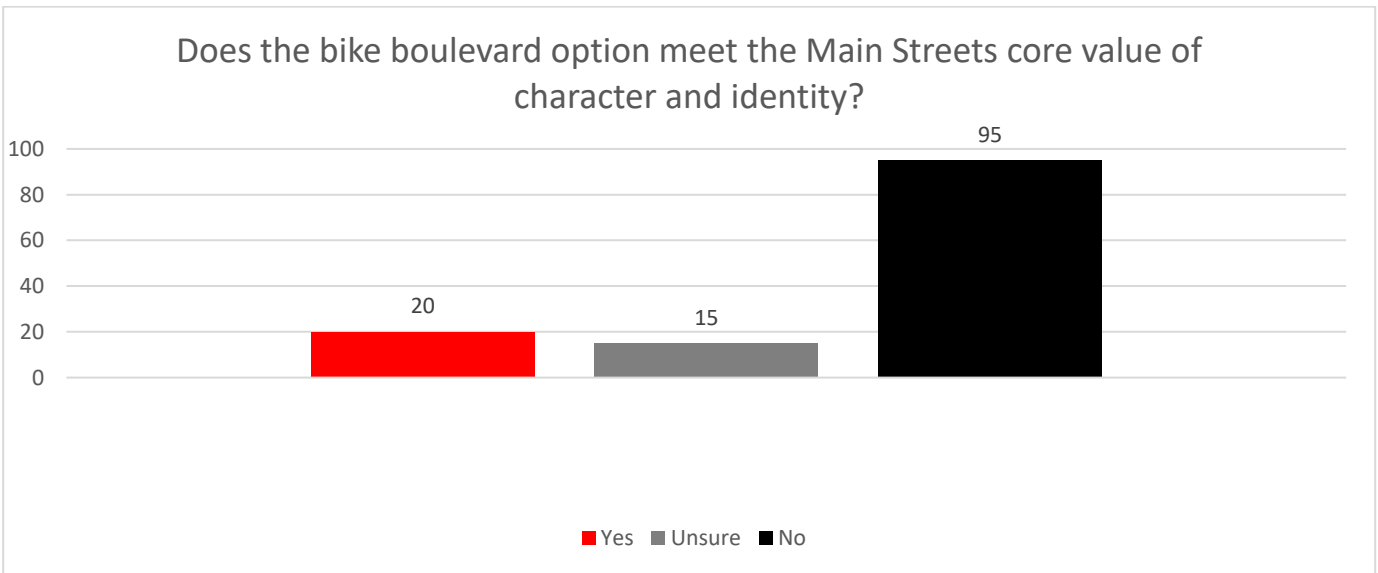
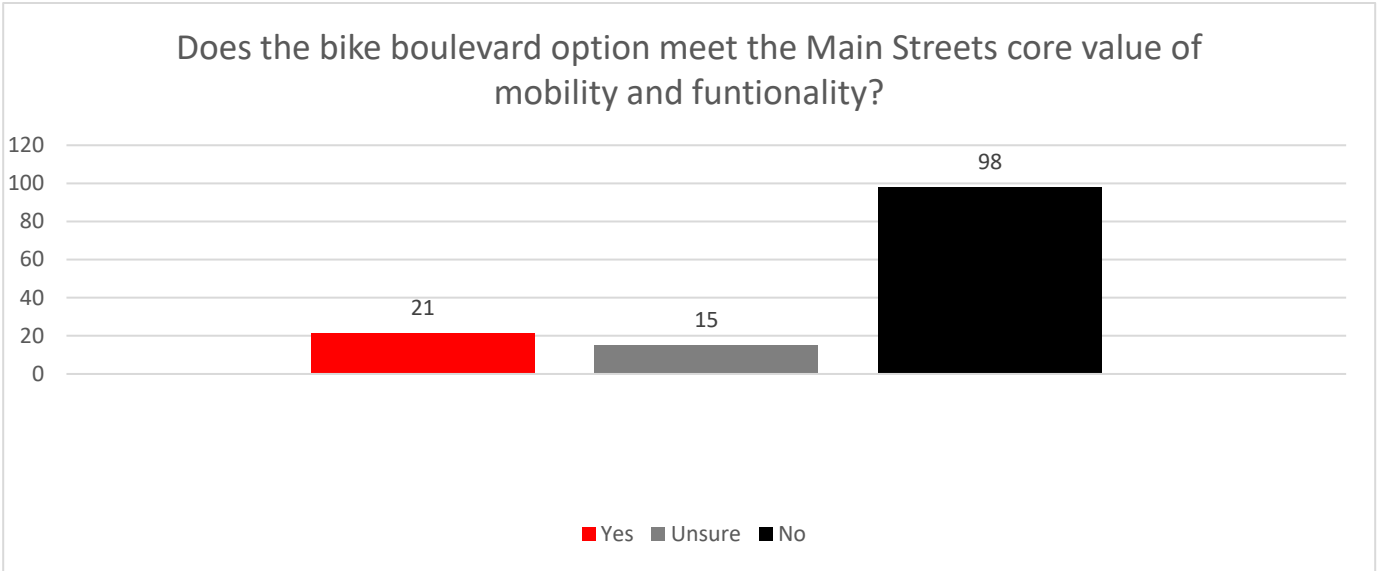
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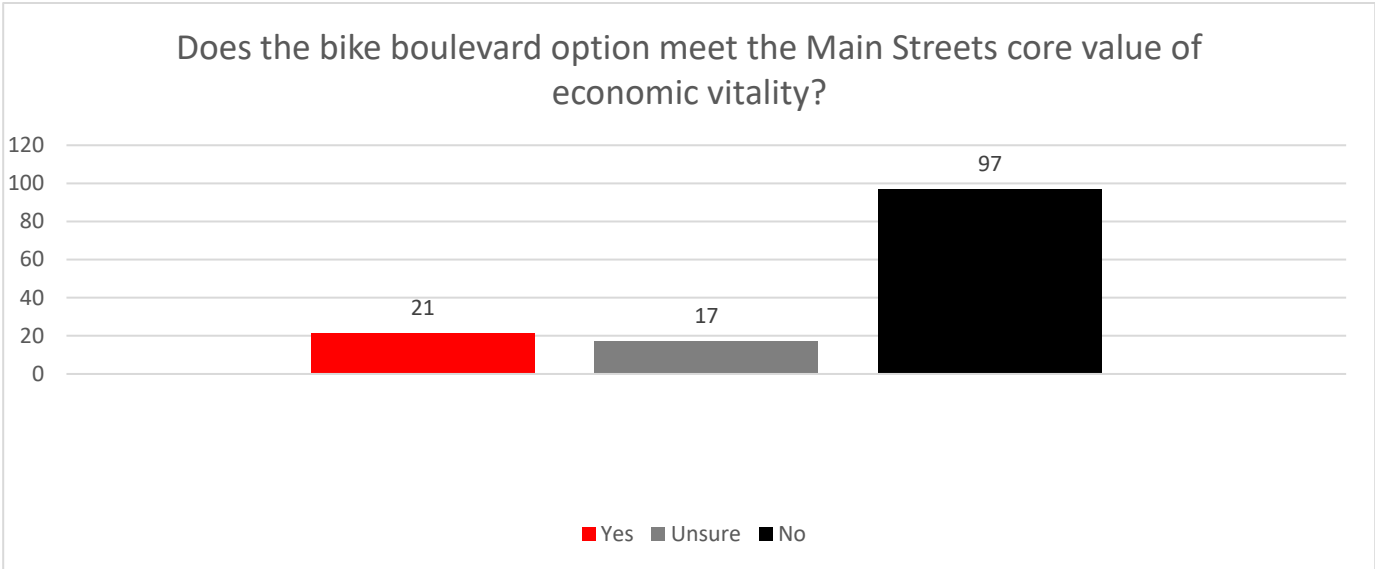
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Multi-use Path Option

When looking at the multi-use path option, can you share what you think works well?

When looking at the multi-use path option, can you share what you think should be improved?

The below table represents the most frequent themes identified within the feedback collected in relation to the multi-use Path option.

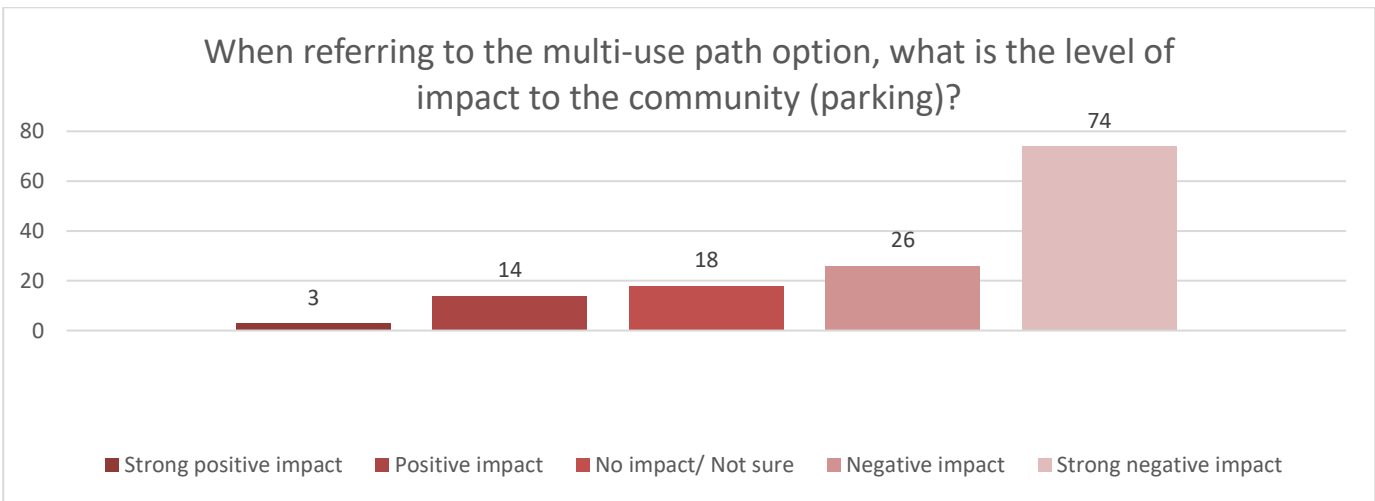
Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this option each transportation mode has its own designated space.
Suitable for all ages and abilities	Participants acknowledged this option increases comfort for all ages and abilities.
General support	Stakeholders expressed general support for this option and the appreciation of this as an enhancement to the area.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities.



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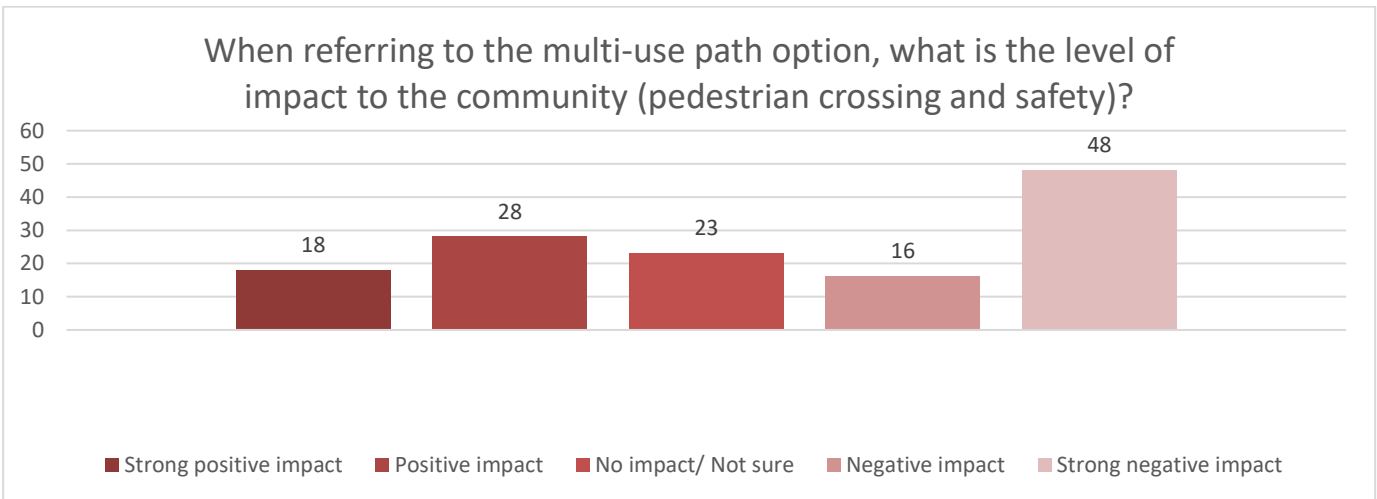
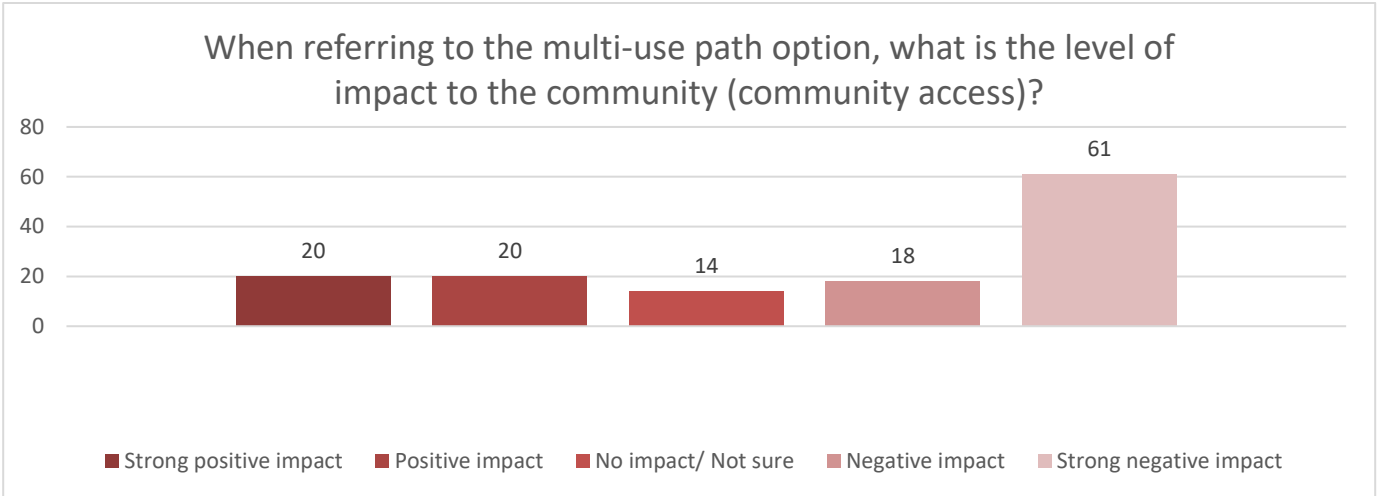
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options.
Safety: Potential risk of conflict on multi-use path	Concerns over the risk of conflicts of users on the multi-use path were prominent in the feedback collected.
Safety: Potential risk of conflict of pedestrians and wheeled users	Stakeholders expressed concerns of potential conflicts between pedestrians and wheeled users with this option.
Neutral Themes	
Traffic calming/ Intersection improvement	Stakeholders expressed specific traffic calming suggestions and intersection improvement ideas. <i>**Please refer to the verbatim section for a fulsome understanding of this feedback.</i>





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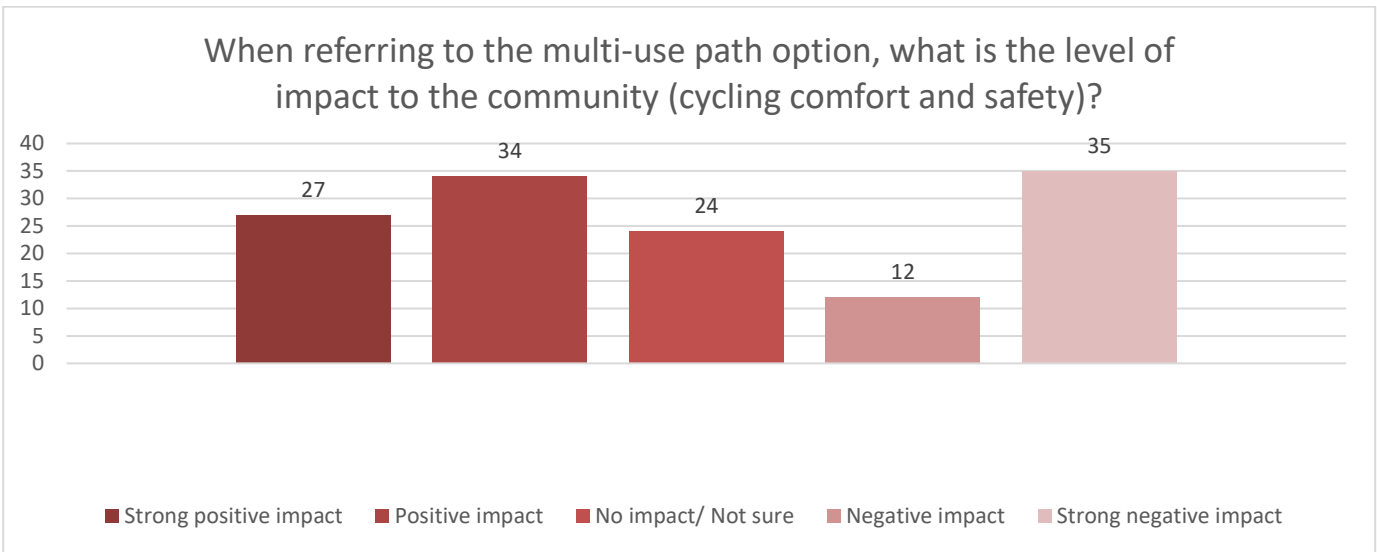
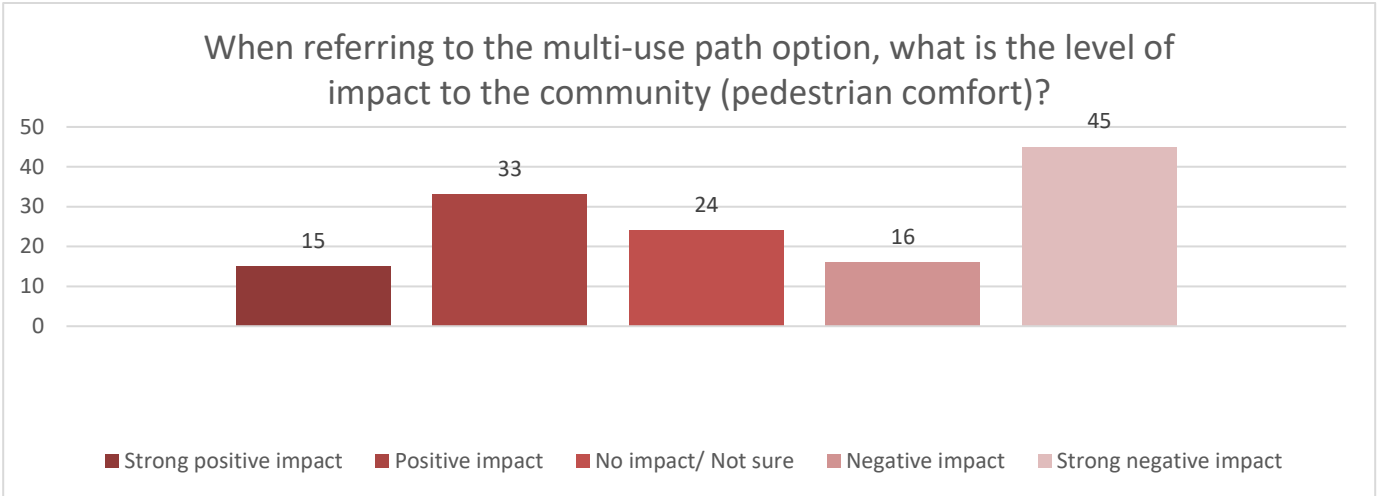
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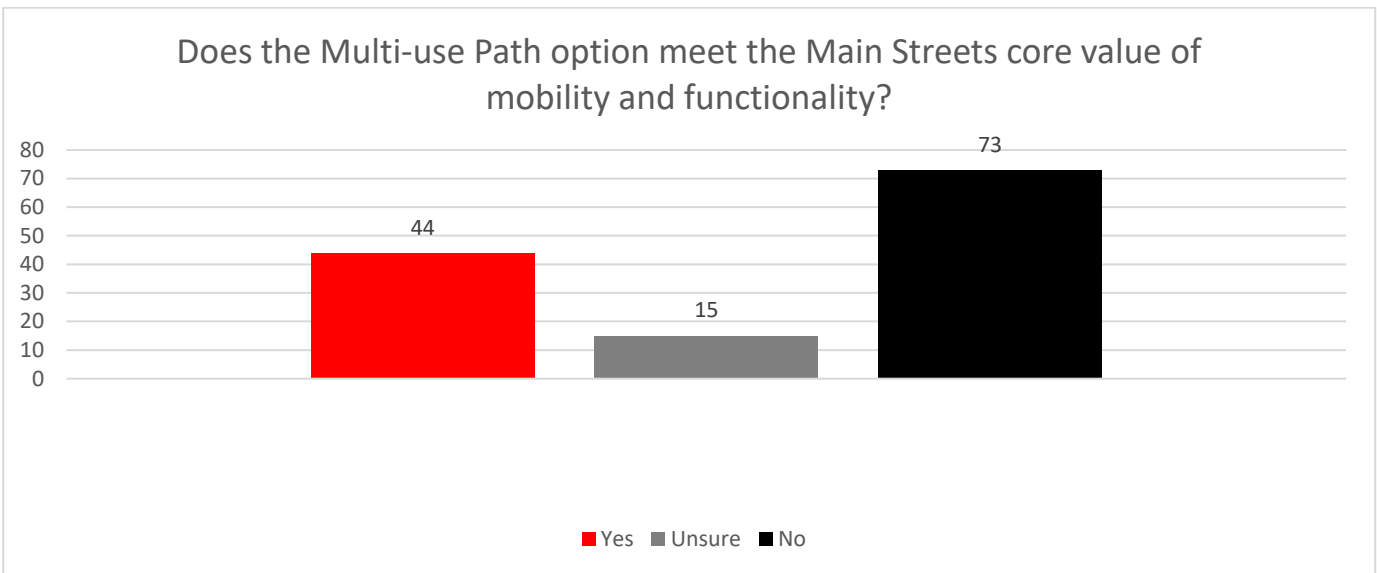
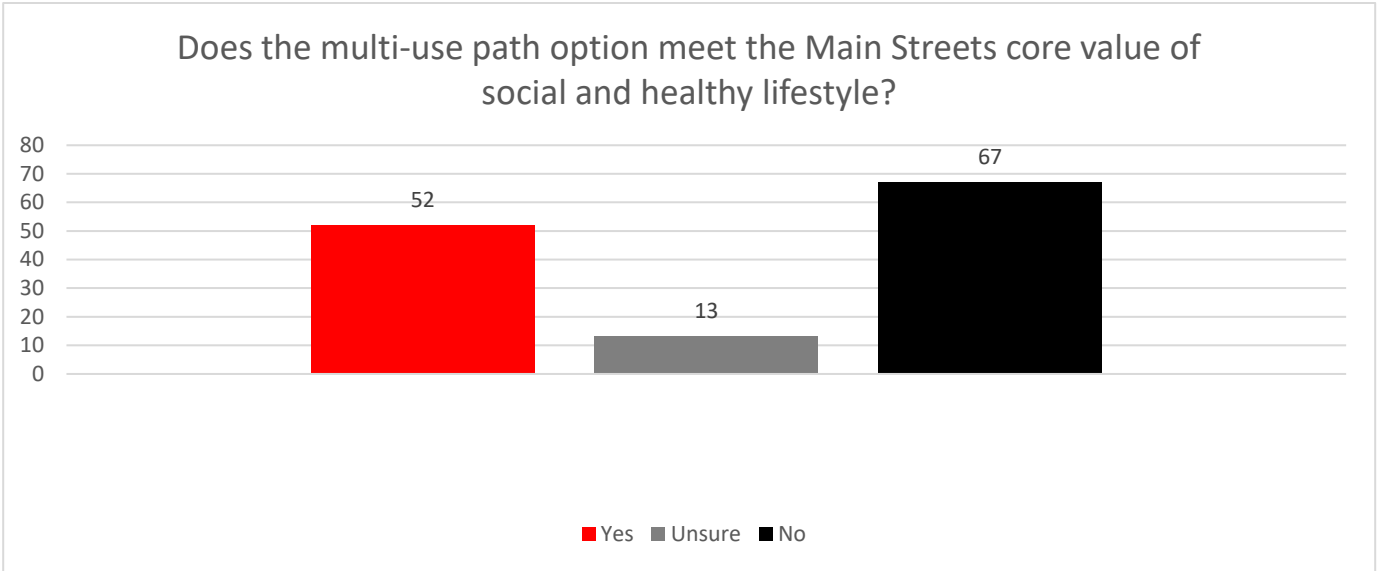
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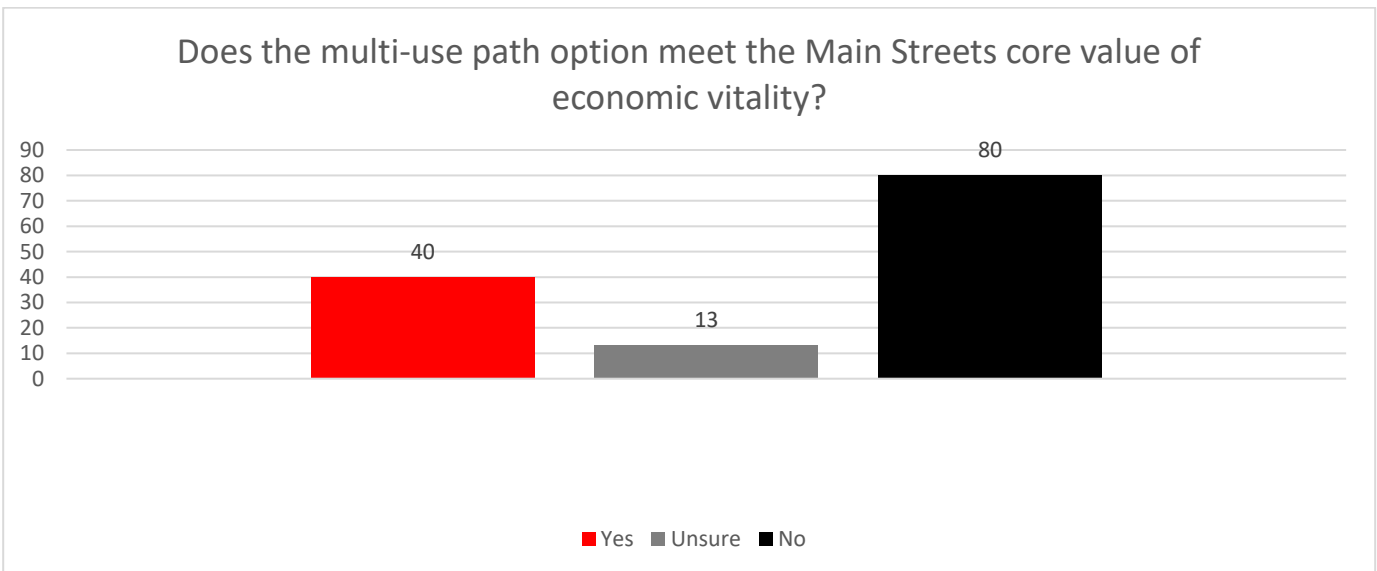
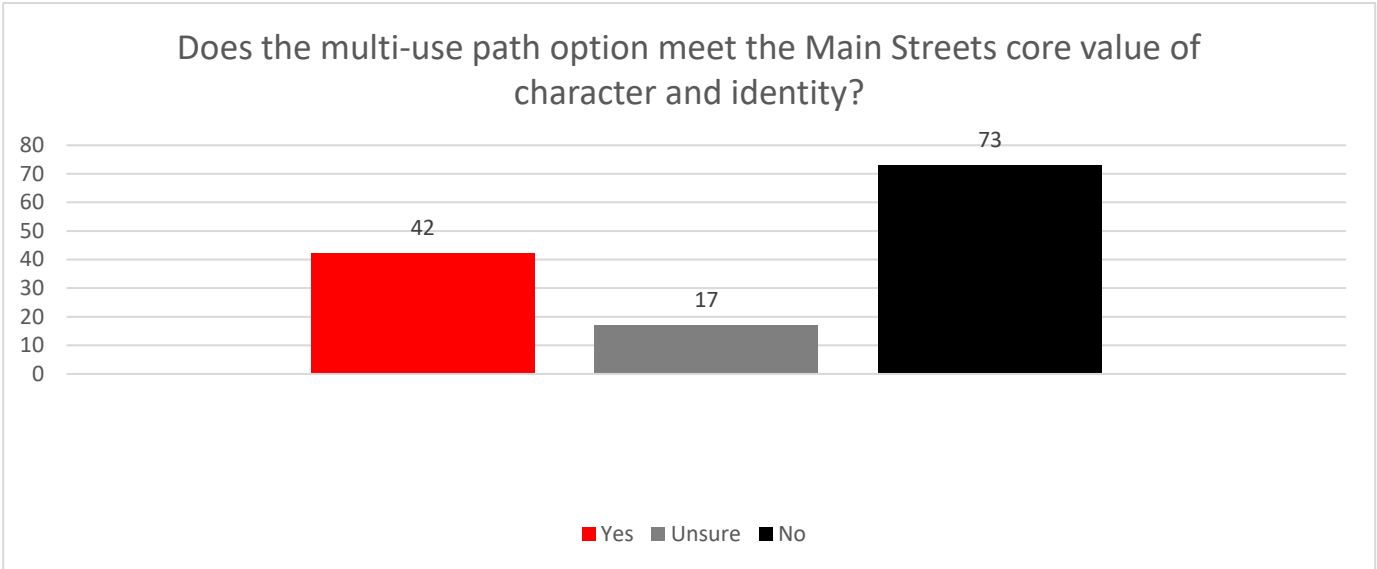
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One-Way Cycle Track Option

When looking at the One-way Cycle Track option, can you share what you think works well?

When looking at the One-way Cycle Track option, can you share what you think should be improved?

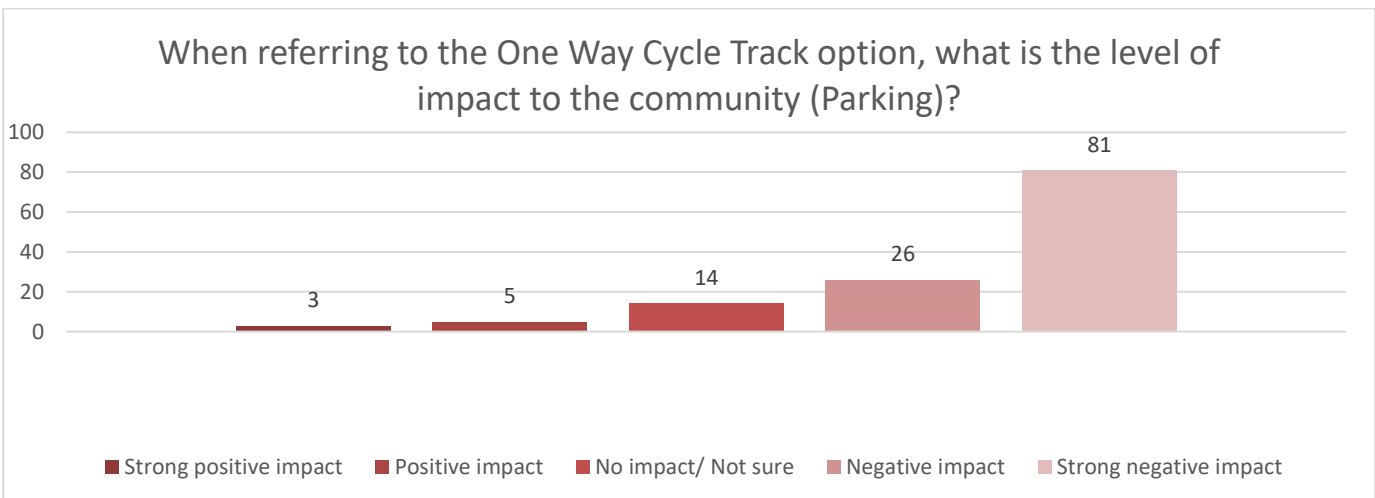
The below table represents the most frequent themes identified within the feedback collected in relation to the One-way Cycle Track option.



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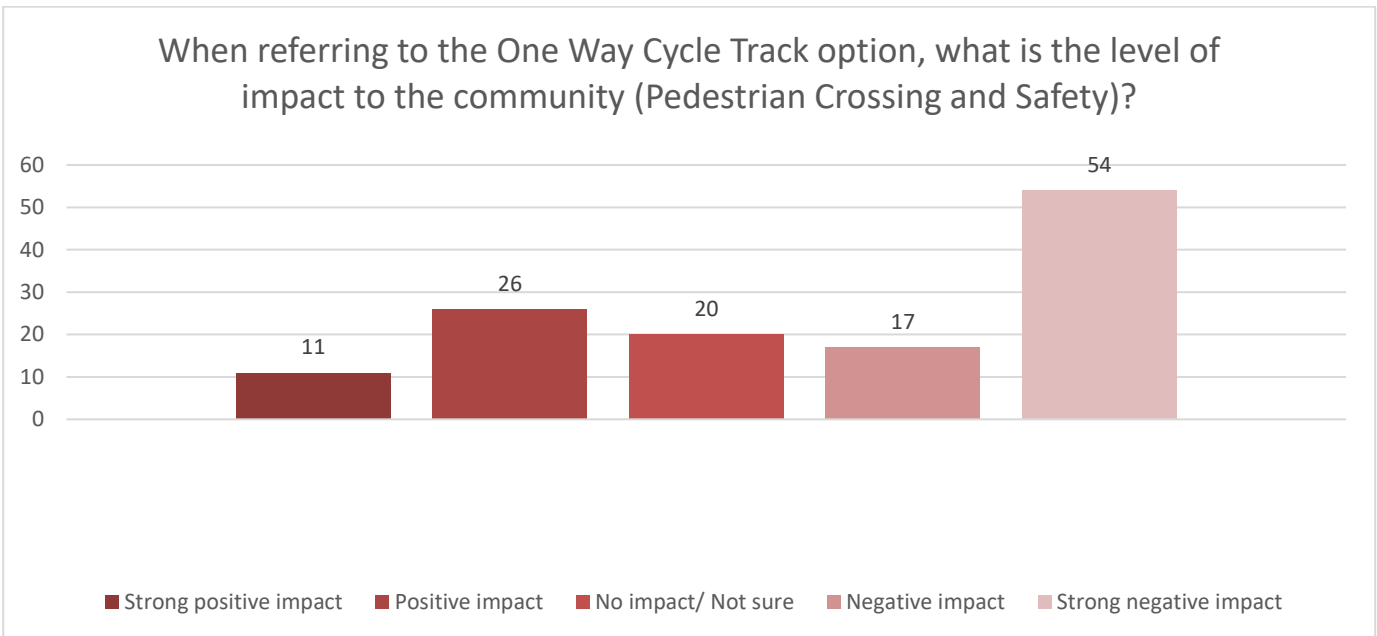
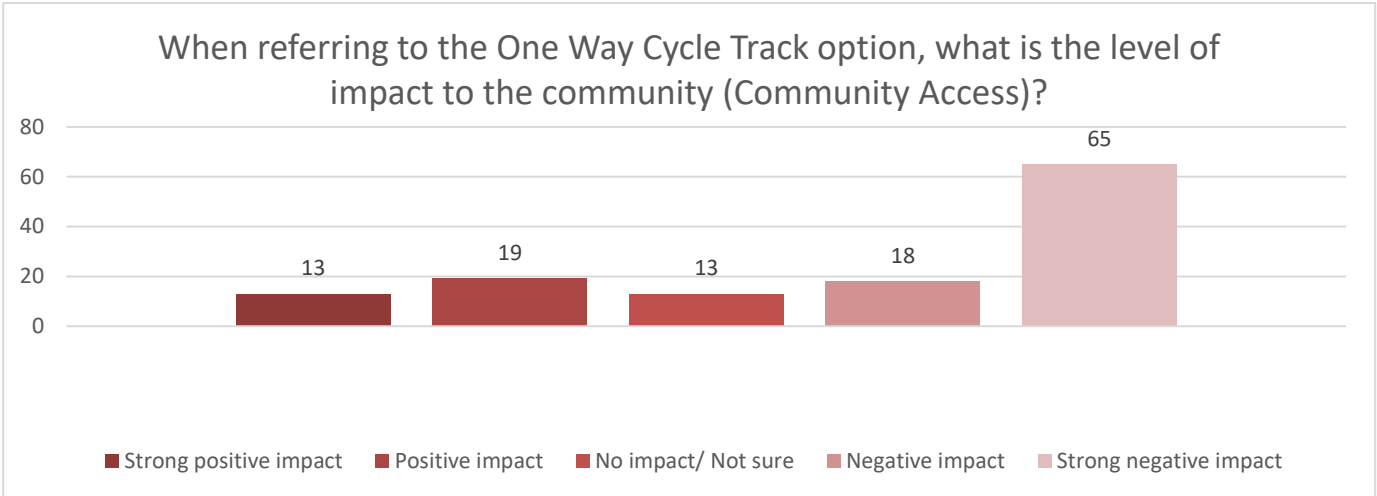
Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this option each transportation mode has its own designated space.
Safety: Reduced risk of conflict between cars and cyclists	Participants perceived this option would reduce the potential for conflicts of turning cars and cyclists as each mode will be travelling in the same direction on either side of the road.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options which could pose safety concerns.
Width of cycle track and pedestrian sidewalk	Feedback criticized the width of both the cycle track and the pedestrian sidewalk as being too narrow.
Neutral Themes	
Snow clearing	Stakeholders expressed the importance of adequate snow clearing of this option during the winter months.





