



Ward 9 and Marlborough Park Connections

What We Heard Verbatim Report: Phase 2

August 2025

Verbatim and In-Person Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement from June 7 – July 14, 2025. All input has been reviewed and provided to the project team to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) 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. Some comments are from notes taken at in-person events and are a best representation of the discussion.

Madigan Drive NE

Q: We showed participants the options for Madigan Drive

Cappy Smart School:

- Unsafe driver behavior during pick-up (e.g., passing cars).
- Concern for student safety.
- Suggested improvements: pedestrian crossing lights at Manora and Madigan.
- Cappy smart school people mentioned the bus pullout in front of school and accessibility concerns for wheelchairs.



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Gladys McKelvie Egbert School:

- Students use sidewalks and transit frequently; some ride e-bikes. Use 8 Ave NE to go to Applewood.
- Parents request a designated pick-up area with traffic calming.
- Speed limit concern: currently 50 km/h, should be reduced to 30 km/h.

Comments/ Notes about Madigan Drive from Door Knocking and in-person events:

- Narrow sidewalks, bike sharing is hard. Electric bikes should not be on the sidewalk. Prefer Option A because it keeps parking. Turning into the Trans Canada Center and then the 4-way stop following clogs up traffic in this area.
- There is a turning left into the shopping centre problem people try and pass if you take a lane or have parking problems it's going to get very congested all the way down to the church which gets very busy around 4:30 and the church on weekends could there be a light at the next intersection?
- It's such a bad street so people bike on the sidewalk but by planes would probably make it more chaotic. She would prefer to see multi pathway off the street.
- She thinks option D, that routes people around would be much better for bikes and skateboards. "It's a bit bad street for all of that going on."
- People don't slow down on Madigan Drive- the street should be 40 km/hr.
- Resident mostly parks in the back but sometimes likes to pull up out front to drop things off and run it into the house. He sees neighbours that need parking. He doesn't love the trees would have to come down, but if trees were being planted again, that would be OK for the multi use pathway option.
- He doesn't see a lot of people biking along the street. He's lived here for 30 years and doesn't see a lot of need. He thinks people like to park out front as well. Some people don't have parking in the back. Does not like option B because a lot of people need their parking in front of their houses. Option C with bike lanes is not a good idea

because there's nobody that needs biking here and they need their parking. Lots of people are walking their dogs so the wider pathway would be nice but not needed for bikes. Option D to route around to another street doesn't affect his street so he's fine with that.

- Would prefer the trees to move or option A, with the multi-use pathway than to lose parking. Resident is not in favour of losing parking because he needs it when visitors come to visit doesn't like option C bike lanes at all.
- There is a bus stop in front of his house so the on street parking is not impacted for him anyway. He's not a big fan of option C bike lanes because it removes all parking on both sides and some people do have to park on the street even though his block is not really impacted but the other two options at least have some parking and he says this is the main street. There was a question about who would shovel the pathway if it is a 5a route would the city come and clear it or do residents have to clear it? Does not like the idea of the bus, stopping in the lane and backing up traffic in front of his home. He also sees people cutting across the street as soon as the bus is gone, so has concerns about safety and how people would cross the road getting off the bus in the lane. There is a lot of firetrucks and ambulances coming up and down the road so was concerned that if there was a little back up and then they had to come down quickly it might cause a problem.
- Biker going by with a kid in trailer prefers option A multi-use path because he thinks that the bike lanes would be confusing for driver's turning.
- Too much traffic
- Don't know that area well enough to offer opinion
- General desire for safer crossings and slower traffic
- Dog walker at Big Marlborough Park said more pathways would be great, especially along east side of park where the sidewalk ends at Marlborough Park CA



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- Talked to two separate families teaching their kids to ride bikes on the pathways in Big Marlborough Park who were very supportive of the project
- Talked to two walkers in the park that were very supportive of the project
- Two residents of Manora Drive came to meet our cargo bike pop up to let us know about the conditions on the east side of Cappy Smart School at pick up and drop off. They do not think a neighbourhood bikeway style pathway would work at all sharing the street due to the congestion and driving behavior of parents picking up kids. They wondered about a multi-use pathway along the school property instead. They support the pathway along the north portion of Manora Dr NE along the dog park and think this would be great if it connected to the greenway to the east. They cycle a lot around the community and beyond. Traffic calming around the school is needed on Manora Drive and they have tried to get it for a long time.
- Concerns about losing trees on Madigan Drive – preferred using Maidstone Drive as a less intrusive option. Says low bike traffic along Madigan Drive – only sees 10 bikes and it is the same 10 people.
- Likes bike paths does not think there should be one on the south side as it will back traffic up too much. MUP is ok. Bike lanes will back up traffic
- Feels like this is not the right street for it. Too busy. Too much speeding. Not a good idea.
- Just said to let him know when construction happens.
- Likes concept of bike lanes over MUPs, but prefers A for parking. Maintain parking but prefers bike lanes over Multi-use pathway.
- Feels keeping parking is important and also beautifying the area. Not sure what the best option is.
- Does not want to lose parking. Prefer option D reroute off Madigan Dr or Option A as second choice.



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- Parking is important. Maybe Manora Drive. But parking might be important to them too.
- Doesn't park on road as cars can hit and run, feels sidewalk is safest.
- Thinks that there are a lot of accidents on this section- particularly before the intersection at the school - he thought being wider would be better - because people are driving so fast, speeding in the playground zone.
- Not worried about the trees. Ok with parking for self but what about contractors? Not sure about Manora?
- Prefers option A. Maximizes space between peds/wheelers and traffic – safety is important.
- Option A is the best! It's ok to relocate the trees. Because The bump outs look like they'd be really good to help slow down traffic. There's a lot of accidents before and directly after the playground zone - people accelerate very fast coming out of the playground zone - so keeping the cyclists off the road (option a) is the best.
- Says they are renting and don't care. Will give postcard to home owner.
- Thinks trees and parking are both super important. Not sure what the best option is.
- Likes option B best. They have a garage so they aren't fussed about losing parking
- Renter wants parking more than trees. Doesn't have any other parking option
- Generally didn't care but didn't like losing parking
- If they put a bike lane in they will refuse to pay taxes. Intersection at manors drive and madigan on NE corner- city was supposed to put in a corner cut and have come to do multiple times and sidewalk is still cracked...People drive so fast along this street - a bike lane would be a bad idea. There's already bike lanes in community... dislike this project



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Verbatim from online questions “Why did you rate the options the way you did?”

Q: Why did you rate Option A (Multi-use path replacing sidewalk) for Madigan Dr the way you did?

Rating	All Comments
1 star	<i>Likes to separate cars with trees between the road and the pathway</i> <i>Seperate wheeling and pedestrian paths would be better.</i> <i>Madigan drive is not wide enough to provide for parking AND a bike lane.</i> <i>No - to removal of trees - when city wants or needs my trees planted</i> <i>No - do not remove trees.</i> <i>Dangerous for pedestrians. Bikes and scooters are too fast.</i> <i>Leave as is. No bike lanes.</i> <i>This is a busy street accomodating bikes increases risks with a school in the immediate area.</i> <i>Why on earth would the city propose to remove street trees when they need to plant more trees. This does not make sense.</i> <i>Removes trees</i> <i>Looks like another effort to slow traffic that is already in a playground zone. I've lived in this community for 40+ years and RARELY see a bicycle. There is a path around the Big Park that is also rarely used. This isn't Denmark.</i> <i>Quit turning road ways into bike paths for no bikes to use it</i> <i>We have lived in Marlborough Park for over 51 years. This is such a busy street that we would hate to see anything that would make it more difficult to navigate . Just trim down the trees so we can see.</i> <i>Confusing question. Which street is this? Madigan or 8 Ave?</i> <i>This street does not need to be changed. Rediculous idea!</i> <i>We don't need more bike path, we need lower property taxes, how do you not understand this?</i>

	<i>Too busy already, from 5 am - 9 pm weekday & go later on weekends</i> <i>I don't think that street needs to be touched at all. It's quite a busy street and any traffic changes would make it even more congested</i> <i>I want to stay as is</i>
2 star	<i>You won't listen anyway</i> <i>North side of Madigan should stay sidewalk. South side should be multi use to flow into multi use on west side when Madigan turns South from East. Minimal trees should be removed.</i> <i>Leaving parking spots still promotes driving rather than taking different modes of transportation. Reducing traffic is achievable by reducing the convenience of driving and allowing for more transit oriented transportation.</i> <i>Don't like the removals of the trees. It gives shade and there are beautiful trees on madigan drive</i> <i>Would prefer a dedicated wheeling/cycle lane</i> <i>Bikes and pedestrians don't have separate, protected spaces. Too much parking is maintained, contrary to climate goals.</i>
3 star	<i>Separates walkers and wheelchair users on path on right from multiuse path on left. Not sure if the separation would be honoured at all times. Safe passage for multiple users and still allows safe parking and bussing.</i> <i>Removes cyclists from driving situation. Less safe at intersections because of reduced cyclist visibility</i> <i>Multi use path is nice but doesn't help with traffic calming</i> <i>At least you have parking on this one, (redacted) the (redacted) at the city that keeps removing street parking in favour of this (REDACTED).</i> <i>I don't like all the mature trees on the one side being taken down</i>



	<i>This survey is awful. 1 to 5. My first choice is #1 ... or #5. I can not view the option B unless I put a star in option A ? Horrible survey</i> <i>The planting bulbs are nice. But bike traffic should always be separate from foot traffic, especially with the increasing popularity of e-bikes and e-scooters.</i> <i>A large portion of larger trees are being removed which isn't great overall. The surroundings will be a lot more hot and loud in general. however, multi lane beneficial.</i> <i>Love the trees for the shade in the summer.</i> <i>Don't like weaving around pedestrians on my bike.</i> <i>make sure you have trees very often</i> <i>I am not sure that the small changes that are being proposed are worth the money. Should be good for both but need signage indicating both share</i> <i>Protected bike lanes win. Trees over car parking wins.</i> <i>With plenty of space on the road there should be a space for each mobility type</i>
4 star	<i>Multi pathway is good, plants are added.</i> <i>The only issue I have for this one is tree removal. I thought the city's agenda was to leave the trees alone.</i> <i>Less vehicle traffic disruptions</i> <i>Keeps road clear of bicycles, allowing for buses and people. Road is too busy in my mind</i> <i>Prefer that sidewalk space be utilized for path as opposed to putting path on road.</i> <i>This neighborhood barely has any parking space available to be adding more cars onto nearby streets. I have lived in this neighborhood for over 40 years and enjoy the developed trees that you are wanting to take down.</i>

	<i>It allows buses to move out of the travel lane for its stops. Residents will have space for parking in front of their homes for themselves and visitors.</i> <i>It would be a loss of having the street trees removed but would be the less impactful on residents that use the roadway for parking.</i> <i>Dont like that some trees are needed to be removed</i> <i>Would be nice to keep existing trees</i> <i>It's an easy option, and it's safe from traffic</i>
5 star	<i>Bike lanes are a lot -sharing the path would be better – I would like a path to the bus stop beside Gladys McKelvie Egbert School</i> <i>Parking is needed for pick up and drop off</i> <i>Prefer option A because it keeps parking</i> <i>Preference as homeowner as it preserves parking</i> <i>No impact to Madigan drive</i> <i>Safer option for bikes</i> <i>Less impact on vehicle traffic</i> <i>With more mobility options available out there, the side walks would need this improvement to avoid congestion and accidents to pedestrians.</i> <i>This works best for cycling as well as vehicles</i> <i>The sidewalks are uneven.</i> <i>I bike this area regularly and avoid the roads and use the dry pond path to sidewalks until I can get to the lights on 68th. A multi use path would be beneficial.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i>



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	<i>Best fit to optimize green space</i> <i>I think that is good to have a path in Big Marlborough Park near Madigan</i> <i>I like the fact that parking is kept on both sides of the street as this is definitely needed.</i> <i>Because it's better for the biking community</i> <i>Parking still available on both sides of the street and added planting bulbs.</i> <i>It's much safer and less risk for kids & people!</i> <i>We never get anything nice in the NE. This looks very nice so good luck!</i> <i>Not to impede traffic flow</i> <i>Making a multi use path provides space for cyclists and walkers both instead of shrinking our roads, with drivers who far exceed the speed limits. A smaller driving area also provides issues for those of us with larger vehicles and trailers</i> <i>Improvement to community features in NE Marlborough Park area is needed</i> <i>Because</i>
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Q: Why did you rate Option B (Multiuse path replacing parking 1 side) for Madigan Drive the way you did?

Theme	All Comments
1 star	Street parking lost This will make vehicle traffic much more dangerous Madigan drive is not wide enough I don't think both multi use and pedestrian walkway is needed. Just 1 would be best (multi use) and keep the roadway the same with 4 lanes. Parking is very important especially with multi unit homes Only idiots like the city of calgary would take street parking and make it bike pathways you are a dumb (redacted) Street parking needs to remain. Snow No - parking will be a nightmare and who will want to park their car on a side street No - Madigan Drive is already a busy street - and no to removing trees. Too dangerous for pedestrians Leave as is. No bike path. Bus congestion and speeding vehicles make this a bad option Loss of parking (Redacted) off people need to park cars, and seeing as I pay for the (redacted) roads I would actually like to park and drive on them.

Looks nice but where are the people that are losing their frontal parking spots going to park ? Probably in front of other houses on the side streets.

Unfair to-the residence to cut back parking

Madigan Drive is a bus route - where will the bus stop. What parking on nearby streets - take a drive down Madigan Drive and see how many cars on parked on the street in the evening - too many that would be displaced.

Another bad idea. I think it's adorable that you think there's an excess of parking on side streets.

Bike/ walking pathways should never take away from parking and two way traffic

Quit turning roadways into bike paths for bikes to not use them

Same reason as before.

Confusing question. Which street is this? Madigan or 8 Ave?

I live on Madigan Drive on East side. I don't want to lose our parking.

Eliminating parking on 1 side of the street will cause (ALOT) of problems.

We can't afford to lose more parking as there is a lot of rentals in the community Stop pretending that we don't need parking. No one walks or cycles on this street, everyone drives and then needs to park!

Parking is already a HUGE issue. We can't afford to lose any.

