

Appendix 1: Concerns Map

Where should we consider making walking and wheeling improvements?

Need more bike parking at schools and destinations like transit stops, shops and businesses
Garbage collection and sweeping needs to be done more often.
8th ave has a bad history of drunk driving, high speeds and lots of accidents. Cyclists need a protected lane.
The sidewalk on 8th ave is worn out and not wide enough, should be a pathway instead
36th street is too busy, most people bike on 35 street instead
There's a utility corridor here, could be a good place for pathway
Biking on 40th street would be better than 36th street.
8th is uncomfortable for biking with the painted shared roadway, make a separated bikeway on one side and parking on the other.
The path on 19th ave is dangerous due to the massive bumps and dips. Please fix
Why not use the streets beside 36 instead? makes more sense to have bike only sections along 37 street.
Make 36th a 40km zone
Check heat map of how many accidents happen on 36, this road needs fixing
Garbage needs to be cleaned from gutters and paths
Unsafe left turns in both directions along 36th
There's a good path here
Missing connection for bikes
These bike lanes SUCK
Plant more trees on boulevard
Need barriers for bike lanes
Need bike paths around the schools to connect neighbourhoods
Fill potholes
Fix lighting
Widen bike lanes
Missing bikepath
Bike lane ends at school
Missing sidewalk.
Vehicles speeding on these roads endangering children.
It would be nice if this green space was fenced. Many people in the neighbourhood use this area to walk their dogs, children play here etc.
28th ST SE could use cycling lanes for safer access along a school route
This road could use a safer cycling connection to the pathway that continues on at 34th ave SE. Many individuals from Dover who take this route need to cycle on the main road, or use the sidewalk meant for pedestrian traffic.

The sidewalk on the north side has often been overgrown by long grasses and weeds, making the experience as a walker or wheeler through this auto-dominated area even less appealing to use. For such a short link through Ogden (between Bow River Pathway and Highfield Blvd), this area does so much to deter any travel by alternative modes.
Painfully obvious missing link in the pathway/ bikeway west of here to Highfield Boulevard. Essentially eliminates opportunity for most riders to commute into the industrial area and beyond.
The area between 26 Street and 36 Street is a mess. I understand the need for naturalization, but this is not what I expected. The weeds and shrubs are high enough to hide homeless people that live in the area. The proposed benches and lovely walking areas never materialized. I love the bike path concept and we use it all the time, but we had that before and I can't see any improvement from what we had. Now it just looks like a poor run-down neighbourhood, which is what people from other parts of the city already think of this area. Please do better. This is a great area to live in and we deserve better.
Surface crumbling
Surface crumbling
Surface crumbling
Surface crumbling
Surface crumbling
Surface crumbling
Surface crumbling..
Need a sidewalk
Need a sidewalk. Dangerous walking on the road with cars
Missing sidewalk
Cars running stop sign
This boulevard is the most unkept thing I have ever seen. It looks really ghetto. No one is mowing it. No one is taking care of it. There is now we, it's growing everywhere. There's also weeds that are coming up in the crack of the pavement. This is a disgrace that The city thinks this is nice. It has actually put down property values. I have no problem with a bike path. But people are still riding their bikes on the road. So what is the point. And don't tell me if somebody is going to plant flowers there, because if they plan on putting wildflowers Then they're going to have to pull up all the weeds first. If this is what the city did to improve our neighborhood, you have really fallen short. I'm really not liking the fact that my tax dollars paid for this. We could have done a better job. Also I know students painted The concrete barriers but there are an eyesore. Looks like graffiti. Please fix our neighborhood.
Permeability path ends in a tree, and an unusable gate. There's no bike path in the school yard to connect to, just a desire path
There should be a pathway connection that "links up" to the Permeability path plus this should be not sidewalk but a pathway along 52nd
At least these permeability paths are marked on the map, but they also need upgrading
Permeability path that needs upgrading
Permeability path that needs upgrading
Permeability path needs upgrading