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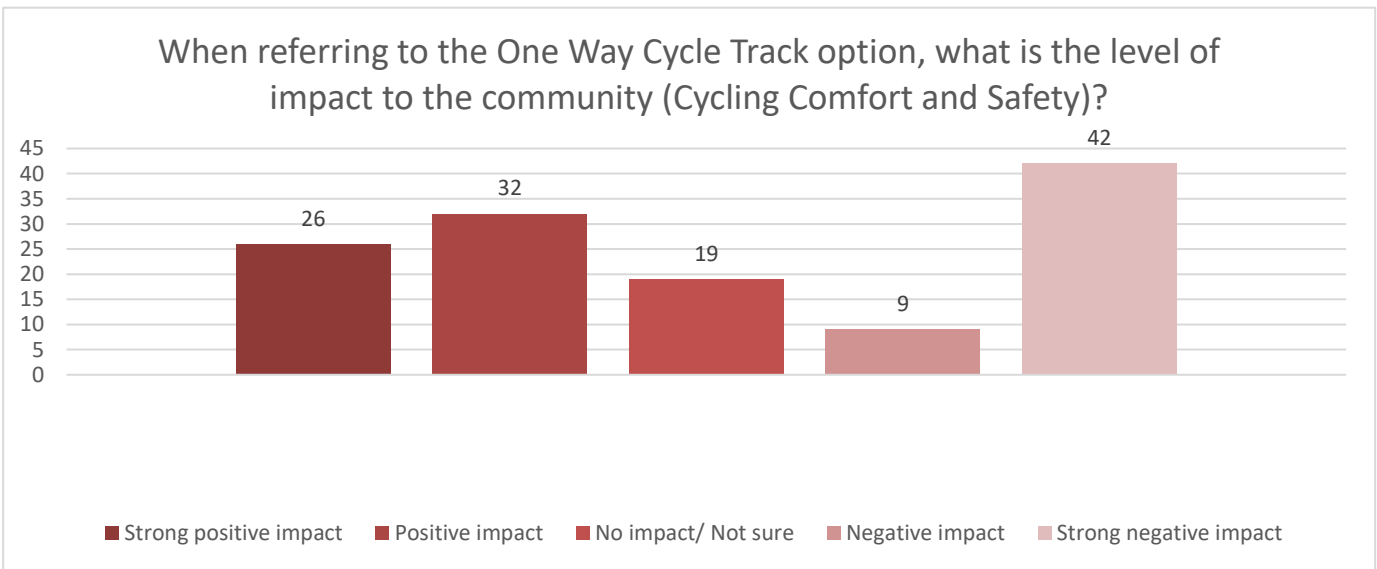
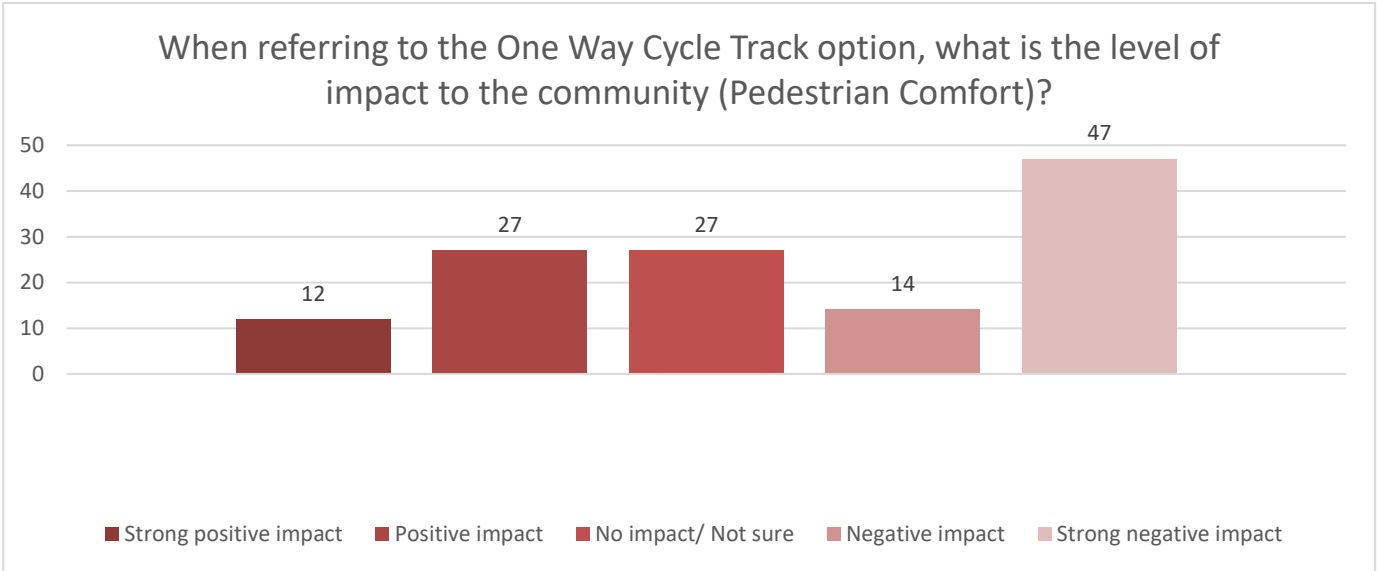
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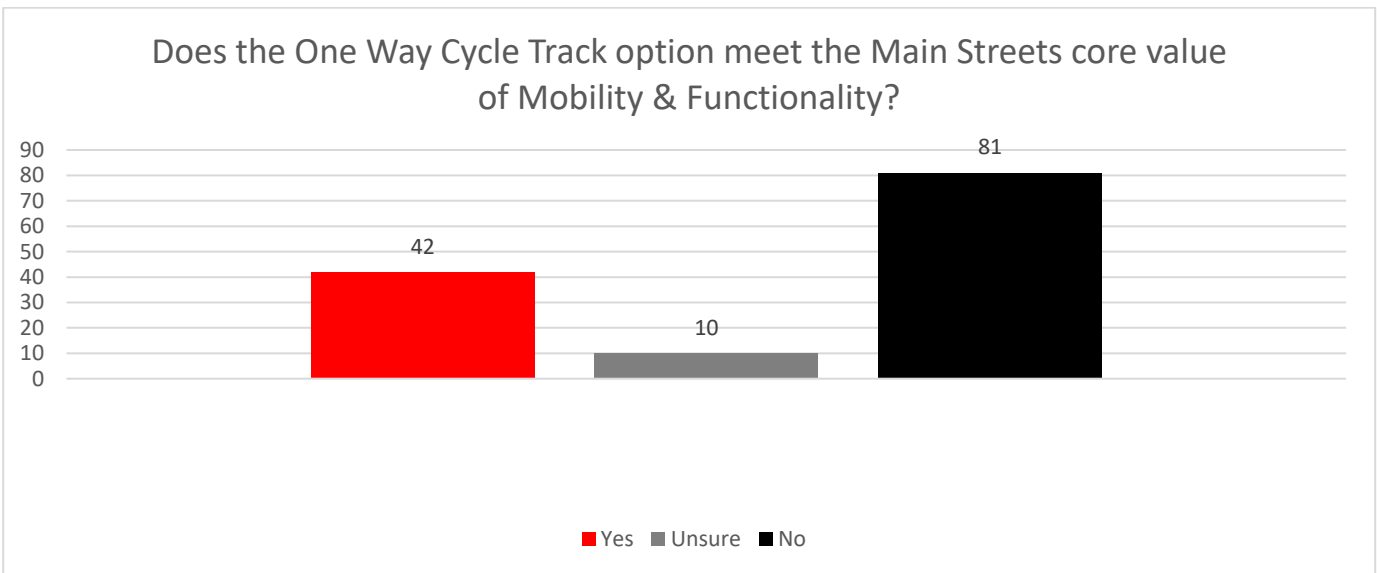
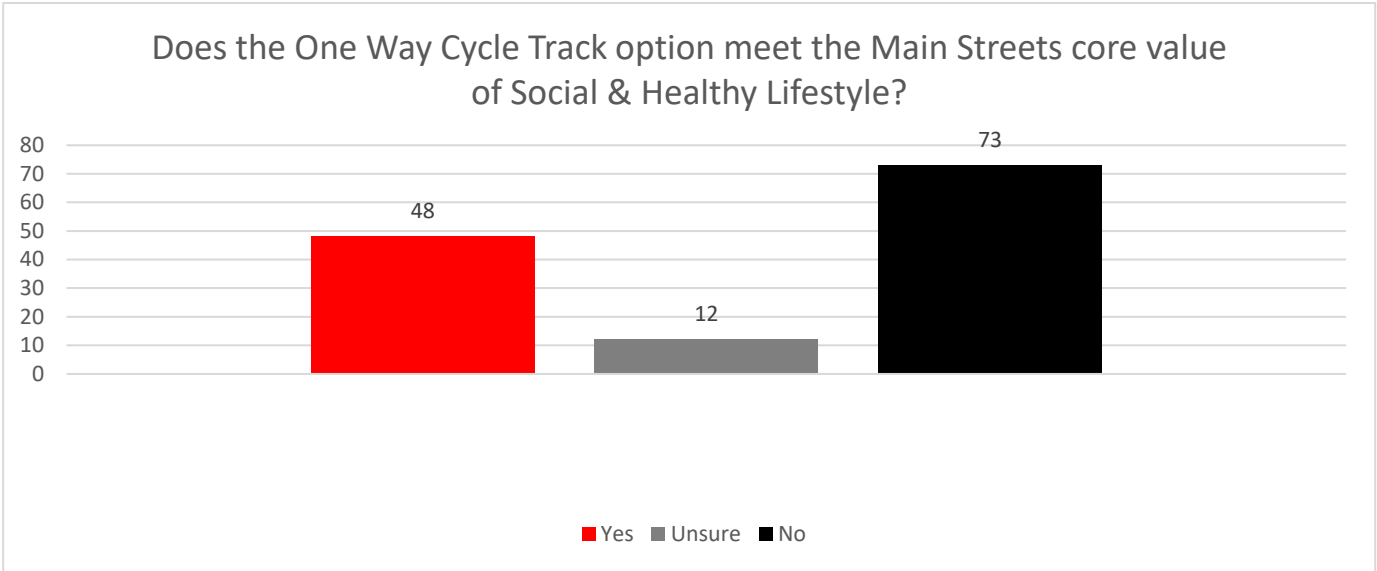
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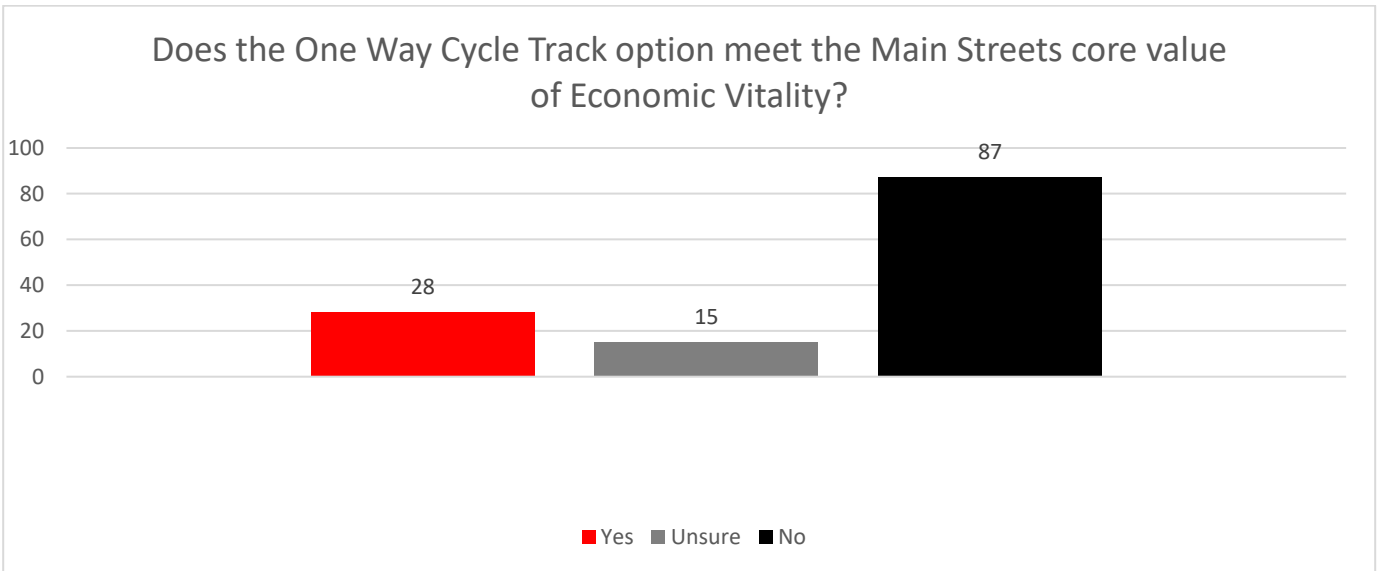
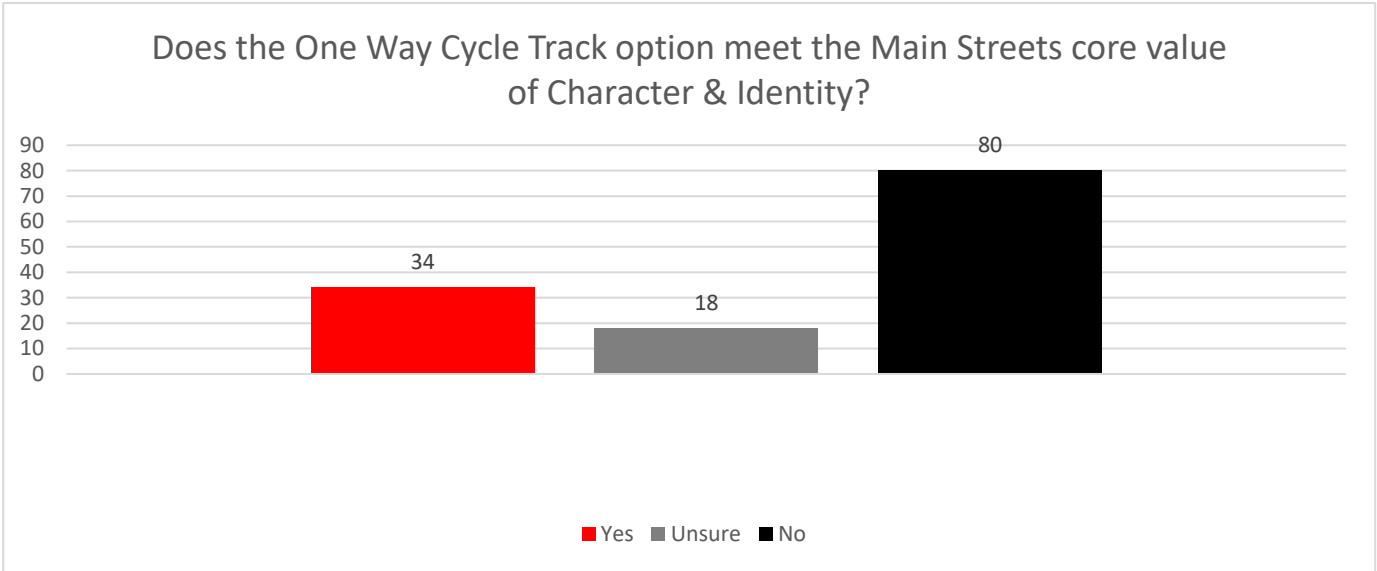
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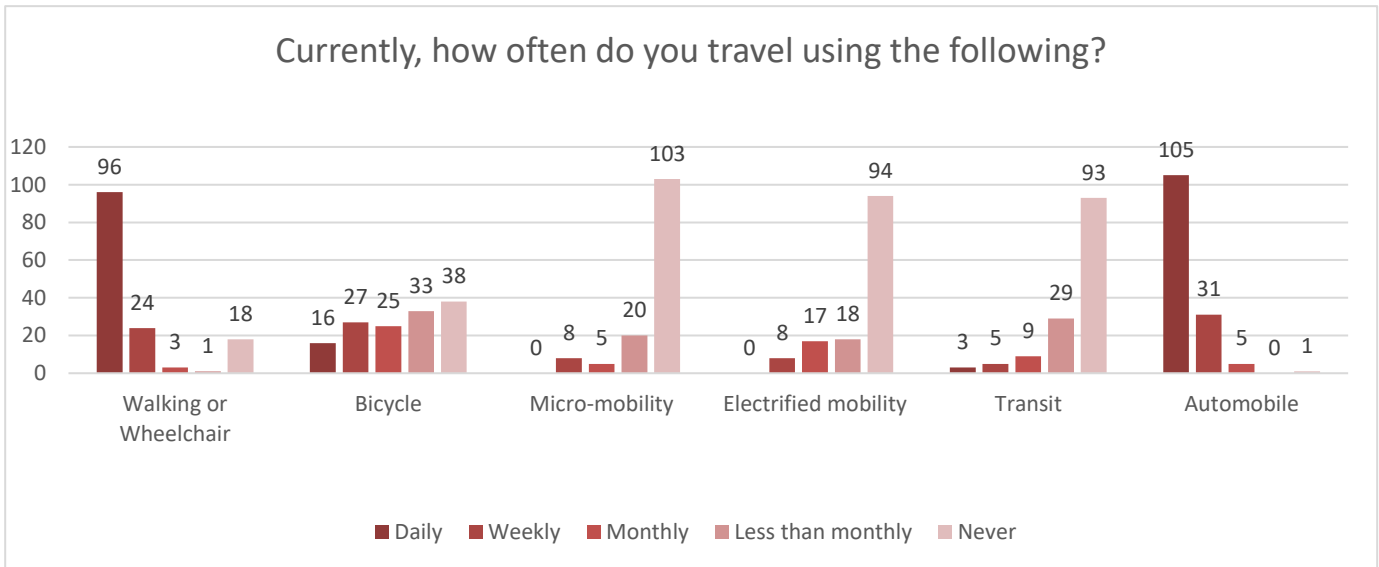
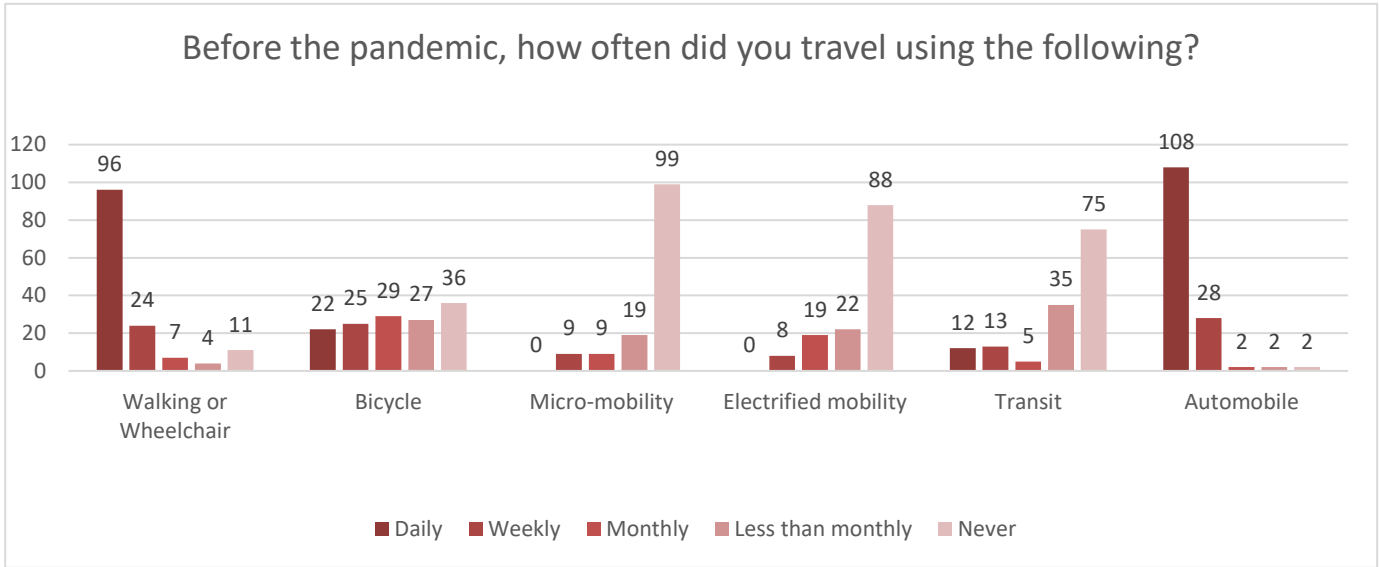




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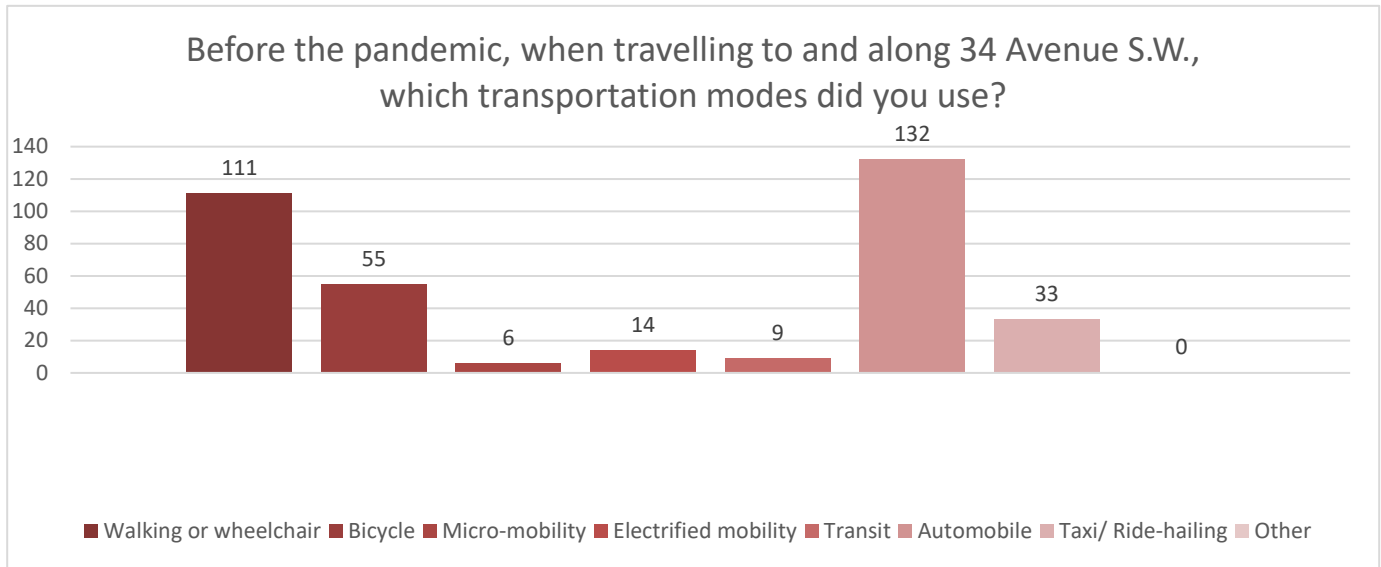
Additional Information





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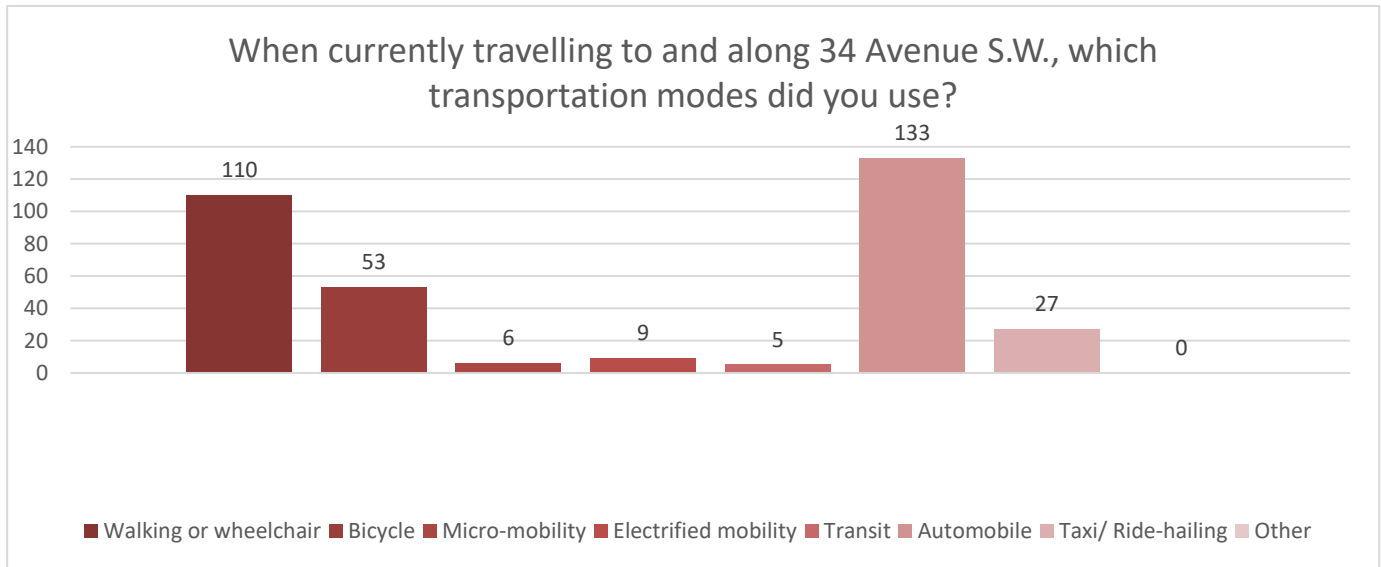
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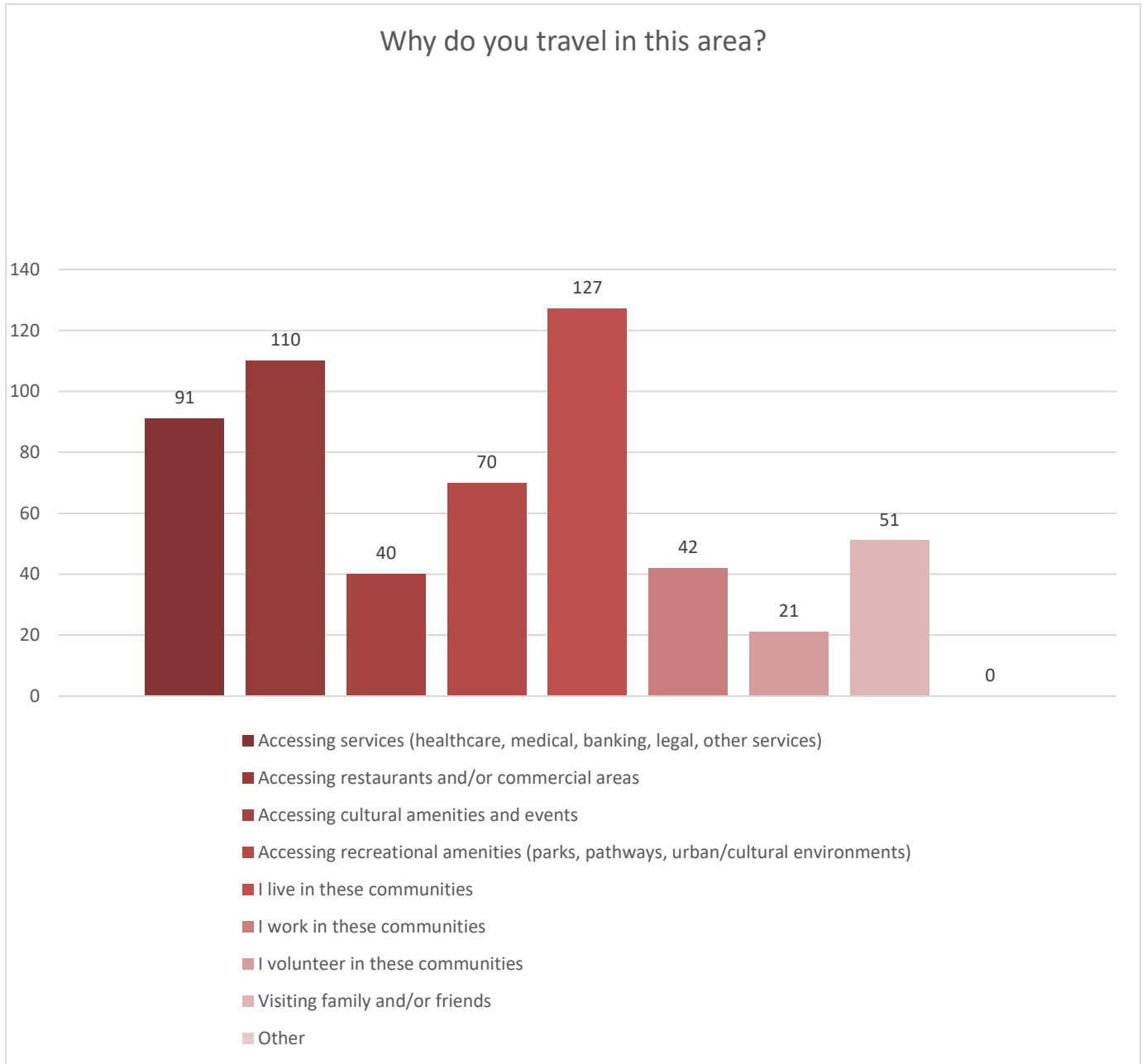
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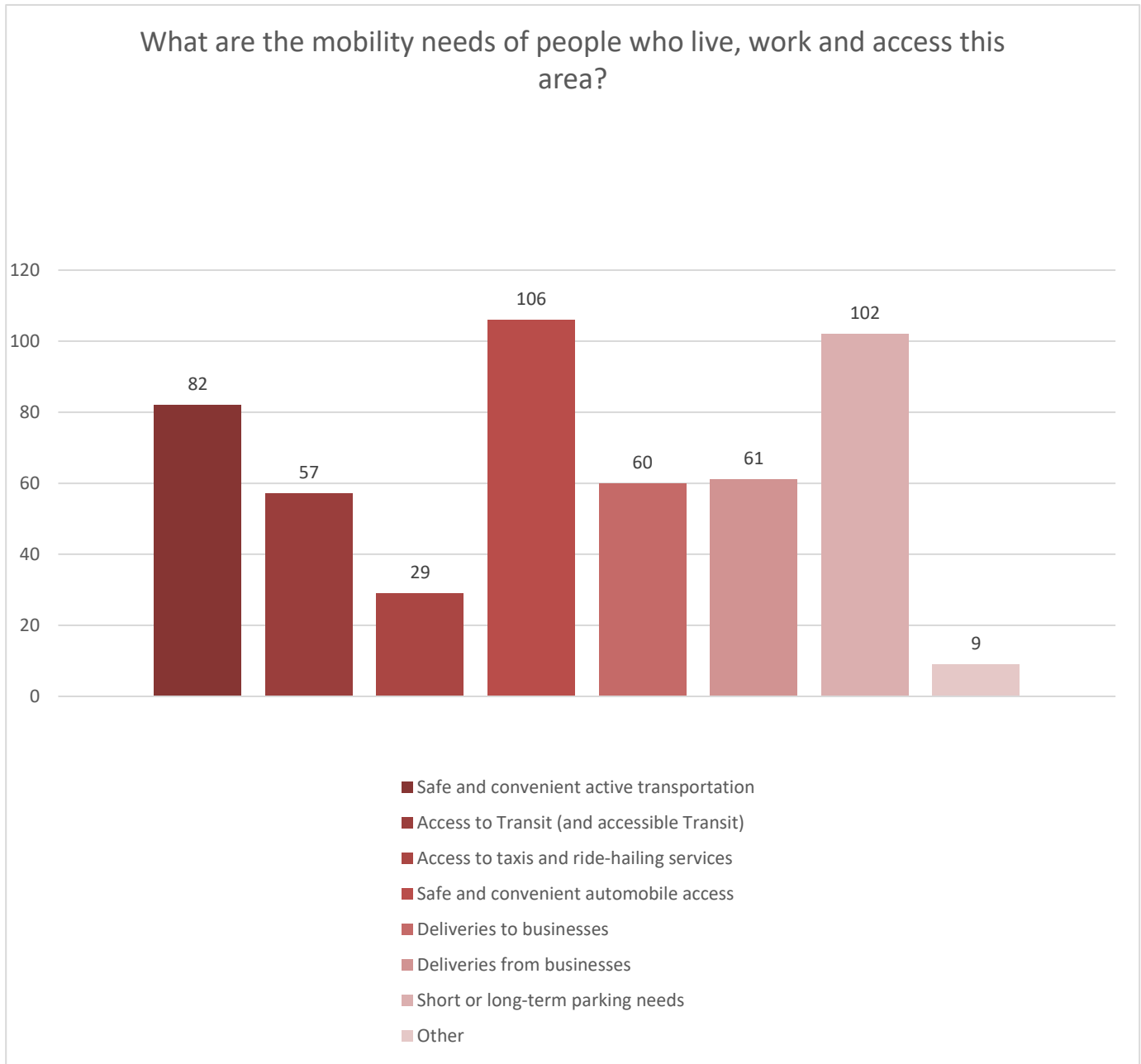
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Additional comments

The below table represents the most frequent themes identified with the additional comments section.

Supportive Themes	
General support	Stakeholders expressed general support for cycling amenity improvements and saw them as an enhancement to the area.
Safety	Stakeholders expressed appreciation that the proposed cycling amenity options provide a safer experience for all modes compared to the current situation.
Critical Themes	
General lack of support	Much of the feedback received for this question expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking & Increased density	Feedback received indicated a strong concern for parking loss associated with cycling amenities. Additionally, many stakeholders expressed concerns of this parking loss in relation to the increased density occurring in the area.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt these options would result in further congestion and traffic flow issues.
Negative impact to local businesses	Many stakeholders felt these cycle amenities would cause a negative impact to local businesses, specifically in relation to parking loss, congestion, and poor traffic flow.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options which could pose safety concerns.
Neutral Themes	
Traffic calming/ Intersection improvement	Stakeholders expressed specific traffic calming suggestions and intersection improvement ideas. <i>**Please refer to the verbatim section for a fulsome understanding of this feedback.</i>



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What we heard: Responses from participants who do not live and/or work directly on 34 Avenue S.W., but are interested in the project

The following information corresponds to the feedback submitted by participants who identified their interest as ***I do not live and/or work directly on 34 Avenue S.W., but I am interested in the project*** which represented 251 out of the 390 submissions to this question.

Bike Boulevard Option

When looking at the Bike boulevard option, can you share what you think works well?

When looking at the Bike boulevard option, can you share what you think should be improved?

The below table represents the most frequent themes identified within the feedback collected in relation to the Bike boulevard option.

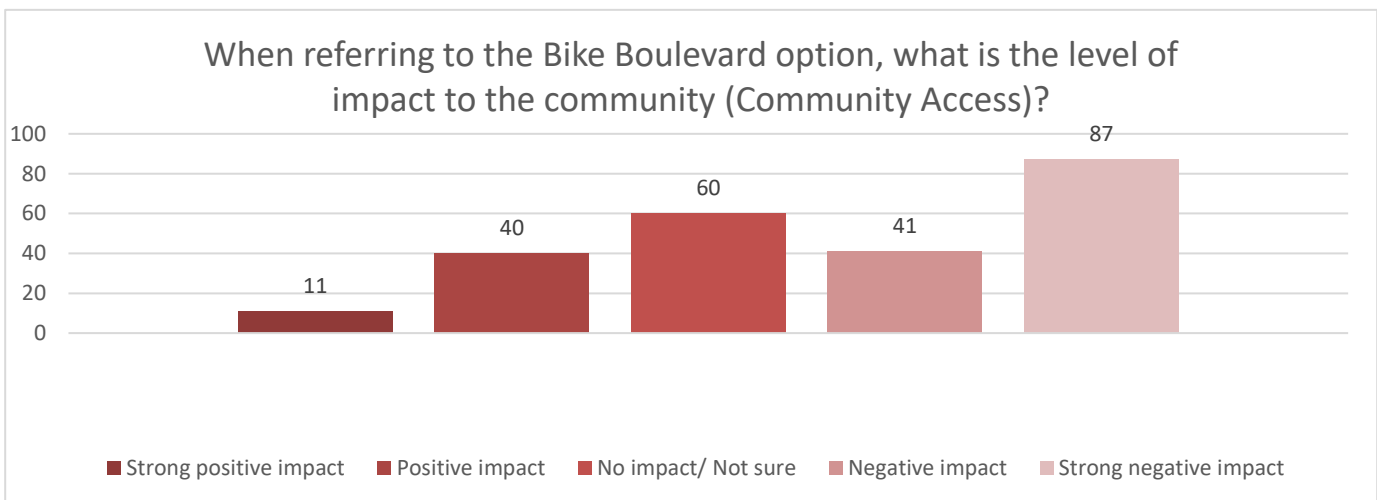
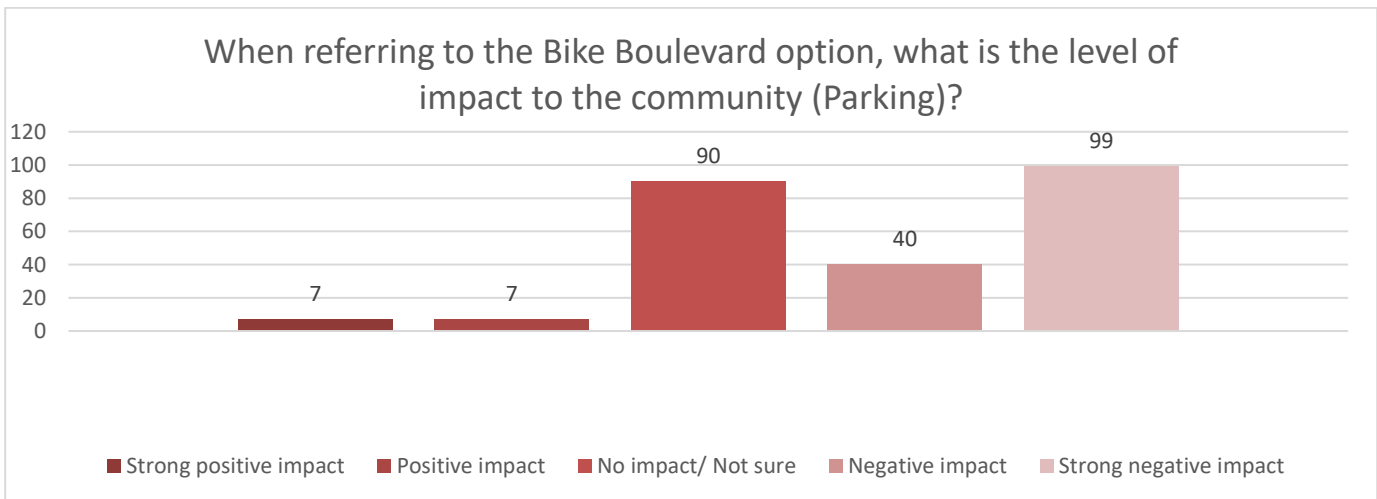
Supportive Themes	
Traffic flow, volume, and speed	Participants appreciated this option intends to help with traffic flow, reduce traffic volume, and lower the speed limit along the corridor.
Safety: Reduced pedestrian and bicycle conflicts	Participants acknowledged this option reduces the risk of pedestrian and bicycle conflicts.
Low Cost	Stakeholders appreciated this option has the lowest cost of the 3 options.
Construction Impacts	Feedback indicated an appreciation that this option has less disruptions during construction.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities. Additionally, many stakeholders expressed concerns of this parking loss in relation to the increased density occurring in the area.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Safety: Risk of wheeling users and vehicle conflicts	Stakeholders felt this option creates more risk for wheeling users and vehicle conflicts. Much of this feedback indicated a desire to have separated infrastructure for different modes of transportation.



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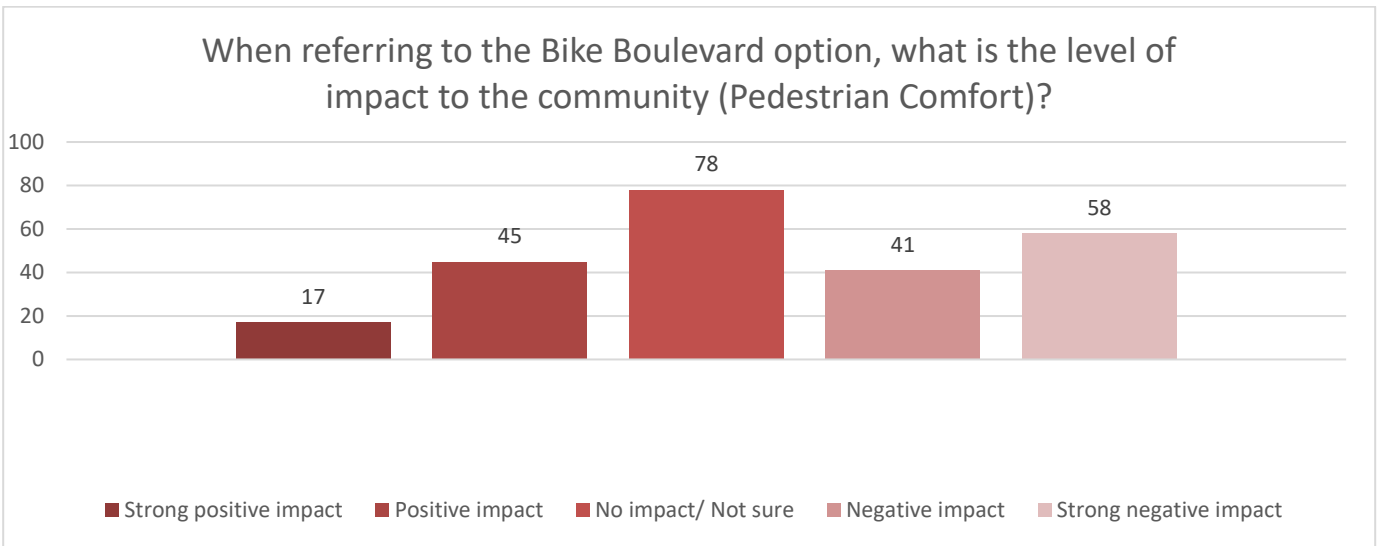
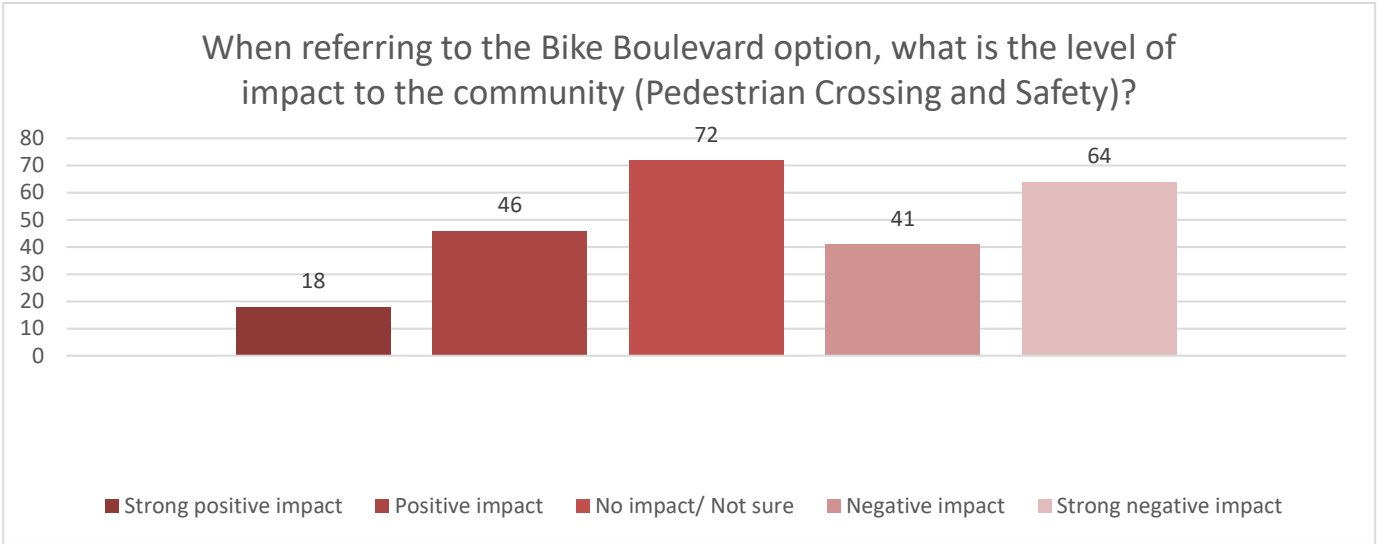
Minimal improvement from existing conditions	Stakeholders in favor of adding cycling amenities to the corridor felt this option is a minimal improvement from the existing conditions.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options which could pose safety concerns.
Safety: Not suitable for users of all ages and abilities	Input received indicated sentiment that this option is not suitable and safe for all ages and abilities.