Want parking on both sides of street

Because what if there is 2 or more bikers going the opposite direction and ot clubs more dangerous

We do not need beautification projects we need a solution to the ever growing homeless problem! How do you not understand this?

Busy thoroughfare cars parked in alley, street parking required



	<i>Less safety for kids and more traffic and in winter it will be worst because the summer is only for few months and no one really uses much bicycle paths versus they walked a lot</i> <i>s/b parking on both sides</i> <i>See previous answer</i> <i>Residents or their visitors have no place to park and buses block traffic lane at stops.</i> <i>Not good.</i> <i>People will end up parking in the alleys and I feel cars will go faster on the side of the street with no parked vehicles.</i> <i>Parking should be maintained</i> <i>This will make our roads unsafe with already terrible driving skills and parking skills, also making already small roads even smaller for those with larger vehicles and trailers</i> <i>Already have issues during winter time need as much room as possible</i> <i>Parking is a premium in our neighborhood. Especially when people are increasing renters or adding multiple rooms to their house</i>
2 star	<i>Good for bikes but not for people who live there and would lose their spots. Its a busy street.</i> <i>There's considerable vehicle traffic disruptions without considerable cycling infrastructure return (only bikes going one way can use this)</i> <i>Street parking is essential in this area</i> <i>There still will be issues for parking. There is no room for parking in nearby streets.</i> <i>Parking only available on one side of the street.</i>



	<i>Again, pedestrians and cyclists mixing.</i>
3 star	<i>It's better to have the lawn separate from the sidewalk.</i> <i>I don't see how those on the one side will like losing a parking spot in front of their home. They pay enough taxes that they should have a place to park as not everyone has a garage.</i> <i>Horrible survey</i> <i>Walking and biking path is better on both sides</i> <i>Having 2 paths next to each other is redundant. It's great that the trees are kept though.</i>
4 star	<i>Bigger space – no sharing for bikes and walkers</i> <i>This shows either side having a lane only for walkers and one for multiuse including bike. Interesting to see if signage is followed.</i> <i>Again, encourages more residents to walk, better for our health and the planet's!</i> <i>Multi pathway is good. And plants are added.</i> <i>Better visibility of users by drivers</i> <i>This is also OK</i> <i>Better than the first option as there is an opportunity for separate bike and walking lanes! But the multi use pathway should just be a dedicated bike lane.</i> <i>Much greater option than option A the multi function lane is very useful. trees are being kept</i> <i>Street trees are kept, added bike lane looks safe and comfortable and it's separate from the sidewalk, planting bulbs provide shade and comfort to riders. Still too much parking, can remove it and replace with more trees.</i>

	<i>Every mobility type has a space, a one way bike lane on either side would be preferable but this is acceptable</i>
5 star	<i>Everyone gets a space</i> <i>Space for bikes</i> <i>My favourite option, it will help slow traffic by narrowing the road and give separate spaces to walk and bike</i> <i>The pic says multiuser on north side but the south side of Madigan from 52 to the townhomes has street parking daily, after that there is seldom parked vehicles so making the entire south stretch pathway least impacting to those that parks there won't.</i> <i>Keeps trees</i> <i>I think this is the better way to go as parking becomes more of an issue creating less traffic and promoting more cycling/walking</i> <i>Love this option. Puts wheeling/cycling away from pedestrians and cars.</i> <i>This is preferable as it allows for multi modes of transportation</i> <i>Not everyone has a vehicle. Provides gasification of area and added safety and sense of community</i> <i>I like trees are kept</i> <i>Parking on only one side is good</i> <i>Ok</i> <i>Protected bike lanes win. Separating mobility lanes from sidewalks is a win. Trees over car parking wins.</i> <i>Separation of walking and cycling is ideal, I think.</i> <i>It separates bike from pedestrians, and traffic</i>



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	<i>Because</i>
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Q: Why did you rate Option C (Protected wheeling lanes) for Madigan Drive the way you did?

Theme	All Comments
1 star	<i>Doesn't like loss of parking</i> <i>No street parking... bus route and snow plow has no place to move snow when needed</i> <i>No parking for these houses.</i> <i>No options for resident parking of vehicles which will cause congestion elsewhere Where are residents going to park?</i> <i>No. need parking!</i> <i>Great idea why not take all the street and make it no vehicles (redacted) idiots Street parking must remain on Madigan Dr.</i> <i>Cost Madigan is a bus route - and where is the bus going to stop; and if it stops on the road it will be a traffic concern</i> <i>No - Madigan Drive is busy street and speed limit is 50 km/hr and homeowners would lose street parking.</i> <i>Leave as is. No bike path.</i> <i>I'm not sure if the residents will be happy with no parking on the main street</i> <i>Multifamily houses and rentals require this parking</i> <i>(Redacted) off again, I don't see bikes needing a license or insurance, get them the (redacted) off the roads if you are building bike paths. Whoever came up this this idea should be fired and never work in city planning ever again.</i>



Double the issue of parking problems from those affected and parking where it will annoy their other neighbours. I have lived in the area for 40+ years and don't see many bike riders.

Complicating the driving here as one approaches a school zone creates a hazzard to the parents and children during drop off and pickup

This is a bus route; speed limit is 50 km/hour; and I do not believe you can move parking to nearby streets to make the wheeling lanes. No.

These bike lanes will not get used

Another bad idea. Just. Stupid.

Bike/walking pathways should never take away from parking and two way traffic

Road is single lane now. Parking is essential on this road as not all people can fit in lanes

Quit turning roads into bike paths for no bikes to use it

Too much wasted space for extra paths that won't be utilized enough to justify people lose parking space.

No

Confusing question. Which street is this? Madigan or 8 Ave?

Don't want to lose our parking on East side of Madigan Drive.

As stated before, the parking in this area is needed.

Stop pretending parking spaces are not important! No one walks or cycles on this street, everyone drives and parks!

Same as above. Parking is already an issue.

Do not utilize street reducing lanes and parking

	<i>The bike lane is very wasteful in resources in my opinion especially if the design is like this citizens would be far better off with a seperation from the road</i> <i>We do not need more bike path! We need solutions for the growing crime problems! How do you not understand this?</i> <i>The worst option of all of them. Absolutely no thought has gone into this one. There is not that many people biking to require two lanes.</i> <i>No street parking available,</i> <i>Too much traffic, cars racing through after 4 way stop</i> <i>OMG! please never do that's because it's so much dangerous which will increase traffic volume and impact kids safety!!!</i> <i>no parking!!!!?? Wth!</i> <i>No parking is not an option. Leave things as they are</i> <i>Lack of problem for residents and their visitors. Buses would block traffic at stops.</i> <i>Not good.</i> <i>Lose too much parking.</i> <i>Retain parking</i> <i>People have no parking, in a already crowded neighbourhood, and shrinking the road space for larger vehicles and trailers</i> <i>Horrible idea</i> <i>That's the worst idea I've ever seen</i>
2 star	<i>No comments</i>
3 star	<i>Doesn't like because older seniors need parking/ wheelchair access</i>

	<i>While separate lanes are good for Wheeling there should still be some Street parking.</i> <i>Too disruptive to drivers</i> <i>One way lanes are great for safety but sometimes they are built too narrow</i> <i>North side of Madigan along the entire stretch - 52 to memorial has dense street parking. South side of Madigan has long sections already with no parking. It makes better sense to have any pathway on the south side. Both sides would work also.</i> <i>This is a good way to go but having the bus stop directly in the traffic lane will cause congestion at certain times of the day</i> <i>Awful survey</i> <i>Not bad but only if a concrete curb or barrier to protect wheeling lanes</i>
4 star	<i>All modes of traffic are separated.</i> <i>Walking and biking on both sides 👍👍</i> <i>Bike lane on one side is preferable as this allows for more green space</i> <i>I like it but its going to be hard for parking option</i>
5 star	<i>Don't like cars too close</i> <i>If I go on the road people beep at you</i> <i>Safer in both directions on separate sides where you can go where you want to go</i> <i>Better path for bikes so don't have to interfere with other users</i> <i>Best for bikers as it is the safest</i> <i>Nicest option if you have the money. Makes it clear for everyone where to walk/use a wheelchair and where to cycle. And visually, shows all the types of transportation available, not just cars getting priority! Good for all of ages, cleaner air,</i> <i>Keeps pedestrians and bikes separate and safe from vehicles. Save the trees!</i>



This better and I wish more pedestrian crossing with markers and light

Love the separated bike lanes! I also like that more space is kept for people, and not cars. I greatly dislike on-street car parking, so I love that this removes it entirely.

This is more helpful because then the bikers that are going opposite ways will have more safety

No pedestrian and cyclists interaction.

Removal of Parking to side streets is good

Ok

Protected paths are the only safe option for non-car commuters

Ohh this is the best unilateral lanes are safest!

*I like this too. Lack of parking means visibility of bicyclists is good.
bikes and pedestrians each have protected and comfortable lanes, shaded by trees.
Delighted to see parking removed on both sides.*

Each mobility type has it's own right of way, sidewalks could be wider though and occasionally parking could be added where there are not existing trees

This road doesn't use much parking in the first place, and gets a lot of people traveling by bike to the nearby businesses

because

Q: Why did you rate Option D (Bike route alternative Manora Drive) for Madigan Drive the way you did?

Theme	All Comments
1 star	<i>There will be issues with vehicles</i> <i>Does not give a safe and direct route like the other options do</i> <i>Manora Drive which runs parallel to the berm - would connect to the Mattamy pathway. Manora Drive no - to losing parking for pickup at Cappy Smart School.</i> <i>I don't understand this option</i> <i>Leave as is. No bike path.</i> <i>As long as it off the road sure, (redacted) off if you are placing it on the road.</i> <i>So where do you propose parents stop to drop their children off at Cappy Smart; we need to traffic calming on Manora Drive near Cappy Smart due to the speeding that takes place but we do not need a bike lane. What about a shared multi use path in the park again these bike lanes will not get used as there are more direct options like Madigan Dr</i> <i>Worst idea yet. SMH....</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Too far from the main trail everyone wants to use</i> <i>This one doesn't really affect or interest me.</i> <i>More of an inconvenience to bike around rather than directly going to your destination</i> <i>Bike lanes are not needed here, no one cycles, they drive here!!!</i> <i>Believe Madigan Drive option to be a better option, not affecting 52 Street</i>



	<i>We do not need more spending on useless things that don't address, homeless, crime, poverty! How do you not understand this!!!</i> <i>Not worth it</i> <i>Most people will want to go south - this is further out of the way.</i> <i>I don't think people would use this path off the main roadway</i> <i>Bike boulevards are not appropriate for children and are not usable during winter. This is entirely unacceptable.</i>
2 star	<i>Might be dog park conflicts with fence on north side only</i> <i>With modifications this could be an option; bike lane near cappy smart school needs to be located in park so not to take away parking for drop off and pick up of students</i> <i>So off the main roadway don't think it would be used very much. It connects to the path system at 68 and 16, but a lot of people would still need to bike Madigan dr to even get there.</i> <i>Having paths that are integrated with the big park would be better.</i> <i>This option removes the best, most direct route for bike traffic to connect to existing pathways. It also moves it out of the lively neighbourhood, and into more isolated street, therefore disconnecting it from the community.</i> <i>not very useful overall</i> <i>This option is better than no parking at Madigan Drive.</i> <i>This would probably be better than Madigan.</i> <i>This route goes around the community not through it so it will see significantly less traffic. Both routes should have an MUP at least</i>

3 star	<i>There should be a bike lane here anyways</i> <i>I am OK with this one "Except" on Manora Rd NE . Where are all the people that drive going to park to pickup their kids from school . In front of the peoples houses across the street . Not fair .</i> <i>We can never have enough pathways but this bike route alternative will be more tailored for recreational use rather than commute.</i> <i>I guess that would be better.</i> <i>It's OK.</i> <i>Shameful survey</i> <i>There isn't much traffic here</i> <i>Seems convoluted</i> <i>People use what they can see. This is hidden. However if we can this this in addition to the main road bike lane that would be awesome</i>
4 star	<i>It is a quieter traffic area, slightly less need for parking. We already use that way to get to the store so we would but I am not sure if other bikers would use the detour.</i> <i>Depends on the number of people who would use either route, or the money the city has available. They're both great options for people getting around other than by car. A bike boulevard is a fabulous option anytime - I love the one on 19th Ave. SE and DT.</i> <i>This option connects well to the existing path in big Marlborough park.</i> <i>There is more space to allow for a bike route without jeopardizing as much parking spots for home owners</i> <i>Makes more sense to not do it on a main road.</i>



5 star

No houses against the hill on this route so there is no impact to parking

Best overall compromise

Off major roadway

Safest option. Prefer this one

Removes the nonvehicles to a more peaceful area

Less traffic here fewer risks,....houses on one side only...makes practical sense no trees need to be removed

Away from major traffic

It's smart to do everywhere but this area is more safer for the bikers and pedestrians

Makes the most sense. Out of the way of residents on Madigan Drive and everything stays the same as it bike lanes are not needed as badly as you think they are.