The paths here are in bad shape and aren't marked as paths on this map. They need grading, removing gates, curb cuts, lighting and regular maintenance
These paths are overgrown and in bad condition
A pathway could be used here
There's no path that connects the schools to the pathway system
The curbcut doesn't line up with the crosswalk
There's no bike path in this greenspace
No sidewalk on west side of the street but tons of people park there in the summer for the park.
this whole stretch back to behind the Superstore to access the 16 avenue overpass has to be done with pedestrians on the sidewalk. Very narrow, not great to cycle.
often come from Dover through Radison, across Memorial then cycle behind Safeway and Home Depot, the turn right at this intersection to link up with the multi use path over 16th. Can feel very unsafe with fast cars.
Just generally find it not very pleasant getting from Dover to either Marlborough Mall, Sunridge Mall or 32nd Street shops off 36th. Often have to ride on the sidewalks and bother the walkers or in traffic which can be dangerous.
support for the previous comment about how dangerous this intersection is for cyclists. You either have to dismount and carry your bike across the railway tracks or go around and risk going on the road which narrows and is filled with fast cars and large commercial trucks.
Terrible intersection for cyclists. No way to cycle east on Peigan to 52 and no east side crosswalk. Just terrible for everyone but cars.
Deal with the coyotes living in the naturalization in 34th, make family safe.
Promised improvements and this has become not only an eye sore but the grass is so tall coyotes are living in it and you can barely see over the grass while driving across the road. It looked so much better before and now it has made the community look neglected and run down. Plant some nice plants and flowers and mow the grass.
No pavement at this location. West side of 52St South of 50Ave SE. Turns into a muddy mess when it rains.
Please pave the lower pathway
Dirt path on west side of 36st north of Peigan Tr. Sidewalk/bike path is needed here to connect pedestrians and cyclists to the south side of Peigan Tr.
26 St is well monitored for speed. However this intersection would benefit from a pedestrian crossing lights. The same as the Valleyview Park crossing directly north, or the Dover Ridge Dr crossing directly south
The 34 Av construction was essentially abandoned. Dropping concrete barricades on our intersections instead of properly finishing the pathways and surface transitions. The overgrown, unkept green spaces throughout are unsightly. No benches, trees or features were installed which has left the residents bitter over the pristine visuals that were mailed out prior to construction. This entire project has left the avenue looking worse than it was. It is a recurring complaint on our community pages. The city needs to step up here.
West side of 25St, north of 50Av SE is dirt path. Paved sidewalk is needed. The dirt path is frequented by transit riders (bus), pedestrians and cyclists, year round. I've had near collisions due to the narrow path. Also witnessed a walker trip on gopher hole.
Roots lifting sidewalk dramatically at this location. Adjacent to drive thru bank

There's no sidewalk, no bike path nothing but a dangerous road
No sidewalk!
Pedestrian crossing light here please. Multiple incidents of people/animals being hit by cars here.
Pathway needed to link Erin wood drive to south side of peigan trail, dangerous high traffic road during rush hour when most bicycles are here also
Missing link between 35st to 25st, riding on the road here is really dangerous.
Speed limit is 60, speeds are normally above 70, including large commercial vehicles
There is no sidewalk or path along 50, forcing you to walk on the grass or cycle on the high traffic high speed road
Dangerous intersection for pedestrians
Need a sidewalk or bike path all the way along memorial to connect the bike path system from the canal to the path along Stoney
There's no sidewalk or bike path to get to the bike path system along the canal
This place could use safer bike racks
If safe bike racks were here I'd probably bring my bike more often
It can be tricky crossing 34 ave at 33 st due to the high bushes and tall plants. Both walking and driving. When driving south on 33 st you have to pull out into the bike lane to see oncoming traffic on 34 ave.
Cars park across the sidewalk often blocking it
There is no safe biking path along Madigan
My son says this is the worst path in the area for cycling in terms of bumps, holes and lose pieces of asphalt
Drivers turning right from South-bound 36 street on to West-Bound 12 ave often are going too fast, they don't see cars pulling away from the mail boxes just around the corner. Lack of visibility, maybe?
All of the paths amongst the "A" avenues and streets need resurfacing. The only smooth path is the one that was repaved a few years ago (along 36 st and 34 ave).
The changes made to 34 ave are not complete, and at a community event at the Dover Community Centre I was told this is due to lack of funds. It now appears funds are available, so please finish 34 ave first before taking on other projects. We were expecting a new path and not an abandoned road. This new path needs landscaping to define the actual path, plus the other amenities we were told could be added such as seating areas, gardens, games area, etc. Please, please, please finish 34 ave.
The pathways along this area are poorly maintained, usually full of glass and other garbage. Makes it feel sketchy and unsafe
Permeability path here is in really bad shape
The posts in the middle of the path only impede those intended for the path. Cars/trucks just drive around them and track mud and rocks onto the path. Even city employees who should have the key to remove the post just drive around.
Path is muddy from construction in the area. Every rain brings more mud onto the paths.
Uneven unsafe path system throughout the neighbourhood.
Connect the sidewalk between pensville rd and memorial dr. Currently it's a dirt trail and people have to walk on the road and in winter it can be very difficult to walk along memorial dr