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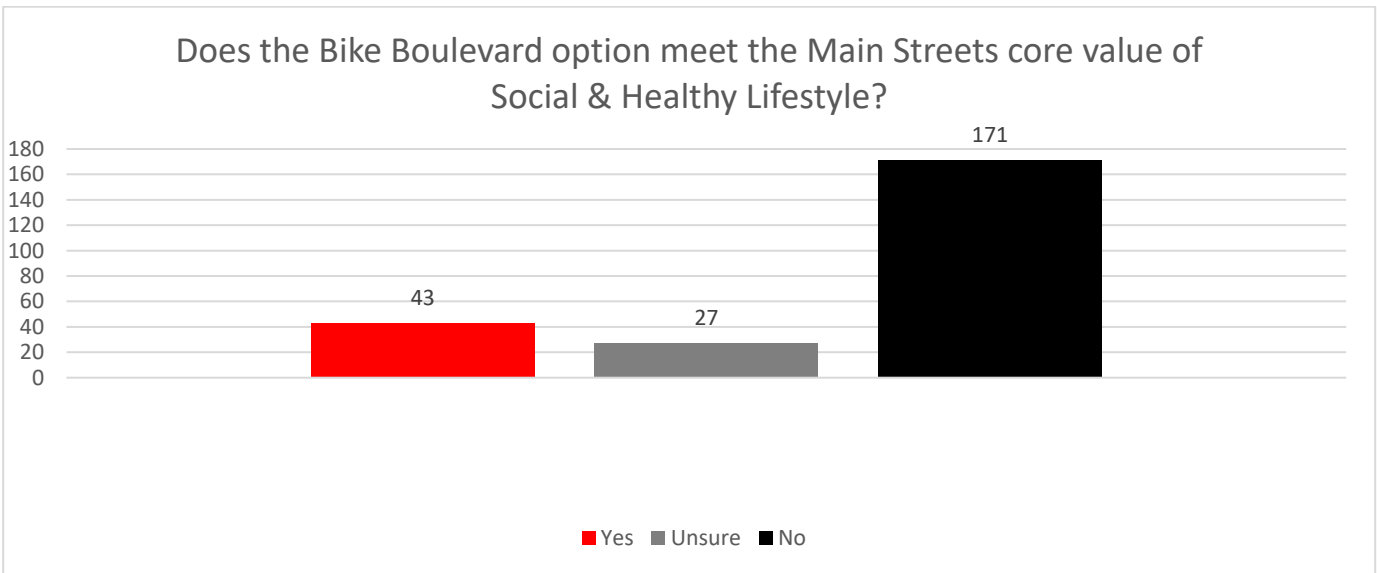
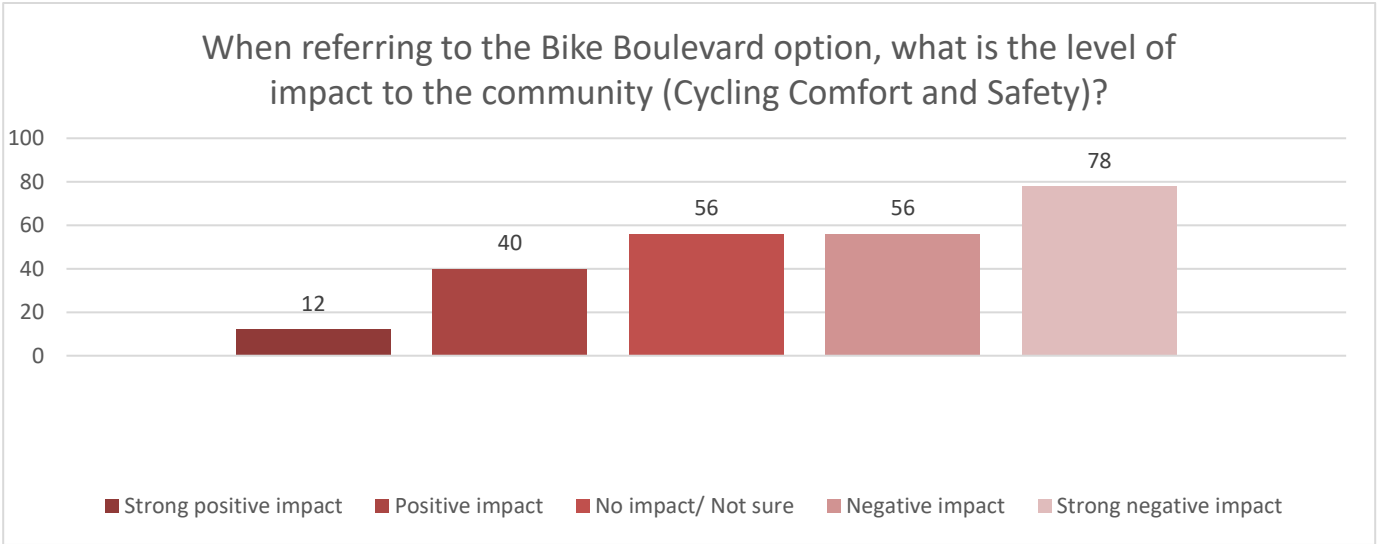
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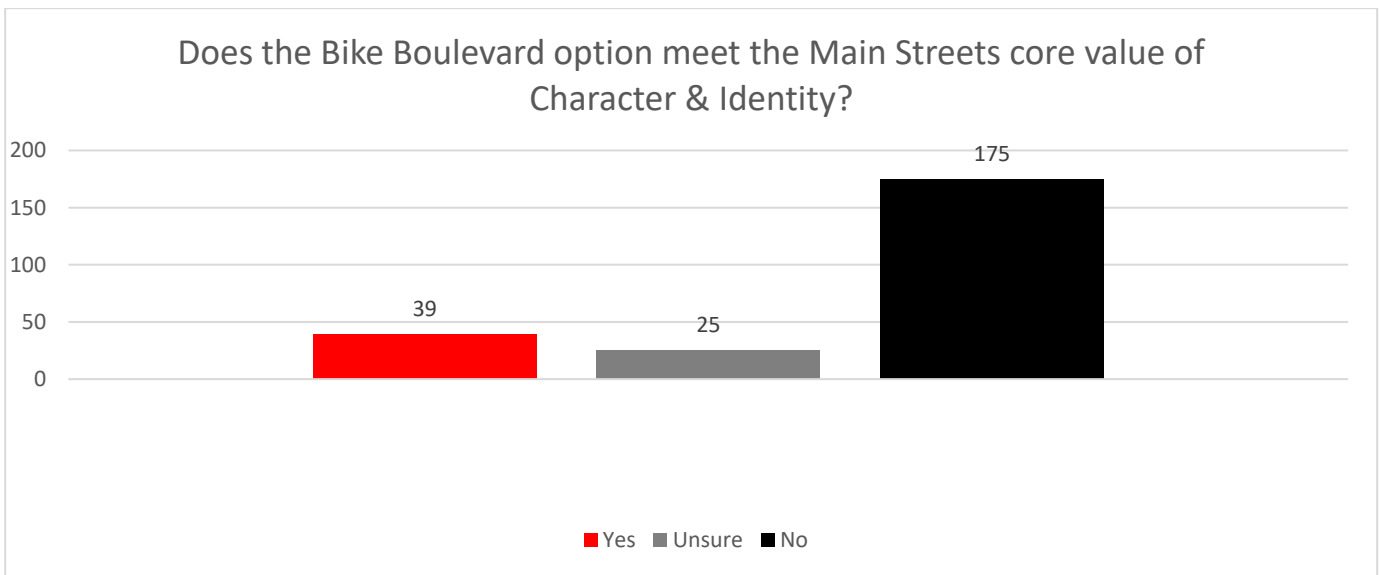
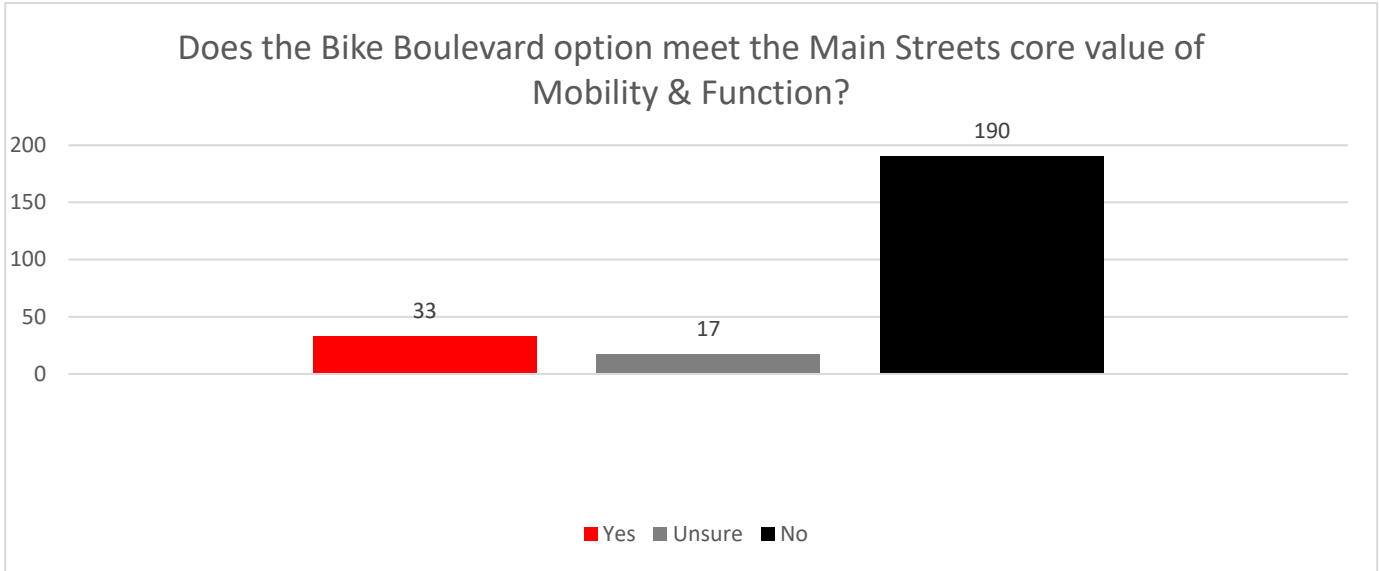
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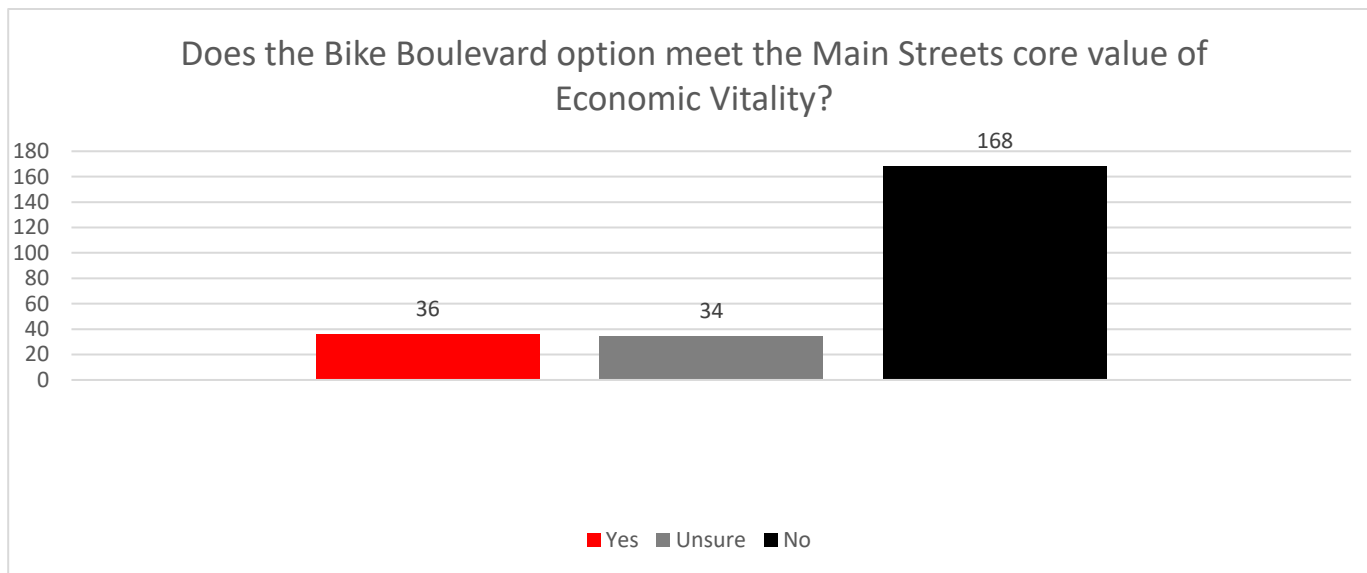
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Multi-Use Path option

When looking at the multi-use path option, can you share what you think works well?

When looking at the multi-use path option, can you share what you think should be improved?

The below table represents the most frequent themes identified within the feedback collected in relation to the *multi-use path* option.

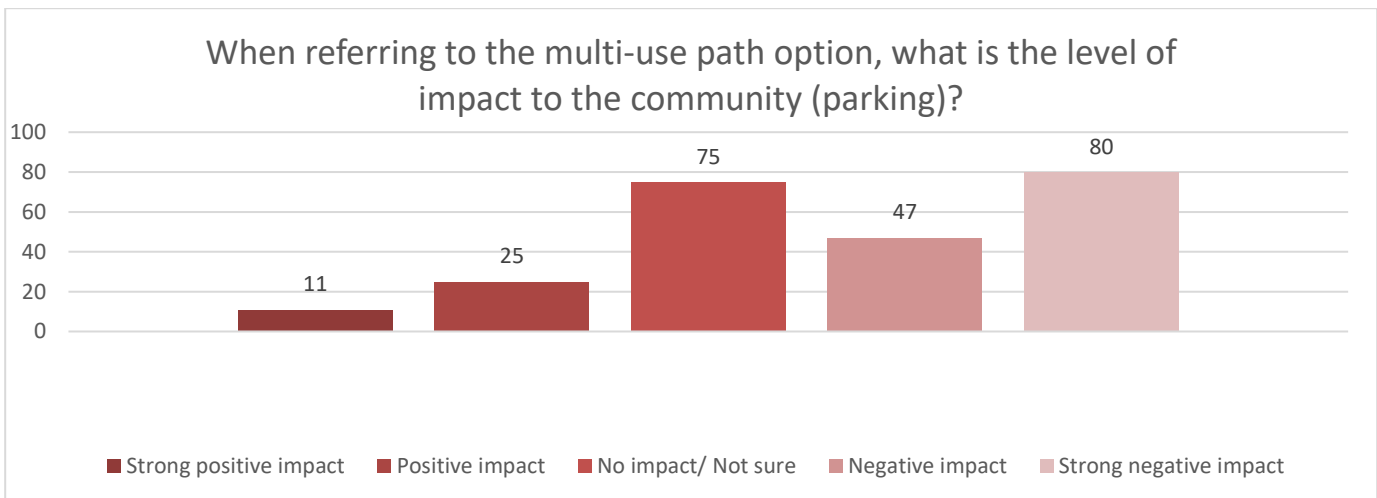
Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this option each transportation mode has its own designated space.
Suitable for all ages and abilities	Participants acknowledged this option increases comfort for all ages and abilities.
General support	Stakeholders expressed general support for this option and the appreciation of this as an enhancement to the area.
Width of pedestrian sidewalk	Stakeholders appreciated the larger width of pedestrian sidewalk compared to the bike boulevard option.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling



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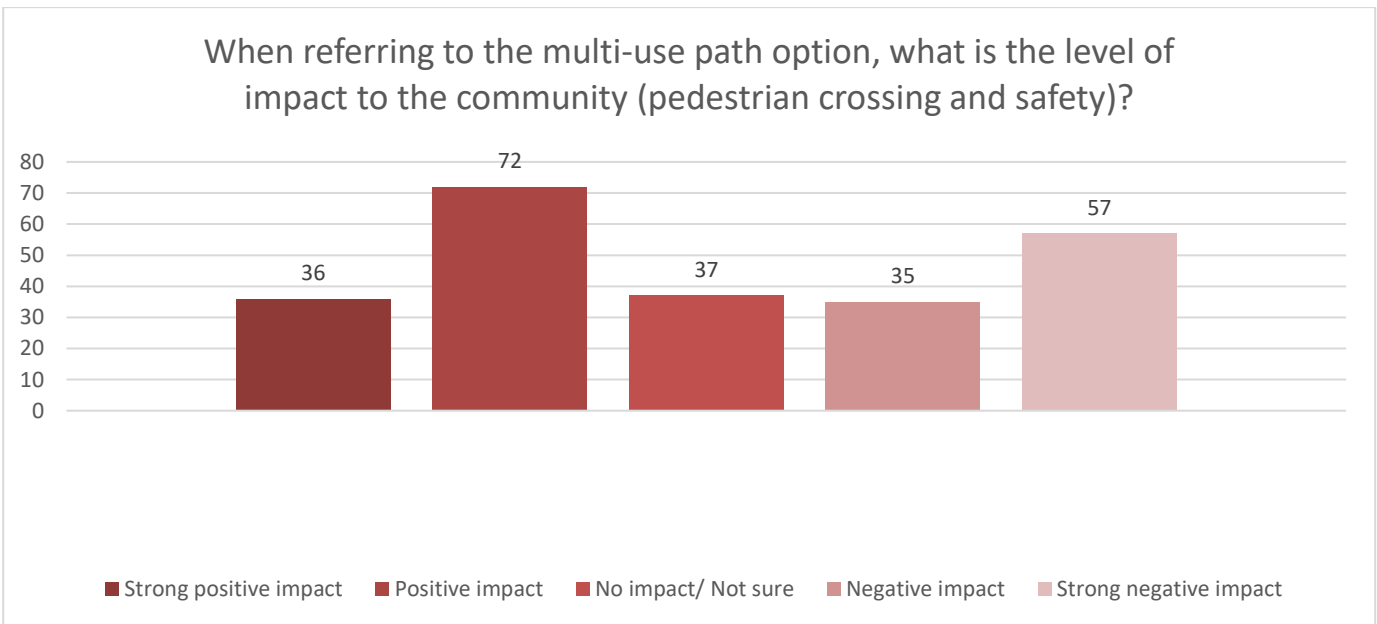
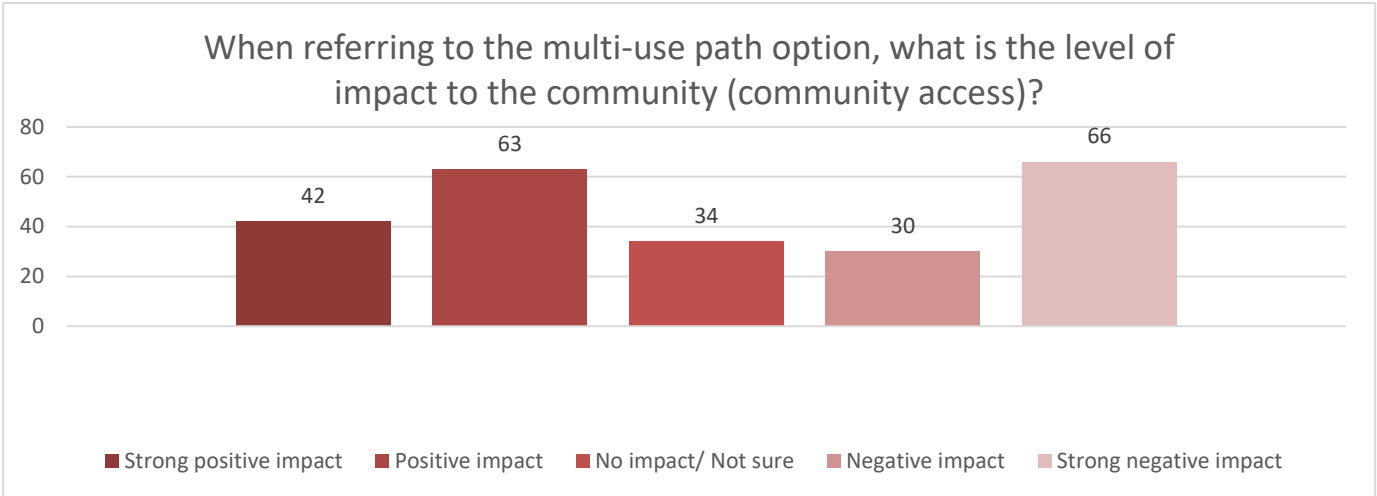
	infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options.
Safety: Potential risk of conflict on multi-use path	Concerns over the risk of conflicts of users on the were prominent in the feedback collected.
Safety: Potential risk of conflict of pedestrians and wheeled users	Stakeholders expressed concerns of potential conflicts between pedestrians and wheeled users with this option.
Width of hybrid two-way cycle track and pedestrian sidewalk	Feedback criticized the width of both the hybrid two-way cycle track and the pedestrian sidewalk as being too narrow.
Neutral Themes	
Traffic calming/ Intersection improvement	Stakeholders expressed specific traffic calming suggestions and intersection improvement ideas. <i>**Please refer to the verbatim section for a fulsome understanding of this feedback.</i>
Integrated connections for cycling	Feedback indicated a strong desire that these cycling amenities be connected to the larger cycle network within Calgary.





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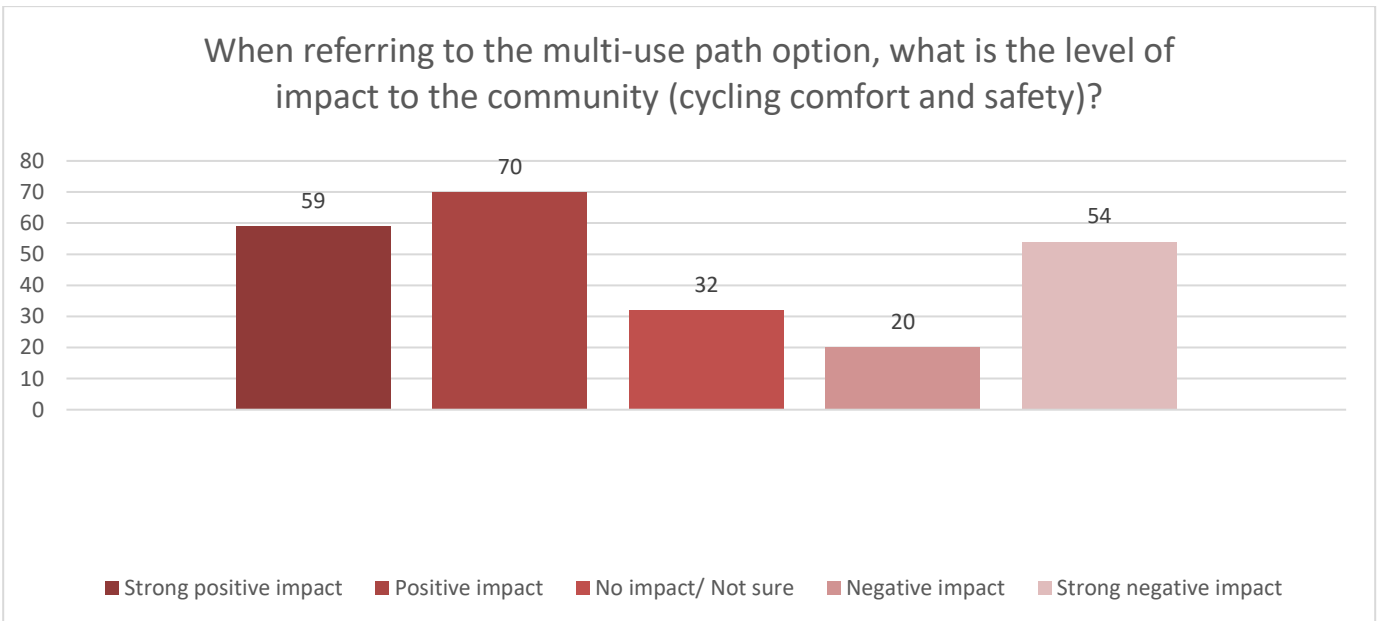
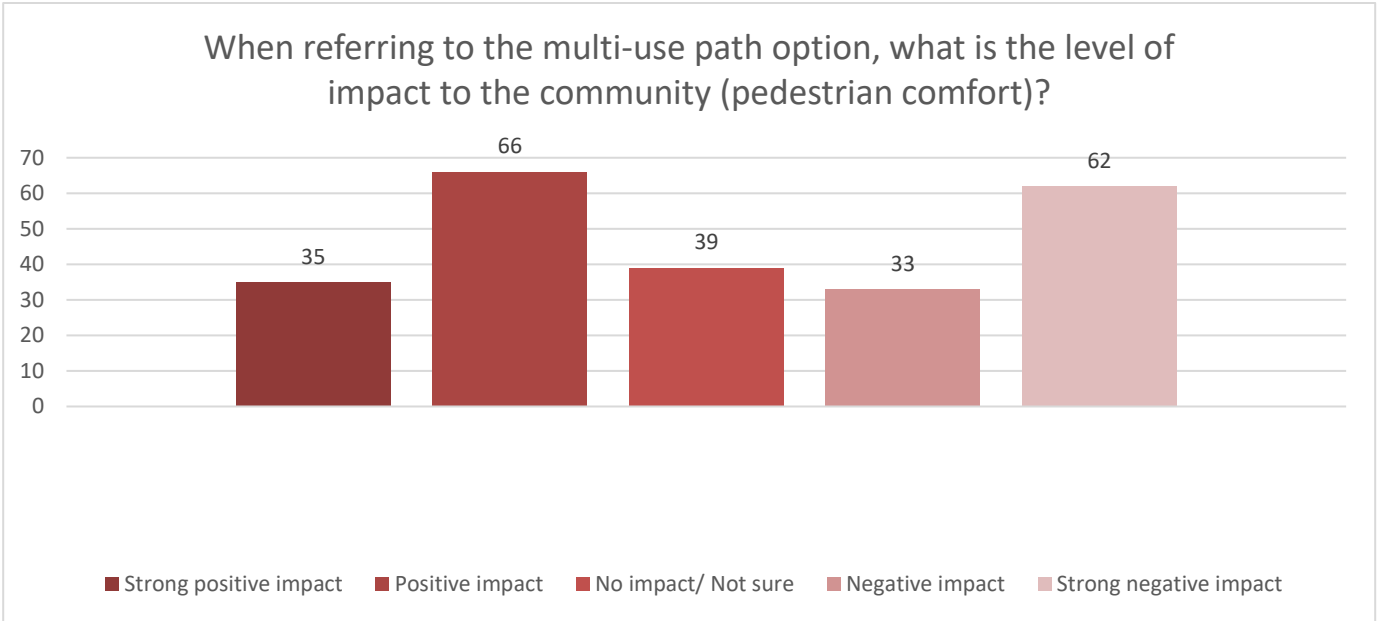
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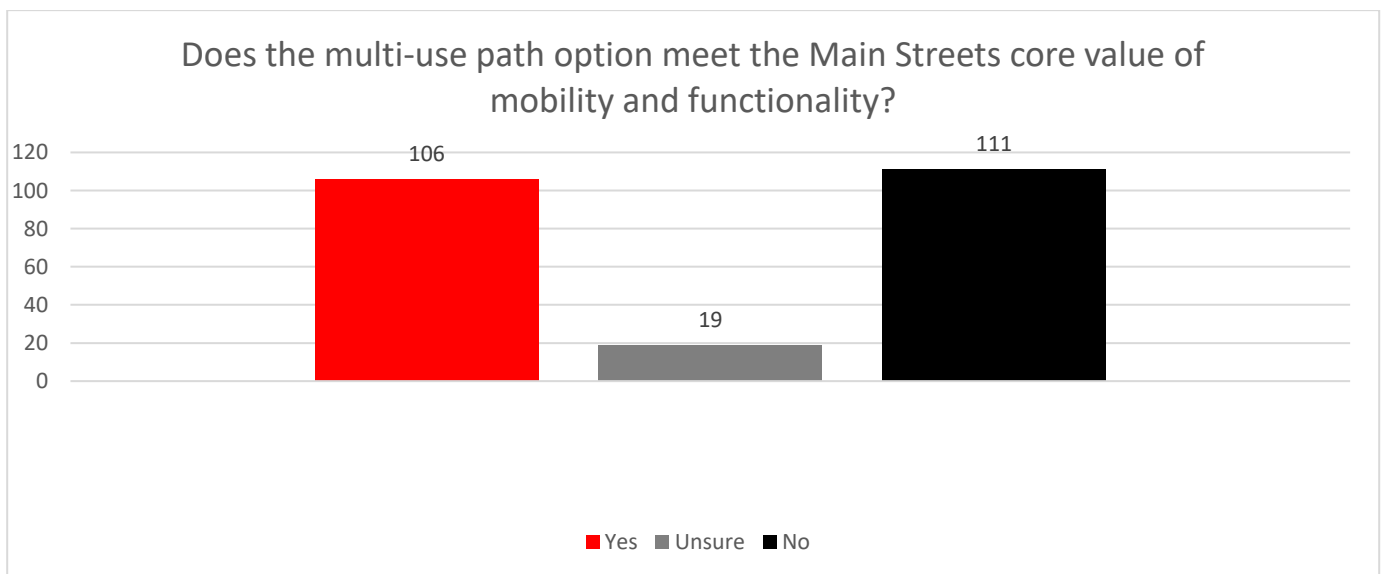
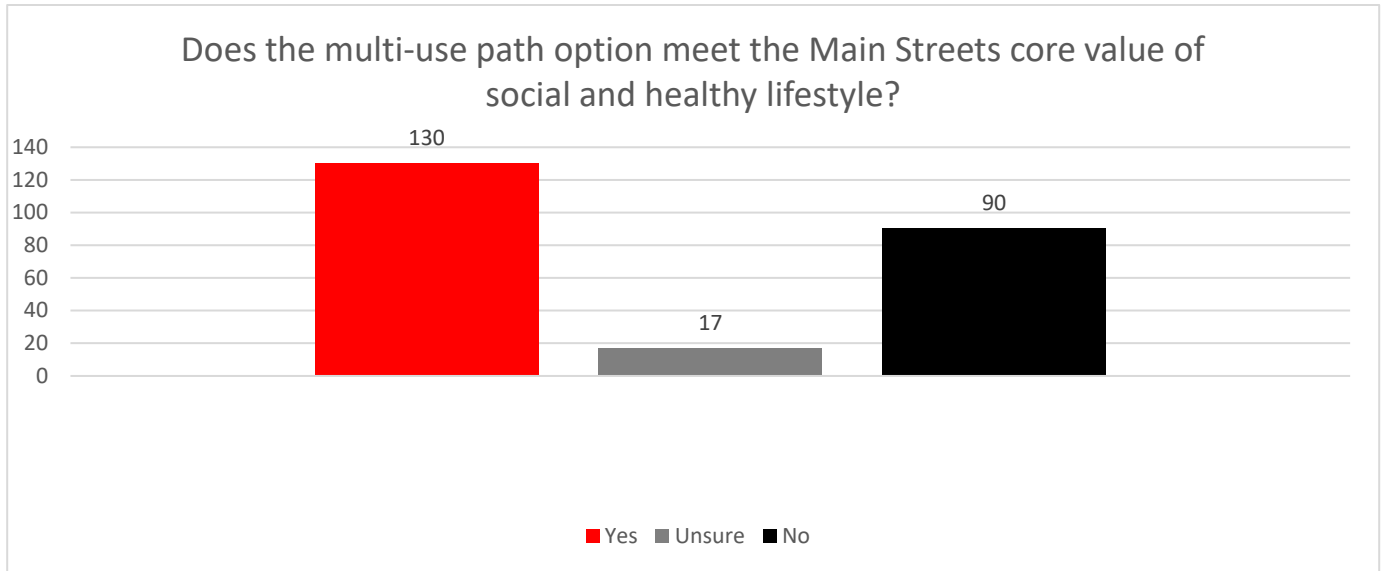
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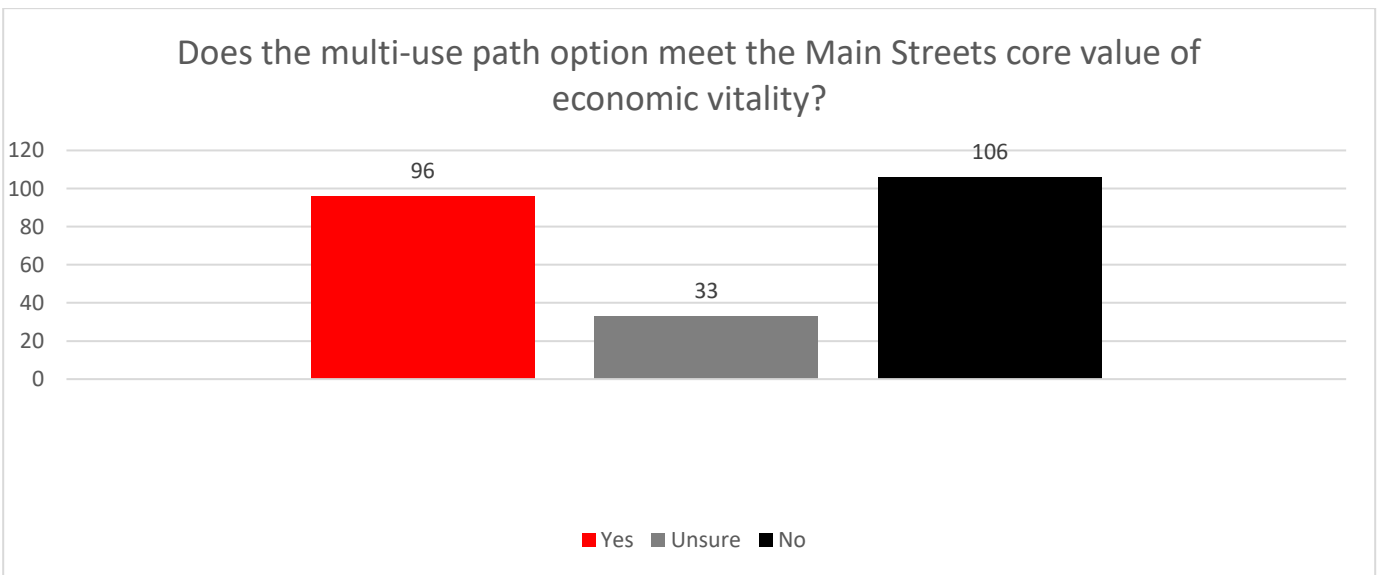
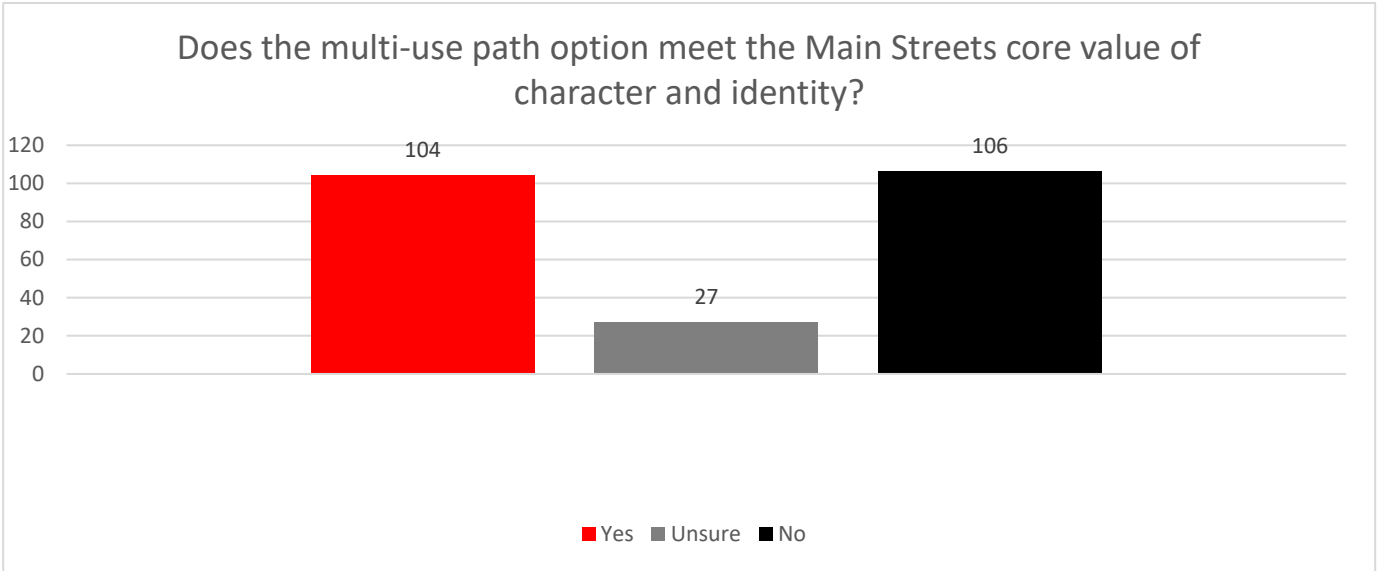
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One-Way Cycle Track option

When looking at the one-way cycle track option, can you share what you think works well?

When looking at the one-way cycle track option, can you share what you think should be improved?

The below table represents the most frequent themes identified within the feedback collected in relation to the one-way cycle track option.

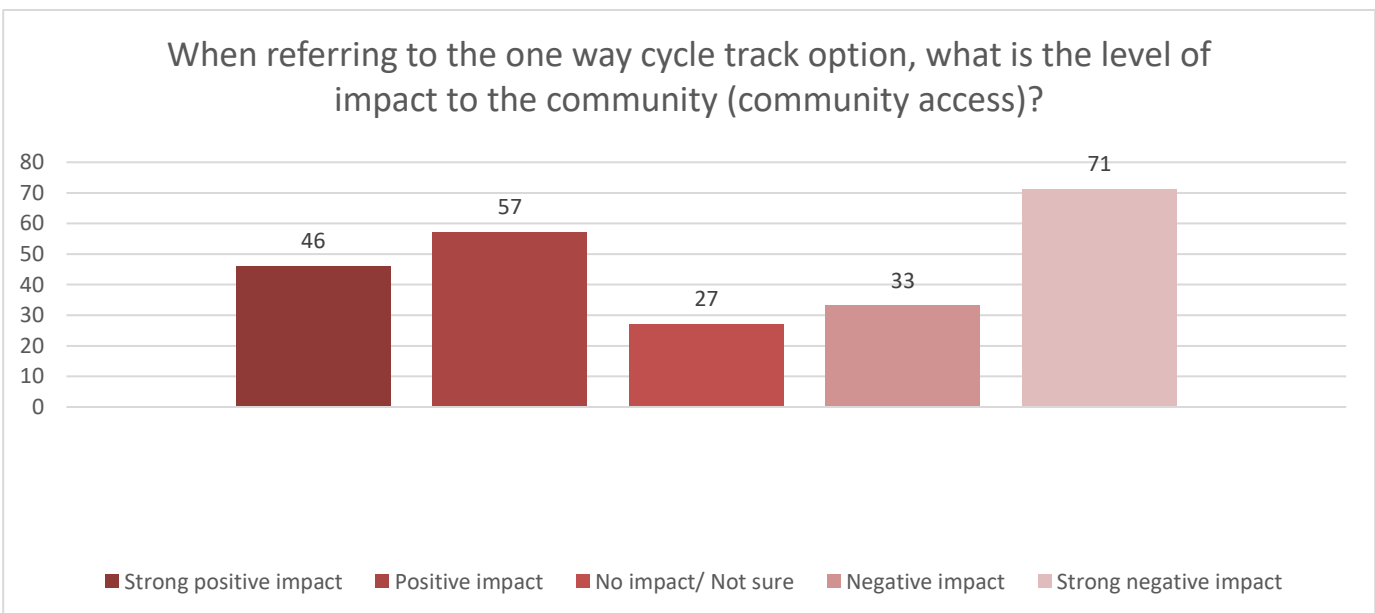
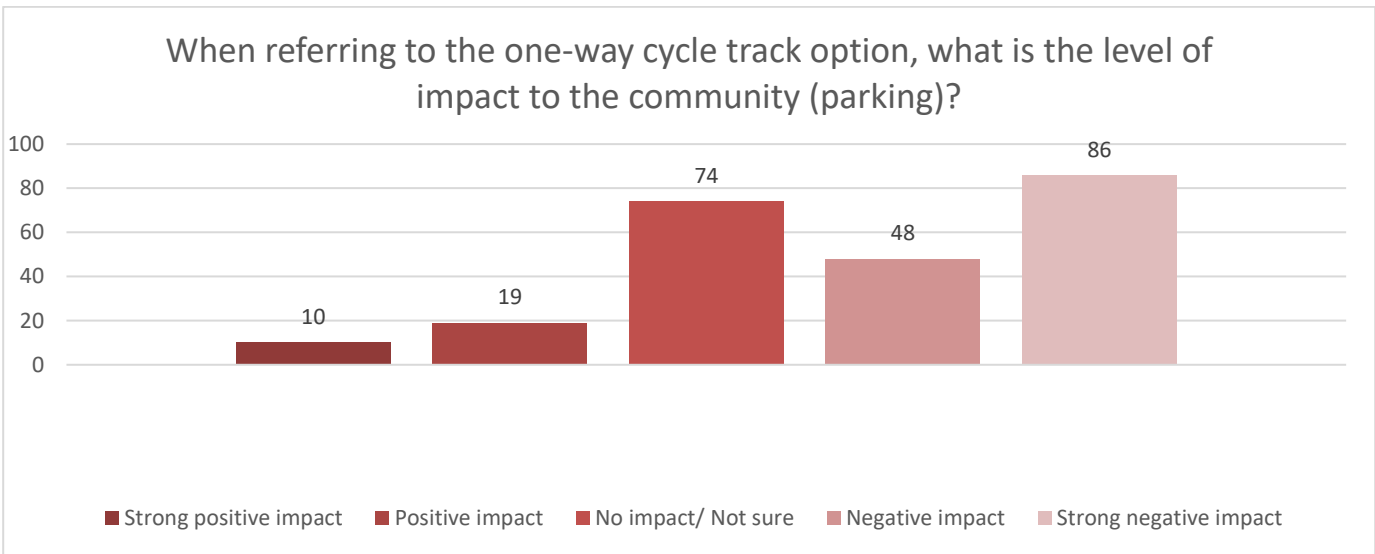
Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this option each transportation mode has its own designated space.
Safety: Reduced risk of conflict between cars and cyclists	Participants perceived this option would reduce the potential for conflicts of turning cars and cyclists as each mode will be travelling in the same direction on either side of the road.
General support	Stakeholders expressed general support for this option and the appreciation of this as an enhancement to the area.
Critical Themes	
General lack of support	Much of the feedback received for these questions and this option expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking	Feedback received indicated a strong concern for parking loss associated with cycling amenities.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt this option would result in further congestion and traffic flow issues.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options which could pose safety concerns.
Width of cycle track and pedestrian sidewalk	Feedback criticized the width of both the cycle track and the pedestrian sidewalk as being too narrow.
Safety: Intersections and driveways	Feedback expressed a concern over potential conflicts at intersections and driveways with the option being presented.
Neutral Themes	
Lighting and Sightlines	Stakeholders expressed the importance of adequate lighting and sightlines for this option.
Safety: Physical medians	Feedback indicated a desire for a physical median/barrier (as opposed to painted lines) to separate the pedestrian sidewalk, cycle track, and road for safety.