Pretty & quiet neighborhood, local traffic only

*Bike path with traffic calming I feel safer 👍 👍 👍
now you're thinking*

Great option

Less traffic flow in this area

A lot of people bike or walk

*Nice to have a connection from park to main lines
Ok*



Ward 9 and Marlborough Park Connections

What We Heard Verbatim Report: Phase 2

August 2025

8 Ave SE Options – 52 St to 60 St SE

Q: We showed participants the options for 8 Ave SE between 52nd St to 60 St SE

- Duplexes in this area have parking on driveway and apron often blocking the roadway and sidewalk (stretch west of 60 St SE). Concerned this will continue with new designs. Would moving the pathway closer to the road help? Doesn't think parking should be a priority.
- Cyclist we met at Atlas Pizza Bike Hop-a-Long is a kid who bikes from Atlas Pizza area to Earnest Morrow School and would really like a wide-pathway along the route – he bikes on the sidewalk as doesn't feel safe on road. Had concerns about little kids and not liking biking beside cars.
- Abnormally high parking needs in this stretch according to resident – need more parking for each house as many people have multi-family homes – so Option A may be better.
- "I think all the options are kinda cool" – you'll see lots of e-scooters too using bike lanes if you put them in and make them safe
- Biker on way to 17 Ave NE out for a ride – wants a straight path with separated by speed to reduce user conflicts
- 3 different cyclists shared how they are biking on the sidewalk as it is unsafe here to ride on the road and there are no pathways.
- This street is full of cars at night for parking - so if there is an option that limits the loss of parking that is best
- Prefers option a, thinks that only one dedicated bike lane won't be safe
- Thought option B might be better because if easier construction and lots if kids on this street

- "Look into bylaws for handicap permitting at the intersection of Pensacola way and 8 ave. The person said she has a handicap permit and can't park in front of her house because of the bus stops and the intersection.
- Also - look at collision data - they are saying there is a lot of accidents at this intersection, difficult turning for buses and people speeding through the intersection...
- No options!!
- Really nice, but has parking in the back
- Yes to Option A
- No to option B – "on street bike lanes are a bad idea here. "
- They took card because partner likes to bike along here.
- Said people won't like it if parking is lost, said many people have converted garages to suites
- The preference for them is option one. Maintaining the parking on both sides of the road but still having an upgrade. It's a single car house.
- Option A- is a yes - for safety that's is the best option. Take the pets off the MUP tho because they have a sidewalk.
- No to losing parking in option B
- Prefers option A for keeping the parking on both side sides of the street, but also because the pathway allows for multiple users
- Don't want to lose the parking shown in option B "
- Thinks that proposal A is better. Noted that proposal A would be better only if it would just exclusively allow bikes, but understands the multi pathway aspect of it.
- Option A- this area needs the parking



Ward 9 and Marlborough Park Connections

What We Heard Verbatim Report: Phase 2
August 2025

- Very interested in Option B
- Would prefer Option A likes to have parking on both sides
- Option A - don't touch the parking!
- Could even take away some of the grass between sidewalk and the road to make it safer and widen the street
- Most business owners who we were able to talk to supported option A. One business owner specifically noted that because of the type of units that are along 8th Avenue, sometimes there are four units within one household, that he thinks that parking would be a problem if we remove parking on one side of the road.
- Parking is a premium in the neighbourhood
- Loves option B - feels it would be safer
- Resident doesn't care either way as long as they keep their parking in front of their gate on the south side.
- Resident excited about the multi-use pathway idea, option A, because they know that a lot of people walk with strollers or wide strollers so it would be nice to have extra width to the pathway. Thought that the bike lanes wouldn't really accommodate the other users needs. Commented on how crazy the drivers are in this area.
- Parking is a premium. Unless can get a permit for in front of their house.
- Like Option A to go out with strollers on the multi-use pathway.
- "Keep the parking!"
- With kids biking around it's safer for option B
- Resident parks behind, so doesn't care at all either way about the design.
- Parking is super important so no option that takes parking is ok - not enough use of the MUP as compared to parking.

- Not sure on preference- doesn't like losing parking.
- Does not want to lose parking
- No to losing parking and no to bike lanes. MUP preferred
- Keep the parking.

Q: Why did you rate Option A (Multiuse path street reconstruction) for 8 Ave – 52nd to 60 St SE the way you did?

Theme	All Comments
1 star	<i>Too many bikes to mix with pedestrians.</i> <i>No it's fine as is, leave it the (redacted) alone you (redacted).</i> <i>Multi-use path can be confusing for pedestrian and cyclist in terms of right of way</i> <i>With the high volume of street parking and lack of driveways on this street, there is not enough room to add bike lanes</i>
2 star	<i>Bilateral wheeling lanes are not a best practice</i> <i>Too much parking is kept, lanes should be on both sides of the street.</i> <i>Why add a MUP if there are two sidewalks? Just use bike lanes instead</i>
3 star	<i>Good that multi use path added but could do better</i> <i>Wheeler safety at intersections a major concern with this design</i> <i>This would be a good option if the transition across 52 St is considered with the 2-way lanes</i> <i>Seems ok, though kids would have to cross the road at the end to access the schools</i>
4 star	<i>Good plan, separated traffic and plants.</i> <i>It is a good idea</i>

	<i>Looks like a reasonable long term solution for all road and path users</i> <i>Seems like more trees are planted, better open walkways</i> <i>I like the parking</i> <i>Good plan</i>
5 star	<i>More space, safer and curb is good</i> <i>Good for parking and safe way for people to get there by walking or biking.</i> <i>Parking is kept on both sides of the street which is good, plant bulbs indicated parking space which is amazing. and the seperation of pedestrians to cars surrounded by trees is good. i like this one, perfect.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Great use of old growth trees</i>

Q: Why did you rate Option B (Protected wheeling lanes replacing parking 1 side) for 8 Ave – 52nd to 60 St SE the way you did?

Theme	All Comments
1 star	<i>(redacted) off</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Limiting residential parking on street doesnt make sense to me on major roadway</i> <i>There are an excessive amount of of resoruces diverted to created bike lanes, which doesnt look great as well as the function is not as high</i> <i>I don't like the removal of parking</i> <i>Not enough room in this area to be adding lanes</i>

2 star	<i>Don't like bike lanes i think the multi path is safer</i> <i>Lose too much parking.</i>
3 star	<i>Great for bikes as this is a busy area. Hard for people looking for parking.</i> <i>Seperate lanes are good but would be better with a physical barrier.</i> <i>Will the wheeling lanes be wide enough for comfortable wheeling and good snow clearing?</i> <i>Can be confusing looking but good. I think I like looking at symmetrical things so the top one looks better haha</i> <i>Let's not sacrifice something for something else</i>
4 star	<i>Separated from cars – no argument with cars then</i> <i>It is a good idea</i> <i>Knowing this road there's issues with the duplex driveways. I think the sidewalk will need to be moved as well to sit beside the protected lane, otherwise pedestrians will take over the bike lane to avoid walking between parked cars.</i>
5 star	<i>Better with 2 bike lanes, only one side gets parking, rest to side streets, choice that will likely satisfy all users</i> <i>All forms of traffic are separated and it has plants.</i> <i>Balances parking and wheeler safety</i> <i>I think it's best for all parties involved. Having designated lanes can help reduce collision between pedestrians, cyclists and cars</i> <i>Protected bike lanes are a must</i> <i>Prefer this and more pedestrian crossing with markers and lights</i> <i>Unilateral wheeling lanes and planting bulbs.</i>



Ward 9 and Marlborough Park Connections

What We Heard Verbatim Report: Phase 2

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	<i>Great separation between bikes and pedestrians, like the planting bulbs, but parking should be removed to put extra shade trees on both sides of the street.</i> <i>Every mobility type has it's own space, parking is kept on one side.</i>
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8 Ave SE from 44 St to 52 St Options

- Speeding in school zone a concern
- All options are fine – resident parks in the back but lives on 8 Ave SE
- Any improvement on 8 Ave would be good but needs to be cleared in winter.
- Why is 8 Ave path on the north side when most of the attractions are on the south side?
- Bikes are whizzing past with no regard for pedestrians and need their own space
- East side of 8 Ave deserves more trees
- Concerns about crossings for bikes at Lucky Supermarket and the Health Center as vehicles are coming in and out of driveways and not looking for pedestrians and cyclists – a multi-use pathway there might be dangerous
- “I’m writing in strong support of the proposed bike lane mobility upgrades on 8th Ave SE, a project that represents a significant opportunity for the community where I grew up, currently operate my business, and once attended school. This stretch of 8th Ave SE features extra wide vehicle lanes, which makes it an ideal candidate for enhanced mobility infrastructure without requiring elevation or major reconstruction period there is ample space to incorporate protective barriers, trees and planters, creating not only a safer corridor but also a greener, more welcoming streetscape. These barriers also present an incredible opportunity for public art installations something that could engage local artists, schools, and community groups to participate in shaping this space. More than just bike lanes, this corridor should be seen as a multi use mobility

pathway. It will serve a wide range of users including: people on bikes, E scooter and PEV riders, rollerbladers and skateboarders, individuals using mobility aids or with accessibility needs. Critically, this corridor connects 7 schools in the area. Research from Youth En Route indicates that 30% of youth currently have access to or knowledge on how to ride a bike, yet 80% would ride if given the opportunity. Proximity to these schools presents a major opportunity for school-based cycling and mobility education programs, empowering youth to move independently and safely. As someone who rode this sidewalk as a child, and now advocates for safer streets as a business owner and community member, I can confidently say this project is needed. Today, I would not feel comfortable riding here without a barrier protected bike lane in place and I know I'm not alone. I believe a "bike bus" style grand opening would be a fantastic way to launch this project and engage the community from the start. Thank you for your continued efforts in making our city safer and more connected. I would be happy to speak further or assist in making this project a success."

- Residents across from the school said, even though you can park a single car on the south side of the road no one ever does because you're fearful that your car will get hit. Their preference was between option A and option C maintaining the parking because on the north side of the road in this section. It's actually the only place you can park on the street except for the single stall across that they mentioned before.
- Option A! Need the parking
- Preference is A or C. Most concerned about parking.
- Resident loves the idea of the multiuse pathway due to belief that bikes should be separated from cars as much as possible. Mentioning that they used to ride with their older kids behind and was always worried that if they fainted what would happen. Supportive of option A but anything that separates bikes from the road.
- Option C- likes the idea of the traffic calming with the tree bump outs. Liked having the road closure from construction because of a reduction in traffic and speed of drivers.
- Keep parking and reduce traffic speed!

- Keep the parking and as much greenery as possible!
- Option B - everyone has a designated space and that's safer
- Chose option b because it slows traffic down
- Local business who preferred the multi used pathway.
- Lots of hits/runs accidents / side swiping of parked cars along south side - so no one parks there

Q: Why did you rate Option A (Multi-use path replacing sidewalk) for 8th Ave SE from 44 st to 52 St SE the way you did?

Rating	All Comments
1 star	<i>A bit concerned about user conflicts</i> <i>Due to high level of bike traffic seperate bike lanes are needed to be apart from pedestrians.</i> <i>Need dedicated bike lanes</i> <i>At least it better then what you have (redacted) there now. Still trees in the middle of the road.</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Wheeling and pedestrians should be separated.</i> <i>I think that this isn't a good option at all. Pretty much all of the destinations that people want to get to buy bike are on the south side of the road. The bike path should be where people are going to go</i>
2 star	<i>Don't like multi use path. Need to separate wheeled and walking. Also need wheeling path on both sides.</i> <i>Multi use path - will it be cleared in winter if in front of people's homes?</i>



	<i>While it'd be nice to have a separate lane that maybe gets snow clearing, the users are all going to need to get to</i> <i>EVERYTHING on the south side. You're going to get folks crossing in the middle of the block and riding on the south sidewalk anyway.</i> <i>no separation between bikes and pedestrians, little additional shade and desirable destinations are all on the side of the street without any bike infrastructure so people will be crossing traffic, too much parking is retained.</i>
3 star	<i>Safer that the bikers are off the road, hard to enforce only walkers/wheel chair users using the right hand sidewalk, priority still being given to cars</i> <i>Multi use path is on the opposite side of destinations. Plants are used, but pedestrians should be separated from bikes.</i> <i>Wheelers less visible by drivers at intersections</i> <i>We dont have bike use in winter but multi use would be better for wheelchair and scooters</i> <i>Good option for this location</i> <i>Mobility types should not be mixed for cyclists and pedestrians to preserve parking, if this design is chosen the MUP should be on the south side by the school</i>
4 star	<i>Like this because it doesn't impact parking and we are walkers.</i> <i>Parking is in high demand in front of the sports fields and because of construction. Don't want parking to overflow onto neighbourhood streets.</i> <i>Because we like to walk</i> <i>Safe way for people to get to amenities without limiting parking.</i>



	<i>We park on the north side of the street because of safety concerns and theft from back lane ways.</i> <i>It is a good idea</i> <i>I love the separation on the left from the cars and sidewalk, however the bulb making the road smaller might make confused drivers clog up traffic near that area</i> <i>Leave it as is. bike/walking pathways should never take away from parking and two-way traffic</i> <i>Pretty decent overall the added lane is multi use very functional keeping it safer. Bulbs are also a very good add on to this design</i> <i>Good plan.</i>
5 star	<i>Likes this is like a wide bike expressway. Rides on sidewalk now because of driver behavior.</i> <i>Any change to improve bike commuting is wanted</i> <i>More parking available</i> <i>Looks safe and most functional.</i> <i>I'm on mobile and I just did the survey on 8 Ave from 36 to 44. Now that I've had time to mull over all the options, I think I like this one the best. The reason I say that is because I think there will be fewer places where bikes and vehicles intersect.</i>

Q: Why did you rate Option B (Protected wheeling lanes replacing parking 1 side) for for 8th Ave SE from 44 St to 52 St SE the way you did?

Theme	All Comments
1 star	<i>Get the bikes of the (redacted) roads if you are building paths, I see tones of green space in the picture, why right next to the cars</i> <i>Parking reduced. Forces people to park on other streets in front of someone else's house</i> <i>Bike/walking pathways should never take away from parking and two-way traffic</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>No, don't replace parking.</i> <i>The street seems overly focussed on the bike lanes driving would be more difficult, as well as the the function of the bike lane is less compared to the multi use</i> <i>Lose too much parking.</i> <i>Impact to residents homes and parking</i>
2 star	<i>Parking in high demand – don't want people doing U-turns to park on other side</i> <i>Concern for traffic congestion and winter snow clearing</i> <i>Many people use this street for parking.</i> <i>Slightly better because there's a straight line safe bike lane, but parking issue is problematic as those cars will eventually congest other areas</i>
3 star	<i>Make sure there is an actual cement barricade not just plastic delineators</i> <i>Parking limited, yes there may be garages or alley parking however there may be guests or multiple drivers in the houses.</i>

	<i>Separate lanes are good but would be better with physical barriers between cars and bikes.</i> <i>Wheeling lanes both sides good. Parking on one side only bad. Bus stopping in lane bad.</i> <i>One way wheeling lanes are nice if they are wide enough.</i> <i>Separated bike lanes and sidewalks are great! But the parking lot at Forest Lawn Library is already under pressure from Clifton House and the ball diamond. Taking away parking in this section, even on the N side, will have to be done carefully.</i> <i>Any change to improve bike commuting is wanted</i> <i>Ok if wheeling/cycling lane raised to sidewalk level instead of roadway gutter</i> <i>Good: separate spaces for bikes and pedestrians, removal of some parking. bad: no shade for the bike lane, too much parking is kept.</i>
4 star	<i>All forms of traffic are separated. But lacks plants.</i> <i>Safer option for pedestrians and cyclists</i> <i>It is a good idea</i> <i>I like this but am concerned that lots of north/south traffic will not stop far enough back to leave room for cyclists.</i> <i>No planting bulbs?</i> <i>All mobility types have their own right of way, bus stops should be added in place of parking so busses dont block the street while stopping</i> <i>An ok option</i>
5 star	<i>I like the protected bike lanes and separated pedestrian lanes on both sides. Like that parking is put on side streets. Bus stopping will slow traffic which is fine by me.</i>

	<i>Good balance of parking and wheeling safety</i> <i>Protected paths are the only safe option for non-car commuters</i>
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Q: Why did you rate Option C (Protected wheeling Paths reconstruct street) for for 8th Ave SE from 44 st to 52 St SE the way you did?