The pathway has no means to cross peigan trail. When I looked at the bike map. The Stoney trail paths have many gaps. It would be cool if there was a full ring road pathway system.
Bike lane crosses major street here. Signage should be added for bicycle crossing
No streetlights along pathway here, or are burnt out. It's a very dark area.
Sidewalk is too narrow and uneven. The corners down this street do not have dips for accessibility
There's left over gravel from winter so when going down or up the incline here from the parking lot, I have a had a few close calls from tires slipping. I've been tempted to bring my broom to clean the paths here
Cyclists who are going northbound/southbound along eastside of 52St are forced to cross to the Westside of the street to cross the bridge over 16Ave. Then have to cross back over to the east side to continue their journey.
While there is a path on 68st from 8 Ave to 17Ave, the path is uneven and narrow thus making it uncomfortable to ride along. Many time I have to ride on the grass to make way for pedestrians. Should be made similar to the path on 68st north towards Monterey and Coral Springs
Bike route goes through here but there is no path connecting the road and the pathway.
Let's be honest, the city will probably cheap out, so here's what you can do that's cheap and at least an improvement: put up clear signs to direct cyclists to 35 street and block off 35 street to through car traffic. Don't forget the signs to people know the best route. Did I mention the importance of them signs?
It is possible to bike North-South through here on the West side of 36 street but it isn't designed for it. Could use paved portions that look like a bike route, including signs. Way cheaper than a whole new cycle track.
No bike infrastructure here and the wide open space makes it super easy to drive too fast.
This is a playground zone but people often speed through anyway, despite blind corners and a daycare in the area.
Popular place for pedestrians crossing. If the 2 ave and 28 str intersection was half-decent for sidewalks, maybe people could use the crosswalk instead?
No sidewalk here
No access to the pedestrian signal button. There is no curb cut and no sidewalk on the West side of this intersection
Ableism at play here. Can't access the mail box without wheeling on the road and hoping nobody is parked in front. No sidewalk either
Telephone pole blocking the sidewalk here. Inaccessible.
No sidewalk to access the Canada Post mail boxes. Not accessible for many, not accessible for anyone during the winter.
No sidewalk on South side of 12 ave.
How about getting rid of the houses that are all boarded up.
The new walkway you put in on 34th avenue was a great idea but not doing upkeep to beatify the area is very disheartening. That whole area could be very beautiful and attractive to drive down but looks like an eye sore with all the weeds. This area need to be cleaned up.