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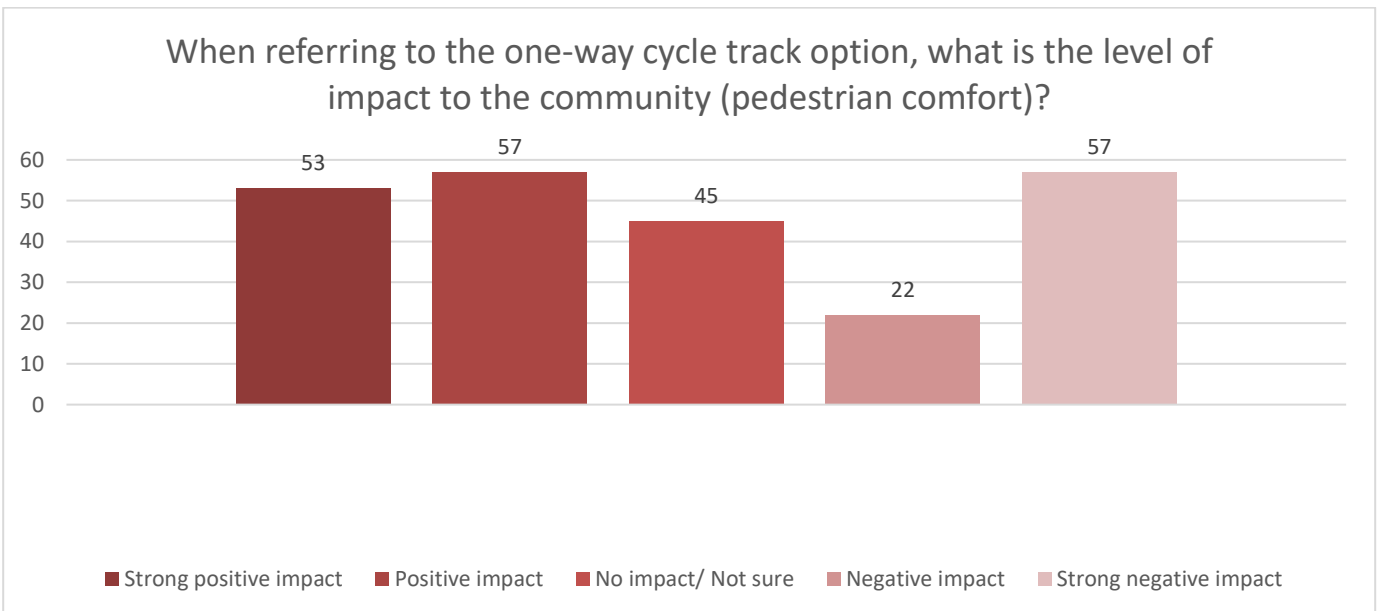
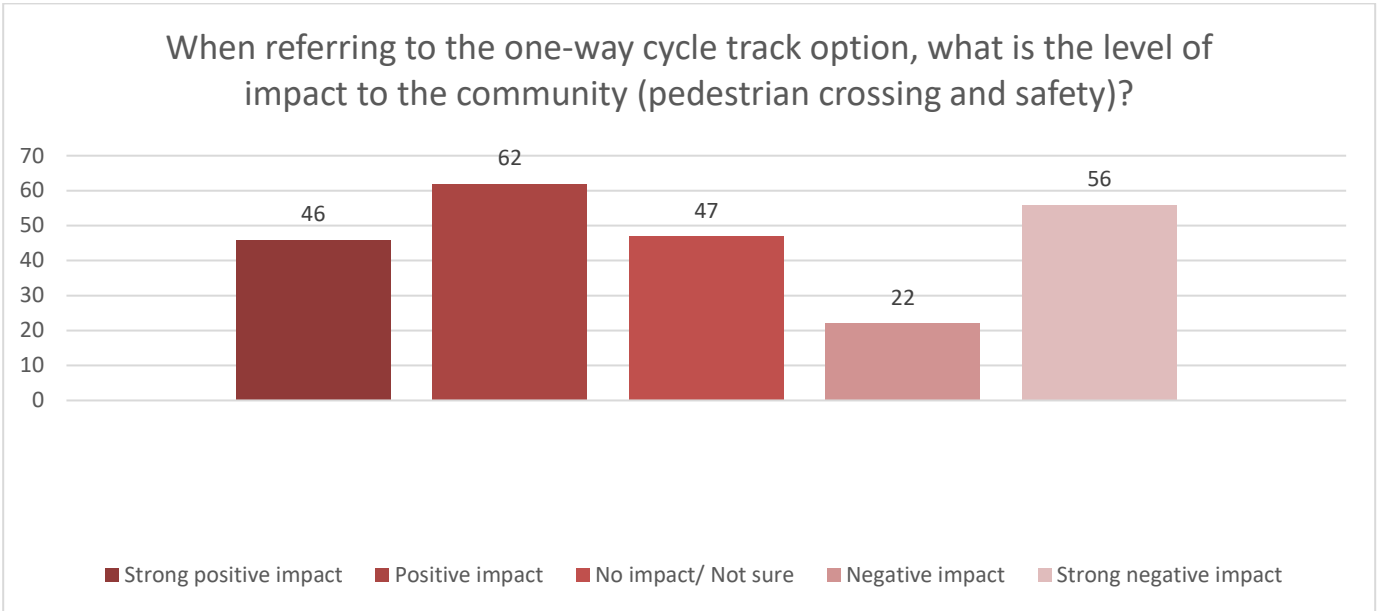
Snow clearing	Stakeholders expressed the importance of adequate snow clearing of this option during the winter months.
Integrated connections for cycling	Feedback indicated a strong desire that these cycling amenities be connected to the larger cycle network within Calgary.





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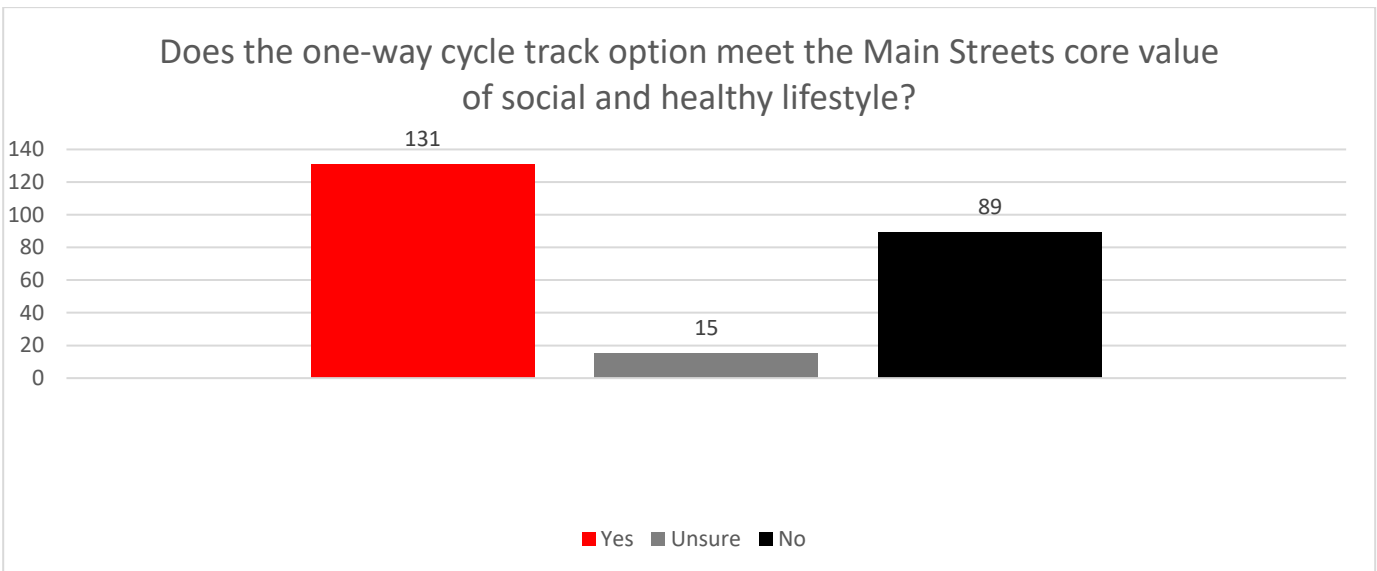
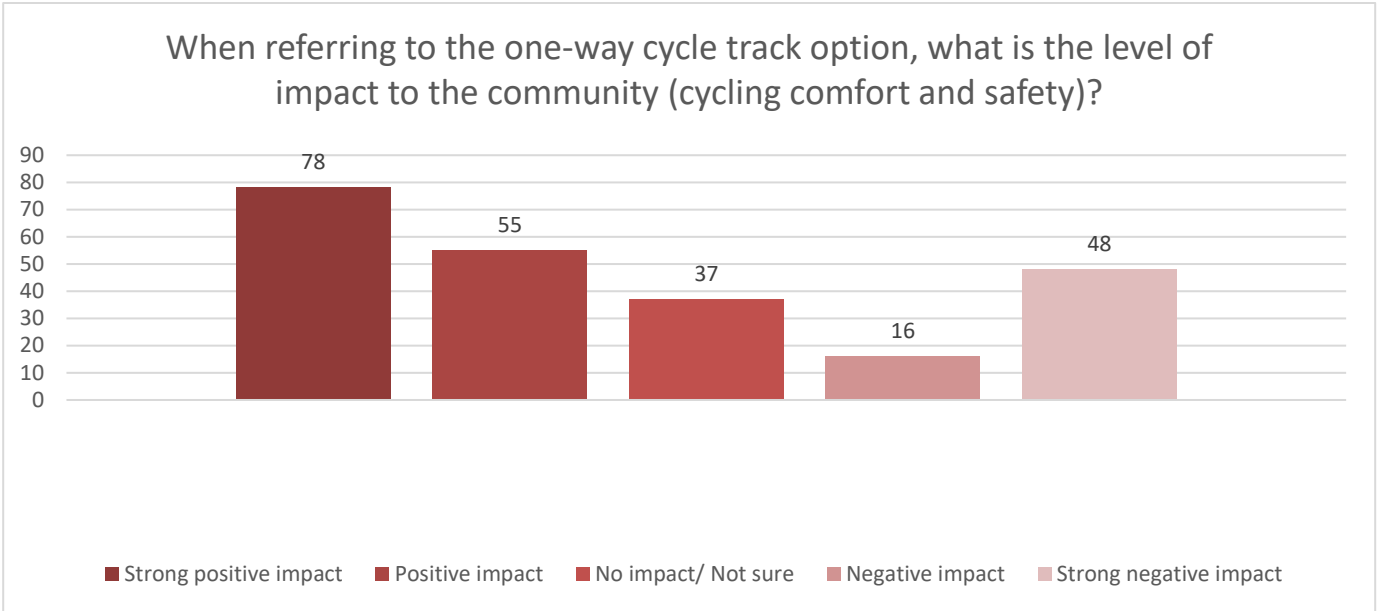
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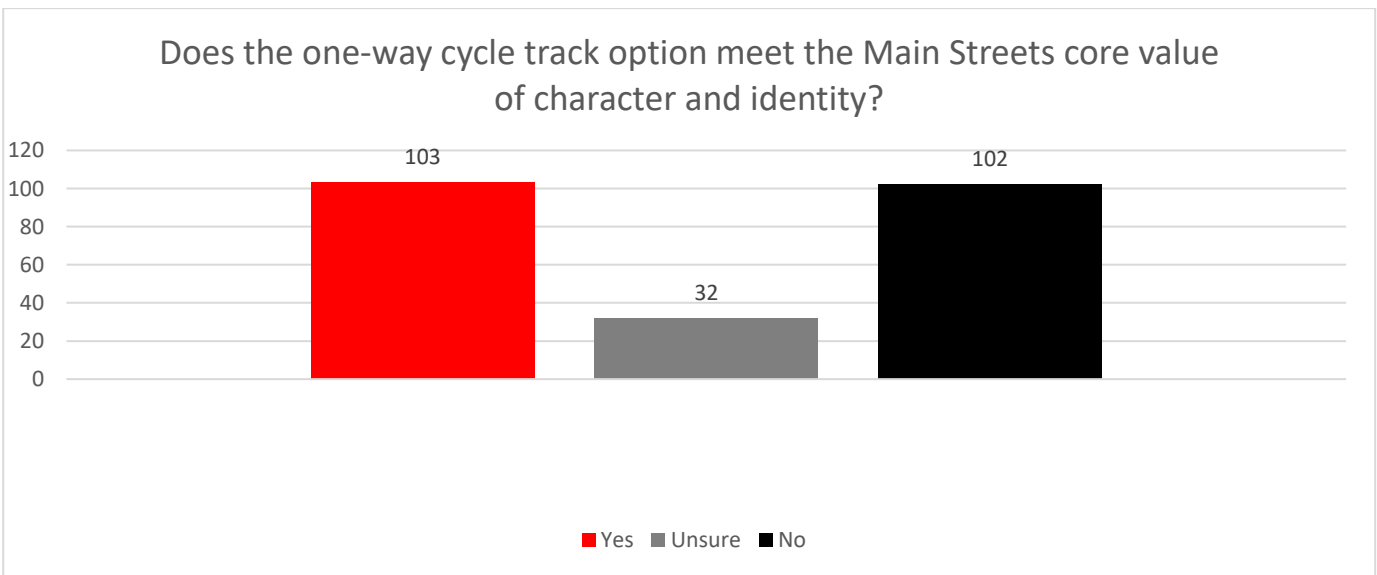
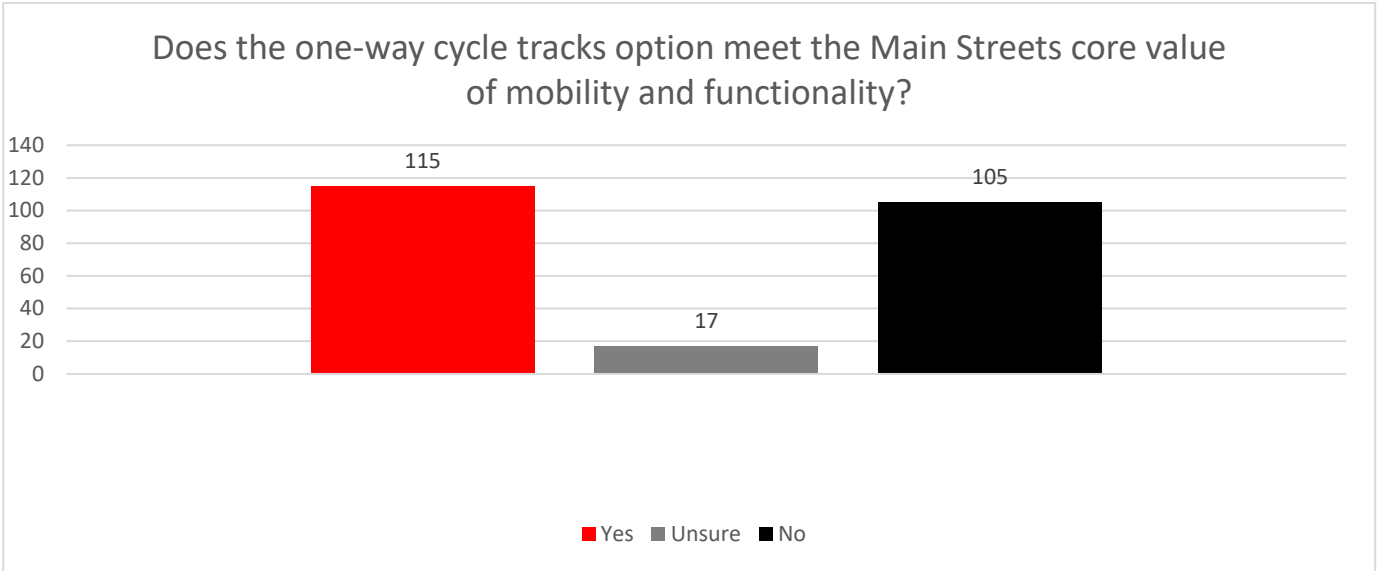
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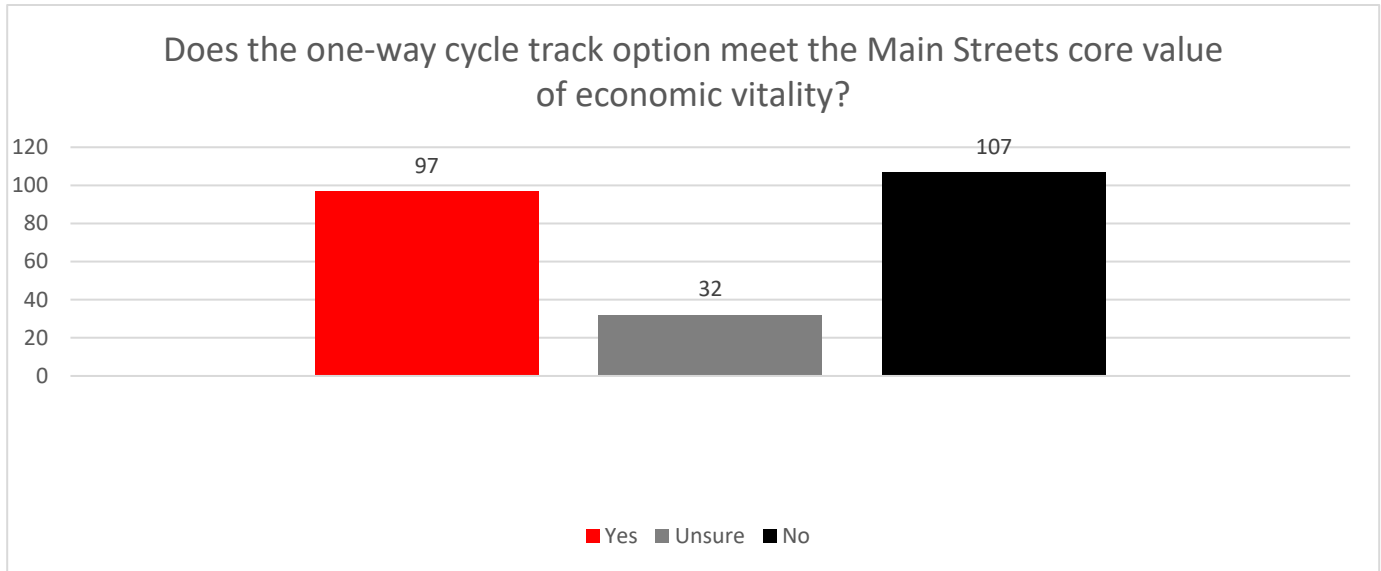
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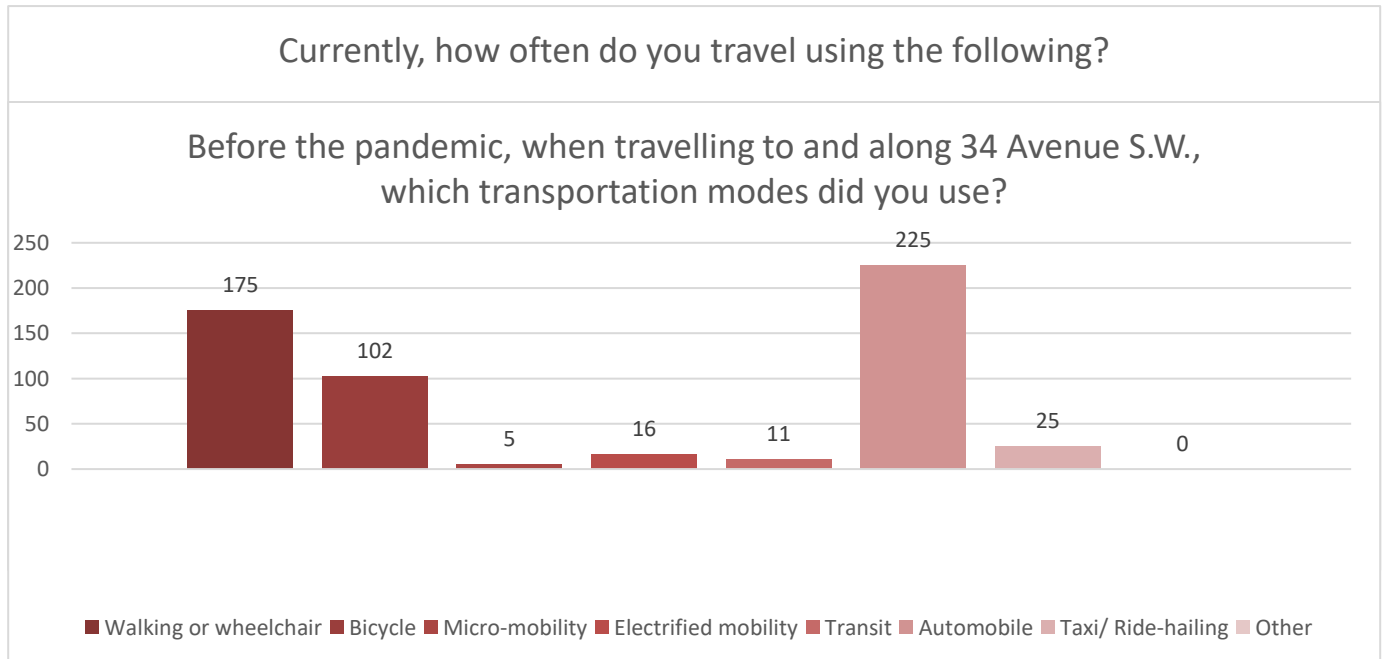
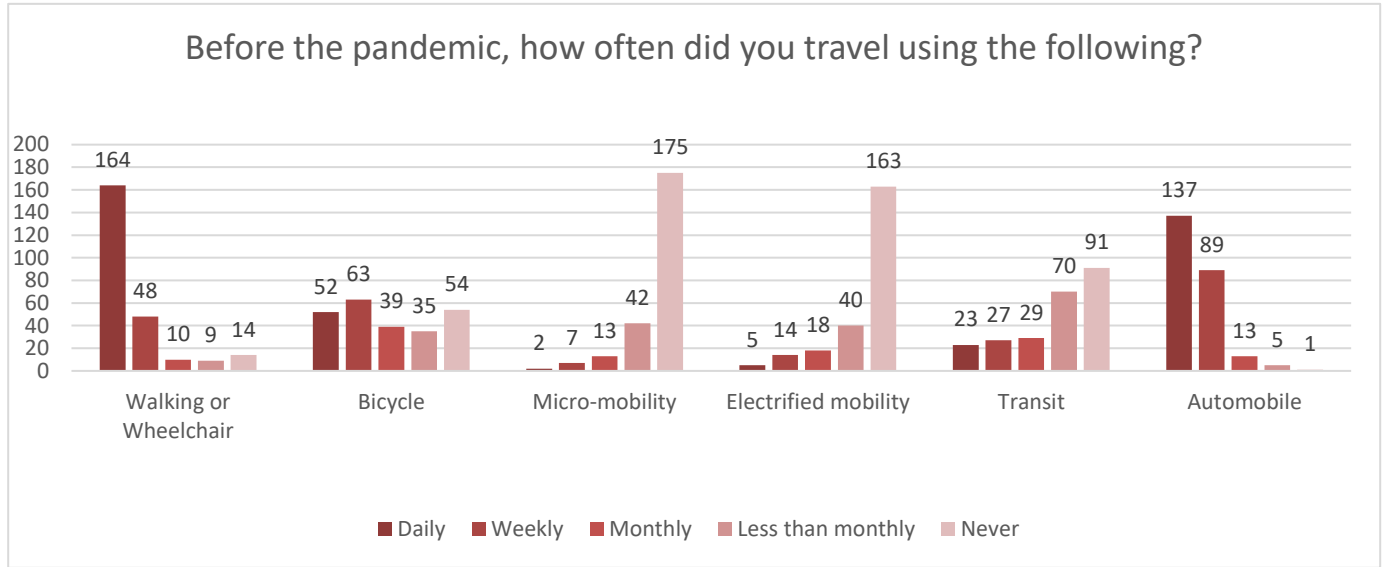




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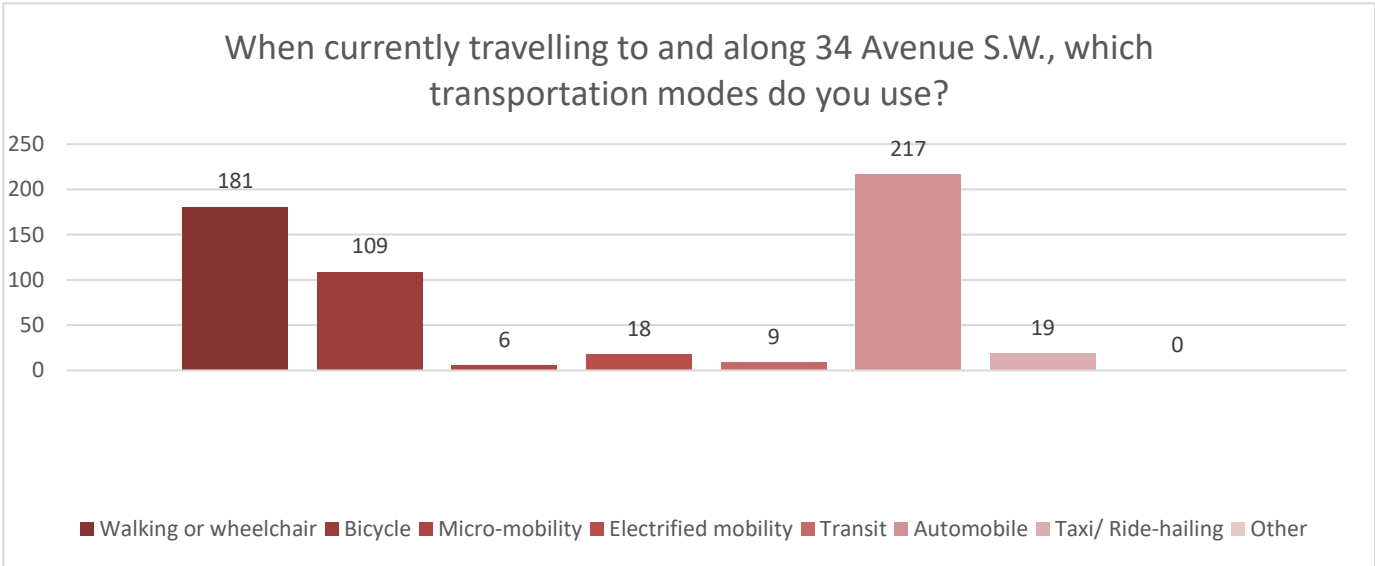
Additional Information





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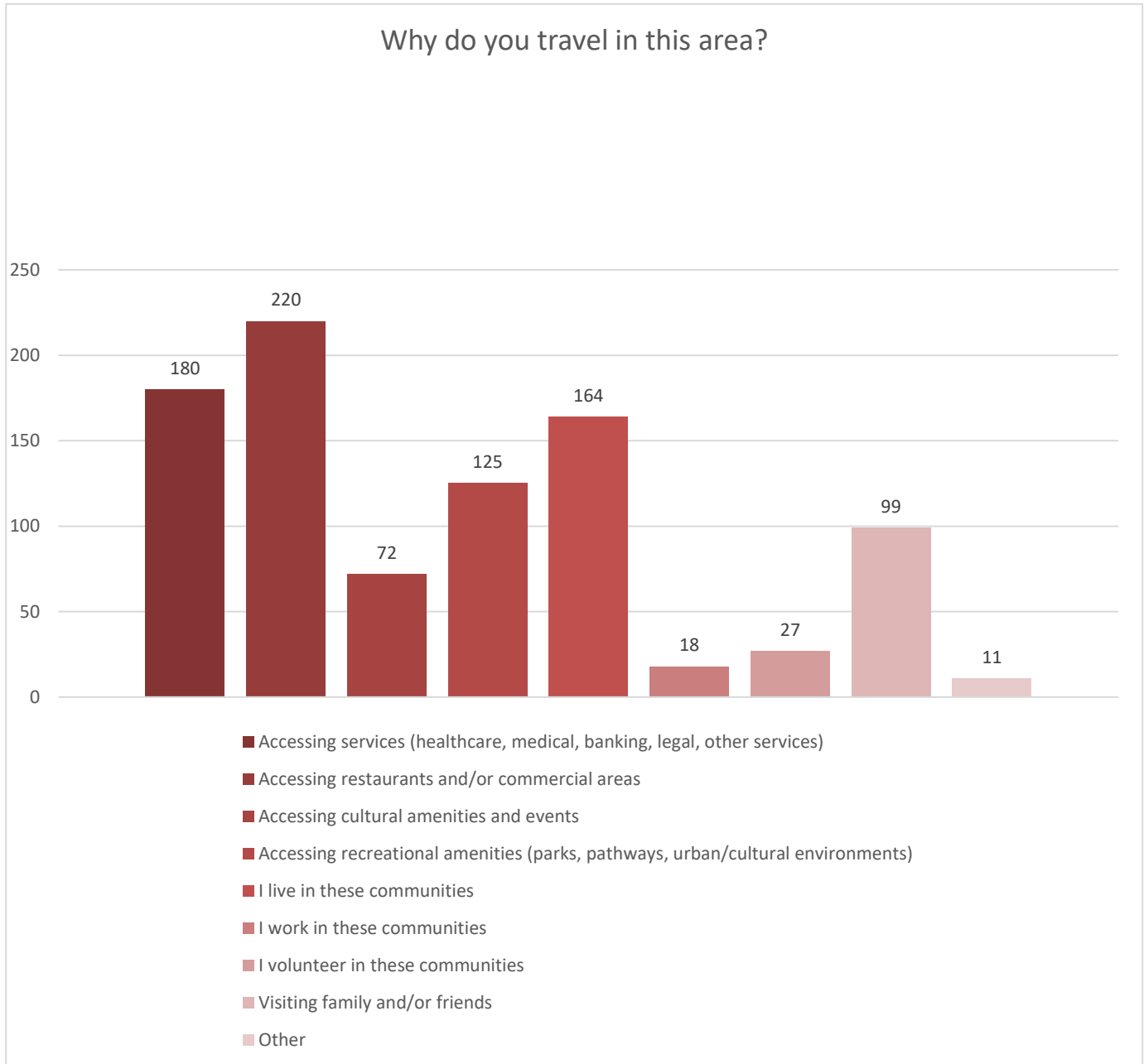
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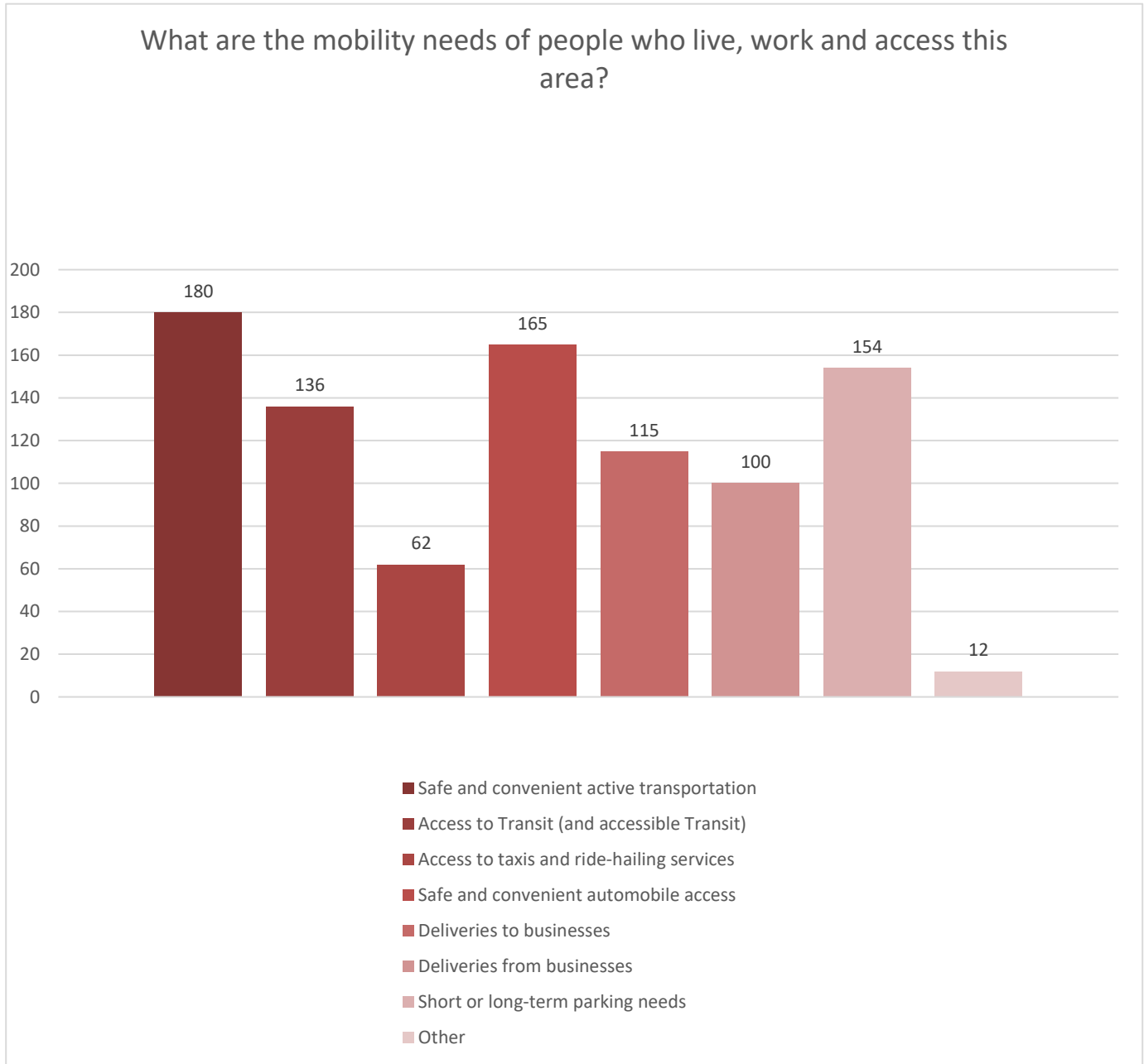
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Additional comments

The below table represents the most frequent themes identified with the additional comments section.

Supportive Themes	
General support	Stakeholders expressed general support for cycling amenity improvements and saw them as an enhancement to the area. Feedback indicated an appreciation for improvements which allow for more use of active modes for transportation.
Safety	Feedback indicated a high value in increased safety for transportation in the area. Stakeholders expressed appreciation that the proposed cycling amenity options provide a safer experience for all modes compared to the current situation.
Critical Themes	
General lack of support	Much of the feedback received for this question expressed a general lack of support for cycling infrastructure along the corridor. Many stakeholders suggested these cycling amenities be located elsewhere.
Parking & Increased density	Feedback received indicated a strong concern for parking loss associated with cycling amenities. Additionally, many stakeholders expressed concerns of this parking loss in relation to the increased density occurring in the area.
Traffic Flow and Congestion	Stakeholders expressed concerns over the current congestion and poor traffic flow in the area and felt these options would result in further congestion and traffic flow issues.
Negative impact to local businesses	Many stakeholders felt these cycle amenities would cause a negative impact to local businesses, specifically in relation to parking loss, congestion, and poor traffic flow.
Corridor width	Stakeholders expressed concern that the corridor is too narrow for these proposed cycling amenity options which could pose safety concerns.
Cost	Feedback indicated a concern of the overall cost of the project.
Current infrastructure lifecycle repairs	Stakeholders expressed concerns over various current infrastructure lifecycle repairs that need to be addressed (e.g. potholes).
Neutral Themes	
Traffic calming/ Intersection improvement	Stakeholders expressed specific traffic calming suggestions and intersection improvement ideas. <i>**Please refer to the verbatim section for a fulsome understanding of this feedback.</i>
Safety: Improvements must be suitable for users of all ages and abilities	Input received indicated that the cycling amenities should be designed for users of all ages and abilities.



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Integrated connections for cycling	Feedback indicated a strong desire that these cycling amenities be connected to the larger cycle network within Calgary.
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Next steps

Following this stage of engagement, we will assess the feedback provided to select a preferred option for a viable 5A network along 34th Avenue S.W.

Once determined, we will progress the selected option from concept to detailed design and determine a plan for funding + construction phasing (target 2023 implementation).



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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.

When looking at the Bike boulevard option, can you share what you think works well?

- I think the only benefit would be (I assume) less disturbance during construction
- Looks very similar to today's approach on this road
- 34th does not work well for biking. It is unsafe and congested already.
- Nothing, this is a terrible idea that will create more traffic congestion in Marda loop.
- n/a
- Nothing. Status quo for safety + making the street much less accessible
- Minimal disruption. I bike everyday to work using 33rd and don't plan using 34 as too many intersections hidden by cars parked.
- If this is the status quo it is dangerous for cyclists
- Keeps bikes, pedestrians and vehicles seperated
- I bike year-round and am very supportive of biking, walking and running options. That noted, 33rd and 34th avenues are connector street for vehicle traffic from residential to commercial and across Crowchild. Please keep it dedicated to cars and bike free
- We can not afford to lose any parking at all
- One way cycle paths
- None of these options. There is significant traffic on 34 Avenue and it will be much worse for residents and businesses there if any of these plans are implemented.
- I have lived in Marda Loop since 1988 and have seen traffic volumes increase dramatically. I do not support a bike lane on 34th Ave.
- this avenue has high motorized volume. What where you thinking?
- Gives slightly more comfort to cyclists.