Theme	All Comments
1 star	<i>I just can't anymore just so (redacted) stupid.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Protected looks clunky, creates it's own hazards.</i> <i>Negative impact to residents and ability to park in front of homes</i>
2 star	<i>No comments</i>
3 star	<i>Its beneficial as well as the bulbs add on to the designs, overall not bad but option A exceeds both B and C</i>
4 star	<i>Again, this is likely the option that will make everyone happy. I like #2 because it removes parking but I don't live there and my kids don't go to school there.</i> <i>I like this option best because it considers all uses of the street while prioritizing safety</i> <i>Any change to improve bike communing is wanted</i> <i>This would be ideal to keep parking, provide safety for those on bikes and also slow down traffic.</i> <i>Good, just worried about the plant bulbs but if parking is allowed then the traffic will not speed past the plant bulbs</i>



	<i>Good plan.</i> <i>Same as the previous answer. A massive improvement, but I'm liking the MUP the best.</i> <i>Busses need their own pull out bus stop at the expense of parking, the south side sidewalk should be wider to accomodate student traffic.</i>
5 star	<i>Safer – don't feel safe biking on road</i> <i>C is better option for everyone</i> <i>Everyone has a separate space</i> <i>Commuters and drivers have to have same importance</i> <i>I have seen this done elsewhere and it keeps both bikes and pedestrians safe and looks nice</i> <i>Less chance for people to get hit- feels safer right now I skateboard on the street, this gives better space and I don't have to dodge people especially because this is a school</i> <i>I like the trees and aesthetics</i> <i>Still allows parking but is much safer than existing</i> <i>Parking kept and accommodates both bikes and pedestrians safely and separated</i> <i>Safe for walking, biking or driving with parking available.</i> <i>This would be the best for the neighborhood and safest. Cars frequently cut into the painted lanes and a barrier is needed</i> <i>All formsof traffic are separated and it has plants.</i> <i>Visually more attractive and safest option</i>

	<i>Protected wheeling paths both sides good. Parking kept on both sides good. Bus stays the same, good. All good</i> <i>Safest option for cyclists and pedestrians.</i> <i>Separated cycling lanes are great, trees are great, but planting bulbs on the south side might have to be few and far between so ball diamond/Clifton House/health centre users aren't pushed to fill up Forest Lawn Library's lot.</i> <i>Parking availability still good</i> <i>The Best idea</i> <i>Protected lanes always the preferred option for walking/wheeling</i> <i>This need to have parking in both side coz in summer the field in baseball is packed with people playing and need a parking space for it</i> <i>Protected paths are the only safe option for non-car commuters</i> <i>Love these planting bulbs.</i> <i>Good: separation between bikes and pedestrians, some shade for the bike lanes. bad: too much space for car parking - take that space and use it to make proper treed boulevards to shade the bike lanes!</i> <i>This is the best option</i>
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8 Ave SE from 36 St to 44 St SE Options

- West of 36 St, aligned with 8 Ave there is a pathway that leads into an alleyway behind the tennis courts, Holy Family School, Sir Wilfrid Laurier, etc. This could have a better pathway through the greenspace instead of in an alleyway and on street. Connects all the way through to Memorial Drive and Franklin Station.
- The light at 36 St for drivers turning right (north) off of 8 Ave doesn't allow drivers to turn due to bike signal, even if there is no bike there which frustrates drivers.
- Concern for median in option A for snowplow and winter visibility.
- Painted lines are terrible and won't stop trucks. Spikes are the only thing that would stop people from driving in the bike lane that they're not supposed to be in.
- People are currently using the sidewalk for biking, want space to move to the side for drivers if they have to swerve
- Not necessary to change - would rather invest in water utilities. This is a luxury, there are more important things to do. Water pipes are old.
- People park in north side more than south, would be worried about taking out parking. Prefer option B
- Thinks option A might be best- but remove the tree bulbs to preserve parking.
- People don't use the bike lanes, cars and bikes don't mix
- But the better thing would be better lighting, crosswalks with lights, stop signs etc to slow people down driving... there's a lot of big accidents here...
- Would like only one dedicated bike lane for both directions - not a combined multi-use - don't like the pedestrian and cyclist conflict. Happy with the current state. Concerned about right turns. Asks that the City study the bike volumes.

Q: Why did you rate Option A (Multi-use path replacing sidewalk) for 8th Ave SE from 36 st to 44 St SE the way you did?

Rating	All Comments
1 star	<i>We need seperate bike lanes. There are simply too many homes to mix with pedestrians.</i> <i>This option is ridiculous. It wil impede traffic, create congestion, and put cyclists in severe danger.</i> <i>This is not safe. there are not even that many cyclists to change the road for them again. our parking is reduced. cyclists should be on the outside this is not our problem to handle, so there is no reason to place this on us.</i> <i>Because you are (redacted) idiots shutting down main streets for a few bike paths</i> <i>Disagree with the underlying theory that vehicle travel speeds can lowered by reducing number of lanes and narrowing the streets. The existing street has 1 dedicated thru-traffic lane and 1 "flex" lane for traffic, bus/HOV diamond icon, bike, and ...</i> <i>Get rid of the trees in the (redacted) road, you have green space (redacted) use it, stop blocking lines of sight with trees and shrubs in the (redacted) road. Like come of pull those heads out of your (redacted) and use some (redacted) common sense.</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Narrowing driving lines.... i dont believe that improves flow or access... this option looks to come at higher cost</i> <i>why the wasted space in the middle of the road</i> <i>Center medians are unusable public space.</i>
2 star	<i>Because only our side is impacted we lose parking. What is the benefit of this neighbourhood if our parking access is removed? and my mom has a disability,</i>

	<i>she has a handicap sticker for her car, it is not accessible or safe for the elderly .</i> <i>Traffic jams</i> <i>Need wheeling path on both sides. Walking and wheeling intermixed, don't like.</i> <i>Centre median seems like wasted space without any trees, lighting, etc.</i> <i>Prefer separated biking from pedestrians</i> <i>Why the wasted space in the middle of the road?!</i> <i>While it's way better to have a separated lane that might get snow clearing, I'm not keen on having to cross 8th Ave both coming and going on my ride to work. Also sharing with pedestrians will cause conflict especially around school rush hour.</i> <i>Leaving parking just causes congestion. Removing the parking is a way to promote more sustainable means of transportation</i> <i>Would prefer dedicated lane for wheeling</i> <i>No shade, no separation between bikes and pedestrians, median might slow cars (good!) but doesn't do anything to narrow the overly-wide roadway.</i>
3 star	<i>Takes away 2 way lane for biking, but safer for bikers to be on a dedicated multiuse path. Better for walkers. Slowing traffic with raised median and jut-out good idea. Street parking will make car owners happy but still, car usage is given priority.</i> <i>Difficult to navigate at intersections</i> <i>Any change to improve bike commuting is wanted</i> <i>A separated bike lane would be better</i> <i>Safer than status quo but would prefer dedicated bikelane that prevents hooking from cars.</i> <i>Don't like mixing pedestrians and cyclists.</i> <i>There is little to no parking now this would take away what little we have</i>

	<i>Bare minimum acceptable infrastructure, mobility types should not share a path</i>
4 star	<i>Multiuse path is nice, safe way for walking or bikes. no disruption to bus stops. Slower traffic options would be helpful.</i> <i>Separated multi use path, but it would be better if bikes and pedestrians were separated.</i> <i>Has little negative impact on emergency vehicles and handicapped people</i> <i>I like the look but 8th ave has no parking in this stretch already and also would rather dedicated bike lanes instead of mixed use</i> <i>It is a good idea</i> <i>Bikes off road seems safer</i> <i>Looks safest- removes bikes from the road and does not take away parking.</i> <i>Not a bad layout, fairly decent design i like the idea of the multi use lane its a very functional lane. bulbs and trees are necessary for the enviroment as calgary lacks a more natural landscape</i> <i>Seems likes a good plan.</i> <i>I would love to see more MUPs in this area. The current bike lane on this street does not make me feel safe. The only con to this option is that the pathway is only on one side of the street, making it less convenient.</i> <i>This section has a lot of people using the road for parking especially on the south side. Though I see bikes using both sides of the road frequently. It's good, but but I don't know if it's enough</i>
5 star	<i>Takes bikes off street</i> <i>Enhanced protection, added trees with out reducing parking</i>



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	<i>Keesp the parking!</i> <i>Conserves parking with the added safety</i> <i>The sidewalk needs to be replaced</i> <i>Good keeps parking</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Would like to see why they're multi-use path</i> <i>So everyone can use the path as a multiuse. I have kids and as a parent I refuse to take my kids down the bike lanes as people drive way too fast down 8th Avenue.</i> <i>Great options and much safer for kids!</i>
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Q: Why did you rate Option B (Protected wheeling lanes replacing parking 1 side) for for 8th Ave SE from 36 St to 44 St SE the way you did?

Theme	All Comments
1 star	<i>Bike lanes nice. Limited parking and dislike the bus stopping in the lane.</i> <i>People may try to pass the bus causing safety concerns.</i> <i>No need the parking</i> <i>Dumb woke idea again (redacted) off</i> <i>Is no visible access for handicapped people using walkers or wheelchair, the alley where I live is too narrow for regular driving and parking. You ignore the people that live on the street</i> <i>Zero star. Disagree with the underlying theory that vehicle travel speeds can lowered by reducing # of lanes and narrowing the streets. The existing street has 1 dedicated thru-traffic lane and 1 "flex" lane for traffic, bus/HOV diamond icon, bike, and ...</i> <i>People need to park cars you (redacted) (redacted).</i>

	<i>Parking reduced. Too many places need this parking</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Separate lane takes away from space for cars, especially in winter and not everyone can fit in lane</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Vehicle roadways and parking shouldnt be interrupted or slowed for low volume of bike users</i> <i>We basically have this already, but it's "protected"</i> <i>There is already limited parking in the area.</i> <i>This is such a waste of space and tax payers money</i> <i>Function of the bike lanes are very low compared to multi use lanes, moreover, this is the least enviromentally friendly option</i> <i>More risky and impact kids safety</i> <i>Impact to residents and ability to park in front of their home</i>
2 star	<i>This option does provide better safety for wheelers, but the removal of parking options is a no-go. Any removal of parking needs to translate to a reduction in taxes for the affected area.</i> <i>This is difficult to clean, this is not downtown Calgary where cyclists are using so much of the lanes. there is not need, this is not an effective solution or financially responsible. there alternatives before this distract change and waste of money</i> <i>Dont like to lose the parking.</i>
3 star	<i>One way lanes are nice if they are not built too narrow for larger bikes/trailers and for effective snow clearing</i>



	<i>A protected bike lane totally separate from both motor vehicles and pedestrians would be great, but I know there are people parked on the street esp between 40th and 44th that might not have other options.</i>
4 star	<i>Separating bikes and pedestrians is needed and there is more than enough parking to reduce to inner side of the street.</i> <i>I like the dedicated bike lanes - easier for walkers and bikers. Like the side street parking (like it for both sides) and bus stopping will slow traffic</i> <i>Trees not blocking parking. still not safe because we have to cross the bike lane to get to our houses, what if we are carrying boxes/groceries accidents can happen/cyclists can hit us/ the original is best. difficult to clean</i> <i>All forms of traffic are separated, but it lacks esthetics of plants.</i> <i>Protected wheeling lanes both side good. Parking on one side only a potential problem.</i> <i>Any change to improve bike communing is wanted</i> <i>Protected bike lane looks much nicer. More trees would be preffered</i> <i>It is a good idea</i> <i>This is a good way to go but there's still room for improvement</i> <i>Good if wheeling lanes at sidewalks elevation rather in the roadway curb/gutter</i> <i>Unilateral separated wheeling lanes are safest</i> <i>Glad to see parking removed and separate, protected infrastructure for cyclists and pedestrians. would be better to remove the other lane of parking and use the extra room to plant trees to shade the bike lanes</i> <i>Every mobility type has it's own space, parking is kept, busses stopping in traffic is not ideal, it would be nice if the road bent into the grass on either side where there are bus stops to keep them from blocking the street</i>

5 star	<i>Option B would be good cause they'd still have parking - but was concerned about the other sides parking being removed</i> <i>Good balance of wheeler safety and parking needs</i> <i>Better for pedestrians. Like the straight concept for parking.</i> <i>Safest option for cyclists and pedestrians</i> <i>This is a much safer way. Divided bike barriers can also be painted as our installations</i> <i>Separates pedestrians and cyclists. Makes cyclists more visible to vehicles.</i> <i>Segregation of pedestrians and cyclists.</i> <i>Oh this one is the dream. Physical separation in both lanes. I love it. It might be a tough sell though, with buses stopping in the one lane and people losing parking on the street. But, I must say again: I love it.</i> <i>Like I said in the previous one, most of the people parking is on the south side of the road and there's a lot of bike traffic on both sides, so this is better than only one side</i>
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Q: Why did you rate Option C (Protected wheeling Paths reconstruct street) for for 8th Ave SE from 36 St to 44 St SE the way you did?