The original engagement for this multi-use pathway asked residents if they'd like amenities such as sport courts, benches, picnic areas, trees, meandering paths... We received concrete barriers, a blocked off road a lot of weeds and a few wild flowers. I understand that this is an attempt at 'naturalisation' but it was not executed well and is an eye sore in our community. Please do better. The people in our community deserve a beautiful space to live, play and be active in. A lot of resentment has built because of the incompleteness of this project and false promises of better amenities.
The original engagement for this multi-use pathway asked residents if they'd like amenities such as sport courts, benches, picnic areas, trees, meandering paths... We received concrete barriers, a blocked off road a lot of weeds and a few wild flowers. I understand that this is an attempt at 'naturalisation' but it was not executed well and is an eye sore in our community. Please do better. The people in our community deserve a beautiful space to live, play and be active in. A lot of resentment has built because of the incompleteness of this project and false promises of better amenities.
The original engagement for this multi-use pathway asked residents if they'd like amenities such as sport courts, benches, picnic areas, trees, meandering paths... We received concrete barriers, a blocked off road a lot of weeds and a few wild flowers. I understand that this is an attempt at 'naturalisation' but it was not executed well and is an eye sore in our community. Please do better. The people in our community deserve a beautiful space to live, play and be active in. A lot of resentment has built because of the incompleteness of this project and false promises of better amenities.
very dangerous intersection for pedestrians
Need a sidewalk going down towards the golf course
The bike path should continue through the greenspace, instead of diverting into the neighborhood permeability path with little warning or route guides
Good safe bike racks are needed here
The sidewalk ends and turns into a dirt path. A divided pathway from 26 St all the way to 50 Ave would be amazing!
The pathway that runs under Deerfoot is poorly designed and not safe for anyone. It should be redesigned with more clearance, lighting, corner mirrors, and maybe even side walls to stop people from loitering.
The corner here is too sharp. There is no space to turn without stopping if anyone is coming the other way.
Flat steel plates are a hazard in the rain or snow
The sidewalk/ pathway has been damaged due to the ongoing construction at this corner of the treatment plant. Water pools and hides the damage, which is dangerous for pedestrians using this sidewalk.
No path from the being dumped out of the alley to cross the street. I end up going south on the wrong side of the road until I can safely cross.
The path here is frozen in winter due to the nearby fence, and covered with rocks from the gravel alley. Not a safe path currently in August.
This is a very tight blind corner
The path from east to west for cyclists isn't poorly done. To not come to a complete stop you have to make a large swerve north then overshoot onto the oncoming side of the path.
This section is never maintained or cleaned. There is still gravel from winter here in August.

8 AV NE sidewalks are very narrow and the road is very wide. This route is the primary connection for many junior high students in Abbeydale to walk to attend Egbert Jr high and Big Marlborough Park.
The bike lane along 19th se has to be the most bike hostile piece of cycling infrastructure in this city. The constant changes in grade and the curb make this bike lane even worse then no bike lane. Not only do we get forced onto the road, but no cars are more aggressive cause we should be in the bike lane.
Either follow the netherlands method where cars are forced to change grade, or tear it out for a simple bollard system like downtown.
There is no safe way to go to Easthills from 70 Street SE along 17 Ave SE. The sidewalks are non existent in some places and dangerous to cross Stoney Trail interchange.
There is a small section of the 52 Street SE bike path just south of 50 Ave SE that crosses the railroad tracks where there is NO paved bike path/sidewalk between 50 Ave and the bus stop. It is here, because of the rough terrain and mud, that we are forced to ride dangerously close to the southbound traffic which is a lot of commercial truck traffic. I was wondering if there are plans to complete the path in that area and make it safer for us, or does it fall under the jurisdiction of CN Rail whose tracks we are crossing and not The City of Calgary property ?? Just wondering.
This bike lane should be protected as students who are traveling this corridor will use it more frequently if they feel safe. Painted lines are not enough protection against vehicles
Protect bike Lanes should be installed to make it safer for the students to get to school on their bikes.
8th should be made into a protected bike lane. At this location some one daily parks their truck there. If the lane is protected it will be harder for vehicles to park in and make the route safer.
If Memorial is extended, would be good to build in cross over tracks and connect to pathway on other side of tracks.
Would be nice to have a dedicated bike pathway here, everyday on my way to work I am forced to bike on the roadway (there's not enough room to pass pedestrians on a sidewalk with a bike) from 34ave until I get off just after Pegian Trail.
Highly need crosswalk lights here, I cross here daily during the week and I contently have multiple vehicles go by while I wait there obviously looking to cross the road.
There's a bike path on 50th ave going from 52st westward until 32st and then it just ends..... A sidewalk starts just before 25st and the bike path starts again after Barlow Trail. When there's a gap in this pathway other commuters and I are forced to bike through grass and dirt on the side of the road, bike on 50th ave with vehicles and semis going 60km/h+ or duck into the industrial area where it's semis going 40km/h+.
Completing the short connection along 50th Avenue to the existing pathway would help with commuting.
Agree with others that a bridge to East Hills for walking/biking should be added to avoid having to go along 17th Avenue.
I've waited at this corner to cross with my bike for several minutes. I sent in a 311 request and it said the crosswalk is functioning as intended! I waited long enough for several other people to wait with me and finally a lady said I'm going with the green signal while the cross/walk signal never came on.