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- I live close to 34th. The traffic is usually heavy on 33rd and 34th. Leave things as they are and move any proposed bike lanes South of 34th. Reducing parking and vehicle traffic on 34th would be insane.
- Open to considering all 3 options, but the least invasive with maximum improvements seems to be Option 1 - Bike Boulevard.
- Nothing. If you take away traffic lanes and parking people will be FURIOUS. The area is already overrun with traffic congestion due to the amount of infill densification that has been permitted over the past 5 years. If anything we need more parking!!
- Nothing would work well. How do residents park and also of you want retail to thrive then parking needs to be a priority
- Nothing
- need to widen the roads before you can fit a bike lane
- Better than nothing but not by a lot.
- Option #4, reduce multi dwelling unit building permits and thus the traffic flows.
- I don't like any of them. That street is dangerously narrow already with cars parking right up to the corners and impeding visibility. Parking is at a premium; people are parking dangerously close to corner streets - not a safe street, irritated users
- single 1.8m wide two-way cycling track separate from pedestrians and traffic
- None, these are main commercial street that require vehicle access and parking.
- Please do this a bit further away like 35th
- Bike lanes on 34th, especially west of 20th St. is a really dumb idea. There is a tremendous shortage of parking already, very heavy and narrow traffic.
- Parallel parking options.
- I guess it's cheap, but it's dangerous for cyclists
- it is the least expensive option
- minimal disruptions to properties on either side of the street
- Less impact on street parking
- Lower speed limit
- Due to the high volume of traffic and extremely narrow street it is unsafe to have bikes on the road
- Doesn't seem a good idea to me.
- I don't understand the plan.
- Bike boulevard on this busy small street with lots of people that need to park here is not a good idea. It will be unsafe for cars and bikes. It will also directly negatively impact businesses on this street
- This area is ridiculously crowded with few parking options, no bike boulevard options are going to be feasible here.
- Bikes maintain access to the roadway
- More safety for bikes and pedestrians, speed reductions for traffic safety.
- Nothing



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- I don't think 34 Av is a safe or appropriate location for a bike lane. The street is uneven and littered with potholes, cars already have issues turning onto this street and a bike lane would needlessly put people at risk. Use adjacent sidestreets not 34.
- None of the above
- Nothing really this looks terribly unsafe
- I have lived on 34ave for 23 years. Parking has become harder and harder. I am also an avid cyclist but truly dont know where you expect people who currently need to park on 34ave to park. You have allowed condos and multi family homes to takeover
- This is a high traffic road. Concerned this will push all traffic onto 33rd avenue and it'll be even more congested with traffic.
- Bike lanes with barriers are my personal favourite failing that, having bikes beside the sidewalk and the parking to protect us from cars driving to close to cyclists
- None of it. Road it too contested for it to be safe for bikers
- little change to status quo...least resistance from drivers?
- Nothing.
- Bad idea! Bike lanes are a terrible idea on this narrow street
- None. Traffic is a huge problem already. Bike path will make it worse.
- Anything to improve the safety for pedestrians, cyclists, and help slow down traffic.
- None. There is too much traffic congestion on the street already.
- No
- Not much
- The curb extensions, islands and permeability barrier should help calm the street.
- Nothing - it's too congested for this narrow street and is dangerous for driving and pedestrians as it is. I avoid this street when possible.
- Traffic calming. Reducing 34th ave traffic will go a long ways to making this cycling route safer.
- Stops overflow from 33rd ave - should significantly reduce biking hazards on the current worst stretches
- This is a poor excuse for bike infrastructure, and does not offer cyclist protection in the area.
- 34th street is very congested with all of the parked cars on both sides. Visibility is reduced due to this. I try to avoid 34th for this reason. Hard to see motorists entering 34th from driveways and parking lots. Curb extensions are frustrating for driv
- We don't need it.
- Nothing.
- I don't like bikes and vehicle sharing the same space
- not a fan of this option
- Do nothing.
- n/a. this is a bad idea. People who are walking use 33 ave



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- The two proposed volume measures are welcome, as this will reduce traffic on 34 Avenue. This will fail without the volume measures.
- Bike infrastructure that has a physical barrier between cars and the road. I prefer the one way cycle track to the share path to minimize pedestrian and bike accidents, but both options are both better than the bike boulevard.
- None. This is terrible. The traffic on this street also includes so many parked cars. Where will they park?
- Nothing. Paint is not infrastructure.
- Bikes are away from pedestrians
- Nothing. All users will be frustrated.
- Reducing motor volume and speed
- None
- The filtered permeability motor vehicle traffic diverters
- NO bike lane, 34 Ave is too narrow and packed with cars
- Vehicle volumes are too high. I don't like my body being used as traffic calming
- None of it works well as its too close to status quo
- slows cars down a bit
- Nothing, except for the additional curbs for visibility and reduced spend vs other options. With current speeds, visibility, traffic volume and roadway width (particularly between 21 St and 19 St) this is incredibly dangerous.
- I think you are crazy to put a bike Boulevard on 34 th. 33 is so busy everyone now uses 34 th.
- Nothing. This is too similar to the status quo and would not solve anything.
- Pedestrians protected
- I think the whole project will create death. I have nearly been killed several times with the existing traffic and design on 33 and 34. The congestion of pedestrians vehicles and cyclists (I am all three) is already disastrous.
- The only thing that works well is the multi-use path. The others are too limited for parking and pedestrian
- I don't think there's anything that works well in the Bike Boulevard option.
- Very little
- Mostly that it is the most cost effective option
- As a cyclist I do not prefer this option, although it is better than no cycle infrastructure.
- Improved pedestrian experience
- Nothing this is crap
- None of those options, too busy
- None of it works well.
- Minimizing property impact is somewhat positive
- No!! It's so crowded already!!! And so much traffic!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Nice to see traffic calming.
- It doesn't. People should just go on another road with no cycle path
- A round about at 34 and 20 Street. Multi use on 34
- The part that works well is nothing changes, just a mixed use road
- Cars remain king.
- Least disruptive
- The improvements for pedestrian safety look good
- A poor option anyway you look at it as there is no space on this avenue to allow such a plan! There are not enough cyclist to justify this huge expense for our community that is suffering the consequences of excessive densification projects !
- This is an awful idea. The street is congested enough. Parking is atrocious as it is. The brain children behind this are complete fools.
- That there is still parking.
- None of the options are good.
- Reduced car volume and speeds make for a safer commuting route for bikes and pedestrians
- Reduced car volume and speeds make for a safer commuting route for bikes and pedestrians.
- Not much - there is a lot of traffic on 34th and I fail to see how this will lessen it - it is a scary place to ride.
- No to bike boulevard. There is already a shortage of parking and it is a busy and dangerous street for a cyclist.
- It improves pedestrian safety.
- Nothing
- helps save space overall
- Nothing. It's terrible design
- No bike lane on 34 avenue . Move it to 32 Ave.
- No fucking way!
- Slowed traffic
- Nothing, it's dangerous to mix cycling and traffic
- It's stupid. Stop removing parking and the ability to drive around the neighbourhood. Bike lanes in a winter city is insane. DO NOT DO THIS.
- This street is already so busy with traffic I don't think bike paths belong here
- Nothing about it works well
- This option encourages lower traffic speed and volume which should improve pedestrian safety
- It's very. Congested already on 34
- Not much
- This is the direction we need to head. Well done.
- No bike lanes on 34th or 33rd. Road is too narrow and congested already. Adding bike lanes will just make it worse.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- None of these options work. That road is so congested, decreasing vehicle space will only make things worse.
- Improvements for pedestrian safety.
- Curb bump-outs at intersections makes pedestrian crossings easier and prevents vehicles from parking too close to the intersection.
- Better protection for cyclists
- nothing
- It doesn't work. Stop reducing roadways for bikes.
- None of the options seems like a good idea based on the traffic volumes coming into the area. With the densification of the area and the mix of businesses already in the area, an East West Bike Lane seems out of place on 34th. It's congested already.
- None of it
- It's cheap. Nothing else
- none leave s is
- Nothing - Bike boulevard does not provide any safety for cyclists and will not encourage cycling. It doesn't improve certainty for auto users. Pedestrian enhancements are great, but improvements to the pedestrian realm will be made in the other scenarios.
- Nothing!
- Leave it as is or split the sidewalk so it doesn't interfere with traffic; like the multi-use roadway
- Not sure.
- Looks to be minimal construction and is lower cost. It is more intuitive to have bikers follow the regular rules of the road. There are so few bikers.
- 34 ave is very narrow and congested when cars are parked on both sides. Having bikes sharing the road in-line with cars will act as traffic calming. Same is done on 1ave NE in Bridgeland.
- It is an easy solution that will not take significant construction but will not provide adequate safety for cyclists.
- None. This area is already way too congested and dangerous for drivers, pedestrians and bikers. Focus the money on solving the parking issue (ex. Parkade) and making 33rd a no parking street.
- No bike lane. No parking at times of congestion. Bike lanes is a terrible idea...
- Filtered permeability and pedestrian safety improvements.
- The traffic slowing/calming measures seem like a good improvement.
- Vehicle traffic volume and speed reductions are critical if bikes are expected to share the roadway with vehicles.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes and the roads are deplorable!!!
- Minimal construction



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- This road is a first secondary road to escape the congestion on 33rd Ave. With a slow down and limitation of this road it will be even more difficult to deal with the congestion.
- This is a terrible idea. I use 34 to commute often and it's is terribly. Parking is already a huge issue in the community. All three options will make all the issues in Marda Loop only more prevalent. Don't do it.
- Nothing
- Love the concept however not sure vehicles will respect the concept.
- As a pedestrian, I like the curb extensions.
- Its cheap and it basically changes nothing so the city can say it did something while not actually improving much at all?
- Just not a big improvement -pretty much what we do now.
- The existing structure is the best. This "If you build it, they will come" approach to bike lanes is a fallacy.
- It maintains the current car-dominant, cyclist/pedestrian-hostile environment while costing almost nothing.
- I struggle to see an advantage for this option.
- No bike lanes! We live in a city where you can't bike for 6 months of the year. Fix the traffic congestion instead.
- Move the bike lane into south calgary, further north, this area is already too congested
- This is the best option - least impacts on traffic, parking and property. Also lowest cost.
- I can think of no way the bike lane would work there. The bike lanes on 20 Street are rarely used and I query how much one on 34 would be. Parking?? Now getting closer to the residential areas close by.
- Minimized impact on the current set up and surrounding residences.
- The bike boulevard is alright, but the area is already quite tight in space.
- Anything to bring in more bikes and less cars is good
- Neither option.
- Improved pedestrian crossings (very important!).
- Large space for cyclists
- Boulevard Bike options don't work well. We need to prioritize parking.
- Nothing
- It does not work well, it is the status quo which is awful
- Slowed traffic is the only benefit
- I dont think anyone in the area wants bike lanes
- Reduced traffic is a good thing as this road is used as a "pass through" and speeds are often excessive, along with overall volume.
- No Bike path, there is not enough parking in this area for the residents



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Stakeholder Report Back: What we Heard
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- Nothing about this works well. I'm a resident in the community and I frequent the businesses in 34th ave almost daily. (F45 and doggy daycare). There is very limited parking as it. I will be forced to stop doing business at these locations if can't park.
- Nothing - I believe this is the least desirable option
- Don't do it, please.
- This is my least preferred option due to the tight mix of vehicles and cyclists.
- Honestly, with the exception of a few pedestrian supports, this option feels like a step backwards. I bike on 34 Ave regularly and I think that the bike boulevard encourages negative driver-cyclist interactions by moving bikes to the middle of the road.
- Retains some parking at the intersection before 19th street
- I live close to the area. This area is extremely congested and you cannot sacrifice parking on this street for bike boulevard.
- Nothing.
- I don't think any of this works well. Traffic is super tight as it is, and bikers will be hit by vehicles on this road no doubt!
- N/A
- Keeps some motor vehicle traffic since 33rd is so terribly congested. Need access to businesses. 33rd is terrible.
- Potential minimized construction/closures required to execute the plan.
- I dislike riding in traffic. Especially on roads with multiple intersections and that are heavily used by traffic. The neighborhood has poor road access already and 34 is necessary to move vehicles.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!
- Too much congestion already
- I like the traffic calming measures that prevent through-traffic.
- No
- The Multi-use Path Option is the best, but in all honest the avenues are too tight, they need to be widened to accommodate the changes you propose. Driving an parking is an issue and adding bike lanes will make it worse.
- I think first figure out 34th it's so scary and dangerous for drivers neverMind bicycles
- Nothing works well. This is status quo with traffic calming.
- Looks to minimize the space lost for bike lanes
- one way cycle tracks are the best option for all cyclists
- People walking and driving, as well as parking is considered
- No
- Horrible idea. This would be a great idea if you want injured cyclists, no parking and angry residents
- The vehicle volume control measures are an interesting and useful idea.
- Retaining most of the street parking.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- work well, 34 is used by traffic to get by 33rd which is so packed and congested that it takes forever to drive down. The roads are too small and not designed for what you want to do with it
- This is the most like how things currently are and reduces the least amount of parking
- This is the least bad option as it keeps most of the existing parking on 34th which is always full from business and residential use.
- Not much, if the goal is bike accessibility.
- I do not think this option works well. I'm curious as to what the city employees envision as a change in traffic patterns when diverters are used. I do not feel comfortable cycling on 34 Ave and use other streets in the neighbourhood.
- There is no need for a B.B.O. as the high density projects in the area already do not have adequate parking and it concerns me that the 17St and 36 ave. project proposed 22 units with 11 parking spots., Marlo on 16th St and 35 ave
- I don't think it works well period!!
- Minimal change to existing work, already de facto standard because people cycle down here anyway.
- I am happy to see vehicle speed controls.
- Slower speeds
- Street parking and sidewalks. Too narrow for cars and bikes
- Multi-Use Path Option
- I would like Option #3 - a separated lane for bikers.
- I like that the traffic is slowed in this option. Vehicles pick up far too much speed between 22nd and 20th Streets. Very unsafe for pedestrians on 34th Avenue.
- I think having a bike track of any sort is a bad idea down this street. This street is super busy, congested and super narrow as it is. I think it would be a bad idea all round.
- This is no different to me than how this road is already used by cyclists
- No bike lanes on 34th Avenue. This poorly thought out initiative is not wanted by our community and will bankrupt small businesses on 34th Avenue. 32nd Ave is the best route for bike lanes.
- none of the options work for our community. Put the bike lane on 32nd ave.
- None of these options are necessary or practical. I don't understand why Marda Loop is a target for yet another traffic congestion issue to try to please a very small number of individuals who want to bike year round.
- It requires the least amount of construction and changes on an already busy street for motor vehicles
- It's already busy in parking.
- Very little. Cars in Calgary do not care about cyclists and it would be nearly equivalent to having nothing
- Nothing
- 34th is a shortcut for overcrowded 33rd, so do not think the it will go down well



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Takes up less space.
- nothing about Marda Loop
- None of them
- I see zero bikers and a lot of traffic in this area daily. Terrible idea all around.
- Nothing! This will make a busy street less functional than it is now. It will negatively impact the availability for residents and businesses.
- Largely maintains existing road cross section and traffic patterns. Allows some improvements to cyclist usage on the roadway without greatly impacting driving and parking, since cycling is only feasible for most people for a portion of the year.
- Hahaha..nothing this is a disaster waiting to occur. Cars already swerve into on coming traffic to avoid cyclists. This is promoting rage.
- Cars and bikes together is dangerous for the cyclist and frustrating for the driver . Why bother with this option on an already busy , congested street
- I think all three options are not feasible and not want our community wants/needs
- Reduced motor vehicle volume is only going increase traffic on nearby streets. Marda Loop is already choked with too much traffic and not enough parking. This design is only going to make this problem worse.
- Pedestrian Safety, but not very significant
- Vehicle speed control measures
- I do not favour bike pathways at all. Serious cyclists do not use them and they impede other transportation.
- The best thing about the bike boulevard option is the improvement to cycling. It will allow for quick access to neighbourhoods outside of the community and ultimately to downtown.
- Nothing, terrible idea.
- Two way parking remains
- Forces cars to make dangerous passes of cyclists, since they won't have their own space.
- None. No changes. Road too congested
- Least amount of disturbance and maximizes space on the road for vehicles and parking.
- I think 34th Ave is too narrow to have a bike lane, it's already so difficult to move past other vehicles when there are vehicles parked on both sides
- When on a bike, it can be very beneficial to be fully integrated with traffic, as it makes both left and right turns easier; there's less of a need to merge with traffic.
- Nothing.
- speed of cyclists will not be reduced
- None - please leave as is
- I think it is a terrible idea. Traffic is already a disaster . 33 should be 2 lane during rush hrs.
- None of them. It is too busy of a street and hard enough to get through as is. I never see cyclist either. It's pointless and a waste of money.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Not having one, nobody uses them.
- moving it to 30th or 32nd Avenue
- do not put a bike path on this street
- I personally wouldn't like this option. I don't find drivers in Calgary safe or diligent drivers, especially around cyclists. There is no real difference to the road as it is now with this option. The streets in this area are already very narrow.
- Some acknowledgement of shared road with bikes
- I think slower vehicle speeds on 33rd work well.
- Gives cyclists some confidence that they are welcome to use the space
- I think a bike 'Boulevard' is unnecessary in such a high traffic neighborhood with very little bike traffic. In 3 years of owning a business in the area, very little customers use their bikes except for july and august.
- I use all 3 modes on 34th ave - walk, drive and bike. I'd prefer to separate bikes from cars via one-way or multi-use track options.
- Reduces flow traffic makes it safer for everyone
- No More Bike Lanes
- very little Traffic flow in the area is the worst I've experienced living in the community all my life
- On this particular street, it is narrow and the biggest issue is speed. Very few people follow the street signs, making this street a bike boulevard would in my option make it more dangerous for cyclists.
- The 1.4m sidewalks
- I think it's absolutely ridiculous!!!!
- Build a parking garage that is free for the areas use and remove all parking so the street can free flow for cars and bikes and pedestrians.
- Bike Lanes only benefit people that bike.
- The pros and cons list makes it clear, the only reason this is an option is the low cost. It negatively effects everything and everyone else living and working in the area.
- Not much
- Nothing.
- Increased visitation to the area
- No impact to street parking.
- Nothing
- The road is too tight for bike paths. Has anyone came down an actually looked at it?
- The vehicle volume control measures look appealing, as they are much needed.
- the street is too busy to cycle alongside cars.
- It would make it more clear to motorists that they should expect to encounter cyclists.
- I have been using the road as a cycle commuting route for the last 17 years. what makes it work well is that there are limited stops signs on it and traffic is relatively low esp. in early mornings. So painting some bikes on the pavement would not hurt.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- 34th is NOT a low motorized street. It is jammed with cars trying to avoid the mayhem on 33rd especially on weekends. Minimize loss of roadway.
- Maintenance of on-street parking. Improved pedestrian crossings. Slower 34th Avenue traffic. Easier to retain loading zones than in some other options. Slightly Less parking lost around businesses at 19th Street.
- YES leave 34th Ave alone. Part of the reason it is so busy now is the city has messed up 33rd Ave with their over development and traffic calming manners
- Nothing. There is way too much traffic on this road to add a bike boulevard option. This is not safe for cyclists. The road is super narrow already, as is the sidewalk. There is limited parking. How is the city going to be able to add this in?
- Terrible idea. Do NOT put a bike pathway on 34
- Nothing.
- This is poor option. Bikes will just ride on the sidewalk. Cars have restricted access to get to Safeway etc.
- None
- Do not do the bike path on 34th! Not enough room to drive on 34th
- It would not work well
- Changing the flow of traffic is the only way this would work.
- None of them
- Its not good.
- Cost effective and quick to do
- Nothing
- Marda Loop business and residence can not loss anymore parking.
- None of them.
- Least cost and infrastructure requirements. Maintains natural appearance.
- Nothing.
- Leave as is. There is rarely parking for those who live there, not to mention for the businesses.
- Not the sharrows. Those are not an improvement. The separated shared path seems the most beneficial to all modes of transport
- Nothing in this proposal is beneficial to the community...
- Slowing the volume and speed of traffic on 34th
- The traffic is so congested on 34th that bikes added to it will be a nightmare. We are a biking family living in Altadore and we will never ride on 34th.
- 34 and 33rd Avenues are accidents waiting to happen. I live on 17 th St cannot get out on to 34th as people are driving at high speeds to beat the mess on 33rd.
- Teh quality of the pavement is a real hazard for cyclists currently. paving the street will be an improvement. In the east direction it is easy to ride the speed of traffic



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- None of these options are good. Busy traffic street. Businesses require maximum parking. Bike path should be on 42 ave and connected to garrison park.
- It seems like street calming through diversion which isn't helpful in a traffic clogged area as is.
- It keeps ample parking for the busy area with room for car doors, etc. when getting out of a parked car

When looking at the bike boulevard option, can you share what you think should be improved?

- The city is currently considering two multi-unit properties having 50% parking ratio on 33 avenue (where there is no on street parking) Reducing parking is a problem
- This does not work well. Cyclist are not comfortable sharing the roadway with cars are such narrow streets, period.
- Speed reduction so bikes and cars share the same roadway.
- Not much
- Nothing! There are a bunch of condos that are being built in and around 34 Avenue, with businesses included in these projects. Where are all these people going to park!?!? Parking on 33rd and 34th Avenue is already difficult!
- Reducing traffic makes 34th safer
- I live close to 34 Avenue & I think there is no safe way to try to add anything more on that road! It's congested, the businesses there have difficulty providing parking for their patrons, residents can't even find enough parking. Why not use 50th?
- Nope, it's already a 40km roadway. Pave the road and make it driveable. Force all developers to properly fill, compact and pace their portion when they reconnect to city services, if it fails or drops within 5 they need to be on the home hook for repair
- Minimal impact on property owners; reduced vehicle volume and speed
- This area need MORE PARKING, not less!!!!
- It is good to keep parking for the people who live and work on 34th street. There are always many cars in that area.
- Nothing. Honestly, we need that road to east congestion on 33rd. As a cyclist and a driver, this one is a terrible idea.
- Nothing
- Multit-use path options for both cyclists as well as pedestrians.
- I do not like any of the options. The street is full of parked cars and there is no room for bike lanes. I walk the ave, regularly and it is a fine pedestrian experience. Driving is tough because the road is in bad shape : repaving would be helpful.
- I'm ok with it as long as it doesn't take away parking, it is already in short supply.
- Maintaining existing on street parking.
- Separated bike lanes are needed.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Parking is significantly reduced between 15 and 16 Streets. On street parking is already at a premium here; we often find it difficult to find a place to park.
- Honestly doesn't seem like a huge improvement over what's currently there.
- Parking
- This will cause 33rd to turn from a nightmare into a road-raged filled diaster
- This is a very bad plan
- Don't do it.. there's enough space within a 40km road way
- Pedestrian improvement on east side of 22 St SW; find opportunity to widen sidewalks; find opportunity to narrow parking width
- Add additional parking spaces for cars.
- Flow of traffic. There are simply not enough cyclists to justify this, especially in winter.
- The street is too narrow as is and there are too many parked cars and it's a busy road
- The street, as is, is just too wide for only bike traffic..... If it were set up as a one way street for cars and a reverse one way route for cyclists, I think it would greatly aid both cyclists as well as cars.
- Don't change driving patterns or parking. This is a business street that needs to have access.
- Separation between bikes and cars and pedestrians is best.
- This doesn't seem like a great option to me. 34 Ave is already quite busy and as a very average skill, semi-regular cyclist, I would not feel very comfortable cycling on this road with the Boulevard option
- This will not encourage newer riders to use this road. Existing traffic is very busy between 18 street and 22 street already
- 34th does not work well for biking. It is unsafe and hazardous already.
- Please do not add the bike lanes. Stating that this was identified as a priority!! For whom, that is not evidence-based. If it was then it would be backed by data. Ask people to choose from a priority list, 50% + don't choose biking
- it's already really chaotic this all way stop and with shops, street parking and a lot of pedestrians I worry about the safety for bikers. I already worry about the safety for pedestrians as people are always rushing and a lot going on.
- Separate cars from bikes.
- Need physical separation from cars
- Nc
- Please wait until there are fewer cars in Calgary before taking away more roads.
- We can not afford to lose any parking
- Need to make this friendly for pedestrians but bicycles and pedestrians don't work ... the pathway systems prove that. Pedestrians with headphones that don't hear bicycle bells, dogs, etc.
- See note above.
- There are many residential streets with low traffic volume for cyclists to use. We don't need bike lanes on 34th



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- If this were the selected option, it should be setup to have wider driving/shared lanes.
- Leave it the way it is but it could use resurfacing.
- Based on the drawings, hard to believe that Option 1 affects street parking the most.
- Removal of all bike lanes and increased parking availability. People already are forced further into the neighborhoods to find parking and it's annoying to not be able to park in front of your own home.
- It should not happen at all
- Need wider road, can barely have 2 vehicles driving in opposite directions
- Wider Road to accommodate Bike Lane
- Painted sharrows to do encourage cycling by women, children or those new to biking.
- There are many point of ingress or egress for cyclists and pedestrians, the additional expenditure of tax dollars for the build and maintenance is unnecessary.
- Don't do it.
- It's a disaster
- If there must be bike lanes move it to an Avenue further south where traffic and narrow lanes are not such an issue.
- Slower speeds would lead to congestion, which is already a problem in the area.
- Bikes and cars can't really share the road there. Sharing with cars is a scary experience
- I'm concerned that it would ensure safety for people on bikes - cars would still travel too fast.
- Street is already not wide enough for the volume of traffic and street parking.
- I would prefer bikes to be separated from MVs
- Move the bike boulevard to another street with less traffic
- Traffic on 34th avenue already moves slowly. Adding bicycles to the lanes of traffic will just make things worse.
- We live directly in front of the junction between 14A St and 34Av. There is no color, so we have no idea if it means we won't be allowed to park here anymore. We have two young children, and must have a spot to park in front of our house
- Should not be done on this street. 32 ave is a residential street that a path would work better
- There is almost no parking now while the number of condos and businesses continue to increase. Where are people supposed to park ? I purposefully avoid Marda because of the congestion and lack of parking.
- A way to ensure cars know they should yield to bikes
- Traffic calming measures. Lighting.
- Parking
- Not good, street already narrow enough with needed parking and 2 way traffic. This entire plan is not good, please consider another route, or improve bike lane on 33rd
- Scrap the plans
- Speed bumps to slow traffic. People drive fast on 34th



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
January 2022

- A street with lower housing density should be looked at. Not sure where you think everyone living in the area will be able to park
- 100% safe for bikes, however that can happen
- No bikes, use side roads to get around mardaloop.
- not very safe for cyclists...this is a narrow roadway.
- Not making vehicle traffic worse.
- Eliminate bike lanes. Bad for neighborhood
- No bike path
- Parking is going to be the biggest negative impact. The city keeps approving densification projects with very little additional parking. Removing more parking from this neighborhood will only increase the problem that is already here.
- Don't proceed with adding bike infrastructure on 34th
- Too dense and confusing
- We have more car traffic and less lanes for cars while bike paths are nice the inner city streets with bike lanes are already a nightmare
- I don't think this option really adds a lot to the cycling environment. Also, not sure how snow and ice control would be managed to make it an all-season route.
- Everything! Close the street to cars and parking and only allow pedestrians and bikes.
- 22nd street & 34th ave intersection.
- Still allows vehicles to cut over from 33rd EB to head south on 14th st - big increase in traffic.
- I would not choose this option.
- Multi-use shared pathway if this project goes ahead. Would prefer it didn't.
- Parking should be improved to support local business.
- Get rid of this option
- improvement would be to use multiuse path option
- Why would you give priority to bicycle travel? Parking and traffic is already a problem along 34th Ave and this will just make things worse overall in the community.
- Do nothing.
- 34 Ave needs to remain a car corridor for people to move in and out of Marda Loop. The vehicle volume control measures would negatively impact everyone who lives in the community and relies on this one road that allows for east to west vehicle movement
- The two busiest intersections (20 and 22 Streets) are likely to remain too busy for people of all ages and abilities to ride through them on street (though they'll be better than they are today). Short segments of cycletrack and protected intersections.
- It is insufficient, and mostly just maintaining the status-quo with some paint. I bike 34th frequently, and it is not safe. This would not increase safety on that road.
- Eliminate it. Terrible idea.
- Never suggest paint as an infrastructure solution again.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
January 2022

- Nervous Bikers will use sidewalks . Traffic will be delayed due to narrow space for bikes and parked cars. The traffic on 34 is getting very heavy due to increased traffic on 33 rd.
- Separating modes of traffic
- Not enough change
- None
- In this particularly busy area, the diverter configuration won't sufficiently calm traffic to create a 5A bike boulevard.
- Stop bike lanes I. This area
- Anti cut through diverters at mid point instead with bike/ped permeability
- Cars and bicycles need to be physically separated.
- acknowledge that bikes need protection from cars
- I'd prefer separated paths
- There is too much traffic on this Ave to allow for a safe bike pathway. Less parking will mean more cars driving around looking for parking spots! As a cyclist I would prefer a quiet side street vs. a busy narrow roadway full of parked vehicles.
- Please just don't consider this option. If you really want to expand the cycling network, invest in the multi-use or one-way to at least make it safer.
- Move it to a less congested street . They can pedal a few more blocks to connect .
- Physical separation between cars and cyclists is essential.
- Your thinking should be improved. You cannot move on 34th avenue or 33. As I said, mark my words there will be injury and death no matter what you choose.
- Think of traffic flow. Adding lights to the street is a mistake
- I think the bike boulevard option is not a good option because sharrows are not good for cyclists. It also appears that there is no light and nothing was done to make it better for pedestrians and cyclists.
- This is unnecessary in this community and will be a burden to residents overall.
- Bike separation from vehicular traffic so that people of all abilities feel comfortable biking - improved safety for bikers
- Shared roadways with no traffic calming only encourage confident cyclists to bike on the roads. Opening doors from parked vehicles creates a hazard. Sharrow signage on the road gets covered in the winter.
- No improvement for biking
- Never use sharrows
- The roads themselves could use paving
- We do not need a bike Boulevard.
- Increased safety for cyclists, reduction of conflicts between vehicles and motorists
- Bikes and cars sharing the same space in Marda loop is @ disaster and leads to accidents.
- Traffic is so congested in this area already!!!!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard

January 2022

- I don't like that bikes have to share the lane with cars. Seems like a missed opportunity to redevelop the whole street but just add some curb cuts. You could keep bikes and cars separate while still maintaining lots of parking.
- We don't need it. Nobody uses the cycle paths now
- I don't like this idea.
- Bicycle riders generally do not follow 4 way stop procedures
- Loss of extra parking spots will impact neighbourhoods around 33 & 34 Avenues
- Improved safety
- This option looks like it would congest the street further.
- Not in favor of this plan either . We do not need cycle path on 34th avenue SW!!!
- To not even consider this as an option.
- Removing the yellow speed control methods which make it difficult to make safe turns.
- 34 St is already heavily used by pedestrians, car traffic, and parking. There is no room for a bike option. It should be created a block or two south. There are closed-off streets that can be reopened for this purpose.
- 34th would likely remain a fairly high volume thoroughfare and cars and bicycles sharing the road won't be the safest option
- 34th would likely remain a fairly high-volume thoroughfare. Cars and bicycles sharing the road won't be the safest option.
- Need to minimize traffic rather than preserve existing - filters so that cars can't cut through but can still get to destinations on the street.
- larger traffic control measures (extended sidewalks); lighting on both sides of street; better options for bike lanes
- There are no real cycling benefits and nothing has improved. Cyclists are forced to share the road with cars and it is a major hazard. Needs designated bike lanes with barricade protections.
- remove street parking areas as that is where safety issues for on street cyclists occur (doors opening, cars coming into the road, etc)
- Remove parked cars. No dedicated cycle infra
- Rethink putting a bike lane on an already very busy street. Move to a quieter street like 32 Ave by the library
- Taking away parking will create a nightmare for the residents!!!! Stupid
- Bikes and cars sharing the road is dangerous
- Improved with ability to drive and parking. Bike lanes make no sense.
- This street is already so busy with traffic I don't think bike paths belong here
- Don't do it
- Enhanced snow clearing so it can be used year-round for walking and wheeling
- The traffic volume and closeness of vehicles is a problem already
- Safer experience for cyclists



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
January 2022

- The multi use path would be a positive and progressive change for the area. Would be positive for the inhabitants of the community along with the businesses of the area.
- Don't do it! Waste of tax \$\$ and YES I am a cyclist too.
- The bike lane project should be moved over a few streets and the focus on 34th should be repaving and improvement of traffic flow and vehicle parking
- No change from existing for cyclists.
- This design is unlikely to result in the desired outcomes. It encourages cyclists to use 34th Ave but makes no changes to make it safer for cyclists than the current design.
- I think bike boulevards will be ignored by vehicles. I also wonder about what these will look like in the winter.
- drop it
- By not doing it. You would improve the plan a 100%
- I live in Garrison Woods and would commute via bike downtown. I avoided 33rd and 34th in preference of quieter East West routes because both of those roads are highly congested. Explore other routes with painted lanes.
- Just leave the road as it is currently
- Physical Separation of cars and bikes/ pedestrians is very important! Cars can kill
- None leave as is
- Functionally, sharrows are not cycling infrastructure. A sharrow will not enhance the safety or appeal of Marda Loop as a destination to cycle to, or through. Better cycling infrastructure needs to be considered.
- Bicyclists should be separated safely from cars.
- The accessibility for cars to get in and out and less construction down 34th Ave in general.
- I think cyclists and vehicles should be separated. Too many parking spaces removed.
- It reduces already limited parking by 20%. There should be less parking removed. Access in and out is already congested and this does not allow better traffic flow it reduces traffic flow.
- If possible, parking on only one side of the street would make this street more overseeable
- This is a good solution but can result in conflicts between pedestrians and cyclists
- Most of it can be improved. This is not what people in the area want and does not solve any of the current concerns.
- No bike lane at all and no parking during peak times to allow 2 lanes both ways....
- Actual cycling facility.
- Paint is not infrasturcure, mixing vehicular and bicycle traffic discourages novice riders from bicycle transport.
- Don't see any room for street trees and boulevards where plowed snow can be stored.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes are the roads are deplorable!!!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
January 2022

- A bike path would not improve the already limited street parking for 34 Ave residents.
- More space for cyclists from traffic/parking
- Open congestion thru ways during select hours of operation. (Limited parking during peak rush hour).
- If I had to choose number 3...
- Paint on the road doesnt help tpeople on bikes
- Perhaps limit vehicles to only certain times of the day?
- Stop using sharrows as 'bike infrastructure'. Bikes are already legally required to ride on the road. Adding sharrows is not bike infrastructure, and there is solid research they actually are less safe than nothing at all
- extended curbs in the intersections force bikers into the traffic lane - increased danger, stress for new riders
- Just ensure the cycle track has a physical barrier not just paint. Even a small one will do but it can't be paint.
- Leave as is
- Nothing can be improved, this design is perfect for cars.
- More traffic calming measures could be used to control the speeds of motorists in this shared-use option.
- What about pedestrian safety. Does the city really have money to spend on more bike lanes which are underused??
- With it being illegal in Calgary to ride bikes on sidewalks, forcing an inexperienced cyclist onto this section of road is a safety concern due to (1) how narrow the road already is and (2) the speed and aggressiveness of drivers won't change.
- I just really like the multi use path. I think it's the best use of space.
- 34th is very challenging for turning on and off due to all the parked cars and narrow roads. So hard to see traffic coming before a turn already.i fear many bikers would be hit if parking remains.
- By not doing it.
- Sharrows are almost useless for cyclists. They do nothing to make cyclists safer.
- Sharrows are useless. Make this a woonerf style street and then this might work. Stop presenting options that don't consider reducing space for cars!
- A "do-nothing" . No bike lanes.
- Get rid of all bike lanes
- This option does nothing to address the problems on 34th Ave, it should not be pursued
- In my experience, cars do not pay attention to the painted cycling marks and get frustrated with you as a cyclist and still try to pass at the first opportunity. It just makes for more angry, frustrated drivers and I don't cycle on these streets.
- Bikes are fine on the road, I ride my bike down 34th all summer
- Move to 35 th ave. 34th is to congested as it is,



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- access to shops by cyclists has to be through parked cars; safety of cyclists;
- Don't do it.
- In my opinion, and supported by the analysis presented, I don't think the Bike Boulevard option can be improved to the point of usefulness.
- This option looks dangerous to me and I would stop biking on 34 Ave if it were implemented (i.e., I would move my route to side streets). I feel unsafe biking on boulevards like this. They rely on buy-in from drivers, which I have not seen elsewhere.
- I think the bike route should be elsewhere, the streets are narrow enough with too little parking as is.
- See my above comment. The removal of driving lanes and parking would make Marda loop even more congested and awful to visit.
- It's basically the same as what there is now. The other two options are better.
- This should not happen along 34th Avenue. Try a more residential oriented street, not commercial!
- It will slow traffic significantly, and traffic is already bad in the area.
- Make sure keep vehicle traffic available here.
- The traffic diversion will significantly impact traffic and access to my business.
- Not a shared use with traffic. Dangerous in such close busy quarters.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!
- I think it's a bad idea
- The travel lanes seem too wide to limit speeds to make it safe for cyclists. I think narrowing the roadway further such there there is only just space for two motor vehicles to fit side by side would be more effective in decreasing vehicle speed.
- No real improvement for bikes
- Throw the bike boulevard option in the trash where it belongs.
- Street parking bye
- Sharrows are not cycling infrastructure and creates a false sense of security for motorists and cyclists alike increasing conflicts and decreasing safety.
- Largest parking reduction where parking is already an issue in the area
- driver education needs to be improved, I regularly experience cars passing dangerously when i'm cycling on bike blvds
- The roads are tight as is and what percentage of people will actually ride there bikes. The problem isn't bike paths it's the lack of resources and support for small businesses.
- To make this transportation corridor fit 5A Network standards, cyclists must be separated from motorists.
- PAVE THE DAMN ROAD
- If you want to mix cyclists and vehicles, the road must be properly designed to to make drivers feel unsafe to drive faster than 30 km/h (and putting up a speed limit sign doesn't count because people constantly speed +10 over anyway))



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Retain parking for 2001 34 AVE sw
- We shouldn't have bike lanes, share the road like it was designed. I grew up in the area and there is no need for bike lanes, make them go on 35th. Or put them in and see them never used just like the rest of the ones in the city
- The road needs to be resurfaced so it is in better shape for how much it is now being used, parking needs to have permit areas and lines need to be redrawn
- The road should be resurfaced as it is one of the worst in the city. Lights on 20th St would probably help the insane congestion that happens on 34th.
- This option is terrible, it is a cop-out and doesn't address the issue, which is that cyclists need a dedicated ROW
- Considering we have winter roads for the majority of the year, I don't see the value of compromising traffic flow
- Yea don't do it!!
- 34th is already narrow and pothole-y, so it's not very fun to cycle on at the best of times; just putting up signs won't improve that, and actively narrowing the road will make it more likely cars will be too close to cyclists.
- I would not feel safe biking on the street with my young daughter.
- Parking options
- No bikes in the corridor
- There is no room for a designated bike path option
- Looking at the Bike Boulevard Option (Option #1), I worry about the closeness of cars and bikers.
- Less parking. This creates a hazard for pedestrians.
- Not a good idea
- I don't think that it makes sense to have parked vehicles between pedestrians and bike traffic - this makes clearing lanes during winter harder to maintain, safety wise it's a nightmare and I'm not likely to be any more inclined to use 34th vs. other rds
- Do not build bike lanes on 34th Ave.
- Don't harm our community with bike lanes on 34th Ave.
- Status quo is the only logical option.
- Congestion for vehicle traffic is already bad at certain times of day- will this just make it worse. Mixing bike and vehicle traffic doesn't seem like a good idea
- Nothing
- As someone who commutes here, I really don't like this option, as it's close to status quo. I currently avoid 34th Ave and bike side streets, as the traffic and potential for people opening car doors on bikers is high. Not a safe option for bikers.
- 20th street, both north and south is the newest option in this area, so check with them
- Its too congested
- No bike tracks



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Create a bike lane without creating more congestion and traffic by taking away a lane. There are 1000 cars + a day and 2 bike riders.
- Abandon the idea
- 34 Ave is busy and narrow in existing conditions. Bikes and motorists sharing the lane will create conflicts and safety issues for both users. Uses narrow lane widths and sidewalks.
- I can be improved by forgetting it
- Poor street to choose this option. It is simply too busy
- I think all three options are not feasible and not what our community wants/needs
- DO NOT incorporate bike lanes or reduce parking. The businesses that have chosen to locate on 34th will be negatively impacted
- Conflict between bike and vehicles. Parking on both sides already makes visibility of bikes and pedestrians difficult and high conflict zones.
- This arrangement is basically status quo. It's not a significant enough improvement on the street design to warrant the investment.
- Eliminate bike pathways entirely.
- Not sure
- I terrible idea can't be improved.
- Busy road, should look at a different road option because of congestion already
- Nothing don't install a bike path
- Parked cars are a hazard to cyclists, moving cars even more so. Keep them separate.
- N/A
- I don't believe there should be a bike lane
- One of the challenges I face as a cyclist are drivers unfamiliar driving with bikes integrated into the street. Improvements like the speed controls labelled on your diagrams help mitigate this issue.
- Re-pave it and leave it as is.
- safety measures for cyclists as traffic volumes are high from 22nd street to 18th street
- Not putting it on 34. It's so crowded and the traffic is so bad in that street
- It is hard enough to get through the neighborhood as is, and there are never any cyclists.
- Nothing
- moving it to 30th or 32nd Avenue
- Do not put a bike path on this street
- It's missing a safe and dedicated path for cyclists.
- It's not appropriate for bikes of a residential neighbourhood - especially with young children, to be in the middle of traffic. As cars are moving to the curb to park, or crossing intersection, bikes in the middle will increase risk of accidents.
- Giving bicycle travel priority is a challenge as it involves driver education, something that is difficult in the car-centred culture of Calgary
- unlikely to change behaviours/confidence of cyclists, pedestrians, or vehicle drivers.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Proper paving of the streets, 34 ave and 33 ave should take precedence and traffic intersections can be massively improved.
- Cars and bikes don't mix well, especially in winter. Separate please.
- No more bike lanes!
- get all the traffic moving especially east/west taking up extra space for the few bikes that would use this is a waste of tax payers money
- This option should not be pursued
- Better parking. Better access.
- No street parking. It isn't wide enough for bike lane, parking and free flow of auto traffic.
- No bike lanes
- It should be taken off the table. This area is already congested and hard to navigate for all forms of transport and this will make it worse.
- Cycling and walking safety
- Sharrows (this isn't a Bike Boulevard) do nothing to increase safety.
- Don't think it's super safe, the driving around 22nd ST 4 way intersection not the safest, drivers may not see bikers as well at night.
- Separation of bikes and traffic is needed to help improve safety and traffic flow (pedestrian, bike, and vehicle).
- System does not work well. Drivers do not respect cyclists even with designated shared use and marked signage. Hard for younger riders who have to be aware of both passing cars and parked cars leaving or doors opening.
- Move the bike paths to 35th or 35th Ave. Wake up and make proper decisions.
- Cyclists sharing the roadway with vehicles and large trucks is a recipe for disaster, especially in winter.
- the street needs to be repaved entirely because it is dangerously bumpy and filled with holes, potholes and badly resurfaced areas. As someone who cycles daily and with our neighborhood's close access to the pathway system, smoothing the street is key
- I wouldn't choose this option because it strikes me as a half measure that will please no one. I don't believe I could improve it as it stands because I think it's fundamentally not a workable option.
- This option is the most efficient but least safe. Currently there isn't really sufficient room for 1 bike and 2 cars going opposite directions at the same spot. Ideally painted lanes like were installed on 20th St great but that costs one side parking
- Traffic diverters are confusing; will make it difficult to access businesses/homes and could also create problems on other roads. Mixed cycle and car traffic not ideal. Sidewalks are narrow. Doesn't seem to take full advantage of ROW.
- Nothing leave 34th alone, once again the city is looking to spend millions on a project that is not needed. It serves a very small minority of the population.
- This idea needs to be re-thought. 34 Ave is not a reasonable option for a bike lane.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Absolutely Do NOT out a bike way on 34. Disastrous idea.
- More bike lanes not required.
- Do not restrict car access. Bikes should be separated from cars. Cars also need good access to move along 34 Ave.
- We don't need more cyclists. We need more parking!!
- Do not change anything. Driving and parking on 34 Ave is already a disaster
- I do not feel this is safe for cyclists.
- This will kill all business on 34 ave. It's an emergency route
- Bikes make it difficult for people driving
- It shouldn't happen on that avenue
- No one rides bikes in Calgary anyways.
- Not doing it, Marda Loop's traffic is already a massive problem. Taking out an different route for people to drive down is going to make it worse. There is no need to have a bike lane in Marda Loop.
- I'm a cyclist. We should be fitting in NOT taking over. That will reduce driver resentment and rage.
- Basically in place already just needing the painted road markers not really safe at all especially with how many ruts and pot holes are along the route.
- No bike boulevard on 34th. Ave.
- Reduce parking and expand sidewalks/pathways
- Nothing the status quo works well now...
- The idea of shared travel between bikes and cars. There needs to be comprehensive thought applied to both the 22st and 20th street intersections, which are both dangerous for pedestrians at periods of high traffic.
- No bikes on the road.
- The traffic is too fast, there are too many parked cars on corners reducing site, too many cars park out into the road cutting the road to only one line, especially outside Wow Bakery. It's a rat run!!!!!!!!!!!!
- This is a street for brave cyclists, not the meek.
- At least some lines on the street for parking and signage so people don't open car doors onto bikes.