Theme	Sample Comments
1 star	<i>Reduced parking. they way that it is fine, just add more lights at the intersection, simplest solution instead of destroying accessibility. this is too challenging for the elderly to jump over barriers with bad knees/injuries. risk for increased injury.</i> <i>There is no access for handicapped people to get to their vehicles if they use a walker or wheelchair, how will paramedics get a stretcher safely to and from a house ?</i> <i>Zero star. Disagree with the underlying theory that vehicle travel speeds can lowered by reducing # of lanes and narrowing the streets. The existing street has 1</i>

	<i>dedicated thru-traffic lane and 1 "flex" lane for traffic, bus/HOV diamond icon, bike, and ...</i> <i>(Redacted) the trees again, why not just put them in the middle of the (redacted) road at this point, hey at least there is parking on this one.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Looks like the "protection" will create further hazards.</i> <i>I dont get the need for the bumpouts, seems like a waste of tax payer money</i> <i>Less safer and more traffic</i> <i>Impact to parking..also overall this is not functional during the winter as people are not out on their bikes</i>
2 star	<i>The trees block and reduce parking on all sides, this is not okay. this is dangerous for seniors who cross the bike lane and kids, they can easily get hurt. its better to keep them on the outside to keep our families safe. kids will get hurt by cyclists</i>
3 star	<i>Segregation of wheeling traffic from motorized vehicles offers the best solution for both safety and traffic flow, but will likely cause removal of parking for area residents. This will also provide an excuse to raise taxes further.</i> <i>Separate lane takes away from space for bus stops</i> <i>A better function compared to option B bulbs are a need in this area. the bike lane and pedestrian lane however seems like they should just be a multi lane</i>
4 star	<i>This part of Calgary is under invested and a full street reconstruction would be great for this area, similar to Bowness Road in Montgomery</i> <i>Any change to improve bike commuting is wanted</i> <i>This is a reasonable option in my opinion</i> <i>Good plan also.</i>



	<i>Busses stopping in the street is less than ideal, remove parking where bus stops are to give them a pull out spot</i>
5 star	<i>Offers the most protection and keeps the space for parking</i> <i>Protection and designated lanes on either side while keeping the parking</i> <i>For the safety of bikers</i> <i>Safe walking, biking and driving areas. Bus stops not changed. Parking still available.</i> <i>As a cyclist, I have had numerous experiences with cars cutting into the bike lane along 8 Ave and have nearly been hit several times. I would feel far safer with a physical barrier</i> <i>This is the one that will accommodate everyone. I'd love just 2 lanes for cars and no parking but that's probably not for everyone.</i> <i>All forms of traffic are separated and it has plants.</i> <i>Visually appealing and safest option on busy 8 ave</i> <i>I like this. Hopefully it's stops the crazy drivers</i> <i>Protected wheeling lanes on both sides good. Parking on both sides good. Vehicle/bus travel stay the same. No down sides.</i> <i>This is also similar to the last and works.</i> <i>Like this option more than last option. Even safer for pedestrians and cyclists</i> <i>The east side of Deerfoot deserves more trees. The right amount of parking remains for those folks who need it.</i> <i>Best proposed plan out of all the options</i> <i>Good parking.</i> <i>The Best idea</i> <i>Trees are a great add on</i> <i>Because</i>

	<i>This is probably the better way to go out of the options given. Cars are slowed down by the planting bulbs and narrow lanes. Bike/walk path is protected so the chances of a car using it is reduced to nearly 0</i> <i>Same as option a in my opinion.</i> <i>Even better! Protected and separate from pedestrians.</i> <i>Protected lane always the preferred option for cycling/wheeling</i> <i>I'm liking this one as well. The bonus is that people get to keep their parking. I love the idea of greenery on this road.</i> <i>I like this option better than the 1st 2</i> <i>Protected paths for commuters and traffic calming</i> <i>Planting bulbs for the win!</i> <i>Love the safe, protected lanes to separate bikes from both pedestrians and cars. planting bulbs will provide at least some shade, which is good. don't love that all of the parking is kept - better to remove it and replace the planting bulbs with full tree</i> <i>Best one of all no notes</i>
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47 St SE Options

Q: Why did you rate Option A (Multi-use path replacing sidewalk) for 47 St SE the way you did?

Rating	Verbatim Comments
1 star	<i>Quit turning roadways into bike paths for no bikes to use them</i>
2 star	<i>Actually not one of the absolute (redacted) ones, get rid of the tree in the middle of the road and you might actually have something, first one I have seen that actually cuts into green spaces abit rather than just killing all the parking an street access</i> <i>I dont see this road / path being used much... why waste taxpayer money on this location</i>

	<i>No separation between bikes and pedestrians, car parking is prioritized over people</i> <i>Sidewalk is too narrow on left side, mixing mobility types on the right is never a good idea</i>
3 star	<i>Good that a multi use path has been added. More could be done</i> <i>Given the schools safer for the kids</i> <i>This does make it much more pleasant for pedestrians if wheeling/cycling volume is low</i>
4 star	<i>Nice pathways for walking or biking, with no parking or driving disruptions.</i> <i>Multi use path is good, and plants are added.</i> <i>Wide multi use pathway will help people walking and biking to feel safer</i> <i>It is a good idea</i> <i>Good plan.</i> <i>This is a small road with not much traffic but lots of people parking. This will be a good option</i>
5 star	<i>This area has higher density sure to numerous secondary suites which requires more on street parking. Since this option maintains parking options it would be best.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i>

Q: Why did you rate Option B (Protected wheeling lanes replacing parking 1 side) for for 47 St SE the way you did?

Theme	Supporting Verbatim Comments
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1 star	<i>Parking disrupted.</i> <i>(Redacted) off no, where is the parking, I love how there is never parking in this (redacted) city, like go to any new community and you can't cause it's driveway next to driveway like (redacted) off calgary.</i> <i>Bike/walking pathways should never take away from parking and two way traffic</i> <i>Quit turning roadways into bike paths for no bikes to use them</i> <i>Let the neighborhood and residential area keep there parking... use tax payer money in another location</i> <i>Lose too much parking.</i> <i>Parking is needed on both sides for residential housing due to many legal or illegal basement suites</i>
2 star	<i>Don't mix mobility types when there is space to give bikes their own lanes.</i> <i>Don't keep narrow sidewalks when there is an opportunity to make them a proper width, cause there likely won't be a chance again in our lifetime to do so. Do it right this time.</i>
3 star	<i>This is good but would prefer not to lose parking options.</i> <i>Still pretty mediocre, but it does at least remove some parking and expand the green space.</i>
4 star	<i>I like this option because it also narrows the street to calm traffic</i> <i>It is a good idea</i> <i>In this case it might not work because of it being a small road with both residential and school needing as much parking as possible. I barely found anything when I went to vote</i>



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5 star	<i>Better with left hand side wheeling lanes but hard to enforce no walkers, good that multiuse on right and parking down to one side. Bulbs are nice.</i> <i>Multi path is good, and plants are used. More space for wheeling is good.</i> <i>Pleasant for pedestrians if cycling/wheeling volume is low</i> <i>Cars take up too much people space.</i>
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Penbrooke Drive

- The following is notes from doorknocking and some comments from in-person events.
- Request for an improved E/W ped Xing across Penbrooke Dr at 2nd Ave SE
- Resident uses parking in front of his street half the time, likes the street being wide doesn't want congestion or people parking in strange ways that clog up the street
- Neighbors have multiple cars and most of this street is filled with parking. Lots of people need street parking. Resident loves the neighbourhood because it has mature trees - would sacrifice the boulevard for the pathway if he had to pick one tradeoff.
- Resident is concerned about losing parking on the other side of the street in that people will come and park in front of their house and then they will not be able to access parking in front of their home. They also don't like the idea of losing trees because they like trees for the environment.
- The parking is very much used along the street. Resident says that taking away parking would not be very popular. Has a concern that if street parking was on the other side, and parking on this side got taken away people would come and park in front of his house and he would not have parking. If there is no other option, he would prefer the trees to go as opposed to the parking. More trees is good for the environment so if you have to take some out, putting a few back in a bulb out would be nice as long as it's not impacting too many parking spots.

- He thinks that option proposed is a much safer option for kids because the street is very busy and speeding and it would separate them from the cars. The boulevard needs to be maintained. Currently only some people maintain it. Says some people are renting and they don't have lawnmower to mow the grass so maybe putting pavement there is not the worst thing.
- Resident in strong opposition says, "There isn't enough parking as it currently exists. Parking the city has allowed a lot of suites in this area. People are not using their back alleys and they're parking on the street. There are already neighbour fights over street parking currently. There are eight people living in one house for example, and they are supposed to have two parking stalls but they're not being used. They're using the street parking instead so there's a lot of pressure on the street parking that currently exists." So he would much prefer parking kept over trees if that is the only choice. "You would drive the whole neighbourhood crazy if you took away parking, we literally cannot find enough space to park as it is." He has lived here for 45 years and doesn't see any safety issues on the street and doesn't understand the need for changes to the street. "All of the accidents happen at the intersection of Madigan and Memorial Drive." Says the trees being removed would be better than the parking being removed, but he still likes the street as it is. When he bought his house, he felt that the street parking was an amenity that existed and would like that amenity to continue. It's part of how the street was when he bought his property. His expectation was he could park in front of his house. Said there might not be as much of a parking issue if the City enforced the suites parking. "You've got landlords that are keeping their parking stalls and the tenants are then parking all over the street. This is the biggest issue and why we are fighting with parking."
- Daughter was home says her parents park in the back and don't think they would care either way with parking or trees.
- He would prefer that the pathway go where the trees are and that the parking is maintained.
- The parking in front of his house is more important to him than the trees.

- “For myself, the parking doesn’t matter but for my neighbours I care so I guess you would have to take the trees. Since Snowtember, the trees are not looking very healthy and need some pruning, etc. anyways. The Poplar tree up the block is a tripping hazard and is heaving the sidewalk. Lots of the neighbours have 2 to 3 cars on the street.”
- “The city’s infrastructure priorities should be different. This street is fine the way it is.” He feels that this project is not needed and would prefer resources spent on other things such as expanding infrastructure where it is needed. He thinks how the street currently functions provides adequate places for people to share the sidewalk and the road whether they’re walking or biking and that people can just move over if someone needs to pass. He referenced the side streets on either side of 17th Ave where parking was removed for bike path and was not a fan. His issue is taking away and “destroying existing infrastructure”. The trees in the boulevard are existing infrastructure that he is referring to. He says he agrees with expanding infrastructure in places that don’t have any. He does not feel we need a specific pathway for bikes the way the street functions right now is just fine. He thinks bike lanes and other areas of the city make it unsafe for traffic.
- This resident would prefer to see Boulevard space used for the multi-use pathway and remove trees to keep parking.
- Resident does not have any objections to the proposed MUP on the west side.
- Resident would prefer to lose Boulevard space and Boulevard trees to accommodate the MUP and keep the on-street parking on Penbrooke Drive
- Resident is fully supportive of the multi-use pathway at the expense of on street parking and fully supportive of our proposal. Feels like this option will discourage the speeding.
- Bus stop at S side of 2nd Ave on Penbrooke Dr is a concern if bus has to stop in lane. They worry this will limit turns off 2nd Ave and back up to Memorial Drive causing congestion with the bus loop and other traffic.



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- There are speeding concerns on this street – supportive of traffic calming. Would like speed bumps.
- Likes the design as the parking stays on their side and thinks it will help slow traffic. Adding trees will make the street look nice.
- Resident says pick up and drop is off chaos at James Short Memorial School.
- Penbrooke Drive – people speed in front of schools not in front of yellow outlined area. I would rather lose trees than parking. This is a high density area. Wants it in boulevard. Rather see a MUP where trees are. Street parking is #1 concern for him in this area.
- For Penbrooke Dr SE, a multi use path would be beneficial as long as the current trees in the neighbourhood aren't removed and as a added bonus planting more trees on bulbs would be a better idea create a more quieter neighbourhood and cooler/shadier.
- I would rather give up the boulevard space in front of the house as the proposed multi use lane than parking space. There are a lot of renters on Penbrooke Dr and street parking is in high use. If parking on the East side of Penbrooke Dr is eliminated they will just park on the west side of the street, but if the West side is reduced by half then there will never have parking available.

8 Ave NE

Resident who lives in the cul de sac adjacent came to an event we had at the school and says it is unsafe to walk with three kids on narrow sidewalk, and she often has a wagon. The resident said the intersection at 8 Ave NE and Madigan Drive needs more bumpouts to take up space in the intersection and allow places for people to cross and stand because this is a very busy area with bus stops and students from the school jaywalking, standing in crowds, etc.

Northeast Network General Comments

Q. See the map at the top of this section. Do you have any other comments about the network we are proposing in the Northeast section?

30 contributions were made by 30 contributors online. Other comments from in-person events about the general network were also included in the summary below.

Broader Connections to other parts of the City Network

- Access to Rotary Mattamy Greenway from Marlborough Park is difficult at the Memorial rail crossing – you have to go back and further than you should have to. Upgrades to 68th would help. She likes to go south from Marlborough Park to greenway but has to weave through residential roads and get off bike frequently at intersections. Does not feel comfortable to bike on 68th St in current conditions. Can we add a MUP from 8 Ave to Abbotsford Drive to connect Marlborough Park to the Rotary Mattamy Greenway?
- 50th Ave SE and 52nd St pathway crossing over heavy rail is an improvement idea
- May i request to have build a bike path at 50 Ave SE from 52st se going to Barlow Trail SE
- There needs to be a sidewalk /bikepath from 70 st east bound along the south side of 17 Ave to the ring road lanes.

Desire for Wayfinding

- I want to bike more in my neighbourhood of Marlborough Park but I don't know where the bike paths are. There are not a lot of pathways and I like to bike for exercise so I have to load my bike on my car and go to other places. Wayfinding would help along with a connection to Rotary Mattamy Greenway.



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Design considerations

- If you could keep pathways for bikes at the same level so you don't have to dip down at each intersection they would be more used. This guy rides on road because pathway along 19 Ave is too up and down. Consider this when developing options for 8 Ave SE.
- Concerns about mixing user groups (cyclists and walkers).