This will be the place to visit. Connect Penbrooke with dedicated pathway along the 60 ST Utility Corridor. A connection can be made from 17 AV Elliston Park all the way here to Big Marlborough Park. Think big.
Continue pathway. from Memorial to 68 st se. DONT FORGET ABOUT THE DEAD TREES AND MISSING TREES ALONG THE SAME ROUTE.
Follow the goat trail. missing sidewalk and the connections from both ends are not accessible. catch up to the times please.
This location of sidewalk ends with a terrible ramp too steep for wheelchair. continue the pathway to 68 ST SE
Make this a placemaker. green space with absolutely nothing on it.
This pathway is way too steep for a wheelchair. PLEASE regrade it.
Follow the goat trail. A paved pathway should connect to the rest of the network from 5 AV SE South.
This is more of a question. Are bikes allowed on 17 ave sidewalk given its so wide? I think they should be able to
Feels too narrow to bike on for kids
There is a crosswalk here. It should be a flashing light one. Just about every time we cross here someone fails to notice us waiting and goes past. 68 st is also known for its speeders
The pathway goes on to the road at this point. Most users just go on the grass. Are we really that cheap/broke that we couldn't have that sorted?
There were markers on the sidewalk to mark it as part of the Mattamy Greenway pathway. The online map does not show that. The markers are no longer there. This is but one of examples of the confusion of the current pathway system.
Too narrow until after the intersection north of here
Short bit here with no connection between the bike path and the bike lane
The fences blocking the pathway suck
Need a safe way to cross the tracks
I visited this park on the weekend by bike. It is amazing and should be included in Elliston park. However it doesn't feel safe for walking. It could also use more trees for shade
The dirt paths are fun riding, but they are narrow and twisty. It makes it dangerous for walkers and other users of the paths because there isn't much room to pass safely
From the Elliston parking lots to 17th there should be a paved pathway. Riding the narrow dirt paths in the woods is fun but, other users should have better access as well
South side needs a sidewalk at minimum, it should be a bike path
Consider a pedestrian/bicycle underpass for Franklin Station. Similar to Barlow Maxwell Station. That way the station entrance could be only a few steps down, as opposed to the current spiral steps high enough to clear car traffic. This could also serve as a connection from the future mixed use development and the current restaurants on the north side of Memorial.
A sidewalk where the crosswalk connects to would be ideal.

The timing on this crosswalk is too short for the cycle time of the next direction of traffic. This results in getting stuck between the train tracks, or in most cases I've seen, people crossing when it isn't their turn but don't see any cars at the moment. I've complained to 311 before about the crosswalk not being long enough for people to cross before, and their solution was to put up a temporary sign for pedestrians not to cross when it isn't their turn. The point of my complaint was the timing is wrong, and it resets every time a train crosses. So in order to get to cross, you have to wait for step 3 of the program. The only problem is when a train crosses at step 2, you're back to step 1. This is a really frustrating intersection to be a pedestrian.
A crosswalks was added to a spot with no sidewalk to the schools, the path has been worn for 20plus years now, add a sidewalk!
Extremely a lot of speeders down 30th Avenue obstructed. View for oncoming traffic Crossing intersections because of the tall grasses and overgrown shrubs.
Reduced vision because of the unkept tall grass and shrubs. Unable to see incoming traffic and most speed.
People don't care to reduce their speed
Speeding in Doverglen is out of hand. All of Doverrigde Dr and my street Doverview Dr SE is out of hand. Not enough policing
There is no sidewalk or safe walk way near the parking lot of valley view park (on the church side where the volleyball courts and parking lot are). Thus is a huge safety concern. It gets packed with volleyball payers every summer packing the parking lot, making it so dangerous for kids and every who is walking to go to the playground and spray park. They are forced to walk through thr busy parking lot or go all the way to the other side of the entire field to find a safe path. I've witnessed numerous kids and pets alike almost get it walking or on bikes or scooters.
Several months back a speeding car took out the traffic lights here.
A bad accident occurred here the other day because of speeding. This intersection must change
A short bike path from here to the road to the rec center would be great
The paths here could use extending to other parts of the greenspace, Library, and to the shopping centre
A bike path along this greenspace from 52nd to Marlborough big park would be great
Why is there no sidewalk here? This should be the gateway to East Hills, yet we have to walk along the edge of a road.
Many Applewood and area residents use East Hills for its grocery stores, restaurants, and services. Others use this area for employment. I've seen many people cross Stoney Trail to get there. By the crows path, it should be a 7 minute walk. Yet it becomes almost half an hour walking along the dangerous 17 Avenue SE crossing (narrow and incomplete sidewalks, fast cars). We NEED a pedestrian bridge on this section of Stoney Trail.
The green space has too many weeds and is not being well maintained. The concrete barriers are ugly and do not stop vehicles from driving on it. Several times i have seen cars driving on bike paths (minis and smart cars can get around the barriers. Can more professional barriers be installed so that the area doesn't look like a ghetto. The road is actually unsafe because many residents do not remember that the south lanes are opposing and several times there are cars driving on the wrong side almost causing head on collisions.
Barlow is one of the worst roads in the city for trying to cross on a bike. There needs to be multiple East-West connections made across this moat in the Northeast.
Making people cross the road to the north side, just to cross back to the south side is poor planning.