When looking at the multi-use path option, can you share what you think works well?

- The city is currently considering two multi-unit properties having 50% parking ratio on 33 avenue (where there is no on street parking) Reducing parking is a problem
- It is important to have cyclists in a protected, separated bike lane, this achieves that.
- Safety for cyclists and pedestrians.
- I like that cyclists have a designated space
- Separation of vehicles from bicycles, and bicycles from pedestrians
- Nothing! There are a bunch of condos that are being built in and around 34 Avenue, with businesses included in these projects. Where are all these people going to park!?!? Parking on 33rd and 34th Avenue is already difficult!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Keeping cyclists and pedestrians away from cars
- This is not a road best served by any more busyness
- We're in a new quiet zone for drive speeds, pedestrians and cyclists need to be responsible for their own care and use with vehicles
- Widest sidewalk on north side; multi-use path on south side is wider than side walk on south side in other options; traffic signal at 21 St SW is a positive; separation of vehicles and wheeling; no impact to vehicle travel patterns;
- separation from vehicles would make me feel safer as a cyclist.
- Need more parking!
- The best way to bike is by having an actual barrier that separates you. The cars just want to run you over otherwise.
- This is the only option of the three that makes sense. The sidewalk is already in need of improvement on the south side of 34, so might as well make it better while accommodating cyclists at the same time.
- Nothing
- The street, as is, is far too wide for just cyclists. Therefore it needs to be narrowed and/or also allow for pedestrians.
- better to leave the road as is
- Less destruction of parking, but zero reduction in parking would be better.
- I like the widened sidewalks and the fact that it would allow all ages and levels to cycle more comfortably
- No interruption to the car based lifestyle outside of intersections
- Do not use 34th Avenue
- Best to have cyclist separate from traffic
- It does a good job of creating more traffic and causing unsafe driving
- I think it's safer for bikers to have a clear dedicated area. Also great shops and better to have good walking. The intersection needs to be re-done anyways in my opinion.
- Separation from cars
- Nothing
- It may work well when there are fewer cars that require access to the area
- We can not afford to lose any parking
- See above ... cyclists and pedestrians DON'T mix well.
- See note above.
- I don't support bike lanes on 34 Avenue
- Again, high motorized traffic volume. Many cars park on 34th.
- This should help bring in citizens from neighbouring Elbow Park, Mount Royal, and eastern communities that would otherwise drive or not come in due to lack of parking in Marda Loop. should be a positive impact on the businesses in Marda Loop.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Nothing for anyone but cyclists.
- It provides a dedicated cycling area but limits it to one side of the street which Limits the potential conflict zone to 50% of the one-way cycle track option.
- Nothing. 34 is already congested with traffic trying to escape the congestion on 33, it's become a default collectors street. Plus cyclists are dangerous and pedestrians will be at risk from bikes, they already have enough vehicles to worry about!
- No room for this
- Nothing
- Better than sharrows
- Option #4, reduce multi dwelling unit building permits and thus the traffic flows.
- nothing! pedestrians and cyclists on the same path is dangerous; pedestrians often have ear-bus on and do not hear bike bells or even cyclists voices warning of passing on the left
- Nothing
- Do nothing is not an option above so this is not a valid survey - this is going to cost too much - cyclists are currently free to use 35 or other quiet streets - that's what I do when I ride my bike
- Moving it to an Avenue further south.
- Parking is still there. I like parking.
- Full separated lanes, conversion of 34th from a stroad to a street
- I like the separation between cars and bikes - ensures safety of cyclists
- it looks beautiful
- This caters only to the bikers.
- Separation of vehicles from cyclists and pedestrians. Better for accessibility.
- Due to high traffic volume it is too unsafe
- Cyclists are removed from the lanes of traffic.
- It is great to have more safe access for bikes.
- Not sure
- Improved safety and visibility for all road users
- Nothing
- You would have to appropriate properties on either side to fit it all. Not a good plan, choose a different route or improve 33rd Ave route.
- Safer for sure
- I have lived on 34ave for 23 years. Parking has become harder and harder. I am also an avid cyclist but truly dont know where you expect people who currently need to park on 34ave to park. You have allowed condos and multi family homes to takeover
- This is a high traffic road. Concerned this will push all traffic onto 33rd avenue and it'll be even more congested with traffic.
- Nothing
- this feels like a real upgrade...safe, easy to use, accessible.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Nothing.
- Nothing
- None. Traffic is a huge problem already. Multi-use path will make it worse.
- Anything to improve the safety for pedestrians, cyclists, and help slow down traffic.
- Nothing
- No
- Again, not much, people on bikes not always ride on the bike lanes or even pedestrians sometimes walk on the streets instead of th the sidewalk
- Really like the few blocks of two-way cycle track and associated crossing alignments. Would be great to see the whole street carry this theme.
- Nothing - this is dangerous for cars bikes and pedestrians says the road is too narrow and in poor condition.
- Feels least invasive - no impacts to existing traffic flow, maintains routes and parking
- Allows slower and less confident users to bike/scoot/whatever without being driven at mid block. Allows users to stay side by side (important!)
- I like the complete separation from traffic.
- Use another street other than 33 or 34
- ??
- It doesn't.
- Multi use has the least impact. One way bike lanes will cause more adverse pedestrian/bicycle interactions. Vehicles only need to watch for cyclists in one lane.
- good use of space and effective safety improvement
- This option appears to benefit both cyclists and cars.
- Do nothing
- At least you can still drive east to west through Marda Loop. Leaves the most room for cars
- Multi-use paths can slow down bike traffic, which is nice when cycling with kids.
- Separation from vehicle infrastructure.
- Bikes separated from traffic and parked cars.
- Allows for slower emote meandering foot and cycle traffic. Separates cycling from roads.
- Increased safety and comfort for cyclists and pedestrians
- Zone A's 1-way cycle tracks.
- Stop building so many large condo complexes
- Exists
- Physical separation between cars and bicycles, enough room for riders/walkers at different speeds.
- Some degree of separation between cars and bikes
- provides one nice wide pathway to ride



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- The best options I see presented, and less expensive than one-way. Keeping cyclists and pedestrians separated from moving traffic is best for their safety. The curbs are a good idea to increase visibility at intersections.
- The physical separation between cyclists and motor vehicles.
- Cyclists protected from vehicles however pedestrians now at increased risk.
- nothing. cyclists will hit pedestrians. They are disgustingly inconsiderate of rules, etiquette and safety
- Extended path
- The separation of the multi-use path from vehicles (concrete) and the planters at the cross-sections are nice.
- Very little
- separation of cyclists from roadway and pedestrians
- Multi path can facilitate scooters, wheelchairs, and other methods well. Wider area is nice for walking with groups.
- This allows the most safety for pedestrians and cyclists. I am seeing more and more of both. With safer streets we will be able to see more of this and fewer cars!
- Separated cars and bikes and pedestrians
- Maria Loop traffic and parking is already extremely congested. Multi use path system would be a very BAD idea. Already because of the poor traffic lights on 20th and 22nd traffic is backed up almost to Crowchild and traffic takes 34th to get out of 33
- Nothing
- Give cyclists and pedestrians separation from busy streets, so safer for both.
- Separation of cyclists from roadway and dedicated cycling area to reduce vehicle and bike conflicts. Increased space for pedestrians.
- Physically separated bikes from cars. That's good.
- Nice to see curb bump outs are still here in this option. Nice that cars and bikes don't have to mix. And you can still keep all the parking.
- Leave 33/34th Alone! It's too congested and squishy now
- Out of all ideas... this is the best.
- Nothing
- Cyclists and pedestrians protected from cars by a physical barrier.
- Safe
- This option looks like it would provide the most safety for pedestrians and cyclists on an already busy road.
- Not in favor of this plan at all for our community ! Stop wasting our hard earned tax dollars on this unnecessary project
- Nothing!
- There is still parking



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Stock of companies that manufacture first aid supplies will increase.
- Separates bikes from cars
- Separates bikes from cars.
- This option is like many other locations so it has the benefit of familiarity.
- I think this is a terrible location to add a bike path.
- I love that it includes options for cycling, but I think this does the best job supporting pedestrian safety. I can see improved sight-lines, especially on the 20th street corner.
- Bikes are off the road but are now forced to share tiny space with pedestrians.
- bikes and pedestrians sharing space, good in this location as bike traffic is not as fast moving as other areas
- Nothing. It's bad, lazy and car centric design.
- It won't work well
- Leave as is!
- Wider sidewalks, separation between cars and bikes
- Having separated place for cycling is good
- Only vehicles.
- This street is already so busy with traffic I don't think bike paths belong here
- Nothing about it works well
- Wider cycling facility that allows for passing
- I just don't think 34 should be used for this, keep it to main roads
- Not sure
- Walking boulevards are the way forward. Especially in a beltline community like Mardalooop.
- Cyclists paying attention and pedaling at a mindful speed on the sidewalk or better yet a less busy road. Maybe 32nd or 35th where there is less traffic.
- Project should not happen on 34th Ave
- Consolidation of bike traffic to one side of the street, leaving an option for people that are uneasy around cyclists to remove themselves.
- Cyclists are separated from vehicles and pedestrians. Wide sidewalks.
- like the multi-use option. This is a good option for cyclists, scooters, those with mobility issues, and regular pedestrians. I think a multi-use path ensures it will be maintained during winter and still be just as used during the snowy season.
- Stop reducing road space for cars
- Of the 3 options, this was preferable but I'm still confused with its tie-in from 14th to 17th and then 18th to 20th. Doesn't seem well thought out.
- None of it
- Isolation of cars from pedestrians/ bikes is great! Increasing access via non-car methods!
- None
- Grade separation provides certainty and comfort for all modes of transportation.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard

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- The fact that the bike lane is separated from the road. As well as the space usage
- Yes, as long as it doesn't impact the vehicle traffic since it's already quite narrow
- Cyclists and vehicles separated.
- Combining bike and pedestrian lanes seems like a better use of limited space. There are not a lot of bikers and there are many side streets. Less of a parking impact.
- While great to have a separate path for bikes and pedestrians, I don't think there is enough space on 34th to comfortably do this
- It is great that there is a clear separation from vehicular traffic
- None of it works well. Terrible idea.
- Pedestrian safety improvements.
- I really like this option. It seems to provide the most amount of space for the most road users. Mixing pedestrian and bike traffic is not ideal, but I am more comfortable riding a bike on the two way cycle tracks than the one way ones.
- Safer for cyclists mid-block, but concerned about conflicts with vehicles at crossings.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes and the roads are deplorable!!!
- I think this is the best option out of the choices. As the cycling and other various forms of travel can use the same path.
- Kee
- This option is more familiar for the community.
- Fully separated bike lanes, pedestrian zones. Still has parking, still has room for cars
- cyclists separated from the roadway
- I don't like the two way side by side cycle track.
- It forces cyclists to make an awkward maneuver from the street to the pathway to access it, so it puts them in their place as third-class citizens not entitled to use the streets.
- I like the increased space for pedestrians and bikes.
- moving it away from a commercial area
- Allows cyclists to get off the road, helps those who are uncomfortable with traffic.
- This one looks like the best option. As a driver, I know 34th is quite snug. The multi use path is the happy medium that will encourage non-vehicular transportation without creating too many issues with remaining traffic.
- None of it.
- Separates bikes from cars while also improving pedestrian crossing.
- Not much
- Multi -use Path options only work well when designed to the original area.
- Nothing
- I love the part that has a full multi-use path, that part looks great



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Separating bikes and pedestrians both from the main flow of traffic is safer for everyone
- No one wants bike lanes
- Creates a broader multiuser space and maintains more parking spaces overall
- Nothing
- No. I hate all options
- Separation of bikes from motor vehicles; easier access to businesses on 34 ave; accommodates slower/leisure cyclists who may be slow or stop frequently.
- Leaving the situation as-is
- I think cyclists are used to this option because it is similar to what is on 12th avenue and other areas. It is important to have cyclists - and pedestrians - separated and protected from traffic. Especially in tight and busy areas.
- I love this option. I appreciate the safety it creates for pedestrians (I walk 34th regularly with a toddler and stroller) and I love the width of the sidewalks and multi-use path. I would let my child cycle on this path.
- Retains some parking, but there are blocks substantially impacted by loss of parking g for residents and businesses
- Again, see above. If this maintains the current amount of street parking it may be ok. But very dependent on maintaining this.
- This is detailed in the pros/cons section above.
- I don't think any of this works well. Traffic is super tight as it is, and bikers will be hit by vehicles on this road no doubt!
- Larger sidewalks
- Separation of road from cyclists.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!
- Ya o u would have to widen the road.
- Separating cyclists from motor vehicle traffic is safer for cyclists. Inexperienced cyclists, especially, would be more likely to use this design.
- Better for most users- lower interactions between vehicles and bikes
- This is the most efficient. One master bike lane on one side of the street. Similar to Amsterdam (where they mastered the bike lanes)
- West of 22nd St. to 20th St. is great!
- Reduces on-street parking the least and provides cyclists with a more comfortable path
- these work well when getting in and out of them are well thought out - sometimes it's hard to make left turns into them or exit out to use a traffic lane, especially when they have the bollards separating from the traffic lane
- Bikes are separated from traffic.
- It moves cyclists out of motorist lanes.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Horrible idea. This would be a great idea if you want injured cyclists, no parking and angry residents
- The multi-use path allows for bike users and others with mobility issues to use it without having to mix with dangerous drivers. Moreover, the width and being on one side allows for me to bike with my spouse or friends calmly and talk.
- Still keeps parking
- Nothing. Not necessary
- The bikes have their own lane
- Nothing about this works well. Clearly the designers of this option do not live/work on 34 Ave, or have only come to see it on a quiet Sunday morning. On weekend afternoons and all through the day on weekdays 34th Ave is
- Having dedicated right-of way for cyclists makes this a viable project for increasing mobility. Having it at the same grade as the sidewalk gives flexibility to use both surfaces as needed and for snow clearing, but the bike portion needs to be coloured
- A safer place for cyclists compared to riding on the road but pedestrians may not feel safe. I'm very concerned about the width of the road for drivers as it is already too narrow .
- I have never seen a wheelchair in the neighborhood (I think curbs are the bigger issue) and people with strollers have plenty of room. My parents live in a neighborhood with all these traffic calming measures, it just causes chaos.
- Nothing!! It's ridiculous!!
- Somehow you've managed to find more width in the road, which should give more space for cyclists; keeps riders more clear of dooring problems. (these text boxes are
- Bikes protected from vehicle traffic, widened sidewalk
- Wider sidewalk
- Roadway is not affected
- At least with this option pedestrian and bikes can use the same area to move around in.
- - Separation between bikers and cars.
- More protection for pedestrians.
- Raised curbs/surfaces to delineate different types of traffic, little to no risk of getting smoked by a car pulling out or door opening, clear delineation of space
- Do not build bike lanes on 34th Ave.
- This option does not work. Build the bike lane on 32nd ave.
- None of these three options are logical or necessary and all will negatively impact residents, businesses and visitors to Marda Loop.
- separating bike and vehicle traffic
- Nothing I live on this street and I have no idea how there is enough space to do that without a massive amount of construction



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Stakeholder Report Back: What we Heard
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- Seems like the best balance for all users and appreciate the improvement to pedestrian and biking options. Preferred option. Will create a safe option for bikers and walkers while still maintaining a reasonable balance with parking, driving, etc.
- No cycling lane works better
- Less likely to get doored by people parking. May have some difficulty with run-ins with pedestrians
- nothing
- better safety for cyclists of all ages and abilities!
- Less risk to bikers due to separate path.
- none of the plans are working well
- Dangerous idea
- I think this is a better option. Still a terrible idea
- Nothing. Cyclists are rarely seen in the Marda loop area
- Bike paths do not belong on busy streets. Dangerous for cyclists and drivers
- Separated cycling and pedestrian traffic from road users improves safety for all users. Maintains existing 2 way traffic and street parking.
- Works well in other cities, as long as the path is wide enough
- I think all three options are not feasible and not what our community wants/needs
- The increase in bike traffic will make pedestrians feel less safe as bikers don't tend to observe rules for cars. As a pedestrian in Europe I know the feeling well of having to watch for cars, bikes, and all kinds of "wheel traffic". Not safe for pedestrians
- Reduced conflict with vehicles and bikes
- Pedestrians and cyclists physically separated from the road.
- Nothing is good with this option.
- This option allows for continued street parking.
- Least wasted space on each side of the road, better for snow clearing, keeps cyclists on one corridor separate from pedestrians (hybrid)
- Nothing
- No need. Not needed
- Cyclists are separate from traffic and pedestrians.
- I don't believe it will work, the road is also far too busy
- As noted in your description, multi-use paths are effective in safety and accessibility to users of all ages and skill levels.
- Nothing.
- separated bike path provides the most safety
- Not having it
- Keeping bikes away from cars.
- Nothing
- nothing - you'll be killing the businesses



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Stakeholder Report Back: What we Heard
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- Can't think of anything
- I think this is a viable option, and if it's the least costly while also building a dedicated bike lane, I think this could work in the area.
- Dedicated path for cyclists outside of traffic. Smart that it's on the south side of the road will less cross traffic.
- Much safer for cyclists by separating them from vehicle traffic
- Safe space likely to increase cycling in those with low to moderate confidence in their cycling ability.
- It seems to bottleneck traffic even further, but less impact than single lane bike in both directions.
DO NOT SUPPORT THIS..
- This works well - separating cars from bikes is essential. Safety is important and this gets us there.
- Doesn't
- No more bike lanes
- see above
- Nothing
- Don't restrict auto flow with narrower street. It doesn't all fit.
- Bike Lanes only benefit people that bike.
- This is the best option to attempt to maintain flow.
- Everyone is safe
- This seems to offer the most space for all users.
- walking options and increases accessibility for all patrons, attractive to bikers
- Good separation on bikes, traffic, and pedestrians from western terminus of 34 AVE through to 20th ST.
- Cyclists do not have worry about sharing roadway with drivers and don't have to be careful about parked cars leaving or doors opening.
- The road is too tight for bike paths. Again has anyone came and liked at it. Move the bike paths to either 35th or 36 Th Ave
- Widened sidewalks and bike-vehicle separation are very pedestrian and bike friendly. The multi-use path accommodates all modes of non-motorized transportation, which is realistically less in the wintertime, and so is a good idea.
- Separating bikes from traffic is always preferable if the object is to encourage alternative transport. This is a safer option for inexperienced cyclists and children than a shared motorist/cyclist road. Motorists won't be passing bikes.
- Keeps all bike traffic in one place. Leaves wider road surface for cars, that is a very busy avenue. Will reduce signage needed which gets really ugly (see 2nd St SW)
- Separate travel lanes from cars which is a plus
- 34th is NOT a low motorized avenue. It is jammed with cars trying to avoid the mayhem on 33rd, especially on weekends. Minimize loss of roadway.



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Stakeholder Report Back: What we Heard
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- Retained parking on both sides. Continued two-way through traffic (but slowed). MUP seems efficient and has some cool factor. Wider sidewalks, parking lanes and paths than some options. Intersection control (like at 21st). Better pedestrian crossings.
- Leave 34th Ave alone
- Nothing. This option will definitely slow down traffic. There is barely enough room for cars to pass one another on this road, let alone adding bikes to the mix.
- Put a bike path somewhere that is not a main thru way
- Nothing
- Like having cars and bikes separated. Like that pedestrians can also use bike track as sidewalks are quite narrow and there are often more pedestrians than bikes.
- There is no room I. This neighborhood. It's more important for cars to have room and access
- Nothing
- Cyclists are not sharing the road with cars
- Nothing
- Its great because cyclists are distanced away from everyone. As a pedestrian I don't want to share the sidewalk with bikers, and as a driver I also don't want cyclists in my way.
- Better experience for bikers, pedestrians, and drivers. leaves plenty of room for cars and doesnt slow down traffic.
- Nothing
- You've ruined 12th Ave with the bike lane. I live on 12th and work on 34th. This has made my life as a resident and an employee exceptionally hard
- None
- Cyclist safety. Least impact to drivers and therefore, hopefully frustration and road rage.
- Having a safe physical median for cyclists to use.
- Provides safe transportation options for cars, bikes and pedestrians
- Nothing keep it as it is... It is not warranted...
- Divided vehicle and bicycle paths. Combined directional pathway increasing bicycle traffic.
- These plans make no sense at all. This is such a busy street now and adding bikes into the mix does not make sense.
- Riding My average speed riding the road easterly is about 45 kph.
- Of all the Bad options, this is likely the least bad.
- cyclists have the option to get off the road if they aren't comfortable around cars. Slower cyclists can easily be with pedestrians and should not be on the road.



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When looking at the Multi-use Path option, can you share what you think should be improved?

- Maintaining existing parking
- Having both direction of bike lane on one side of the road created hazards and confusion as motorists do not naturally look for cyclists travelling in the opposite direction of traffic.
- Parking is significantly reduced between 15 and 16 Streets. As a home owner in this section, we already have difficulty finding parking for our vehicle within view of our home.
- Better integration with the north side of mardalooop
- Parking
- Make the path extra wide so pedestrians don't always get pushed off the path
- Yes, improve it by not doing it. Go & walk or drive that road & see for yourself.
- Shared responsibility for non vehicles
- Reduction of parking/traffic widths between 20 St SW and 14 St SW; increased sidewalk/multi-use path widths between 20 St SW and 14 St SW; find ways to minimize wheeling/pedestrian conflicts on multi-use path
- Narrow the roadways
- Make sure that there are actual barriers to keep the cars from getting too close to you. The problem here is the pedestrians. Again that is a busy area so the pedestrians are going to get annoyed with the bikes.
- I actually like this option, but I'm sure the cost will impact my taxes...
- The street is too narrow as is and there are too many parked cars and it's a busy road
- Excellent idea.
- Sacrifice no parking.
- Mixing pedestrians and bikes and scooters doesn't feel safe.
- No negatives as far as I can tell. Just the parking impact, but it's impacted either way
- You have created conflict with a different user group (pedestrians) where vehicles now have conflict point that does not exist per highway act currently
- Do not use 34th Avenue
- Make sure it connects to as many other bike paths as possible. Don't dead end
- How it impacts parking - where will those cars park? How it impacts driving- where will those cars drive?
- Is there a way to improve safety at that all way stop. There are many pedestrians and with a 4 way stop it can be a slow intersection during peak hours.
- I do not like the option of bikes and pedestrians together. It's a busy street for walking!!
- Separation between pedestrians and cycling
- Don't don't do it
- Fewer bike lanes and better access for cars
- We can not afford to lose any parking



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Stakeholder Report Back: What we Heard
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- Clearly marked cycle paths ... maybe pedestrians will pay attention.
- See note above.
- Vehicle access
- Probably makes most sense to have a side walk on one side of the street, and multi-use option take up where the other side walk would be.
- Removing parking to allow for bike lanes is very short sighted and will satisfy almost nobody but a few cyclists.
- I'm looking at the plans it would appear that the public realm area will need to be expanded to accommodate sidewalks on both sides of 34th Ave. This doesn't seem to be clearly addressed in the Plans provide it.
- No bike lanes!! They aren't needed in this neighbourhood. If you want leisure bike paths in your neighbourhood you should move to the suburbs like everyone else!!
- Need separate lanes for cars and pedestrians
- Shared spaces between different modalities still not ideal
- Nothing
- Don't do it.
- Not having it on 34th or 33rd Avenue.
- A median would make it difficult for emergency vehicles to access area, or would require cars to go over the median to get out of the way of emergency vehicles. It would also make it harder to plot.
- Depends on how turns will work for the different modes of transport.
- I think new traffic signs (stop signs) would still be valuable to slow the traffic zone
- every house on the south of 34th will have to tear down and rebuild steps. does not consider elevation change of sidewalk to property. hugely costly and wasteful.
- There is not enough space in the neighborhood to use this plan. There already is no parking for residents or businesses. Marda loop has grown so much in the last few years yet 33rd and 34ave were not improved to support the very very high volume of traffi
- I would prefer cars not to have parking on this street.
- Move bike lane to a different street
- Widen the lanes available for parking. My truck is wider than the lanes you propose.
- We live directly in front of the junction between 14A St and 34Av. It's only yellow, so we have no idea if it means we won't be allowed to park here anymore. We have two young children, and this would be catastrophic.
- How do bikes and pedestrians coexist safely?
- More lighting and add traffic calming measures
- Parking
- Scrap it and pick a different route, improving 33rd av would be best option and bang for buck. Improve 34th street condition, and better crosswalks to make it safer, no bike lanes please.



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Stakeholder Report Back: What we Heard
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- 34th has taken on a lot of traffic as 33rd is too busy sometimes a busy narrow road makes me nervous.
- A street with lower housing density should be looked at. Not sure where you think everyone living in the area will be able to park
- Just protect the cyclists
- Terrible, we can't lose any parking.
- maybe we could lose parking on one side of the street? to give more space for pedestrians, and cyclists, et.
- Until the traffic issues are resolved let's not force more traffic on to 32nd Ave.
- Eliminate bike lanes. Will ruin the street
- No multi use path
- Parking is going to be the biggest negative impact. The city keeps approving densification projects with very little additional parking. Removing more parking from this neighborhood will only increase the problem that is already here.
- Nothing
- Don't pile snow to sides of street making it non workable for anyone
- Keep two lanes for cars, reduce the width of the bike lanes
- Mixing pedestrians and cyclists in a densely populated residential area has unnoted potential for conflict due to different mobility needs and usage expectations. In contrast to the "ranking matrix" this could reduce pedestrian comfort, not improve it.
- Everything - paving, safety, congestion
- I think 34th would still benefit from traffic calming to reduce the amount of drivers who use it as a shortcut around 33rd ave.
- Sharing space between pedestrians and bikes from 14th to 20th will cause conflict and aggravation. Pedestrians crossing pathway will need to be more aware. More dangerous road crossings without barriers to through traffic.
- I think this option could be improved by converting the facility entirely into cycle track. I also wonder if more can be done to separate peds and cyclists.
- Pedestrians don't feel safe with bikes in their space
- Access to business.
- Not much
- parking on 34 ave looks to be impacted. perhaps consider more parking provisions on streets if possible
- I am still concerned this is going to make parking and overall traffic in the community worse but in my opinion, this is the best of 3 crappy options.
- Do nothing
- remove the bike lane. this street is used for cars and removing their space will danger others
- The paths seem really narrow at times and there's likely to be conflict in such a busy area.



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Stakeholder Report Back: What we Heard
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- Unclear if bikes and pedestrians would have separate lanes for the whole length of 34th. Physical barrier between street and path critical.
- Multi-use paths breed pedestrian-cyclist conflict and shouldn't be considered a serious infrastructure solution.
- Walkers and bikes will be in conflict. Bikes will be using pedestrian paths and chance of high speed collision with walkers and children playing.
- Calm traffic more. Not the best for commuting either.
- More reduction in car traffic
- 1.8 m MUPs for 2-way cycle tracks AND people walking in Zone B/C don't work. There is no reason to do this to preserve 3.3 m lanes on 34 Ave. 33 Ave is for heavy traffic and buses.
- SNIC guarantees
- Zone B could use more space for pedestrians on the same side as bicycles.
- shared pedestrian/bike sections detrimental to both cyclists and pedestrians. Will lead to increased negative interactions between these two.
- It's nice to have separate bike and pedestrian paths
- We need to stop wasting money in this city on projects which only make traffic congestion worse.
- While some of the roads I can imagine this working on (particularly west of 21 St and east of 19 St), I cannot fathom where the extra space is coming from on 21 St and 20 St. It's already a very narrow roadway. Please expand on this.
- Cycle tracks should be on both sides of the street.
- Small curb to separate pedestrians from cyclists on shared paths.
- safety
- Limited parking when parking is already limited
- Remove car parking at the zone B for one side and perhaps keep it wide for multi-use similar to zone A. Would be nice to add some light on the multi-use side.
- This is not the correct strategy to improve accessibility in our community
- Conflict can arise between bikes and pedestrians. Cycling is slowed down due to sharing the lane.
- Less parking
- Can the project and fix the existing traffic problem. There are already too few parking spaces for the density
- Don't do it
- There could be a lot of conflict between pedestrians and cyclists forced to share space
- Merge areas for cyclists to re-enter traffic from the multi use pathway when entering or exiting 34th ave. Commitment to keeping the pathway clear of snow and ice in winter.
- It's too bad that the 2-way cycle lane changes to a MUP halfway through. I feel like it's scary/dangerous for pedestrians to have to share with bikes
- Nothing
- Take out the parking.



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Stakeholder Report Back: What we Heard
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- Don't do this, literally not enough space
- Better separation of cyclists and pedestrians.
- The main issue with these options is that this street is already congested. There are issues with parking, blind spots on corners, cross walks not being seen, and cars not being able to pass each other safely. These need to be solved first.
- Ditto above comment.
- To not consider it!
- Needs more parking.
- Omit the option.
- Pedestrians and cyclists won't co-exist easily on what will be such a busy shared path
- Pedestrians and cyclists won't co-exist easily on what will be such a busy shared path.
- Pathways crossing roads and driveways are always scary, mixing peds and wheels is not ideal. The more popular the area becomes the more this is a potential issue.
- Pick a quieter street that is wider.
- Lots of driveways and back-alleys on the South side of the road. Why is the cycle lane not on the North Side? Also, is there a way to mark these hidden intersections? Lots of residential traffic coming in & out. Also, lighting on both sides.
- Bike lanes need to be separated out from pedestrians. Makes it easier and safer for drivers, cyclists and pedestrians.
- remove street parking to give more space to pathways and roadways (with all, congested)
- Remove parked cars, remove cars, add in speed control, Separate out all modes of transport.
- Move it to a quieter street
- Scrap this nonsense
- Makes cycling less effective as transport if pathway is on one side. Many pedestrians do not stay on correct side of pathway and are often distracted.
- Multi use path on both sides
- No bike lanes.
- This street is already so busy with traffic I don't think bike paths belong here
- Don't do it
- Need to have clear intersection crossings that are comfortable for all users. No "mixing zones" or poorly aligned wheelchair ramps. Also, there looks to be a typo where the multi-use path is shown as only 1.8m wide which is well below minimum standards.
- One path for bikes and people. It's very dangerous for bikes on 34 and with traffic volume so high and tight keep bikes of the road
- Risks associated when cyclists and pedestrians share space
- I think it is detrimental to the local businesses on 34th to make parking even less accessible by designating lanes for bikes. Honestly the bikes are only there a few months of the year. 33rd ave is wider. Put one there if you must.



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Stakeholder Report Back: What we Heard
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- Project should not happen on 34th Ave
- Need clear signage that south side of 34th between 20th and 14th is a multi-use path, pedestrians may be uneasy sharing the pathway and will have to understand that it's shared, leaving them the option to walk on the north side of 34th should they want to
- This style of two-way multi-use pathway is not well-suited to an urban format. It discourages pathways users from accessing shops on the other side of the road and increases chances for conflict at intersections.
- My only concern is that cyclists will be fighting with pedestrians for space. This path needs to be wide enough to accommodate this.
- Don't use it
- Keep it consistent from 14th to 22nd.
- Just please leave the road as it is. Stop changing everything in marda loop. You're making it worse and worse with each change.
- At the intersections I would like to see raised continuous sidewalks. This physically forces drives to slow down and be aware this is a place for walking and collisions can happen here!
- Leave as is
- NA
- Definitely a protected bike line
- Not decreasing the roadway by making it more narrow than it already is, split the sidewalk with a centre line for bikes and pedestrians
- I don't like how the pedestrian paths disappear on one side along some blocks.
- This creates for very confusing biking patterns. No one knows what to do and therefore it increases danger.
- Would only work if parking is limited to one side
- There may be conflicts between pedestrians and cyclists with this approach
- None of the idea. Making less room for cars is a terrible idea. People can hike in the neighborhood roads...
- A better cycling facility. The Complete Streets Guide says not to build facilities like this due to increased conflicts at intersections. Also worse for pedestrians.
- Ideally pedestrians and wheeled pathway users would have their own space, it is better for everyone's comfort.
- Don't see any room for street trees and boulevards where plowed snow can be stored.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes are the roads are deplorable!!!
- Personally this gives the option and alternative relief that both vehicle and other forms of travel needs.
- Keeps cars and people separate



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Rethink vehicle lane and parking widths. Perhaps make 34th one-way? It is already quite narrow.
- intersections will be a challenges for drivers not used to two way bicycle traffic in a single direction
- separation and one way pathway.
- does anyone from the City spend any time in this area? Narrowing the roadway makes absolutely no sense
- Bikes should have to follow rules of road, should be licensed to help pay for new roadways.
- Increased accessibility on to the 20th street bike lane system. Consideration for those entering or exiting on to existing bike lanes or future infrastructure.
- By not doing it.
- Creating a shared path for pedestrians and cyclists may cause some problems.
- This is really no different than cyclists riding on sidewalks. I'd rather give up vehicle space than have bikes competing with pedestrians
- Multi-use Path Options should prioritize parking and vehicular movement.
- Get rid of all bike lanes
- Not acceptable that the full path does not extend to 14 St. It will be too narrow to be useful for the amount of use. Pits cyclists against pedestrians and is unsafe.
- The paths look somewhat narrow
- Re pave the road and it will make it safer
- Stop. Move the bike lanes to 35th
- pedestrian safety (perhaps there should be some visual separation for slower/faster traffic on the shared path)
- Cyclists too close to parked cars is dangerous. Drivers often open their doors without looking.
- It's confusing to call it multi use but then show the pedestrians as separated. At first I didn't like the sound of this option because I thought pedestrians and bikes would be sharing the same space. I was glad to see that was not the case.
- I think that the Zone A to Zone B transition will be key, as it shifts from two distinct paths to a shared, multi-use path. The transitions are hard to picture right now but I think those will be key.
- More parking spaces should be retained, as well, the sidewalks are shrewdly narrow to now be sharing spaces with bikes
- Must ensure to maintain street parking at same Levels and not sacrifice this. There are many businesses that suffer from the lack of parking and access in Marda loop already.
- This should not happen along 34th Avenue. Try a more residential oriented street, not commercial!
- Do not want to exclude vehicle traffic on 34th.
- Amount of parking removed to all for development
- Dangerous for cyclists at the intersections as many will be blind to traffic. Heavy pedestrian neighborhood, their safety is a concern on shared use.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Keep parking in maexaloop as there already is not enough
- Two way cycle tracks are not very safe when there are many cross-streets. Motorists will forget to look both ways at intersections and potentially hit cyclists. Multi-use paths are not great for commuting due to conflicts with pedestrians.
- Will result on shortcutting on 32 Ave.
- Ideally a way to convert the master bike lane into a driving lane for winter time. Bike lanes are essentially useless for winter months
- This would be the best option if not for the change to a multi-use pathway east of 20th St. Why is parking in both directions required? Could the two-way cycle track not be extended the full length of the project and on-street parking limited to the north
- 20th street intersection is very busy during rush hour, may cause cyclist accidents
- I find MUPs cause pedestrian-cyclist conflicts, and scooters and e-skateboards add conflict. bikes and pedestrians should be separated, like the Bow River path along Memorial
- Again to revitalize a neighbourhood yes transpiration plays a critical role but so does public transportation, accessibility and safety.
- From 14th St to 20th St, the 2-way cycling lane width appears to reduce to only 1.8m - this needs to be at least 3m.
- PAVE THE DAMN ROAD
- The vehicle volume control measures would be useful to limit vehicle traffic while opening it for other modes.
- No light onto 14 St unless it is pedestrian/cyclist activated on a long delay. 14 St is critical infrastructure for vehicles and they should have the right of way there.
- Nothing. Not necessary
- How are businesses on the side that is a bike path going to have people access their store? The Clothing Bar Boutique often has a line of people waiting on the footpath - where are they meant to go if one side of the road is a bike path?
- There is no room for an additional bike lane, 34th is already incredibly narrow and congested. Myself and others who bike in the neighbourhood go to 37th or 32nd anyways because they are quieter.
- You still include parking on both sides, so we don't see the best result for cyclists. Delete a lane of parking, widen sidewalks on both sides, AND add a multi-use extension on one side that is coloured for bike priority
- Get rid of all the construction vehicles, blocked roads and fix the existing potholes
- Yea don't do it!!
- Turning off the road is a pain here in half the directions; previously if I was riding west and wanted to turn north I'd just do it, but this plan puts me on the wrong side of the road to do that.
- Parking
- Sidewalks too narrow to share with bikes
- I am against the bike lane in this street, there is no room to drive and park as it is.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Still too much favouritism towards cars. Marda Loop should be a pedestrian-friendly neighbourhood.
- Bike lanes should be built on 32nd Ave. Not built on 34th Ave.
- Move the bike lane to 32nd ave.
- Do not implement any of the three options.
- Hopefully the biking pathway doesn't zig zag like some other main streets projects? For people with road bikes, they may still use the road because the zig zags and multiple intersections are difficult to navigate. Avoiding stoppages for bikers is key.
- Parking on only one side of the street? Street is already so limited for space.
- safety for all.
- Open more traffic lanes
- Abandon the project.
- Take bikes to less busy road ways away from retail and commercial
- Dual direction pathway on the one side of the road may create awkward turning movements for cyclists entering and exiting in some locations.
- I think all three options are not feasible and not what our community wants/needs
- See Above. No designated bike lanes. lower speed limit & light-controlled crosswalks.
- Need to make sure multi use doesn't become high speed bike lane creating conflict between bike & pedestrians.
- I'd like to see continuous sidewalks/cycle paths across intersections to enhance pedestrian/cyclist safety. This would improve traffic calming and alert drivers to be aware of pedestrians/cyclists. Continuous sidewalks are done well in the Netherlands.
- Eliminate any plans for additional bike pathways. And ideally eliminate existing bike pathways.
- I would hope that there would be enough room for both pedestrians and cyclists
- Ensure the barrier separating the road from cycle track is aesthetically pleasing, Vancouver has a major problem with this.
- Bikes should not be given lanes on 34th due to busyness and
- With every single multi-use path option (2 way cycle track), the biggest drawback is that at each end of the path, the transition into "regular roads" becomes so awkward, confusing, and unsafe for the cyclists.
- Not needed no changes
- Costs will be much higher and less space (width) for parking along the side of the road will crowd the traffic east/west on 34th. Especially in the winter when vehicles are pushed further off of the curb from the snow.
- A different street choice would work better
- Overall, this improvement is to a short section of road in Calgary. Merging on and off two-way bike lanes can be challenging, so this improvement would be best paired with additional plans to extend the multi-use path in subsequent projects.
- Re-pave it and leave it as is.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- will be hard for cyclists to make turns onto adjacent streets if travelling in the opposite direction of the flow of vehicular traffic
- By doing something else than a bike path
- It should not exist.
- moving it to 30th or 32nd Avenue
- Not wasting money on a bike path that no one will use and will make traffic far worse
- As long as it is built and clear that this path shouldn't be used for pedestrians, I think it will work.
- 1.8m width should be increased on portions where pedestrians and cyclists share the path.
- likely to cause some tension/uncertainty between cyclists and pedestrians re: priority of use.
- All of it.
- It's fine as is.
- Pedestrians and bikes do not get along
- Advance green lights on 33rd
- see above
- Walking a dog around this street is frankly dangerous. People drive too fast, don't stop or even yield at stop signs. When you add cyclists to the mix in my opinion add more danger. Narrow street, parking will be limited adding frustration leading to peop
- If the 1.4m sidewalk is acceptable in the Bike Boulevard option, why is it not used here?
- Two way bike, one way each side. One side for both way is just too dangerous
- Parking and access
- You will create unsafe auto traffic conditions.
- No bike lanes.
- N/a
- Keep parking
- The narrowing of the multi-use path after 20 ST seems like it may cause conflicts and reduce comfort. I'd like to see the form west of 20 ST continue east. Maybe lose some parking on one side of street?
- traffic light on 22nd street, pedestrian crossing signage/light
- Separated bike lane should be pushed through to 14 St to be more community inclusive.
- X-walk and parking lot entries are less safe. Drivers spot for other vehicles on road or pedestrians on pathway and don't see faster moving cyclists. Ok design for younger riders but not effective for experienced riders/commuters traveling faster.
- It shouldn't be placed on that road
- Vehicle volume control measures along 34th Avenue are still a necessity.
- can only cycle on one side, not great for frequent cycling use
- Access points at 14th St SW and Crowchild Trail. How will westbound cyclists be routed onto the correct side of the road from 14th? How will cyclists accessing 34th from the north turn safely into the bike lane?