Need for Education/ Enforcement

- Lots of in-person comments at Atlas Pizza Pop-up around the need for education and following the rules.
- I recommend putting camera at the bus stops too since they could be violent like edmontons ets.
- "Quite honestly I am all for the bicycle Lane Network. But until the city police services and the municipal government of Calgary, Alberta does something to fully properly and effectively enforce by scalane and bicycle safety operations. You should not be encouraging, foolishness or dangerous levels of stupidity by cyclists on the roadways.
- "I've seen way too many children riding stand-up (E)lectric scooters traveling faster than Ebikes are allowed, with no helmet. Why doesn't Calgary enforce helmet regulation for Escooters and your depiction sends the wrong message.
- The size of electric motor makes no sense to a class 6 rider...do Ecars need class 1? I contacted transportation years ago, they said regs needed updating - crickets. There should be no prejudice against a class 6 operator if one wants to operate an Ebike or Emotorcycle with whatever size motor, not to mention its very dangerous for an Ebike to weave in and out of parked cars even on a 40 Kph road to let vehicles pass.
- My suggestions are 1) Keep stand-up Escooters on outside edges of sidewalks enforcing helmet mandate. 2) Increase Ebike speeds up to the new 40 Kph. roads (increasing class 6 police to 50 Kph). 3) Allow class 6 operators the E(vehicle) of their choice FOR SAFETY sake!



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Support for Project

- “Say thank you to the City” – young cyclist who was very happy about the project
- Couple stopped by our Atlas Pizza pop up to pick up a pathway map and said “Cool I like to bike”
- I cycle so thanks for anything you can do from 17 Ave. SE and 52 St. NE to 16 Ave. SE. I end up crossing back and forth to get better pavement. I live in Dover so thanks for the 19th Ave. SE bike lanes that link me to groceries and the Forest Lawn library. Crossing anywhere on 36th isn't fun with narrow sidewalks and crazy traffic. I take side streets on either side of 36 though 33 behind Pacific Place can be scary too. I usually thread 19Ave to 12St. to 8th Ave, then 36th on the sidewalks to Northgate Village, Marlborough and Sunridge Malls though it can be hairy on 33 ST NE behind Pacific Place Mall to go over 16 Ave. on the left hand side then 32 St to get to 32 Ave shopping. I think it's a great idea to get rid of the in-traffic bike lanes on 8th near the library - scary with traffic on either side. And thanks for the wild flowers and multiuse lanes on 34th St. SE where I live. I love them!!! Keep up the great work making Calgary wonderful with active transportation, trees and art!!
- Happy to see this being proposed. Cycling on 8 ave is very scary in its current configuration. Speeding cars and proximity to them makes for an uncomfortable ride
- Thank you for thinking of Forest Lawn!
- Glad to see updating being done
- To Whom It May Concern, I'm writing in strong support of the proposed mobility upgrades on 8th Avenue SE where I grew up, run my business, and attended school. The extra-wide lanes offer a unique chance to add barrier-protected bike lanes, trees, and planters without major reconstruction. This isn't just about bikes—it's a multi-use corridor for scooters, e-bikes, skateboards, and mobility aids. It connects seven schools, making it perfect for school-based mobility programs. Youth En Route research shows 30% of kids lack access to bikes, but 80% would ride if they could. Public art and



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community involvement (including a “bike bus” grand opening) can make this a hub for safety, learning, and connection. As a lifelong local, I fully support this vital project. (Personally identifying information redacted)

- I'm happy to see these improvements to the network!!!
- Calgary has some great cycling infrastructure but it isn't well connected. These connections serve to remedy this issue!
- Fund it let people safely get where they need to go.

Specific Location-Based Feedback

- I would like to request that a few curb extensions /bulb outs be added to both south corners of 4th Avenue and 59th Street NE across from St. Martha School and Roland Michener School. It is a high traffic area in the mornings and families do not always follow traffic rules and kids are running across the street.
- I would live to see speed bumps on our streets and avenue, I live on the corner of 40st & 23ave SE. This corner is very bad everyone blows this stop sign. I would like to see a 4 way stop sign with flashing lights when cars approach the intersection. Speed bumps are a must.
- Every day around 6:30 am a garbage truck travels from south to north on 40st SE, very fast.....my house was hit a few years ago when a car landed into my basement laundry room. Thank you. You can please reach out to me about my concerns (personal information redacted).
- 8th Ave NE. Please put in a larger corner on 8th Ave and Madigan Drive while doing this pathway. It is often congested at this point with kids morning, noon and afternoon. It is hard already to maneuver around people on that corner to cross from one side of 8th Ave to the other.

- the greatest challenge of an 8th Ave bike lane is going to be the duplexes and their driveways. The people who park there already block the sidewalk and half hang out into the road. I think the only option is full reconstruction. Their driveways shouldn't overlap the sidewalk. The sidewalk and bike lanes should be moved towards the road. Either a multiuse path, or protected side by side should be created with minimal conflict with the driveways

Opposition to Project

- Bike lanes that infringe on vehicle traffic have been a failure for a number of years. City hall has no concrete method for gauging effectiveness of bike lanes and when questions are asked the standard answer is "Bike Lanes Good, vehicles bad". Citizens are merely forced to accept the social engineering put forth by high paid beurocrats with no regard for the majority of citizens who do not ride bikes daily.
- You've already screwed up our 19 ave may as well screw up the rest of the city. Wouldn't matter what our input is, you'll just do what you want as usual and then say it's what the public wanted. It's embarrassing that you believe we are that stupid!
- Comments for "'8 Ave SE between 36 Street and 44 Street'": Zero stars for all 3 options. Status quo is superior. Reducing # of lanes and narrowing the streets (common in all 3 options) likely cause higher level of driving stress rather than lower speeds. The existing street configuration (1 through-traffic lane and 1 "'flex'" lane for traffic, bus/HOV diamond icon, bike and parking) works for the current volume. The existence of the 2nd/flex lane for through traffic is critical for smooth traffic flows. I regularly bike, drive, walk, and take transit; I live at (redacted) Street. If it ain't broke don't fix it. (identifying information redacted)"
- (redacted) (redacted), all the options have you pretty much reducing parking in favour of these (redacted) path, cut into green space anywhere. For oil and gas city we sure (redacted) hate parking, what's next after all these bike path, parking complex's in every neighbourhood? All your maps also show multi access, I have been to new community's in the city, (redacted) most of them don't even have sideways in front of houses, how

about you go fix that (redacted) first or hell fix any (redacted) road in this city at this point, the road in this city are absolutely (redacted) horrible. Also when do bike riders and pedestrians start taking there share of this? Biker don't (redacted) stop for anything and weave in and out of traffic, pedestrians jaywalk all over the place, where is the (redacted) enforcement? (redacted) your flyer has two (redacted) on it that aren't even wearing helmets on scooters, at a minimum even if not law the city should be promoting safety. Helmets save lives you (redacted) (redacted). Everyone is garbage in CGY.

- Calgary is a driving city and always will since city counsel has allowed the wide spread sprawl of the city. Therefore bike/walking pathways should never take away from parking and two way traffic, turn sidewalks into duel use pathways without hindering traffic. No more unneeded traffic lights. Bicycles should NEVER be aloud into single file roads, how dumb. Taking way roads to make bike paths that no one uses is absolutely a waste, especially town down. Change the rule so bikes and pedestrian NO LONGER have the right of way and we would not have to spend millions to make unused paths. Pretty sure a car beats bike or ped every time, bikes and peds don't fallow the rules and thats why they get hurt, they need to take care of themselves not expect everyone else to do it for them.
- given that I have lived in Marlborough park for over 40 years and to this day, rarely ever see anyone on a bike on Madigan drive. Not sure why the city is wasting time and money even considering this.
- many many ways to ride in the neighborhood without using a major road.
- Quit turning roadways into bike paths for no bikes to use them
- These are all ridiculous ideas thought of with no regard to the people who are currently travelling around this area. People are not cycling in this area, there is some foot traffic, but most of the people are driving cars! They then require places to park the cars! Stop pretending that these people who are getting older are going to start cycling, they're not! Most of the cycling paths in the city are not currently used and will then have to be



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reverted to parking lanes in the future. Not to mention that Calgary does not even have a climate conducive to cycling!!

- "We do not need more bike lanes, pathways, beautification projects...., we desperately need solutions to the growing poverty, homeless and crime problems! How could you possibly be spending money on nonsense when so many people are suffering?
- How could you be levying higher taxes on an already suffering population? Do you think of your constituents as never ending bank accounts to draw from?
- There are homeless encampments all over this city and you want to spend millions on bike paths? What the heck is wrong with you? Feed and house these poor people!
- Because of this relative and very real failure by the city police services and the municipal government of Calgary, I believe that wasting taxpayers resources on a foolish endeavor such as bicycle Lanes in a climate that is not conducive to bicycle riding all year round is a frivolous waste of taxpayer funds.
- I don't agree with bike path on our residential streets. Takes away from parking in front of our homes.
- We DO Not need less parking anywhere!! Parking can already be a nightmare.

Other

- Nothing
- No
- thanks for accepting comments. (2) the survey only allows 255 characters to explain rating. Insufficient for a proper explanation. Gives the impression that the survey is not sincere about asking for comments. Might as well not have the explanation space and only ask for star ratings. (3) should allow ""zero stars"" option.



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36 St Future Options

Q: Tell us what you think about the future of 36 St SE from 8 Ave to 26 Ave SE. Drag and drop the priorities from most important at the top to least important at the bottom

44 people participated in this question online. This feedback also includes in-person conversations about priorities at several in person events, specifically the Best of the East Stampede Breakfast and Southview and Dover events.

Results were the following with 1 being the most important priority and 7 being the least.

1. Crossings and road safety
2. Bike and wheeling improvements and pedestrian pathways were tied for second priority
3. Street trees and planting
4. Traffic flow
5. Transit Access
6. Street furniture, lighting and seating
7. Parking

Q: Is there anything else we should consider about the future of 36 St SE?

31 people answered this question online and other comments were added from in-person events to reflect the summarized themes below.

Parking

- Parking should be removed, we don't pay property tax to build parking spots for people. Any road parking is eliminated.
- Please remove parking and use the space to improve comfort and safety for pedestrians



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Maintenance Issues

- The unevenness is a problem and sunken curbs, there is obvious below road structural issues.
- Finally, the quality of the road and sidewalks on 36th Street are poor. So many potholes and weird seams, uneven surfaces!
- Road maintenance

Safety and speeding concerns

- Biking through to the business centers is great, but people travel at high velocity on this road regularly speeding even with construction.
- Traffic calming is needed.
- Putting bikes and pedestrians into high traffic areas is very foolish. Side roads are narrow enough without the city making them worse accidents waiting to happen
- Crosswalks and street lighting for safety.
- As you've noted, this street has significant safety issues. I won't even walk on it as a pedestrian. It feels like you're on the street with the vehicles. Four lanes of traffic driving at high speed, regular running of the red light on 36 St & 11 Ave etc. Wider sidewalks, a cycle track etc would be great, but traffic needs to drive slower to make this a truly safe street.
- 36th is dangerous at 8th Ave – sidewalk too narrow.
- 8th Ave- people have almost run me off the road
- Need a safer place for people walking. Points to kid in wheelchair and says and for people like that.



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- People in this area have all sorts of ways to get around that aren't cars but are electric trikes, bikes, etc He showed us the Mini 3 GIO Golf All-Season Enclosed Mobility Scooter. Says these scooters can be used here without a license, and people are using them on the sidewalk in this area.
- People in pick up trucks will use the mobility lane to get around cars in this area and will ignore rules. They see it happening all the time. Enforcement and signage are needed.
- 36th St. has narrow sidewalks and high vehicle speeds resident safety is a concern in front of their house on 36th St. for their children playing outside
- 36 and 26th southbound rear end risk two lanes to one lane with two crashes in the area
- lots of renters on 36th St. likely to redevelop as multifamily
- 19th and 36th St. intersection is creating short cutting down 35th St. and unsafe passing - can these side streets get speed bumps or traffic calming so this doesn't become cut through speeding issue?
- Doesn't walk on 36th st it's too dangerous and there's nothing to see or visit here
- 36 Street terribly narrow sidewalks like walking on the speed of road. It is very scary. I've been on it myself. I wouldn't recommend it. I don't know about bike lanes because that takes away lanes.
- Needs to be more friendly for people living on the street. The children playing on the street are concerned about cars coming up the road feels very unsafe for the people that live there would like some safety improvements.
- Safety improvements on 36 would be a good idea
- Resident was talking about some prostitution issues in the area and basically saying that if people don't feel safe being out on the pathways, they're not gonna use them



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Cycling/ Wheeling

- Not sure it would be safe for cyclist. 36st is a busy road way, drivers do not care for cyclists!
- Not sure 36 st should be the priority for wheeling improvements. Focus should be on quieter parallel routes
- Protected bike paths are minimum, ideally redevelopment would reverse order of things to pre-1950's style (Road, green/tree, bike, sidewalk, property).
- I wouldn't cycle on 36th St without concrete barriers between me and cars.
- Take every opportunity to prioritize human movement (walking, biking, wheeling, public transport, etc) over car movement (private vehicles, commercial vehicles).
- It's like a hard stop cycling East-West. More opportunities to cross should be provided.
- I really don't like the current way the bike lane crosses 32nd from 8th Ave. Could we get a Dutch style protected intersection instead please
- 36th Street sidewalks are too narrow, street is too important to remove a travel lane. 100% in favour of pathways just not on 36th St.
- 36th Ave. is too narrow, and the bikes are riding on the sidewalk. It would be great to have them separated.
- Prefers a multi use pathway for bikes instead of bike lanes because he thinks people will be break the rules and will be confusing. Lots of drivers in this area don't really follow the rules so things have to be really clear and separated so he thinks a wider sidewalk/ pathway option would be much better. Has seen these downtown and thinks they would be the best thing to work in this neighborhood.
- resident says nobody uses the 19th ave bike paths that they just ride in the street
- Resident thinks bikes would be better on 40th ave - 36 St should focus on traffic flow and doesn't walk along 36th st



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- cyclists in the area are “lawless” and won't follow the facilities properly anyway
- Driving down 36th St. is very busy at rush-hour time people cut over to Piegan
Think that bikes would be good over on 40th St., Southeast cause 36th St isn't very enjoyable place to be

Trees and planting

- Trees cause people to be scared of crashing and intuitively slow, the trees provide barrier for bike path and pedestrians as well as shade.
- Bringing back more nature and trees will greatly improve life in these neighborhoods for not only the people, but also the wildlife, plants and insects.
- add more trees and beautification

Lighting

- Lighting improvements is urgently needed. Too much dark spots at nights.