No good options for biking south of here.
Paint isn't infrastructure. I don't want my kids biking between parked cars that can open their doors and traffic.
Share the road arrows are crap. Proper bike lanes and wider sidewalks would be better.
The path not shown hear splits before the corner. Why? Most people are walking to the crossing here.
There is a path here from 4A/43st to 4/44st
Why does the path split before the corner?
This intersection desperately needs day lighting. Shorten the distance curb to curb, remove the option for impatient parents to park half into the intersection without entirely blocking it.
The no parking signs are too close to the path, and cars will park diagonally and block the path.
The path on the West side just stops. Please finish.
There is no connection North/South between the paths.
There is no connection from the paths on the north side of 17th ave.
There is a path here that should be straightened out slightly. It shouyld also be maintained, have accessible ramps on both ends, and be paved fence to fence.
There is a path here that is never maintained. It should be paved the whole width between fences and the post at the end should allow wheelchair/stroller access.
This bridge is too narrow, too much up/down/up, and is rusting through the top. Please don't repair this, just replace it with a bridge that is designed to fit the current Deerfoot layout.
This intersection makes use of an old car bridge, that is still used by rail workers. The path going North/South are lower and have their line of sight blocked by the bridges barricades on either side. The bridge should be modified or replaced so as to allow clear line of sight and enough room to turn without coming to a stop.
Need to connect bike paths together. From the Stoney trail paths to the river pathways
Missing sidewalk on north side
There's bike path on the east side but not the west
May need either a roundabout or traffic lights here
Tie in cycling options to the Franklin LRT TOD project. It would benefit so many people if there are options to connect to the station, the bus terminal, and the affordable housing at this site.
Google Maps and other navigation apps route cyclists down this unpaved, steep alleyway all the time. It should be properly paved, and there should be more options for walking and wheeling.
People often drive dangerously onto the grass boulevard next to Franklin Station to drop people off to access the station, and then they cut through a hole in the chainlink fence that's wide enough to fit a stroller through.
Suggest extending the existing multiuse pathway that is protected by a barrier next to Memorial DR E from Franklin Station to 36 ST and beyond.

It doesn't make sense to have street parking on such as busy road like this. It's just a remnant of when the city was a much smaller city. This road already sees tons of traffic in pedestrians, cyclists, transit users, and drivers going up and down it everyday.

The city should remove those outdated street parking lanes and widen the sidewalks, add cycling lanes going in both directions going as far east as Belvedere and as far east as Franklin Station (on both sides) where they connect with the existing multiuse pathways.

There is no sidewalk on the southside of the intersection. People who are walking put themselves at risk. Add curb extension ramps to minimize the risk.

Convert the painted bike lanes into raised asphalt bike lanes on both sides. Paint on the ground does virtually nothing to stop drivers from occupying the lanes and putting so many people in harms way, ESPECIALLY all the right turns along 8 AV SE.

There should be multimodal pathways on both sides of 36 ST. It's already a busy transit street and there are lots of people who walk and bike on it, but there's basically no room for anyone to share the space.

Perhaps looking at widening sidewalks to multiuse pathways on both sides and expanding up to the property lines of each house along that street. It's just extra space no one uses except for lawns.