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard

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- This option is less efficient than Bike Boulevard since there will undoubtedly be more stops required. Lack of stops is what makes 34 ave an attractive bike route
- Continue MUP w. of 20th (vs. cycle lanes). X-section is a lot of pavement - any trees at risk? Consider lights at 20th, 22nd. Can parking loss be reduced? Loading issues? Many ped x-ings within short distances. MUP maybe better on N side - long blocks
- Yes the city needs to stop this waste of tax payers money fixing problems that really do not exist but are the result of the city addressing issues of a very small percentage of people. I challenge the mayor or city managers to go observe the amount of c
- The whole idea of mandating a bike route to 34 ave SW. There are way better options. 32 Ave is not nearly as busy. Better for bikes. Won't impact traffic negatively. Also follows the exact same route as 34 ave from 14 street to Crowchild trail.
- More bike lanes not required
- Scooters could also use multi-use pathway.
- Nothing! Don't do it!! It's sooo stupid!
- Do not make changes
- I feel there could be crashes between pedestrians and cyclists
- This will kill all business on 34 ave. It's an emergency route
- Its already amazing
- Make sure multi use path has plenty of room for both pedestrians and bikers. Maybe a line that separates bike lane/pedestrian lane.
- It's an accident waiting to happen
- Actually listen to your citizens
- Not doing it, Marda Loop's traffic is already a massive problem. Taking out an different route for people to drive down is going to make it worse.
- Negative impact on driver.
- It should only be done with the physical option not just the painted space on the side.
- Put it on both sides of the street. Reduce parking further to benefit walking and biking options. Make the shared pathway all one grade and have cars turning over it have to go over it as a speed barrier
- Nothing
- More traffic calming. The 3.0m path should continue East of the 20th street intersection. There needs to be comprehensive thought applied to both the 22st and 20th street intersections, which are both dangerous for pedestrians at periods of high traffic.
- Come live ad drive around the mess you have made in Marda Loop as a whole. Sort out the problems already there without adding to them!! B
- Two way traffic on a MUP will present a real challenge for vehicles trying to cross 34 Ave safely. Cars aren't used to looking both ways and will more often just pull right onto the MUP before pulling out into traffic. This already happens on 2nd st
- Forcing Nikes and pedestrians to share space is a bad idea. It will lead to conflicts and accidents



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- lines and signs to help people understand that bikes are coming and are allowed on the path. This means cyclists have to cross awkwardly since they may be on the wrong side of the street at whichever intersection they need to turn.

When looking at the one-way cycle track option, can you share what you think works well?

- The city is currently considering two multi-unit properties having 50% parking ratio on 33 avenue (where there is no on street parking) Reducing parking is a problem
- This is the best option. Cyclists will travel in the same direction as traffic, eliminating unnecessary conflicts between turning cars and cyclists.
- Safety for cyclists.
- Easily the best option, allows for the most separation between different modes of transportation
- Nothing! There are a bunch of condos that are being built in and around 34 Avenue, with businesses included in these projects. Where are all these people going to park!?!? Parking on 33rd and 34th Avenue is already difficult!
- Excellent safety due to separation of all modes
- A cycle track is better served in a less congested area
- Shared road responsibility same as a vehicle
- Minimizes parking/traffic widths; separation of vehicles and wheeling; separation of wheeling and walking; no impact to vehicle travel patterns; widest overall width for pedestrians and wheeling
- The separation from traffic and pedestrians would make me feel a lot safer as a cyclist.
- Need more parking!!!
- This is the best option in my opinion. It separates the cars, pedestrians and the bikes.
- As a cyclist, it's nice to be separated from traffic. However, I'm not sure it would be much safer in this location because of how tight the roads are (see next comment)
- Nothing
- east to west as a connector to existing cycling routes towards the west. East end has not substantial bike routes other than congested vehicle routes.
- At least bikes are off the road.
- Separates cyclists from pedestrians and cars.
- Completely separate lane for bikes is lovely
- Conflict between bicycles and motor vehicles mitigated while not creating conflict with pedestrians
- That is the best option for cyclists
- Do not use 34th Avenue. It is already unsafe and congested and a necessary road.
- Nothing
- I like that bikers can follow the direction of cars in their own lane. Logical. I like parking and walking isn't impacted much.
- I love it. Best option hands down.
- Separate from cars but only in one direction



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Focus on moving ALL traffic safely through Marda Loop. It's nearly impossible to navigate 33 Av now. All these options will push even more traffic onto 33 Av
- The current set up is preferable to the recommended plan
- We can not afford to lose any parking
- Best option ... works well on 12th avenue and other paths leading to downtown.
- See note above
- I don't support bike lanes on 34 avenue
- The whole thing is a bad idea.
- Very convenient for cyclists, improves access to neighbouring citizens.
- If parking isn't affected and two way traffic is maintained then this is a much better option.
- This option mimics the separated cycling directions similar to that currently employed on 20th St. SW.
- Nothing. No bikes should be on 34 Ave period.
- No option would work
- Nothing really, there currently is barely enough room for the parking and vehicle traffic as is
- Separated spaces for different modalities is awesome and will encourage use by women, children and those new to cycling.
- Option #4, reduce multi dwelling unit building permits and thus the traffic flows.
- nothing; a waste of space
- Nothing
- Not having it on 33rd or 34th, move it further south.
- A median would make it difficult for emergency vehicles to access area, or would require cars to go over the median to get out of the way of emergency vehicles. It would also make it harder to park.
- Same as multi use, but having bikes and pedestrians completely separated
- ensures safety for cyclists by separating them from cars; I like the new stop signs as I think the car traffic moves too quickly on the street.
- its a comfortable hybrid between the other two options
- Benefits the cyclist only
- Separation of cyclists from MVs
- Traffic volume is too high
- Nothing
- This option should be a complete non-starter, it will be a nightmare for Marda Loop
- Dedicated bike lane
- Safety for cyclists
- Nothing
- This is the best option but would reduce parking or reduce width for safe traffic. 34th Ave is busy, bikes should avoid it and can easily be done by using a different street.
- Safety and convenience



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- I have lived on 34ave for 23 years. Parking has become harder and harder. I am also an avid cyclist but truly don't know where you expect people who currently need to park on 34ave to park. You have allowed condos and multi family homes to takeover
- This is a high traffic road. Concerned this will push all traffic onto 33rd avenue and it'll be even more congested with traffic.
- I like it
- Absolutely nothing
- Nothing.
- Nothing
- Traffic is terrible in Marda loop. This will make it worse.
- Anything to improve the safety for pedestrians, cyclists, and help slow down traffic.
- Nothing
- Annoying
- It gives each travel mode space that is tailored to their specific needs. Is a 1.8m width bicycle facility really "minimum width" though?
- Nothing - what's the point? Street is too narrow
- Everybody has their own space.
- Fewer conflicts for all users to pay attention to.
- I think this is the best option due to separation of all modes.
- Safer
- It doesn't.
- Nothing
- separation of eb/wb cyclists
- I don't see any benefits to this option except to a cyclist (of which I am one but still don't like this option)
- Do nothing
- Leaves the most room for cars.
- This is my preferred option. Safest for all users
- This is the ideal solution. Cars, pedestrians, and cyclists are all separated.
- Bikes separated from cars and pedestrians.
- Separating all modes
- Separate bike path
- The best traffic calming by narrowing vehicle lanes to 3 m, and continuous dedicated space for people wheeling, not interfering with sidewalks.
- Actually improves safety
- Bicycles travelling in the same direction as cars reduces confusion and potential for left-turn collisions. Keeping bicycles on right-hand side of parked cars reduces door incidents and creates natural barrier. Good!



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Provides good separation from both car and pedestrian interaction
- separates bikes and pedestrians
- Same items as multi-use path.
- I love the physical separation of cyclists and motorists, and the widened sidewalks.
- nothing. It will narrow the road and what is already incomprehensively dangerous will only get worse.
- This does not work for the community
- Great separation for cyclists. Nice to have a dedicated lane going both sides.
- Very little
- separation of all modes of transportation
- Dedicated bike lanes encourage use for new cyclists and one ways avoid conflict with each other and vehicle traffic. Cars parking to the inside of cyclists minimizes risk of doors opening into their path.
- Separated cars and bikes and pedestrians
- Do not do this project
- Nothing
- Best option for safe, contiguous cycling.
- Dedicated space for cyclists only.
- Physically separated bikes from cars. This is very important in Marda loop where cars are very aggressive and distracted.
- Separated bike lane is nicer for pedestrians and cyclists. And cars don't have to worry about bikes in the road.
- Leave 33/34 alone. Traffic is already a nightmare. Nobody cycles!
- Ridiculous
- Terrible design
- Cyclists and pedestrians are physically separated from cars.
- Safe
- N/A
- Cycle path is not a priority for our community!
- Nothing. Leave things the way they are
- There is still parking
- No
- Separating cars, cyclists and pedestrians creates the most comfort and safety for each type
- Separating cars, cyclists and pedestrians creates the most comfort and safety for each travel type.
- This is my favourite - segregated spaces for people travelling at different speeds.
- Slightly better sight-lines for pedestrians. Not as good as other options.
- Pedestrians, cars and cyclists all have a designated area for them. You can see from other areas in the city that when this is the approach taken there is a higher amount of cyclists which helps reduce carbon emissions and also less congestion for cars.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- allows fast cyclist traffic
- Dedicated infra for each mode of transport.
- Move it to a quieter street not 34 Ave
- Completely ridiculous and stupid
- Best way. Separate 2500 lbs cars from 200 lbs bikes and cyclists. This is the proven safest method if looking at cities with successful bike infrastructure.
- Separated facilities for cycling and walking
- No bike lanes
- This street is already so busy with traffic I don't think bike paths belong here
- It's ridiculous. Stop increasing density without widening roads. It's a nightmare. Bike lanes are a major hinderance. Don't do it!!
- One way cycle tracks provide better access to businesses and destinations on both sides of 34 Ave. They also are more predictable and safe for conflicts with drivers at intersections.
- Not workable
- Each traveller has a safe and designated space to move
- When did bikers take priority over driving, pedestrian and parking safety. In a city where winter can render these lanes void for 7 months of the year.
- Project should not happen on 34th Ave
- Delineated and protected bike lanes. Cyclists and pedestrians will feel more comfortable knowing they won't have to look over their shoulder to for bikes.
- Provides the highest quality and safest facilities for cyclists and pedestrians.
- Protected lanes that are clearly designated for cyclists
- do nothing
- Dont do it.
- As a cyclist, this is the best but from a wholistic overview of all the stakeholders, it's the least preferable due to its disruption to other businesses and traffic volume for people coming into Marda Loop.
- None of it
- Isolation of cars from pedestrians/ bikes is great! Increasing access via non-car methods!
- none
- Grade separation and enhanced safety. More ease of access / egress for cycists.
- The extra space given to cyclists
- Nothing
- I like that cyclists and cars will be separated and that the travel direction is the same for both. As a driver it's too easy to get confused when cyclists are entering the intersection or passing a lane way from the opposite direction from cars.
- It is more intuitive to have bikers going in the same direction as traffic.
- Same comment as above - would be great, but how does it all fit here



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- This is the best option as it provides clear separation of spaces for the different mobility options
- None of it
- Pedestrian and cycling safety improvements.
- Protecting cyclists is a good idea. Giving cyclists and pedestrians their own spaces is a good idea.
- Safer for cyclists mid-block, but concerned about conflicts with vehicles at crossings.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes are the roads are deplorable!!!
- This mainly assist the cycling path but does not assist in the growth of walking pedestrians that Marda loop has to offer.
- Better than just paint on the road
- Again, familiar concept for the community.
- Fully separated bike lanes
- dedicated cycle lanes in each direction, known form for Calgary drivers
- Best option in my opinion.
- For the two blocks of cycle track, it will work well for everyone, but east of 20th, it will still be a car sewer.
- Physically separate areas for each mode of transportation provides increased comfort level for pedestrians and cyclists.
- Separates the cyclists from traffic.
- None of it.
- Separates bikes from cars while also improving pedestrian crossing.
- Everyone gets a designated space
- NO cycle Track. Prioritize parking!
- Nothing
- Best option for ensuring safe travel for cyclists. Physical separation from other vehicles is the best option.
- Cyclists are separated from both cars and pedestrians with increased safety for pedestrians c/w path option
- Prioritizing cycling over drivers
- No
- This needs to be reconsidered. Move the lanes to 35 Pty or the business will fail
- separation of bicycle traffic from motor vehicles and pedestrians
- This might be the most convenient for cyclists and they won't have to make awkward crossings to get to a multi use pathway only on one side of the street. It might allow better connectivity when joining regular traffic at the end of a Main Street.
- The physical separation of bikes and cars; the extra distance from the road afforded to pedestrians because of the bike track.



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- I think it's a nice idea to have separation between bikes and cars and pedestrians
- Again see same comments as above. If same level of parking is maintained as now may be ok but very dependent on this.
- This is detailed in the pros/cons section above.
- This only works when bikers stay in their lane, which they don't; hence I revert to my comment above, bikers will be hit by vehicles, and pedestrians will have to dodge bikers veering off the path.
- Less development required
- Road and cyclist separation.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!
- Widen the road
- Protected cycle lane provides greater safety to cyclists. One-way design makes conflicts between motorists and cyclists at intersections less likely. Curb extensions at intersections provide some protection to cyclists by slowing motorists making turns.
- Not great
- Nope.
- All just dangerous until the roads are figured out. Will 34 be a one way!
- Dedicated bike lanes to avoid conflicts between pedestrians, cars and cyclists/personal mobility.
- Again provides cyclists with a more comfortable path while minimizing parking loss
- these are the best options for cyclists as you can flow more easily with traffic while still being somewhat protected by the width of the lane and the markings
- None..
- Both sides of the street provide comfortable cycling and walking facilities.
- Horrible idea. This would be a great idea if you want injured cyclists, no parking and angry residents
- The multi-use path allows for bike users and others with mobility issues to use it without having to mix with dangerous drivers.
- Nothing. Not necessary
- NOTHING
- Nothing about this works well.
- This allows the fastest bike movement which is good
- I think that it will greatly impair traffic flow within the community for residents which is already a HUGE concern
- No
- Nothing!!
- Keeps cycling and cars separated, doesn't cause problems
- Bikes protected from vehicle traffic
- Separation of bikes
- Separation of bikes and pedestrians



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Traffic stays in the same direction.
- Same comments as previous
- None of this plan works for our community.
- This is not wanted by our community. Build the bike lane on 32nd ave.
- None of these three options are logical or necessary. They all negatively impact residents, businesses and visitors to Marda Loop.
- Nothing I live on this street and I have no idea how there is enough space to do that without a massive amount of construction
- Great option for bikers but pedestrians need improvements to this important street as well.
- No still doesn't work.
- This is a great option. Keeps everyone safer. Bikes can travel at some speed. Pedestrians less likely to have to share path. Cars can still move easily
- nothing
- Marda Loop is a mess
- Better if must have bike tracks
- Awful idea
- Nothing
- Take cyclists to less congested roads
- Maintains 2 way traffic and some street parking. Separation of vehicles, pedestrians and cyclists.
- Cycle tracks are generally too narrow and cycling between parked cars and moving vehicles is dangerous. See 20 street. Paths are too narrow, too many parked cars opening doors and faster moving traffic.
- I think all three options are not feasible and not what our community wants/needs
- Bikes being physically separated from automobile traffic.
- Best solution for bikes and pedestrians
- Physically separated cycle paths.
- Nothing. A waste of taxpayers dollars, especially since serious cyclists never use pathways.
- Cyclists will be segregated from pedestrians.
- Nothing, wasted space, narrow sidewalks.
- Nothing
- This is by far the safest option for the cyclists, as drivers are accustomed to having cyclists on the right hand side of the road (i.e. shoulder)
- Not needed this road is too congested
- Everything is separated increasing safety for cyclists.
- One-way cycle tracks provide a fair sense of security as a cyclist and can make it easier to merge on and off the bike lane at its ends.
- Nothing.
- cyclists travelling in direction of traffic but with the safety of a separated lane



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Stakeholder Report Back: What we Heard
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- Not doing a bike path
- Nothing
- Nothing
- I think this is a safest option for cyclist, but as the streets in the area are already quite narrow, I wonder if street parking in the area would need to be reduced to make this feasible.
- Best safety
- This is the safest option by having all forms of locomotion separated.
- Clearly designated space for cyclist, pedestrian, and motor vehicles. Dramatically improved safety for all parties. Low likelihood of conflict, accidents. High likelihood of increased cycling in neighbourhood for those w/ low to moderate confidence skills
- Ridiculous, all of it. Poorly planned and advised.
- This also works well, separating cars from bikes.
- Safest for all but not enough space
- It looks like this option has the widest lanes (3.3 m) for cars driving. I do find that currently the lanes feel narrow when driving on 34th, when cars are parked on both sides. It can be difficult to see at intersections when turning left onto 34th.
- no more bike lanes
- Spending money for the convenience of few and causing more traffic headaches for everyone else.
- High degree of supervision of bicyclists and pedestrians from traffic. The snow removal from the mixed use path is assured to create an all year round pathway
- Nothing
- Again then remove the street parking so auto flow is still good.
- Bike Lanes only benefit people that bike.
- Nothing. Cycle lanes on an already tiny and narrow street is nothing but a detriment.
- Protected travel for cyclists.
- a single path direction on either side, reduces slowdowns
- Good separation for all modes of transportation
- Best cyclist safety.
- The road is too tight for bike paths. Again has anyone came and liked at it. Move the bike paths to either 35th or 36 Th Ave
- Dedicate laneways for non-motorized transportation in both (eastward and westward) directions.
- cycling on both sides where the street functions as fully multi-use as possible, easier access for cyclists and better safety on a busy street
- Again, it separates motorists from cyclists. It's a safer option than a shared road. It keeps cyclists in the right hand side of the road (whichever direction they're traveling), which makes access and egress from the bike lane easier.
- Separate travel lanes from cars which is a plus, preferred to multi-path option as i think it would flow more efficiently (for bikes)



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Stakeholder Report Back: What we Heard
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- 34th is NOT a low motorized street. It is jammed with cars trying to avoid the mayhem on 33rd especially on weekends. Minimize loss of roadway.
- Retained parking on both sides. Continued two-way through traffic (but slowed). Intersection control (like at 21st). Better/more pedestrian crossings.
- Leave 34th Ave alone
- Nothing. Where is this new space going to appear from. Front yards are already really small. Parking is limited and the road is narrow. Has this really been thought through?
- Nothing
- It's a stupid idea!
- Do not make changes
- Cyclists are not riding with traffic
- Nothing
- Keeps all transport modes separate in their own lanes.
- Nothing unless you are on a bike
- Nothing works well
- Nothing works well
- Nothing.
- Protected cyclists and pedestrians
- Nothing
- The un-interrupted design connection all the way to 14th is a plus.
- Traffic needs to be free flowing not hindered by bike right of ways etc.....
- Separating cyclist from cars is a good option
- None of these options are good.
- Cycle traffic going the same direction as cars so safer for bikes at intersections where cars may not look both ways. Separates bikes from cars and pedestrians.
- this helps separate cyclists from pedestrians and cars and is much much safer for cyclists

When looking at the one-way cycle track option, can you share what you think should be improved?

- Maintaining existing on street parking levels.
- Road widths may be an issue, creating too-small of a pathway.
- Parking is significantly reduced between 15 and 16 Streets. As a home owner in the affected area, we already have difficulty obtaining a parking spot near our home.
- Looks pretty good
- Parking
- This leaves no parking for residents and there isn't enough parking as it is.
- Yes, move it to something like 50th
- Cyclist responsibility and code to roadway safety and laws



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- Find ways to minimize potential for conflict between pedestrians and wheeling at intersections (i.e., when pedestrians have to cross the road)
- The road should be narrowed to discourage speeding.
- Add additional parking spaces
- Make sure the barrier is an actual barrier and not just a painted line. Because the cars will just go over the line at any opportunity.
- I don't think the road is wide enough??? It's hard to see when making turns onto it, with traffic parked in either side. Can't imagine with a bike lane too. Even if it does fit, it seems like a waste of space.
- The street is too narrow as is and there are too many parked cars and it's a busy road
- This option allows for opposite way vehicle traffic. Imposing too extreme constraints against vehicle owners will generate great anger and a severe backlash. Let's not go crazy if attacking ICE vehicles and fossil fuel. Climate science still vague.
- Sacrifice zero parking spaces.
- Nothing. It's my preferred option.
- It seems like overkill for this area. Not sure what the current cycling numbers are, but cycle tracks seem like a good idea in higher density locations such as downtown. They are nice to have, but not necessary here - especially because it's only 2 blocks
- Ask why public land needs to be made available for parking of private vehicles
- Do not use 34th. It is unsafe and hazardous and a much needed route for cars.
- How it impacts parking - where will those cars park? How it impacts driving- where will those cars drive?
- I think it's safer and will encourage more people to use the biking option that's multi-purposes and larger. This is a busy area especially near 20th and I worry about the chaos with adding bikes to this area without a more clearly designated lane.
- Need to be able to travel safely in both directions
- See above
- If bike paths and pedestrian access could be built without removing parking spaces and impeding traffic
- We can not afford to lose any parking
- More esthetically pleasing barriers ... get rid of the concrete. Plant trees.
- See note above.
- Vehicle access
- challenging for drivers to deal with when turning. More hazardous to people accessing their parked vehicles.
- This cycle track option doubles the potential conflicts with cycling infrastructure being on both sides of the street. It's important to recall that the block lying south of 34th Ave. does not have laneway access for the most part. (Truncated)



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Prioritizing the thousands of cars that travel through the neighbourhood everyday instead of the 5 people who would be interested in biking???
- Wider Road to accommodate Bike Lane
- Best option
- nothing
- Don't do it.
- Not having it on 33rd or 34th Avenues, move it further south.
- No physical median. Just paint lines on the road.
- Could use up more land area completely separating cyclists and pedestrians
- nothing - I think this is the best plan
- This is not helpful to the community. This road needs to be widened to accommodate more traffic and parking not cater to the cyclists
- Status quo sidewalks not good enough for accessibility
- Move bike lane to a different street with lower traffic volume
- Need wider parking lanes.
- We live directly in front of the junction between 14A St and 34Av. It's only yellow, so we have no idea if it means we won't be allowed to park here anymore. We have two young children, and this would be catastrophic.
- Biggest con I find is cars turning right cannot see bikes when cars are parked. Consider limiting parking
- More lighting and traffic calming measures
- Parking
- If not done at all. This is not a great plan, a better bike route option could be done on adjacent streets, and 33rd av has more width and less local traffic.
- Road will be narrow for how much traffic is forced down it.
- A street with lower housing density should be looked at. Not sure where you think everyone living in the area will be able to park
- Protect the cyclists at all costs
- Worst option ever. This road is already so busy especially during rush hour
- Don't further negatively affect vehicle traffic at this point.
- No bike lanes
- Traffic is terrible. Waste of tax dollars
- Parking is going to be the biggest negative impact. The city keeps approving densification projects with very little additional parking. Removing more parking from this neighborhood will only increase the problem that is already here.
- No
- Really would be great if the sidewalks could be wider however, the trade off of the narrower sidewalks with dedicated space for cyclists and pedestrians seems better on balance.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Everything - paving, safety and congestion
- Lots of intersections where cyclists in cycle track will be at risk
- Narrower is detrimental to social travel as users cannot stay side by side. Increased possibility of being doored by passengers if space isn't given. More dangerous road crossings without barriers to through traffic.
- Expand curb bulbs to ensure good sightlines for drivers and cyclists at intersections.
- Reduces width of the road. 34th is already tight.
- Total rethink
- problem may be that cyclists travel the wrong way on the cycle paths, cyclists and parked cars may have increased incidents with this design
- The road is not wide enough to accommodate everyone's needs.... we need to protect parking while keeping it safe for pedestrians and not cave to cyclists (of which I am one but can navigate just fine as is)
- Do nothing
- remove the bike lane. this street is used for cars and removing their space will danger others
- Physical barrier will be critical for safety, to ensure that cars wont park on the bike path, and to reduce the incident of a cyclist getting doored by a parked car.
- I can't think of anything. This is the perfect solution.
- Enforcement that bikes use bike lanes only.
- Calming traffic
- All good
- There is no reason why only the bike boulevard option gets traffic diverters.
- Keep snow clearing in mind when considering what grade to construct the cycle track.
- Make them as wide as possible
- Same items as multi-use path, except seems excessive to do as one-way and thus more expensive.
- Nothing. This is the best option.
- stop it
- Room for Pedestrians and parking
- Widening for pedestrians might be nice and adding lights on the other side of the street.
- This community does not have a need for a cycle track on 34th. Very few people use the bike lanes on 20th street now.
- all lanes are very narrow
- A physical separation from vehicles is better than a painted line. It's unclear which method is being proposed.
- Less parking
- Don't do it
- Transition points at intersections will be crucial. Make them safe and intuitive.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Parking impacts from having a bike lane in a neighbourhood/ community already struggling with lack of adequate parking options.
- I actually really like this option. I'd like to make sure that it gets good pathway connections on either end. It would be sad to have a bike lane to nowhere.
- Nothing
- Don't do this, it is literally too narrow
- Two-way cycletrack with a sidewalk would be better (similar to 12 Ave), so pedestrians don't have to worry about bikes.
- Cost
- Continuing my point from other options - the other issues with this road need to be addressed first, and solved prior to a bike lane being put in. I love the accessibility piece but this road is a nightmare already. There have been sink holes here for months.
- Cycle path is not a priority for our community!
- This is a waste of energy to consider
- Needs more parking.
- Encourage cyclists to use alternative routes
- This is the preferred option as a cyclist and pedestrian. Improved signage and lighting would benefit this option even more.
- This is my preferred option as a cyclist and regular pedestrian. Improved road signage and lighting would benefit this option even more.
- Narrowness is an issue, people like to ride together - make the car lanes narrow - that will slow them down.
- Pick a different street that is quieter and wider.
- I like cycling, but this seems overly complicated, and less safe for pedestrians, who don't get as big sidewalks and have to look multiple times to cross traffic & bikes. Also, needs lighting on both sides of street.
- Barricades need to be added in for the safety of cyclists.
- focus on where pedestrians cross the bike path, and how to do that safely
- Remove in street parking. The city has this backwards idea that we need to provide for one street parking. We don't. It's a waste of space.
- Don't do it
- DON'T DO IT
- Ensure transitions from cycle tracks to non-tracks are safe and not awkward.
- Intersection design should have concrete islands
- No bike lanes. Leave it alone.
- This street is already so busy with traffic I don't think bike paths belong here
- Don't do it.



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Stakeholder Report Back: What we Heard
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- If this will be a raised cycle track design, pave the asphalt right through the driveways, this helps drivers notice the cycling facility when turning
- It's good! Please proceed with this option
- Don't do it. Takes up too much space.
- Project should not happen on 34th Ave
- Already narrow roads will become even more narrow for vehicle traffic. Tight fit
- No suggestions for improvement.
- I wonder about winter maintenance. Personally I think one large two way cycling lane would make more sense, and instead turn 34th into a one-way street.
- Dont reduce the roads for bikes
- Avoid it.
- please leave the road as it is. Stop changing everything in marda loop. You're making it worse and worse with each change.
- At the intersections I would like to see raised continuous sidewalks. This physically forces drives to slow down and be aware this is a place for walking and collisions can happen here!
- None leave a s is
- NA
- Not sure
- Everything
- For all three options I find it strange that pedestrians need to cross the street so often in order to keep moving along 34 Ave. This disrupts traffic flow.
- Perhaps add bollards to separate bike lanes from vehicular traffic
- Get rid of the idea of bike lanes on 34th ave.
- Remove parking to add trees, wider cycle tracks, and/or better sidewalks.
- The one way cycle tracks are nerve wracking at intersections and driveways.
- Don't see any room for street trees and boulevards where plowed snow can be stored.
- Do not build a bike path!!! This neighbourhood is too congested as it is!!! You are ruining our neighbourhood with these ridiculous initiatives!!! We pay so many taxes are the roads are deplorable!!!
- Having the cycle track to be focused on one side of the road.
- Could do more to seperate cars from people
- Similar to the multi use, rethink vehicle lane and parking. Already quite narrow.
- Cost more and feels tighter to ride on than a multiuse path
- Ensure it has a separate, physical barrier not just paint.
- make it go all the way to 13a street.
- Where will the snow go during the winter? On 20th street, the snow is pushed into the cycling lane so the lane lines are no longer visible, cyclists are forced onto the road and then motorists use the lane for vehicle storage.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

Stakeholder Report Back: What we Heard
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- Improve signage where cycle paths may be blocked.
- By not doing it.
- Widen the sidewalks & cycle tracks, reduce the parking and/or drive lane widths
- NO cycle Track. Prioritize parking!
- Get rid of all bike lanes
- Nothing, this is great. Multi-use path might have more universal appeal, however, but needs to be wide enough to be useful and safe.
- Looks good to me
- No
- Please don't do it. Move the lanes to 35th.
- 34 ave could be quite busy with motor vehicles so further narrowing the street may cause congestion; cyclists accessing businesses in the opposite direction may use sidewalk instead
- Bad option. Confusing.
- Not sure. There would be more room if parking on one side was removed, but that would likely be a concern for local businesses.
- The narrowness of the sidewalks isn't ideal (but I appreciate that it would be necessary). I also don't know if the one-way flow makes sense, given how folks access 34th. The one-way flow complicates access and reduces travel flexibility.
- Too much parking is reduced, the thoroughfares all become very narrow
- Must ensure to maintain street parking at same Levels and not sacrifice this. There are many businesses that suffer from the lack of parking and access in Marda loop already.
- Do not do this along 34th Avenue!
- Opposed to this option. Need some motor vehicle access.
- Parking impact
- Will never be used as one way as prescribed. Can lead to dangerous head on interactions.
- Nothing works because 33rd is so backed up that many have to drive on 34th to minimize traffic and if a bike lane is added there will be no space and too much traffic in the area!
- Widen the road
- Parking extends too close to the intersections, making it difficult for motorists to see cyclists. This could result in collisions between right turning motorists and cyclists.
- Width for bikes- cars already drive in bike lanes
- It's way too inefficient. Throw it away.
- Terrible
- Why is parking in both directions required? A two way cycle track and eliminating parking on the south side would greatly improve the experience for all. This option creates too many conflicts between cyclists and drivers approaching/leaving parked cars.
- May be a tight squeeze for both pedestrians and cyclists



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- driver education on how to use roads with cycle tracks, e.g. right turns, looking before opening doors, pulling out of parallel parking
- Public safety and affordability of public transportation.
- Try to provide more protection to walkers & cyclists from motorists at each intersection.
- PAVE THE DAMN ROAD
- The vehicle volume control measures would be useful to limit vehicle traffic while opening it for other modes.
- Nothing not necessary
- THERE IS NO SPACE FOR THIS! SUCH AN UNREALISTIC IDEA! Go spend some time on 34th and see how busy it is, how often people block the road with their hazards on while they run in a pick up food orders etc.
- This cannot be improved, there is just no way there is enough room for two additional bike lanes on 34th. The reduction in parking will also be incredibly harmful to the houses and businesses in the area which already struggle for parking.
- The separation in two directions with separate protection on each side is very "busy" - make it like the bike track on 12th ave. Wide sidewalks on both sides for walking/wheeling, PLUS a on-street protected two-way bike lane. Delete parking as needed
- Possibly Consider another roadway
- Nothing
- Yea don't do it!!
- I'm skeptical you can actually find the extra space your cross-section says, somehow that one is wider than the others? So when turning off the road (or onto it) the shared lane with cars will be more squeezed than before, and it's already pretty squeezed
- Parking
- Widen the street to at least double the existing roadway
- I am against a bike lane in the street, no parking as it is.
- Still too much favouritism towards cars. Marda Loop should be a pedestrian-friendly neighbourhood.
- Move the bike lanes to 32nd Ave.
- Do not implement any of the three options.
- No major improvements to pedestrians is a major issue with this option.
- Takes up a lot of space
- It would help everyone if we planned for the WINTER city CALGARY IS. snow plows down the middle just make everything miserable for ALL
- Abandon
- Take to a residential street is safer
- Uses super narrow lane and sidewalk widths to fit all of this infrastructure in to an existing narrow road right of way. Would any road user be able to benefit from providing a design to near minimum widths?



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- I think all three options are not feasible and not what our community wants/needs
- Don't agree with this concept at all. Reduces parking, increases congestion resulting in more pollution from vehicles and discourages customers from going to the businesses on 34th.
- Remove parking on both sides. Don't see how parking on both sides can be accommodated and meet the safe use of road for all modes of transport.
- I'd like to see continuous sidewalks/cycle paths across intersections to enhance pedestrian/cyclist safety. This would improve traffic calming and alert drivers to be aware of pedestrians/cyclists. Continuous sidewalks are done well in the Netherlands.
- Eliminate plans to develop bike pathways.
- Not sure.
- Please do not implement this.
- bikes should be on a different street
- Not required
- Costs will be much higher and less space (width) for parking along the side of the road will crowd the traffic east/west on 34th. Especially in the winter when vehicles are pushed further off of the curb from the snow.
- Re-pave it and leave it as is.
- looks great
- Not doing a bike path
- It should not exist
- Don't put a cycle track in
- make sure crosswalks/intersections are very clearly marked for cyclists
- Nothing, I believe this is the best option.
- No improvements suggested. Excellent option.
- All of it. Terrible.
- Nothing - it works. If a multi-use pathway is cheaper or leaves more room for parking, do that, as it's almost as good.
- Won't have enough space
- no more bike lanes
- Traffic flow!
- If the 1.4m sidewalk is acceptable in the Bike Boulevard option, why is it not used here?
- Cancel it
- Build a parking garage and remove street parking.
- No bike lanes.
- No barriers, so that at least something can be done in the snow. These paths never get used in the winter or if they do they are icy. Why we are prioritizing such a small population of "vehicles".
- Pedestrian and cyclist separation
- Widen the sidewalks. They are too narrow in many sections.



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- not sure
- Could a two-way cycle track on either the north or south side of 34 Ave be used similar to the bike lane on 12 Ave SW and elsewhere?
- Offset cycle lanes can make for dangerous intersection crossings. Have to slow or stop at every intersection to watch for right turning vehicles. Inconvenient for commuters who will likely just stick to the road instead.
- The road is too tight for bike paths. Again has anyone came and liked at it. Move the bike paths to either 35th or 36 Th Ave
- Widened sidewalks are still lacking in this design, which does not lend to Calgary's 5A Network principles.
- On 20th St SW, pedestrians often use the bike lane as a sidewalk extension, which is likely to happen here. Useful for pedestrians but hazardous when cycle traffic is heavy.
- This option is less efficient than Bike Boulevard since there will undoubtedly be more stops required. Lack of stops is what makes 34 ave an attractive bike route
- Wider sidewalks. Consider lights at 20th, 22nd. Can parking loss be reduced? Loading issues? Many ped x-ings within short distances. Pedestrians/cars have to cross 2 bike paths vs. 1.
- Leave 34th Ave alone the city has managed to mess up enough traffic patterns already
- The whole concept of a bike lane on this route. Make it more economically feasible, safer, and better for traffic (in an already over developed community) by moving the route to 32 ave. Be smart about this decision.
- Bikes lanes not needed
- Don't do it
- Do not make changes
- Cycling path is too narrow. There is no room for passing, will get bottlenecked if busy.
- This will kill all business on 34 ave. It's an emergency route
- Looks very narrow and looks like two way car traffic would struggle
- It will be a complete mess in the winter.
- Nothing works well. No parking for residence
- Not doing it, Marda Loop's traffic is already a massive problem. Taking out an different route for people to drive down is going to make it worse.
- Using a physical separation for rider safety.
- More room for cyclists to avoid car doors
- Nothing
- There are numerous uncontrolled crossings of side streets which could endanger cyclists. There needs to be comprehensive thought applied to both the 22st and 20th street intersections, which are both dangerous for pedestrians at periods of high traffic.
- Cyclists travelling behind parked cars/SUVs/vans makes it difficult for vehicles to see approaching cyclists. Pedestrians also have a habit of walking in cycletracks.



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- Don't be afraid to remove parking to make it more efficient. Not sure if the lane is planned to be raised but that can help get cyclists seen over park
- compared to 2nd street, i think pedestrians walk across the bike lane without looking. Cars turning right can't see the bike lane through the cars. I am not sure how to improve but as a cyclist you have to yield at every intersection on 2nd

Do you have any additional comments about the project?

- As with other projects city will do what it wants ie: Richmond park and the monstrosity on 33rd & 23rd st!
- Very concerned about increasing density while reducing on street parking.
- Sticking with the status quo of a "cycle route" where cyclists share the roadway with cars would be a failure. Even as an experienced cyclist, i do not feel safe cycling on 34 Ave in its current form. Separated bike lanes are need in this area, to encourage more people to travel by bike and be safe
- The lack of parking between 15 & 16 Streets is a concern. There are many multi-unit buildings where residents use on street parking & density continues to grow. Most residents use cars regularly. All proposals eliminate parking in front of our home; we are worried about where we will park.
- Please select option 3. Having two separate bike lanes is easily the best option
- There are a bunch of condos that are being built in and around 34 Avenue, with businesses included in these projects. Where are all these people going to park! Parking on 33 and 34 Ave is already difficult! Marda Loop has changed significantly since this project started in 2018.
- Traffic is already a problem, reducing traffic on 34th will only push the traffic into smaller side roads which impacts the safety of the neighborhood. It will also increase road rage and dangerous driving I, which is already a significant issue in the area. This hugely decreases all-mode safety.
- Go and walk or drive 34th to see that this is not a good road to select.
- Stop trying to decrease parking spots in an area losing parking spots to support businesses. Force all multi family developments to provide parking to support commercial businesses.
- Vehicles continue to park in front of the new wheelchair ramps at locations where streets are offset (e.g., 17 St SW), blocking pedestrian crossings. In addition, vehicles park to close to corners, creating blind intersections. Hope improvements will address these issues.
- This would be a great street to separate the cyclists from the hazardous traffic in the area. I currently feel very unsafe mixing with traffic along 34 Avenue SW and I hope that the city really takes the future of the community's needs and not just parking and riving to heart!
- I drive this route daily. I have trouble finding parking to access the businesses that I want to visit. Marsala Loop needs more parking, not less. I will not bike this route.



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- Better communication with community would have been nice. Also, I would have liked to see a seasonal bike lane option. Those have worked well elsewhere in the city, and make sense for the # of cyclists.
- N/a
- While the city government action is commendable with respect to enabling more cycling routes, their irrational dislike for vehicles is quite transparent and an affront to vehicle owners, vehicle manufacturers, Alberta's hydrocarbon industry and stinks of Green hypocrisy.
- 33rd has already made mobility more difficult- walking is now unpleasant, driving is difficult. this has caused spillover to 34th- please don't ruin this road too
- Parking is a huge priority and is already a problem in the neighbourhood. Whichever option is used, do not reduce parking. Other parts of the city have really been damaged in this way. Lack of parking (Kensington) keeps people away from the area. I rarely go to places with difficult/priced parking.
- 34 Ave is not a pleasant street to walk, cycle, or drive . Any improvements to bike /led infrastructure will be great
- Biggest challenge will exist adjacent to the restaurant along this street that see new business model of takeout. Already see impact at 20 and 34 street with vehicles parking in bike lanes, beside stop signs or in the loading areas for pickups.
- 34th is a very important transportation route that needs parking and access for cars to businesses. It is already unsafe and hazardous. 34th is very important for traffic. I would suggest that anyone with a car who lives in the neighbourhood would not support the above plan for 34th.
- I'm strongly in favour of keeping the area pedestrian and cyclist friendly. I'd like it to be even more
- There should have been a survey of how many people in the area actually want a bike lane. Use actual evidence, real data, real numbers. Don't simply state that bike lanes were identified as a priority - by whom? How many people voted on that? how much is all this costing? Why is that not stated?
- I use this intersection twice a day to drop off my son to daycare. This 4 way stop has a lot of pedestrians and a lot of cars during peak hours. Cars are confused by the pedestrians and stopping of all the different cars. Not an easy stop to navigate and the street is tight with parking.
- 34 is not a good choice for biking. I take 33 everyday and feel safer due to the flow and high priority of the road as drivers coming into 33 respect the stop signs. The perpendicular roads come upward to 33 making cars having to stop. 34 has too much residential traffic to make it safe for bikers
- Please help! 34 is a very dangerous road for cyclists and pedestrians! What is being done for intersection of 34 at 14st. Hit by a car there. Concerned that any changes on 34 will result in increased traffic and danger on 38th and connections like 17 st please make comprehensive change for safety
- Traffic flow of all types of transportation needs to be addressed first. There are far too many vehicles travelling east/west in our community for the existing infrastructure
- I fear this project will increase driver frustration and bring increased anger towards cyclists and divisiveness among Calgarians.