Traffic Flow

- You want more housing jammed in, and less roads. Think about what you're doing. People don't use bikes often enough to change traffic flow.
- Leave automobile traffic alone. Quit messing around for 100's of people, to accommodate for a hypothetical 15 people.
- Pls leave as 2 lanes per direction on 36 St. That 2nd lane that the city would convert to a bike lane acts as a great buffer for the bus traffic (schools near Holy Cross) and kids being dropped off in the area. With just 1 lane, there would be too much traffic for how many people rely on it to commute to work and to 17 Ave (and eventually Marlborough station once the transit station parking at Franklin is gone - where was the consultation for that?!)

- Yeah that's just what we need worst traffic flow to 36st, the busses already take some pretty (redacted) up routes along here and well with the kids and the high school there definitely needs better pedestrians and transit access there, hell there is space there even if the bus stops gets moved abit to carve out some room so they can pull in and collect the student. On both sides, do you even think about safety at this point?
- It tends to be very busy. Should it be widened, if possible?
- Future multi-unit development and how this will impact parking, traffic and transit.
- 36 st important for drivers and pedestrians are like, but not sure how much the bike path would be used. She doesn't think a bike path should be on 36 because it gets very congested.
- 36th of the very busy street he doesn't think we can cut back on any lanes because there's a high volume 36 is a major corridor. He does not think reducing a lane would be a good idea. Doesn't think there's a high need for a lot of bike paths in this area but in future probably
- My priorities would be traffic flow and lighting as the top priority. Sidewalks are fine not too many people on bikes those that are are often on the sidewalk.
- 36th St. can't take bike lanes because no parking and it's very busy
- No cycling on 36th St. please. People are crossing to the bus stops as a driver she has to watch for people running across would like to see rapid flashing beacons for safer crossings. The intersection at 26 Ave. 36th St. at the schools is crazy with kids going to the bus. Needs to be a 30 kilometer an hour zone. Turning drivers feel like they are going to hit someone. I use the back way to 17th Ave. to avoid this. Father lacombe bus stops are chaos with jaywalking and kids running across to the bus stop. Can buses wait and not leave as students are running this could help.



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Pedestrian Improvements

- Widen side walks and set two different sides. One for walking, and one for bikes. Easier to plow, and less grass to cut.
- Take every opportunity to prioritize human movement (walking, biking, wheeling, public transport, etc) over car movement (private vehicles, commercial vehicles).
- Sidewalk improvements along 36th would be great this resident likes to scooter around - likes the pathways to the south connecting to the canal and to Chestermere
- Wider sidewalks and safer crossings would be key for 36th St.

Specific Locational Feedback

- Sometimes the parking at the Temple off 36th St and 16th Ave overflows onto 36th Street, making a bottleneck for cars going North. Many pedestrians and cars wait a long time at 14th Ave and 36th Street to turn or continue on their way. There's a light at 12th Ave but maybe 14th Ave intersection could use a calming measure of some sort. Or 12th Ave could have turning lights to make the 14th Ave intersection safer. There's a few vacant lots on 36th Street; maybe they could be parks, pedestrian spaces, or proper green spaces instead of bogs and weed patches?
- The end of sidewalk leading to the crosswalk and entering the next sidewalk is not a straight path. The curb ramps, specifically along homedepot, safeway, t&t on 36st do not follow a straight path. This requires a lot of maneuvering for cyclist.
- The intersection at 19th Ave causes major problems during rush hour backing up into the intersection of 17th at times. It either needs an advanced green for left turns for people coming from WB 36 or a no left turns between 5 - 6pm. People try to whip around in the right turn only lane and causes too many problems and near accidents.
- 36th St. and 44th St. running NS have a lot of traffic flow and are used a lot. 40th would be better for bikes. I only drive on 36th St. after work the road is nuts there are turning



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issues at 19th Ave. At the vet. We need another lane for turns one turn lane blocks straight through traffic so either have a turning lane or no turn at all.

- On the corner of 36th St. and 16th Ave. SE at the value appliances intersection there is an issue with turning. There's a restricted left but people driving around it misusing what is supposed to be happening.
- Discussions around 19th St. And 36th St. intersection causing driver confusion and bad behavior ever since the bike lanes went in on 19th
- 19/ 36th Bulbouts – unsafe for cars turning southbouthn on 36th St onto 19th caused people to speed up to get around the bulbout
- Resident hates the light at the vet clinic late right turns into through lane and left turn vehicles stopping southbound traffic
- risks brought up at 36 st and 19th the road is too narrow 2 lanes and one lane creates conflicts
- Cut through traffic into neighborhood due to bumpouts at 19th and 36th – now need traffic calming in Dover to help stop this. Birch crescent at 36 st traffic increased significantly
- Don't understand how traffic was going to be improved. Now the intersection at 35th 19th St. is a problem wide angle. Can't see people poking out at stop sign- people treat it as 4-way stop- worst is 2-4 pm here. She was almost hit here twice - redirecting through the neighborhood
- 26th and 19 st RFB request- this is where the bike line ends to go to the ridge area and cars are coming off 17th fast and they're not looking for pedestrian so there's some crossing conflicts here



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- 19th is nice for walking in winter. Buffer from cars. Feels nice to have extra room to walk safely.
- 2 lanes to 1 lane issues along this stretch are problematic and unsafe
- Since BRT there is a lot more neighbourhood cut through traffic

Opposition to project/ City not listening/ other priorities

- I am unsure why you are asking the public. The city did NOT listen to anything that was said about the ugly thing left on 34th Ave. All complaints are ignored, and the city still considers this the ghetto of Calgary; it shows. If the city had done what they have on the 34th anywhere else in Calgary, it would have been remediated immediately.
- Stop wasting money on bike paths for only a very few people.
- NO BIKE PATHS!!!! Waste of tax money for something that is RARELY used, and doesn't require priority snow removal in the winter. DUMBEST IDEA EVER!!
- This IS A MAJOR CORRIDOR for traffic. What high paid IDIOT, working for the C of C wants to reduce this road, and create more auto congestion? What do you people have against private transport for the individual? JUST STOP THE WOKE MADNESS!
- bike/walking pathways should never take away from parking and two way traffic, turn sidewalks into dual use pathways without hindering traffic.
- Maybe consider that there are far more important things than bike lanes? Like homelessness! Crime! Poverty!!! What is wrong with you people?
- This is a very busy street!!!! and it's already been narrowed by curbs that come out to prevent people from passing those who are turning left!!!! WhyWHY WHY do we need a bike lane on each side? Look at 19th avenue... the ONLY people you see riding bikes are the homeless on stolen bikes, and even then they generally ride either on the sidewalk or the road. We DON'T NEED MORE BIKE LANES IN THIS PART OF TOWN!!!!



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Other

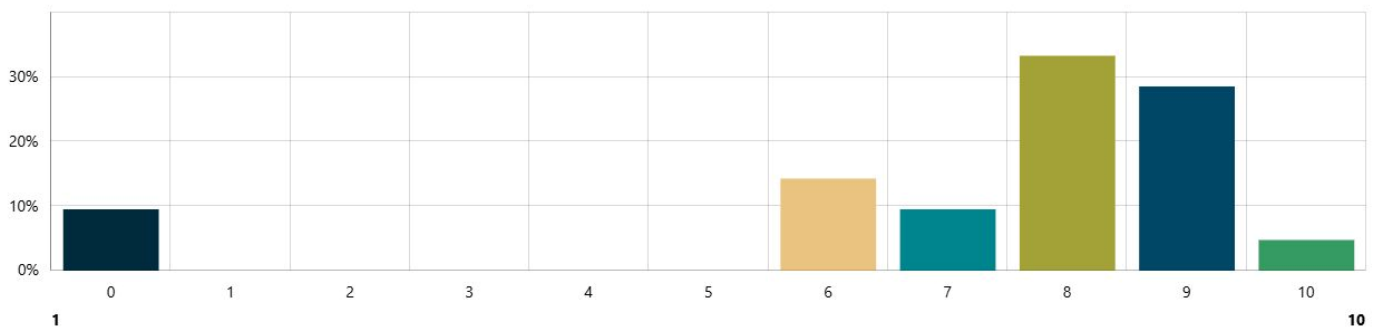
- I don't think so
- Can't think of anything.
- no

40 St Bike Boulevard

Provide input on available options for 40 St SE Bike Boulevard.

Q: Looking at our ideas for 40th St SE Bike Boulevard how do you feel about the concept overall?

Most participants rated the project 6 or higher with most rating it an 8 or 9. 26 people answered this question online. The results are shown below.



Q: Why did you rate the street the way you did? What do you like or would like to see change?

This feedback is from online participation, in-person events and doorknocking of 188 homes along 40 Ave SE.



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Traffic Calming Design Option Comments/ Location Specific Feedback

- 40th St SE and 21 Ave SE is already a fairly quiet residential intersection from the looks of it. The real problem is 40th St to 17th Ave.
- Speed bumps are systems of last resort for traffic calming. Other methods should be looked at first. Bump outs, trees, etc. Look at alternating parking side causing "chicanes", bump outs. Otherwise you'll redirect speeders to nearby roads and not change habits
- Calgarians are the second worst city for incorrect / bad round about understanding, adding them doesn't likely increase safety, but with large dumb trucks they provide a great obstacle.... except they drive the wrong way on them when "nobody is coming" instead of going 3/4 way around to make a left
- Islands should be refuges of last resort, meaning a person should almost never have to use them, but when they do the button must 100% of the time CAUSE traffic to change.
- Areas of parking should be banned to allow cars to pass pedestrians to avoid the being followed feeling.
- I appreciate the pedestrian islands in the middle of the road for extra safety. I like the raised crosswalk idea and would love to see one with flashing lights at 14th Ave and 40th St for when kids get out of school. It's a really hairy 4-way Stop intersection now, with poor sight lines of 40th Street for drivers and pedestrians on 14th Ave.
- I also think there needs to be some traffic calming, safety improvements or just a four-way stop put at 14th Ave and both 40 St as well as 39 St. Both of these intersections get really busy during school start/end. Also a small yellow bus was t-boned here a few weeks ago!
- Like that it removes the possibility of shortcutting, the raised crossing, the curb bumpouts, and the through-path for pedestrians and cyclists. Don't love that on-street parking was maintained.

- I would prefer to see parking sacrificed to facilitate protected bike lanes. Sharing the road with cars is terrifying. The speed reduction measures appear to be effective, but the most effective course of action would be to completely separate modes of transportation. If this is truly a bike boulevard, they should have their own protected space, while keeping all the other speed reduction features.
- Though sharrows are the worst type of bike lane. I really like the improvements to the neighborhood street
- Speeding is an issue in the area, people aren't stopping at the stop signs, lots of accidents
- Put in a 4 way stop at 12th Ave SE and 14 Ave SE.
- 14 Ave SE is a terrible intersection
- School patrols may help.
- People drive way too fast and there are lots of kids around here. People ignore traffic signs and stop signs – speed bumps YES!
- Police and traffic calming would be good.
- People speeding through playground zones - the avenues are where people go too fast and ignore stop signs. Traffic circles and speed bumps to slow people down
- Has been in accident recently, got t-boned by someone blowing a stop sign, speeding in school zones, speed bumps would help.
- Move the school zone sign to the other side of 14 Ave SE and make it a 4 way stop.
- People run the stops signs all the time, it is dangerous to make a 4-way stop – hedges prevent sightlines and extra development coming in the area will make it worse
- Remove future bus zones – it is not happening, issue is the 2-way stop, should be a 4 way stop.



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- The intersection at 8 Ave and 40 St is really dangerous for pedestrians. People ignore the light there and the light is only on the south side so making that more visible might help.
- Two way stops – 4 way stops would be better
- Lights aren't great in the area, speeding throughout the night – traffic circles may not work because so tight. Would prefer curb extensions and speed bumps.
- People speed through stop signs – we need increased police presence
- Accidents at least 1/year at intersections due to running stops signs and speeding. Dangerous driving. Thinks traffic circles would work... speed bumps no.. maybe more signage or stop sign in middle of road? Increased policing would be best. They don't want a bike lane.
- Speed bumps would be good as people ignore the stop signs and blow through intersections. More visible signage would help. Speeding is a problem
- Lights don't work – accidents at intersections, more law enforcement if possible to help control speed maybe speed cameras. Speed bumps would be good.
- 19 Ave bikeway is a fail, terrible makes the street more narrow and dangerous. Supports speed bumps.
- Wants traffic circles, curb extensions, raised crosswalks and 4-way stop signs. Had phoned into the city about 5 weeks ago because something needs to be done here for the speeding/ revving noise. Concerned about speed along 40 street as well as 23 ave. There is no stop sign from 40 street all the way to 30th - people are speed up out. And there aren't stop signs up 40th either... people are speeding up quick and coming in hot to this intersection. Traffic circle would be good - something to get in their way to force them to slow down! And they rev their engines late at night - noise is huge
- Pedestrians jaywalking all the time because of parking on street - darting out - helpful to have safer parking zones

- Speeding and prostitution on 19 ave - speed bumps might help, traffic circles - stop signs just tell people to speed up. This won't help the prostitution though
- People are going too fast speed bumps would be really helpful, colours on the street to show that there might be kids, anything to slow people down!!
- Had heard ppl drive here and drink all the time, needs speed bumps, lighting is okay, ppl ignore stop signs because, the signs are erratic, not consistent
- Improve visibility of stop signs- Issues with scooters and cars running through stop signs.
- People speed and run the stop signs a lot. Increase visibility of stop signs - some are hidden with branches. Especially on 21 ave - increase visibility. Long term resident - since 1957!
- Running stop signs at 23 AVE and 40 ST SE.
- Speeding is a big problem! People are blowing the stop signs at the intersection here at 23 ave and 40 st. We need better pedestrian safety because the intersections are dangerous. Increase stop sign visibility, speed bumps to slow people down, raised crosswalks and better lighting for crosswalks please! And more police presence
- Speeding is a big thing, would love speed bumps
- Doesn't think speed bumps are good, they will blow past them too
- Some speeding through the playground zones - but isn't thinking it's a big deal
- Issues with people parking too close to intersection at school and blocking view of kids crossing the street. Also an issue with parents and kids j-walking to get to the park and school site nearby. Some compliance check by bylaw or CPS (police) could help raise awareness of safety.
- Speeding through the playground zones- need better signage and maybe speed bumps... thinks the playground upgrade has been great. But people speed through



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south bound - has told police they can camp on his lawn to ticket people - they'd get a lot of tickets!