People who want to walk up and down the 52 ST E bridge have to cross to the west side of the road and walk along the multiuse pathway. This is extremely inefficient, there should be pathways that prioritize pedestrians on both sides via better lighting, signage, and ways to slow down or warn drivers better than there is today (same situation with the 36 ST E bridge).

There should be a bus pad behind the wide sidewalk on the westside of 52 ST E. The bus shelter blocks the path for pedestrians and cyclists alike.

The signal timing should be reviewed. It takes way too long for people, cyclists, and even transit to cross this intersection, while tons and tons of cars drive through for minutes at a time. Give more time for people who aren't driving to cross this intersection.

The cycling lane gets way too narrow, to the point where it's kind of useless, from separating cyclists from other traffic. I get that it's for the bus lay-by for the rt. 49, but there should be a better design like a raised cycle lane on the southside, next to Jack James High School.

There are no cycling lanes or a multiuse pathway from this stretch of road between Memorial DR E to 17 AV SE.

It could help to reduce speeding drivers rolling through the stop signs up and down 37 street and 35 street by introducing right-turn only intersections on approach to each avenue. Or, block driver access on one end of each ave-to-ave stretch. Make exceptions for cyclists to be allowed to go straight through and it can be a safe alternative to putting a cycle track on 36th street. The reduced traffic reduces potential conflict between bikers and cars. It can also reduce the amount of people driving down residential side streets.

Nowhere safe to bike except for the sidewalk, which sucks for people walking there.

If we stopped making improvements at Memorial Dr, then there is still this small stretch of 36 street that has only a narrow sidewalk and no way to reach the bike network at 12 ave NE

It is great that the city put a cycle track on 19 Ave to help with traffic-calming, so can we do 16th Ave, too? Just don't make it bumpy like 19 ave is.

New H-GO zoning means half the new homes won't have off-street parking. Please provide curbs that block people from parking too close to the crosswalk.

We did this on 12 ave in Crescent Heights, 12 ave in Forest Lawn deserves nice things, too!

Please smooth out the bumps on the entire 19 ave cycle track stretch. I've broken spokes and bruised my rear enough going along 19th that I just ride on the sidewalk on 17th ave now.

We need a crosswalk here, complete with blinky lights and stuff.

It is mind-boggling that there is only one East-West focus for walking/wheeling. So much potential along Memorial to complete it. Seriously, these kind of gaps are disrespectful, at best.

Having bikers cross between two lanes of traffic is incredibly uncomfortable and doesn't feel safe. If there was a protected bike track then more people would use this.

Drivers drive in the bike lane here in order to turn right instead of crossing at the painted green dotted part closer to the intersection. Why would the city think painting the road will protect people biking?

We want to have nice things here as per that survey thing we got a while back to re-do this park, so why not connect it with a pathway? Would reduce the amount of crowding in the parking lot if walking or biking was a safe option

I can ride my bike the entire length of this road, from Seton to Saddletown, without having to ride on a sidewalk or in the road with the sole exception of this small stretch between 8th and 17th. This stretch is where 52nd borders Forest Lawn. This kind of gap in service is telling of how much the city respects Forest Lawn.

The road is too wide here in every direction. This is a disadvantage in many ways.

For slower walkers, the longer the distance the farther behind they fall, increasing the risk of them still crossing when the light changes.

People feel the need to walk part-way across and get stuck in the middle without a way to activate the crosswalk.

The red light will be on longer than necessary waiting for the crosswalk signal to finish while there are no cars remaining at the green light, causing unnecessary traffic delays.

The wide openness encourages drivers to go faster.

Make the intersection narrower.

Drivers exiting Memorial Drive are still over-speeding despite the Maximum 50 signage. They are looking left for other cars in hopes they don't need to lose momentum. Not safe for walkers. Please re-position it to force drivers to slow down before they approach the crosswalk.

The paved sidewalks are so indirect and narrow that people walk on the dirt approaching this intersection from every direction. This makes it clear where to provide pavement.

No sidewalk or pathway here. How does one get to the green route thing, aside from walking down 36 street?

People park in the bike lane frequently while drivers often illegally turn on the North-bound red light without looking for cyclists.

The bike lanes are in the path of parked cars' opening doors, and don't protect cyclists from drivers. Please install protected bicycle infrastructure and more people would bike along this stretch. I avoid it while biking places with my kid because it is extremely unsafe.