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- Residents and customers of marfa loop businesses niggest issue with the area is lack of parking. We simply can not afford to lose even 1 parking spot.
- See note above. I don't see why 32 Avenue was not an option. Disruption of residential and business traffic on 34 Avenue is not worth making sure that cyclists have an uninterrupted route on 32 Avenue. There is not an overwhelming amount of cycle traffic in the neighbourhood as it is.
- I don't support bike lanes on 34 Ave. With parking on both sides, it barely handles car volumes. Cyclists can use the many residential streets nearby where traffic is lower. The businesses and residences on 34th Ave need parking and auto access. I was never consulted on this bike lane proposal
- Marda Loop has an increasing traffic problem and dedicated bike lanes will only add to the problem.
- Please do #3 but remove one entire side of on-street parking in order to widen road overall. Terribly hazardous as is due to speeds, chok-a-block on street parking, and relatively uncontrolled intersections. Area desperately needs a community parkade for residents AND businesses, & those to come.
- If parking is reduced or one way traffic put in on 34th, there will be an uproar from the majority of Marda Loop citizens.
- (Truncated) The engagement in 2018 did not support these options, as the greatest number of responses in 2018 we're about vehicle and traffic movement. Access to the block lying south of 34th Ave. is also challenging given that that those blocks do not have laneway access.
- Marda Loop is overrun with traffic congestion due to infill densification. We NEED more parking and better traffic control. Bike lanes will create more problems. 34 has become a 2nd collector and both sides of the street are always lined with parked cars because there is no where else to park!!!!
- Too much residential parking on 34 Ave is being removed as part of all 3 alternatives. There is already parking issues here and the community is only going to get busier.
- The roads cannot accommodate current vehicle useage, how is it going to fit a bike lane??
- there currently is barely enough room for the parking and vehicle traffic as is, how are they going to safely accommodate a bike lane?
- This is a wonderful project. I use 34th every day - generally on my bike to commute to downtown. A safe way route would be amazing. The intersection of 34th and 14th is a disaster for cyclists and pedestrians, I have been almost hit there on a couple of occasions.
- I am looking to understand better why this study was initiated and to what extent a cost/benefit analysis was completed. None of that has been shared here.
- 34th Ave is already a crowded street. There is a lot of traffic and cars park right up to the street corners, impeding vision and creating hazards for pedestrians and vehicles trying to turn onto 34. Angry people still try to go 40k or 50k / hr. It is not a safe street for cyclists.
- Put any bicycle lanes outside of the mark. Commercial areas.
- This needs to be put on hold - we can't afford the heavy costs - just encourage bikers to use a quiet street without infrastructure changes



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- This is a dangerous idea, 34th is narrow and very busy as an alternative to the overloaded 33rd Avenue. Parking is packed now on both sides from 19th Street east to Crowchild. Do not destroy these small businesses like you have done downtown.
- Bike lanes would create more congestion and make it dangerous for people to drive and walk in the area. The city needs to address traffic congestion and parking in the area before even considering implementing bike lanes.
- Making neighborhoods people friendly is a great idea. But the “bike boulevard” idea won’t make things safer. If the infrastructure is safe, more will use it.
- On the south side between 16th and 19th street on 34th av you have not taken into account the massive height difference between street and house. These changes will require every house on those streets to build a retaining wall and additional stairs leading to their property. Therefore a massive wall.
- 34th is already narrow for traffic, 33rd is now a nightmare because people can turn left at 22nd because of the apartments and you also closed off the left turn onto 21st from 33rd. You need to look at the whole area with traffic and parking volumes. Do that first before congesting it more!
- 34 ave has become as busy as 33 ave with the intersection at 20 st having frequent accidents. A bike lane would only further congest an already too busy street. The street is narrow with 2 way traffic often difficult to navigate safely. There is NO parking!!!! All these businesses and no parking!
- I am in favour of less parking and more bike lanes. Also better accessibility for wheelchairs.
- The street as it is is over crowded with cars and is so narrow it becomes a one way street in places. It’d be extremely unsafe to create bike lanes.
- If the city intends to give cyclists preference and spend lots of money accommodating them, cyclists should be required to pay for a bicycle license every year. This was the case decades ago and should be reinstated immediately.
- You definitely do not consider the lives of the people who live here. In zone C, you want to reduce 40 parking min, where there are already not enough to park (Businesses + because you authorized developers to build so much in the area, and with under-capacity parking. But people do have cars)
- 34th Ave does not require a cycle route. Parking and congestion needs to be improved not added to.
- I’m strongly in favour of the bike lanes and think they would impetus safety and accessibility for the area.
- Please reconsider this. Parking is already a nightmare on this street as it is and is only getting worse with the amount of condos and development happening. I already have to park almost a block away from my house many days as there is no parking available.
- It makes sense to think about something like this but the demand for biking is way less than local parking. I like to walk the area but when biking I use either 33rd or 35th and other side streets. There is simply not enough space to safely accommodate same level among parking and dedicated bikelane



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- 34th Ave is very narrow, has the only available parking for 33rd Ave shops, and has lots of blind corners where traffic merging onto 34th cannot see oncoming vehicles or pedestrians. Cycle path will make it worse
- The flow of automobile traffic and parking needs to be prioritized before bike lanes in this neighborhood.
- More parking is needed here.
- I cannot believe that you are planning to take away even more roadway in the already overwhelmed area for traffic with bike lanes etc. Our areas are overwhelmed with traffic since garrison went in and it's ridiculous that you're contemplating taking away traffic space adding to more congestion.
- 34ave is not suitable for a cycle track it is too narrow and population density is high so large amounts of traffic and requirements for parking
- We generally love your decisions keep up the good work
- The increased density and additional retail in the area has increased congestion on 33rd Ave. Automobiles and access to retail need to be addressed in a more holistic way. While the survey referenced by the city has identified the amenities, the planners need to consider traffic and parking.
- Please do not do this. My condo overlooks the road and it is constantly full of cars and pedestrians. I never see anyone on a bike! It's just too busy for people on bikes. They should stay off the main road and stick to side streets in this old neighbourhood .
- Every community information event I've attended the issue of traffic congestion gets raised and subsequently ignored. We NEED to solve this first so we don't scare people off of visiting businesses here.
- Misguided. We don't want or need more bike lanes
- This is a terrible idea and waste of tax dollars. Traffic is only getting worse. Can't believe this is being considered
- Bike lanes sound great, it's a project I approve of. However, the traffic on 33rd is a nightmare. The biggest safety concern is at the intersection of 33rd ave and 20th with cars swerving around the people turning left. I don't know how someone hasn't been killed in this intersection yet.
- I have rode my bike and drive my car on a regular basis in Marda loop for 15 years. We missed the opportunity for thoughtful community driven densification. Making 34th more difficult to navigate for vehicles is unacceptable for community members who need to access businesses and services.
- The streets were never intended for the density. Build infrastructure for density then density.
- N/a
- None of the options are viable. The street is narrow and congested with cars and pedestrians and is not safe. I avoid this street if possible as you can barely pass another car safely and if a truck or bigger vehicle is in the other side of the road one vehicle has to pull over.
- I think any 34th ave mobility solution needs to be done in conjunction with a 33rd ave mobility solution. The traffic on those two streets is deeply interrelated and changes to one will have a significant impact on the other.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- 34th is a very regular bike route for me but has never felt safe. The width of the road is paradoxically wide enough to encourage speeding yet not wide enough to allow for safe passing. Improvements are extremely welcome!
- What about a bike path on one side of the road, and a pedestrian sidewalk on the other side - so pedestrians are safe from the cyclists?
- I disagree with the entire premise that biking networks are vital.
- The roads department and the development department need to collaborate to make sure condo/apartment builds do not clog up the roads infrastructure
- I support balancing the need for vehicles and parking with appropriate access for cyclists, but 34th needs to have better paving overall (it's the worst for ruts) and speed control but not at the expense of losing key parking spots needed to support local businesses and families.
- Leave things alone - no need to spend money on negative projects.
- 34 avenue needs to be left for cars. There is already too many issues with getting vehicle access into the community which is why people rely on using 34 avenue for vehicle access. It will negatively impact businesses by removing vehicle access to places like the grocery store within the community.
- Please ensure that all options include a safe and convenient way to cross 14 Street; some kind of intervention here (signal/rib and possibly curb extension) is essential to making this a useful route between Currie and the Elbow river pathway. Also prioritize transit on 33 Avenue.
- One of the biggest challenges of being a cyclist living in the Marda Loop community is that the transition to other communities when on a bike remains unsafe, particularly when I am traveling with my kids. Connectivity to the broader bike network and having a safer way to cross 14th is critical.
- The options presented seem tone deaf. Has anyone actually been present during peak hours? It isn't compatible with a bike corridor.
- Why don't you improve the roads. And stop making them more congested
- Please, please, please stop suggesting sharrows and painted bicycle gutters as "solutions" to anything on future projects.
- I think it's great. Right now it's so unsafe to bike on 34th Ave. I wouldn't like it myself let alone with my kids. Bike paths would benefit our neighbourhood.
- Please don't prioritize 3.3 m vehicle lanes by combining bikes and pedestrians into a 1.8 m MUP. 33 Ave can handle everything vehicle wise - 34 can be calmed by narrowing lanes and providing diverters and providing dedicated wheeling/walking space.
- No NO No to bike lanes 34 Ave is already too busy, very little parking.
- Looks good. I fully support either the multi use pathway or one-way cycle track options.
- I overall support this, but have concerns about two blocks of the proposed design. Please provide more info on current roadway widths and how the designs will fit here; particularly the two-way cycle between 21 St and 20 St, and the multi-use design between 20 St and 19 St.
- I have lived directly on 34th ave for 7 years now. The issue is not and has never been needing a bike path. Our issue as residents and local small businesses that operate here is LACK OF



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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PARKING!!! This is what we should be focused on. Many people avoid Marda Loop because they can not find parking.

- I think more research and changes need to be made regarding the congestion in the area . Bike lanes should be moved away from the busy streets . The can pedal a few more blocks to connect to the path way. We should also be worried about utility upgrades before bike lanes
- I support this project, and feel it is forward-looking.
- I have sustained fractured ribs, torn medialis and terror walking, biking and driving in this areas. It terrifies me. The whole destruction of the neighborhood has been disgusting and do not support anything that is being planned.
- Removing parking from the area will be a massive detriment to the community. Parking is already difficult, and cars lining every street makes for dangerous travel. Please add free, accessible parking. Adding cycle tracks will not encourage less driving, it will just make existing problems worse.
- This area is noted for the heavy car traffic, noise, and vehicle speeds. It's great to see this being addressed finally.
- I love riding my bike and walking in my neighborhood, 34 th ave certainly needs improvements for bike and pedestrian safety to help with this and I think the Multiuser path is the best option. We are getting more and more high density and safer streets for pedestrians and bikes are só important
- We need to stop cut through traffic as well
- Poorly designed and no consultation prior to planning. Maria Loop has the worst roads in Calgary And itis getting to be one of the most dense in the city. Would love to see the property tax increase for this area in the past 3 years.
- You guys are ignorant to the fact that Calgary/Marda Loop is a driving city. There are 2+ vehicles for each house and not all garages fit two vehicles. There is sparse parking already, let alone building a bike path. These roads are too small and congested already. We will suffer.
- Seriously, we need to stop pandering to a ridiculously low percentage of the population that cycle. It is 20 below for 8-10 months of the year for god sakes."
- My family does not support this project.
- If the primary focus of this is improving bicycle facilities, don't forget the links from this infrastructure to other bike infrastructure in the area. These transitions are concerningly vague so far
- Many people often notice how Marda loop has the worst traffic and most dangerous pedestrian and cycling in the city. Pls make it safer for walking and biking. The traffic is so aggressive.
- Glad to see these options coming up for 34 Avenue. I'm worried about pathways and bike lanes that don't lead anywhere. Hopefully something will be done to link up this project to other accessible transportation on either end.
- The backalley ramp between 30 & 31 Ave on 22nd St needs to be fixed/replaced/repaved. I saw a senior with a walker fall and hit his head there. Concrete is soooooo damaged
- Bike Boulevard is really the only option as there just is not enough room behind curbs to widen sidewalks without loosing road width.



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- Not in favor of bike lanes in along 34 will ONLY ADD TO CONGESTION.
- Many cars use 34 Ave to avoid traffic disaster on 33 Ave due to terrible intersection at 20 St (needs turn signals in all directions). Any pedestrian and cycling improvements on 34 Ave should be made in conjunction with traffic flow improvements on 33 Ave to avoid cars cutting through back streets.
- Please fix the current issues first (congestion, lack of proper parking for modern infrastructure, pedestrian safety, multiple sinkholes, repave the road - prior to making a bike lane. The congestion is terrible along this road! I refuse to ride my motorcycle on it because it is not safe.
- I sincerely hope that the City of Calgary does not squander our hard earned tax dollars on a project that caters to a minority of people who ride bikes but have the loudest voice!
- As a long time resident of marda loop, I have seen the community change over the last decade and a half. The streets are already over crowded with traffic, and accessibility into the area is already constrained. Further complicating access to amenities such as Safeway is not well thought out.
- "You need to wait until after all planned high-rise apartments have been build. You have
- radically underestimate traffic needs and disrupting traffic flow on 34rd is irresponsible. This bike path is performative environmentalism at best and disregards the real needs of the community and businesses."
- Cycling paths are important. 34th St is a bad, bad option. Better to have no bike path than a dangerous one that makes an overused street even more difficult to traverse.
- Creating a better cycling solution along 34th would encourage more of the residents in the Marda Loop area who work downtown to choose cycling as their commuting option.
- It's clear you are terrified of offending automobile users - be bolder, they will see the light when we build better.
- There is already not enough parking in this neighbourhood for the high level of retail and housing without their own parking. Streets are narrow and poorly maintained. Bike lanes benefit the least amount of people and the effect will be negative for the majority.
- 34th avenue needs change, it is so dangerous right now. May be out of scope, but I would like a 40km speed limit. People drive very aggressively on this road, a road I have seen children biking on.
- Please consider ways to keep this area in Marda Loop less congested. Cycling and walking only areas would improve the traffic issues we currently have near Garrison Woods.
- Pleaaae, please, please, please ignore the ignorant people comments about how bike lanes are bad. Marda loop is a fucking night mate because of cars. It epitomises bad north American road design.
- This will add to the congestion already in marda loop. This is a main way to get to crowchild if you live in marda loop, altadore or elbow park. Traffic is already terrible at rush hour. Adding a bike lane will further exacerbate the problems. Use a quieter residential road not a main throw fare
- PLEASE keep investing in better bike infrastructure!!! Painted cycle lanes are unsafe. Separate cycle tracks are the best option for everyone. They keep bikes and motorists separated, keep cyclist safe and encourage more cycling because of better safety, and keep pedestrians safe and away from bikes



Main Streets – 33/34 Avenue S.W. Cycling Amenities 34 Avenue S.W.

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- Bike boulevard should be scrapped. Intersections need massive design improvements to protect pedestrians and cyclists
- Please stop wasting my tax dollars.
- I think this needs to be revisited. A traffic study should be done on the community as a whole first. 33 and 34 are a disaster right now for traffic due to increased density.
- Bury it. Status quo is better than these ridiculous ideas. We have WINTER in Calgary. No bikes!!
- 34 Ave does not seem like a good place for a multi-use pathway. Too many driveways and higher density residential means conflicts between pathway users and with vehicles
- Please don't waste our tax \$ doing this. It isn't going to solve the problems of this high density used commercial street which is already too narrow to be made narrower with bike lanes. They will deter people from using the businesses on 34th due to no parking which is already a problem.
- The focus on 34th Ave should be automobile traffic. It is almost Impossible to drive down that road as it is. It needs to be paved, parking needs to be improved and the bike project would be better suited a few streets to the west.
- The one-way cycle track option is the best option to support Marda Loop as a growing urban area. The additional costs over the multi-use pathway option will be well worth the investment into the future of the community.
- Perhaps this is a car issues, but I would love to see 34th become a one-way as it's very congested with traffic travelling both directions.
- drop it
- Please stop narrowing roadways for bikes. Reducing the space for cars is causing huge delays, accidents and is overall the worst city planning move ever. Please care about the locals and dont decrease the roads, increase them and add more parking.
- I'm a proponent of cycling tracks but this particular location seems misplaced based on the current vehicular traffic flows in the area and projected ones with development of Currie Barracks. This is a dense area with a need for parking, accessibility for drop offs to businesses and deliveries.
- Stop changing marda loop. The parking situation is getting worse every single time you change something. You've already shortened parking on one side of 34th to two hours and gotten rid of parking on nearly all of 20th because of a bike lane that isn't used for 8 months out of the year.
- "Making alternative methods of access is very important to community areas!
- Cars are loud, dangerous, inefficient, and require a the most infrastructure spending out of all methods of transportation!"
- I strongly object to using 34th Ave for bicycle path. 32 Ave has the same easy west connectivity as 34th. I feel it is extremely dangerous to put all forms of traffic on one street like 20 Ave. I live in this area and rarely see bicycles, they are only on the road for 6-7 months.
- Nuts
- Marda Loop has great potential as a medium-density commercial corridor that supports local needs but has some broader city-wide draw. Making it a more interesting, dense and pedestrian / cyclist focused area is fundamental to achieving this vision. This will support existing and new businesses.



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- If someone can afford a car, they can afford to pay for parking. Why is my property tax going towards handouts for car owners?
- Please don't mess this up. 33rd Avenue is an absolute disaster (and if you don't agree, go drive it at 4:30pm). There is increased density on both N and S communities and the automobile access is horrible. You need to understand that people will NOT give up their cars.
- Keep the project isolated to 33rd avenue since there is so much more road space and leave 34th Avenue for vehicle access or widen the road since it is much too narrow.
- I'm really concerned about losing parking space, that traffic flow will get slower, and as a driver I'm concerned about bike flow that is the opposite of car flow. I like the idea of a more walkable community but one still needs to be able to get into the area and this is my main service hub.
- "Parking continues to be a problem due to increased density. I have lived on 34th since 2007 and bicycle commuted daily downtown including in the winter.
- Educate drivers and bikers. Put in crosswalk lights. Bike lanes are a waste of \$ and I was a daily biker."
- "Bicycle safety would be great on 34 ave. I would use businesses much more if I would feel comfortable cycling that street.
- Pavement is in terrible condition, which does it make even more unsafe for cycling at the moment."
- This is a great project, as a home owner of 34th Ave I am excited to see this type of investment in our street. I look forward to cycling more if I have protected bike lanes and would be happy to sacrifice some on street parking for the sake of greater sustainability in our community.
- Stop slowing down roads with terrible bike lane ideas. Marda loops traffic is getting worse and worse slowing down traffic with less lanes will do nothing but make it worse. Cars and roads are vital to the area. Bikes lanes are not needed...
- This is another in an increasing number of complete street projects where space for parked cars is given precedence. Active modes and landscaping are left to fight over what's left. This is not policy compliant and demonstrates an inverse of the City's stated priorities. Cut some parking, please.
- Be bolder! Turn 34 AV into a woonerf where vehicles have access but are very much subordinate to all active users. Alternatively, create way more space for active users and beautiful treed boulevards by making 33 AV a one way WB and 34 AV a one way EB, each with only 1 travel lane & 1 parking lane.
- DO NOT BUILD A BIKE PATH FOR THE LOVE OF GOD. Listen to the residents? We know best!! Fix the paving and narrow roads for vehicle traffic. fill the pot holes and sink holes with our massive taxes. No more idiotic stupid projects that kill the neighbourhood.
- Please do not add bike paths to 34th ave. It is tight and parking is a huge issue. If you could make it a permit parking for residents that would help. Thank you.
- Find a way to also look at the bottle neck of automobile travel at the intersection near the between 34 and 33rd beside the Petro Canada and Safeway. This area causes a huge delay of both automobile and causes enrage drivers and pedestrians.
- This is a BAD PLAN



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- Great to see but a lot more needs to be done to educate community about benefits, similar concepts that work in cities/countries with similar climates, benefits etc etc
- Sorry for not going into further detail with feedback on the above options, I trust the city will make an informed decision. As a resident, cyclist, and car driver, I strongly support more bike and pedestrian mobility. Thank you!
- Stop claiming sharrows are bike infrastructure. Its just paint that tells drivers something that is already allowed. It doesnt make it safer for cyclists, it might actually make them less safe
- 4 way stop at 22nd street needs to be reviewed - lights on 33rd ave and increased traffic in the area lead to traffic jams in this intersection
- Do not make a bike path- we need more parking
- Great project - get it started and get it done.
- Got to bottom of survey and captcha wasn't working. Reload lost all my data. Boiled down version: Boulevard does nothing. Skinny bike lanes are not good for biking with your kid. Still too many cars.. think bigger. Cars get 33rd, give the rest in of us this one.
- IK don't understand why you are even considering this road for bicycles. I'm an avid cyclist and never has it occurred me to use 34th avenue as there are so many other viable less busy options.
- The traffic along 33rd Ave has been made much worse over the last 5 years, largely due to the City's "improvements". This proposal will make it worse and reduce the ability to use 34th Ave as an alternative route. It is probably best to leave well enough alone.
- Separated bike lane or multi-use pathway (best) are the better options.
- I don't know why Calgarians have such hatred towards cycling, and I know you'll get a lot of weird backlash on this project, but it's a great idea. Calgary has always been a city where the only way you can get around is to own a vehicle. Time to move away from that infrastructure.
- Replacing street parking with a parkade and putting in wider sidewalks and bike lanes would greatly improve the area's appeal.
- Creating clearly marked pedestrian crossings with curb extensions will be a huge improvement. 34 is currently very dangerous to cross anywhere other than at 20 and 22 street. Many of the corners are not accessible to wheelchairs and strollers.
- Please consider replacing parking &/or drive lanes for increased cycling & pedestrian space
- Parking should be the number one priority. Stop trying to remove it. Stop this project.
- Get rid of all bike lanes
- Please make 34 Ave safer for the people who live in this community. Car storage and speed of through traffic is needlessly putting lives at risk and is a serious detriment to the appeal of living in a walkable community. We also need a safe connection to cycle to and from downtown
- Boulevard option seems to change nothing except for traffic speed, which isn't much of an issue on this street - the parked cars make the two-way roadway so narrow that people don't tend to travel at much speed. Traffic calming devices make cycling more dangerous when they force you into traffic



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- Marda Loop is a great area; but it's growing too fast. The roadways can't handle traffic as it is. It's very difficult to find parking as it is and the roads are already so narrow. Please don't put bike lanes in!
- The area can use a functional and cosmetic facelift, especially considering the increased population density and increased pedestrian traffic, while limiting car traffic as it is fundamentally a residential neighbourhood.
- The impact of this will be horrible for businesses and local residents alike. Not only is 33 one of the most congested streets in the city from lane closures (21st) removing parking from 34th will make it impossible to access any services or other businesses. I'll be moving if this goes through
- I would love to see more measures put in place to encourage more active transportation as a way to ease congestion (as opposed to widening roads etc). More people biking/taking public transportation = less need for parking and less congestion. What about snow removal on these paths?
- Bad idea. Please leave things as-is. I cycle all the time in the area. I can cycle very comfortably along 32 or 35 Aves. Why do you want to remove autos from 34 Ave. Does not make sense to me as a cyclist. I think many of the cycle paths in the city are dangerous, due to parked motorists not aware.
- Can't want to continue having cycling network connectivity! Thanks!
- I see many comments about parking. As someone who lives in the neighbourhood and visits lots of businesses, I find it hard to square these comments with lots I see that are nearly always empty (like the underground lot at Shoppers). I think that timed parking zones along 34th would go a long way.
- If the roads could be widened and parking retained, a project to slow traffic would be helpful but to take parking away to merely add bike lanes that may be under utilized based on the limited bike traffic I see is not a good use of funds not in the best interest of residents and businesses.
- Do not do this along 34th Ave! The traffic in the neighborhood is already exacerbated by the high-density developments; driving along 33rd is really tough, hence most people now revert to 34th. Your traffic studies have not captured this increased re-routed traffic.
- Strongly against the bike boulevard option due to the traffic issues it will cause.
- We desperately need a left advance light, heading north on 33rd Ave at 20th St.
- I feel we should either go all in on this project and improve walk & cycling ability for this community. However is 34th the correct measure? As a business owner on 34 I am not sure that we will see improved usage, especially to offset the potential business (parking & automobile access) impact.
- Think hard about reducing speeds and parking on 34. Marda Loop has poor access in and out already, and there is plans to increase density more along 33 & 34. 34th is the alternative access to 14th and Crowchild for many in connected communities and only access to groceries.
- Yes, please do not add a bike lane on 34th between 22nd and 17th streets, because its going to cause traffic jams because 33rd is so backed up that people have to drive on 34th to minimize the traffic on 33rd.
- Don't do it.



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- Parking should not be prioritized. It is not the taxpayers' responsibility to subsidize the storage of personal belongings on public property.
- Density in area is increasing rapidly and access to transit outside of core hours is non-existent. Vehicle ownership is high and parking is already scarce. Why was 32 Ave connect at 14 ST and Crowchild and is easily regionally connected (not as study says). It is a 40 km/hr (not 50 km/hr) speed.
- I don't see how this will work short of making 34th ave a one-way street. Look at amsterdam and how their biking lanes work, they have it down to a science. The problem here is the winter months where it's a waste of space and money. Would be ideal if you could convert the bike lane into a car lane
- The ped realm can be improved, and reduce cons btw peds and cyclists by cutting prkg to 1 in. Ppty owners can solve their own prkg needs instead of using public space to store pvt vhcl's. To reiterate, 2-way tracks allow for prkg and reduce cons btw cyclists and drivers coming/going to parked cars.
- Largest issue for me is the blind exit from the parking lot between 20th and 21st street onto 34th. Parked cars on both sides block sight of oncoming cars. As well, the 4 way stop on 20th results in a large backup down 34th that makes it near impossible to pull out a parked vehicle.
- Public safety, support of local small businesses.
- Everyone is sick of these irritating bike lanes. Forget it and build a conventional road for once. Who comes up with this crap? The road is covered in snow 8 months of the year. Re pave it already, it's undrivable. Someone is going to snap an axle. This doesn't need to be that complicated
- Do not take away any parking! It will ruin business. We've lost enough with covid. It's winter 8 months of the year I don't see a need for bike lanes. They don't stay in them anyway.
- I live in 2001-34 Ave SW and while I wholly support bike lanes, 34 AVE is not the place. The street parking as a resident is a significant problem as so many business patrons already use 34 AVE to park. I am extremely concerned about losing our already few street parking options.
- It's a dumb project, just more money to spend. Fix the roads and sidewalks and there wouldn't be a problem
- **FOCUS ON THE REAL PROBLEM! THERE IS NOT ENOUGH PARKING! AND TOO MANY MULTI-LEVEL APARTMENT BUILDINGS WITH LITTLE TO NO PARKING ARE BEING DEVELOPED.**
- I live directly on 34 Ave. It is extremely congested with all of the new buildings, many of which do not seem to have enough parking and spill out onto 34th. Bike lanes are fine but 34th is 100% the wrong street. Put them in on a wider, quieter street like 32nd or 37th that people already bike on.
- In the past I have been a regular rider of my bicycle to travel to work riding on the roadways and pathways. Quite safely. Excessive increase of roadways exclusively for the use of cyclists beneficial to the community at large. There is not nor will there be sufficient utilization to justify this.
- seriously consider eliminating parking on one side, even though nimbys hate it.
- I have lived in South Calgary for 26 years. Development and population growth has greatly increased traffic congestion and decreased the quality of roads and sidewalks, affecting the quality



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of life in the community. Development should be thoughtful. I'm opposed to all of the options for 34th Ave.

- Townhall made it obvious that engagement came too late. People wanted to discuss even putting a bike path on 34th and the team seemed frustrated that we weren't in favour of the project and willing to discuss finer details. People should have been engaged before this project was green lit.
- I walk or bike to and from the parks, restaurants & retail services throughout the neighborhood but when I am driving to Safeway or leaving the neighborhood when it's already packed with vehicles, or trying to park somewhere near your house - it's challenging. Address high density projects first.
- We have enough bike paths in this city. Not sure why we have to turn our streets into bike paths for cyclists that think they own the road and don't follow the rules of the road. While on their bikes they are considered a vehicle but don't think they need to ride like they are a vehicle.
- Like I mentioned above, the different widths of the cross-sections make it hard to believe your plans actually make sense -- the first one adds up to 13.8 metres, the second one to 17.1 metres, and the third to 16.8 -- so where did the extra road space come from?(this textbox is too short, I ran out
- I am thrilled to see a protected bike path being considered. Safety has always been my main concern and has prevented us from cycling as a family. We could easily bike to places we now drive to if it were safer. Also vehicles travel far too quickly down 34th Ave. and we do need speed controls.
- This is a congested area and not suitable for bikes. Parking is limited already.
- The street is too narrow to accommodate specialized lanes for bikes. The existing residents have enough trouble finding parking and there needs to be additional parking stock created if business is to be encouraged to expand on the corridor
- There is limited parking for customers on the street as it is and the parking already fill up the street on both sides. Parking for customers and being able to park to WORK is my main concern. I think having a bikeland is a positive attribute for the community, but not for people who need to park.
- I really appreciate the prospect of adding bike lanes to this busy street! We need it. And we can afford to have one side of parking.
- Make 34th Avenue safer....cars travel far too fast along this street for no apparent reason other than it being a faster route than 33rd at times.
- The road on 34th could be redone. Lights or 4 way stop should be added to 34th ave and 21st street. Barely enough parking as it is.
- "Our community does not want bike lanes on 34th Avenue.
- This poorly planned initiative does not listen to the business owners who will be bankrupted and the members of the community who use 34th Ave."
- Our community does not want a bike lane on 34th Ave. This plan will help bankrupt businesses on 34th Ave. Move the bike lane to 32nd ave.
- Small Businesses require ease of access for parking to support their financial viability.
- Why is the city going forward with this project? This question was asked many times at the open house and the response was "there's a gap in the regional network". Where is the need analysis and



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the measurement of success once the project is complete? Is the 20th St bike lane a success? Metrics?

- Reducing or removing vehicle access and parking spots on 34th Ave is nonsensical. Once again, the city is trying to cater to a small minority at the expense of inconveniencing and annoying the vast majority. Calgary is a city with poor bicycle conditions 5+ months of the year. Accept that fact!
- slow down vehicle traffic but don't create more congestion- Keep a flow with turning lanes and limit street parking to keep site lines. New development should allow for on site parking
- Please dont put a massive construction project in this area. I know some people bike on this road but I live right on it and the main issue is massive amounts of automobile traffic and dangerous turns onto 34th coming out of 21st to 14th street and there is not enough parking on an already narrow st
- Thank you for selecting 34th Avenue as bikers and pedestrians really need a safe, functional east-west corridor to travel. It's the right grade for walkers and bikers compared to all of the other areas, has easy access to 33rd Avenue, etc.
- It is going terrible for businesses in marda loop if their will be cycle lane.
- I actually bike every day. This will make it materially worse for bikers and everyone else. Density was not planned in Marda Loop. The streets are too small and this will force more cars on all roads surrounding 34 making biking even more dangerous. It is too cold in Calgary to be a walking city
- Love the MUP option! Biking is the most convenient way to get to/from businesses but they aren't accessible on this route today. Improvements will be a massive pro for the community
- BUILD proper infrastructure for density growth instead of fixing stuff later. Also, THIS IS A WINTER CITY with a specific historic culture and the CITY PLANNERS cannot erase those 2 FACTS.
- Very concerned if this adds congestion to an already problematic area
- "This is a poor choice street for bike lane. Cyclists need to
- Be routed to
- Lesss busy streets"
- As a civil engineer living in this area and an avid cyclist, this project needs strong engagement from ALL stakeholders during the entire design process. Design team should undertake site visits and drive, walk, and cycle the route during peak times to experience what impact any design could have.
- I don't understand enough about the difference in the options to answer all of the questions accurately. From the data provide, multi use seems like a good option.
- 34th Avenue is not the street for this development. It is a major artery connecting to 14th Street, Elbow Drive, Crowchild Trail (as well as 33rd Ave.) and downtown. It is not meant to be a bicycle pathway for a large volume of cyclists. The Bow River pathway, has provided excellent pathways
- "conflict between parked vehicles and road use needs to be resolved as part of the project. Dual side parking is not practical with the options provided.
- Need to look at conflict at 38ave and 14/14a street park access. Soon someone is going to be hurt by bike / pedestrian / car interaction here."
- Maria Loop is a rare gem of a neighbourhood in Calgary that is vibrant, walkable, diverse and sustainable. I'd like to see innovative, community-promoting and inclusive urban design, not catering



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to vehicle traffic. Residents have chosen the inner city and eschewed the sprawling suburbs for a reason

- Please, please do not add additional cycle pathways. The existing ones are a waste of taxpayers dollars and cause significant inconvenience and danger for pedestrians and automobiles.
- This project is a long time coming. I remember talking to City Transportation about this project almost 20 years ago when I cycled 34th avenue with a City of Calgary Transportation Engineer to demonstrate its viability as an east/west cycling link.
- On paper it looks like there's enough space but these roads are already too narrow for modern vehicles. I'm really tired of planners telling us we have the space based on measurements. Come drive around and see what kind of clearance you REALLY have in real-world scenarios.
- Street parking along busy streets should be more and more restricted. City streets should be for moving people (i.e. via cars, bicycles, or walking), and not for storage of cars (i.e. parking). Why is that we as society expect free place to park our cars everywhere we go?
- Please don't worsen the already congested roads in Marda Loop by getting rid of a street for cycling there are many other options available to get around without doing this. It's going to be worse than downtown with the loss of lanes due to cycling
- Being that 34th is already a very crowded and tight street and considering it becomes even more crowded and tight in the winter, I think reducing the width of parking along 34th, which will then reduce the width for traffic flow, will cause negative affects on traffic flow.
- They should consider widening 33 if they want to put a bike path on 34. Let us turn on 32 ave from 33 ave. The traffic is pretty bad and keep getting worse. I moved to the neighborhood 4 years ago. And it keeps getting worse. Bike path should be on 32 ave
- Biggest problem with 34th Avenue and 33rd Avenue is intersection at 22nd Street. The increased traffic on both avenues has meant that crossing at 34th is very slow, and depends on a very short light to turn left or right from 22nd onto 33rd, especially if there are pedestrians crossing 33rd.
- The bike path is something that should absolutely not exist. It's too crowded of a neighborhood, it will not increase functionality but rather become a larger point of friction. Don't waste tax payer money to build something no one wants or will use.
- A bike lane is literally the last thing needed for the traffic issue in Marda Loop.
- this is ludicrous that you would even consider putting a bike lane on 34th Avenue SW, when 30th links as well with no negative impacts to businesses. I've surveyed 12th Avenue the last few weeks, virtually no bikes parked in front of businesses. What's next searching for unicorns?
- Although I think it is important to improve on accessibility in this city, I cannot think of a worse idea than putting a bike path on 34th. It get so congested in rush hour and is always packed with parked cars. I hope you listen to the majority when we say we do not want it or need it.
- I appreciate that Calgary is trying to increase cyclist and pedestrian safety. I find Calgary drivers unsafe and erratic, so it's important to implement dedicated spaces for alternative modes of transportation.



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- 34th Ave is a wise choice, allowing traffic to remain on 33rd Ave and providing a safe lane for cycling and pedestrian traffic off of 33rd Ave.
- As a business on 34th we already are losing clients due to the limited parking. Taking away even more parking will be very detrimental for our business.
- Nice work. I would love to see one-way cycle track similar to that built in Montgomery, it'd be so valuable in improving cyclin uptake in this community. All the best on this project!
- Very disappointed in the neighborhood to focus on bike lanes when traffic is the main concern and traffic lights. New buildings popping up, very few people use bikes in Marda Loop except for 2-4 months in the summer. This is a waste of time and damaging to local business, locals and parking access
- "There is significant vehicular traffic and on-street parking. Adding a parking structure to the
- marda loop area would likely reduce the chaos just as much as adding a bicycle path (and I'm a biker..)."
- It will be disastrous to take away parking for bike lanes in Marda Loop. The City of Calgary is killing small businesses in Marda Loop. Our area has been impacted by a recession, a flood, a pandemic and now bike lanes? Great job in screwing over our community.
- I'm grateful to see 34th will have some improvements.
- Traffic is a disaster in the Marda loop you need advance green lights for traffic flow. More parking needed, less bike lanes.
- Adding cycle routes should not make walking in the area more dangerous.
- People don't walk along 34th Ave so minimize the sidewalk width if bake lanes are going to be introduced. People walk along 33rd where most of the action is
- something needs to be done about the congestion in this area...there is no parking, driving is scary and I don't think adding a bike lane is going to help this mess.
- Please don't add bike lanes and narrow auto lanes that are already narrow. Too narrow already. Something has to go. Build a big parking garage for this area. For free. It is already overdue.
- No bike lanes.
- Again, where are percentages of use on these bike lanes? What is the total percent of cars to cyclists to vehicles? Because living in this area, you don't often see cyclists and when you do they are running red lights and stop signs, not obeying the law. So frustrating.
- Bike lanes = not wanted. It snows half the year, and will further congest this street
- "Despite frequenting the area almost daily and living nearby, I almost missed the opportunity to provide feedback. There was shamefully poor advertising for this.
- Also, 20 ST and 34 AV SW is one of the busiest and most dangerous 4-way stops in the city. It needs better help."
- Parking on 34 Ave on the EB lane approaching the 21 St intersection from the entrance/exit of the Safeway parking lot should be eliminated. It narrows 34 Ave too much and makes two vehicles passing in opposite directions difficult. Parked vehicles impeded sight lines for on road traffic & pedestrians.



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- Pedestrian use is likely not a priority on this street. If I'm walking, I prefer to be on 33rd where the storefronts and public transit options are. These forms are too restrictive in number of characters allowed. Hard to provide thorough answers.
- The road is too tight for bike paths. Again has anyone came and liked at it. Move the bike paths to either 35th or 36 Th Ave
- Please consider greater pedestrian improvements and/or vehicle volume control measures at the intersection of 34th Avenue and 20th Street. This four-way intersection is chaotic during rush hour.
- Thank you for taking bike transportation seriously. I don't like cycling on 34th currently because I fear getting hit or doored. I wouldn't want my kids to cycle on that road as it stands. Prepare to do battle with drivers who assume bike lanes = bad traffic/parking and won't look at the plans.
- Looking forward to the proposed improvements, whichever option is chosen. As a frequent cyclist using this route what it most important to me is efficiency of flow of the bike routes (ie. minimal stops), that is what makes 34 ave a great cycling route already
- I support multi-user roadways in general but unless something is done about traffic volume and pinch points on 33rd for cars, anything on 34th will just induce complete road rage. Someone is going to get run over no matter what option you choose.
- We need more safe ped x-ings, but in some places there are 4 within a very short distance - too many too close? Can more parking and/or loading be retained esp. near 19th - 18th St. businesses? MUP seems the option with best "character" potential.
- Leave 34th AVE alone
- There is no reason why this project should be forced on the members of this community. The way better option is 32 Ave for financial, safety and traffic reasons. There is not one good reason to FORCE this path onto 34 Ave SW. Please use the feedback provided by people who live here to chose well.
- "Having a bike path along 26 is a much better idea.
- We have so few east and west thoroughfares that having a bike path along this already congested tiny artery is a completely disastrous idea. I live on 24 and am an avid biker . Please do not do this. I will need to move"
- The current bike lanes in Marda Loop have already taken up valuable street parking spots. Current bike lanes are not heavily used. More bike lanes are NOT needed in Marda Loop
- No room to drive to begin with! No room for more cyclists
- 34th is so busy. You can't take parking away!
- This project is not a good idea as it will impact the area due to parking shortages and already difficult driving conditions
- I am quite concerned about the increase in car traffic in the area, especially with new residential units being developed. I find 34th ave already challenging to navigate in the car. It is hard to see pedestrians crossing as often they are hidden by parked cars.
- It is a horrible idea and it will kill marda loop



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- It appears the designers of this proposal do not live and experience real life on 34th Avenue or Altadore/Marda Loop but just look at maps.
- There is already no parking in Marda Loop! I work on 34th and live on 12th Ave and you have ruined 12th please don't ruin 34th too!
- There is already a massive shortage of parking in this area for people who live and work in the community. All of the "improvement" options reduce the amount of parking available by at least 16%. This will make the parking problem that already exists DRASTICALLY worse. Strongly opposed to all option
- "I'm a cyclist. We should be fitting in NOT taking over. That will reduce driver resentment and rage.
- Bike infrastructure that has been added to date to ugly and very confusing for drivers."
- This was a seriously long questionnaire with limited feedback opportunity. I like the idea but not sure the reality is feasible (33rd is a mess, parking spillover is a struggle already)and much of 34th -inc businesses has no alleys or garages or offstreet parking. Tix 33rd first!
- Not only does rider safety need to be the priority it the rode is major need of pot hole and rut level and smooth out. We actually put our SUV into off road for the stretch as it's so bad.
- I bicycle this neighborhood all the time. I avoid 33rd and 34th Ave. using alternate streets with no problem. I walk on 34th all the time. Those cars are parked bumper to bumper. When their parking is taken away, do they start parking in other peoples' spots. Then where do they park.
- Leave the road alone...
- "There is a glaring lack of discussion on the effects to 33rd avenue.
- The 20th and 22nd street intersections are currently dangerous for pedestrians, traffic calming and pedestrian safety should be paramount through those intersections.
- Remove street parking between 20th and 22nd."
- As a biking family we think there are quieter streets that a bike lane could have been used for. It is way too dangerous to have bikes and cars just as it's way too dangerous to have bikes and pedestrians on the same path.
- "Don't do it, come do a proper survey at all times of day. You have made a mess of traffic flow in Marda now you want to make it worse.
- Look at the Safeway junction, now they have a day care in the junction traffic backs up to Crowchild 3-5 pm"
- If you're going to add cycling infrastructure make it safer by slowing the speed of cars along this stretch.
- "34 ave is way too busy of a street. Too many businesses. Alternate to 33.
- For a cycle path, should look at 32 or 42. Both way less busy with auto traffic."
- The multi use path is incorrectly rated as the best option. The cycle track option is more cost efficient in the long run.. If the city has declared a climate emergency, planners should start planning like it and stop deferring to parking and car traffic.
- Please help make this better for bikes!!! It will be much easier to bike through the city without going all the way around to avoid being with cars. Avoid all bike/car related accidents!