- Very passionate about speed bumps, needs more signs on school zones here, clearer, bigger, tons of speeding between 26 and 19, not a single stop sign, big playground, lots of kids, schools, pre care house at the end of 26, accident waiting to happen

Pocket Park Feedback

- Overall love the projected concept. The pocket park could use more benches north of 21 ave SE and better night lighting
- I think the concept is great excepting the pocket park. The proposed location is in a rough part of town and proposed seating and park space will likely be a problem area for drug use and other illicit activity.

Greening Support

- We are in desperate need of more green.
- I love the trees! We need more green space and shade in Forest Lawn.

Opposition for Project

- As before, bike lanes are the DUMBEST IDEA EVER!!!
- People can't drive in this city already and now you want to block off access and put objects in the road, cool that seems smart. Plus let block off lines of sight on the side of the road with a bunch of trees, the roads are (redacted) in this city already, what's the maintenance on a bunch of raised streets and speed bumps after the first winter and the plows have been by? What moron is planning this (redacted) at the city like (redacted) off.
- NO! What IDIOT came up with this plan?
- bike/walking pathways should never take away from parking and two way traffic, turn sidewalks into dual use pathways without hindering traffic.

- "How can you possibly spend millions on frivolous bike lanes and beautification when the community is plagued with growing homelessness, crime and poverty?!! Have any of you "public servants" even stepped foot in this community?
- We don't need higher taxes we need solutions to actual problems!!!! Stop wasting money on nonsense while people starve, sleep on the streets and suffer crime!
- Gondek face lift. Was charged for a new sidewalk. There should be licences and taxes for bikes. Where are the cops. There should be a law against rezoning, slow down immigration and change the mayor. Limit the number of cars parking in front of houses and ban bike lanes.
- Doesn't think safety is a big issue – wishes the City would come and fix the sidewalks they have marked up.
- Fix the roads – pot holes from 2019 are still not fixed
- No traffic calming, too many near misses – drivers are speeding, e-scooters with no helmet going too fast and dangerous driving
- Main issue is rent in the area, also hates the bike lane, no one wanted it but was put in anyway, rent is way too high
- Lived in this area for 45 years and sees no safety issues as outlined.

Support for project

- The focus on pedestrian safety and reduction in car traffic is a welcome sight in an otherwise car-obsessed city.
- This kind of design is great and easy to implement in grid-based neighbourhoods. Please do more of these around the city
- I always appreciate when streets become more multitude and friendlier for bikes and pedestrians.



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- Any improvements to this street and area would be great. I don't know what a Flex Zone is so I don't really understand street layout proposal on the previous page. The above concept looks good though
- Safer for kids since there is lot of school in the area
- It's way better than it is right now because right now it's just a road and over there. There's nothing to do there.
- Liked the community area concepts and communal spaces, gathering spaces to hang out after school. Also liked the improved crossings and raised crossings.
- There's a lot of traffic flow east- west, so having some enhancements for north south would be helpful, prevent speeding and congestion. Thinks bike lanes are great
- Likes the cycling lane put in, uses it all the time with kids
- Speeding and running the stop signs - there's a school at the end of the street so need to get people to slow down!!

Other

- Back alley is full of potholes and are problematic when it rains
- "Biggest issue is hookers and crackheads" 19 ave is their hangout
- As a pedestrian that walks to work in this area, I have issues with slipping on gravel from lanes on the sidewalk during the summer. During the winter there are issues with people not clearing snow or ice. If these could be addressed I would feel safer.
- Social disorder including people knocking on doors to see if someone is not home is a concern for safety
- Issues with social disorder of young kids (10-13 years old) yelling and screaming at all times of the week and day/night. Issues with confrontation.



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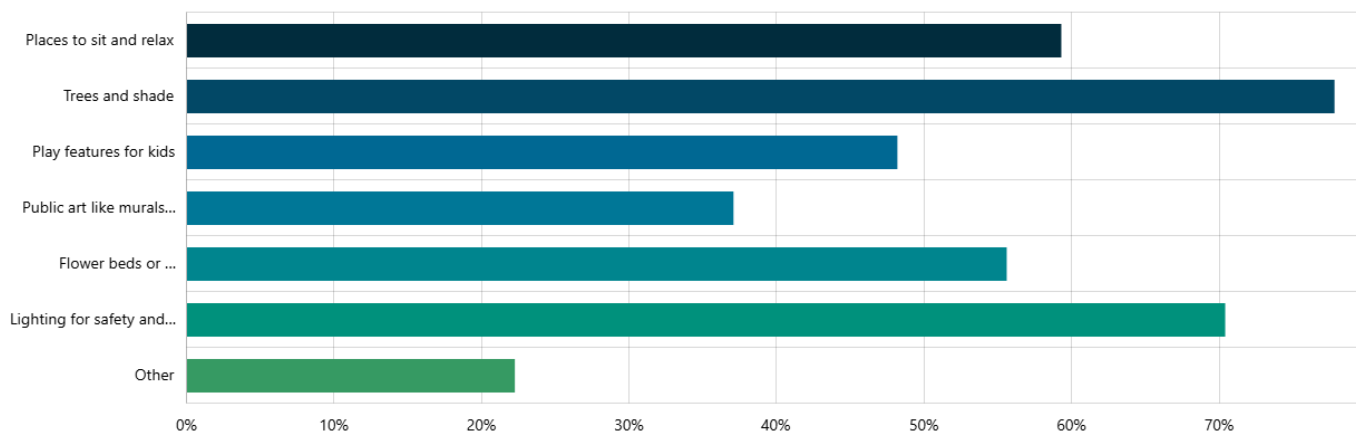
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- kids are causing havoc, doing lots of things in the neighborhood, accidents happening with cars, need better stop signs, need to trim bushes so that stop signs are clear, need to do something about the kids

Q: What would you like to see in the new pocket park on 40 ST SE Click all that apply:

27 people answered this question online. The results are shown below.



Other:

- smooth bike paths
- network map of wheeling routes in east Calgary area
- roads
- fix the potholes so cars can drive safely
- I do not support the new pocket park. This is a driving City and hindering traffic and parking is a terrible idea.
- I'd like to see less crime, homelessness and poverty before you spend money on this nonsense!



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26 Ave SE

We held a pop up on June 24, 2025 in front of Ian Bazalgette and Holy Cross Schools from 2:30 – 3:30 pm. We spoke to many students and some adults at afterschool pick up.

- Students want space for skateboarding and biking.
- One kid told us a story about his mom getting hit while crossing the street in the crosswalk at 26 Ave and 38 St SE.
- Kids want more parks and like the 40 St Boulevard idea – asked to include seating, places to hang out and games for kids.
- Mom driving to pick up her kids says it is a great idea and the area needs to be safer for kids getting to school.
- Student shared a story about trying to cross 26 Ave at 38 St on his bike and having a car clip the back wheel of his bike “I really would love this area to be safer”.
- Student from Bazalgette rides bike along 26 Ave sidewalk to 36 St south to Erin Woods so a multi-use pathway along 26th and completing the pathway along 36th south would be fantastic for her.
- Resident said the Dover concept (34th) would be great along 40 St Boulevard because there is space to safely travel and hang out and play.
- 26th/ 19th would be a nice place for a pedestrian crossing
- Senior couple out walking “sounds like a good idea” would like the multi-use pathway along 26th Ave. SE



Ward 9 and Marlborough Park Connections

What We Heard Verbatim Report: Phase 2

August 2025

Southwest Network General Comments

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

Do you have any other comments about the network we are proposing in this area?

Themes below are based on 9 online comments and additional feedback from in-person events.

Location Specific Comments

- 26 Ave Seniors Resident at Greater Forest Lawn 55+ likes pathways but not on-street bikelanes. On 8th Avenue the cars currently go in the bike lanes (painted).
- One man had a lot of different thoughts, one was on 52nd St. and the pathway there he thought that was really well done. The other was around connecting to industrial areas and the final thought was on 40th street and how to make that visible for people. He works in an industrial area and gets off work at 1:30 or two in the morning and has to walk home. In previous jobs he used to sleep in a laundry room until 6 AM to be able to catch transit. He thinks the bike path would be excellent for workers like him who need to go down to the industrial area and still get home.
- Pick up and drop off areas at school zones need a safer system and parents just drop and go with an increase in population this is just getting worse.
- More controlled crossings are desired over to the ridge for active modes- vehicles are parked at the ridge and block sightlines especially by the fire station. It would be great to connect 19th bike lanes to the ridge in a safer crossing.

General Design Comments

- As a runner, man would prefer to be separated from bikers and bikers could have a designated space so they're not like dodging each other and shared space. Therefore, he

doesn't like multi-use pathways as much as a separated space for each speed/ user type.

- Snow clearing issues in the winter around bumpouts and also bike lanes. The snow piles up into the travelling lane because they don't snow clear right up into the bike lane barrier.
- Doesn't like it when pathways switch from one side of the road to the other side of the road - would like to have more direct connections along their path rather than having to go into the community to find the route.
- Issues with winter path maintenance where bike paths along 19th meet the roadway – snow piles
- 19th Ave bumps are not good for bikes with high PSI tires, so just ride on the road
- Prefer speed bumps over calming corners

Overall Support for Project

- "I feel like the area could use more bike lanes."
- "It's great to see Calgary doing lots of bike lanes, especially when other cities like Toronto are taking them out. I use them a lot."
- Young person very supportive. For health. Fitness. To enjoy summer. Bikes, walks dog
- Participant is happy for pathway on 36th St. down to Peigan the multi use pathway it's going to be well used

Signage, enforcement and Education

- He thinks that education might be useful along 19th Ave SE to have people be aware of what side of the road they should be biking on -that is to say WITH the traffic and also

that they need to stop at stop signs. He's a cyclist and doesn't wanna have a bad name created by other people.

- Motorists failing to yield to pedestrians
- Bikes stay on the street on 19th Ave, not using bike lane and don't follow stopsigns
- More enforcement of speeds and stop sign violations would be good

Other

- A resident of Applewood Park says their daughter uses the Rotary Mattamy Greenway on the scooter. They use the scooter to also get to work downtown as an affordable way to transport themselves around. Wondering how they can access pathways if the rules say do not ride scooters on sidewalks or the road but they don't live adjacent to a pathway. Daughter says this is the ultimate transportation mode due to no gas, no transit pass requirements so more affordable.
- "City doesn't listen they just do what they want anyway"

Comments out of project area/ scope:

- Sable Dr. sidewalk condition in front of the school is poor. I saw someone in a motorized scooter tip over on the curb cut. This might be because the sidewalk here is too narrow and they couldn't make the turn at the ramp on the corner.
- Memorial/ Barlow intersection has no safe crossing for cyclists. Rail and trail possible near Stantec building – old spur line goes under Deerfoot Trail.
- Bike commuter who rides to work at one of the schools said they want to see more East West Connections citywide – rode from Our Lady of the Rockies in the SW to Forest Lawn
- Permeable paths in Penbrooke Meadows are neglected – cut throughs are in bad repair, overgrown, used for dumping. Steep vertical grades and narrow in some locations.



Ward 9 and Marlborough Park Connections

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- Potential green space and greenspace crossing over Memorial near 60 St. Is there a way to use 60 St SE to run from Big Marlborough Park south through Penbrooke Meadows to 8th Ave through to Penbrooke Park and beyond? Utility corridor?
- River crossing below Max Bell is how commuters access downtown and back to Forest Lawn – this hill is too steep for cyclists and should have switchbacks. This area needs better access to river paths linked up to 8 Ave SE. (Another comment about this as well at a different in-person event by a different user agreeing with this.)
- There's a deadend to the Rotary Mattamy Greenway at Peigan Trail with no safe way to cross Peigan.
- The bridge from international Avenue that crosses to Inglewood has a pathway underneath it that she's scared to go to because of drinking smoking and sleeping. "It's heartbreaking. The city should be doing something"
- Help button/ blue emergency pole would be good for on top of international ave bridge over Deerfoot – female crosses this alone at night and feels this would be a good location to add one for feeling of safety.

Dover Specific Comments:

- Catwalks inside pathways need improvements. The maze gates are not really best practice anymore and she would like to see them upgraded. Pathways all around Dover Hall would be nice to be spruced up. 34 ave pathway and bikeway project has been well used
- Pathways on the east side of 36th and east Dover are lacking. Still some high parking needs in some areas of Dover where there's a lot of people living in one house she thinks parking can also traffic calm on the street make it narrower too.
- Dover neighbourhood streets project - parent finds it easier to cross 34 St now since the lanes were removed for driving because their daycare is on the other side of the road. In the past cars didn't seem them or stop easily. She is very appreciative of the

changes because they used to have to stop in the median and then wait for cars to pass before being able to cross to the daycare.

- Dover neighbourhood streets project. Two people are not a fan of how it looks. The landscaping is not maintained. They don't see a lot of people using it. They say that the intersections are not safe and the visibility is poor if you're going north south because it's being either blocked by landscaping that's too tall for the sightlines. You can't come out of the one street far enough to see if there's cars coming. "It is ugly and an eyesore". Residents would like an update as to what the plan is for the future because they're not really sure what's even happening with it. They don't want to see benches or places for people to sleep and stay along that route or bushes for people to live in and social disorder concerns.
- Dover Neighbourhood Streets Project: 34th Ave. barriers across the walkway path. Only people using the bike path are kids going to the park. There's a lack of people using bike paths in general. Weeds are so high on 34th Ave. they block sight lines. Doesn't like money spent on 5A when pools are being closed. Concerns about the cost of winter maintenance. Wishes BRT was a C-train. #1 bus is oldest and busiest in the city.
- Wheelchairs can't get through the maze gates on pathways in West Dover.
- Dover ridge dr street racing is a concern
- Speeding on 33rd Street in Dover – people blowing through the intersection near the ridge
- Speeding in the Dover community is a concern speed bumps and roundabouts would be good.
- Dover neighborhood streets project people need an update on the status and a FAQ about naturalization and more information than one info sign that's at 36th St – could there be more signage along the route to explain what the next steps for this project are.