Lack of protected North-South-bound bike infrastructure. This is one of the reasons why I don't bike places with my little kid.
There are pathways and cycle tracks on both 28th and Barlow, but nothing connecting them. Disappointingly half-arsed East-West bike network is the culprit.
Cyclists forced on to the road here rarely see North-South drivers yield at the yield signs. The East-West bike network was already half-arsed, so a roundabout here could increase it to three-quarter-arsed.
Can slow traffic by making one lane in either direction on 36th street between 8 ave and 16 ave and providing dedicated left-turning lanes at 12 avenue. This helps make left turns safer at 12 avenue, prevents abrupt lane changes by drivers avoiding left-turning vehicles, and removes the left-turning vehicles from blocking thru traffic.
With new zoning in the area requiring only 1 parking stall for every 2 families, more cycling and pedestrian traffic means drivers need to slow down for greater safety to locals.
Paint a crosswalk and put in crossing lights, please. Far too few people know that crosswalks exist at every intersection unless marked otherwise.
Also, make this right-turns only and provide dedicated turn lanes on 36th street/12 Ave for left-turning vehicles
Paint a crosswalk and put in crossing lights, please. Far too few people know that crosswalks exist at every intersection unless marked otherwise.
Also, make this right-turns only and provide dedicated turn lanes on 36th street/12 Ave for left-turning vehicles
Pathway to the North Sidewalk in the middle part Pathway crossing South
Half-arsed infrastructure can be poetic.
Sidewalk too narrow. With new H-GO zoning, the sidewalk needs more capacity. And snow plows only make this worse by turning the sidewalks on this stretch of 36th street into any icy snow bank each snowfall, often resulting in people walking on the road.
Cyclists avoiding going North-South on 36th Street often use 37th Street instead. Many drivers also use 37th street to avoid traffic on 36th street or to avoid turning left at the 12 ave and 36th street intersection.
We could block access to 37th street and 35th street for motor vehicles travelling on 12 avenue, and allow walkers/wheelers. The reduction in motor vehicle traffic will make it safe for biking, instead of trying to put a bike network on 36th street, while also reducing fast-moving vehicles losing control and crashing into things at this intersection... which happens annually.
Crossers need to step into the road to be seen by drivers, who are often only focused on speeding up to catch the green light. Visibility will only get worse with the new H-GO zone, which doesn't provide off-street parking for 1/2 the units, with vehicles parking close to the intersection, further blocking pedestrian visibility. Please narrow the crossing or something!

Straight, wide road without any traffic-calming measures encourages higher speeds. This has resulted in people losing control and damaging property. Damage has included the front of a home, trees, parked cars, and the stop sign on the SE corner of 37th ave multiple times. With the new H-GO zoning here, this risk will only increase.
No space to stand at the bus stop resulting in people waiting on someone's front lawn or blocking the sidewalk, especially bad in winter.
Missing sidewalk on South side. Especially bad with new housing both East and West of 36th Street along 12 Ave
No sidewalk on South side, sidewalk on North side blocked by a hydro pole. No curb cuts on 12 ave and 37 str, forcing many to push strollers or wheelchairs/scooters on the road as an alternative.
No curb cut on SW side and no sidewalk at the pedestrian button making it inaccessible to a high number of people, especially in winter.
Vehicles turning left have limited visibility of on-coming traffic. While focusing on the turn, they often don't check for people walking. Most recent incident was I and my 4 year-old almost being hit by a left-turning driver.
Please have dedicated turn lanes in every direction to provide better pedestrian visibility.
12 Ave is a bike route here, but bikes cannot activate the traffic light. Please provide a means of activating it without a cyclist dismounting and walking to a pedestrian button.
We need a flashing crosswalk
This road could use a separated multi use pathway as it's missing both sidewalk and bike lanes for people who work along this road
Sometimes late at night I'm surprised by someone jaywalking across memorial drive near this location. There needs to be a pedestrian crossing of some sort here, a tunnel or a bridge
There should be a safe direct deerfoot/river crossing for pedestrians and bikes
17th ave lacks adequate and safe bike parking. All existing parking is by the street, separated from the storefront by a large parking lot. I dont feel safe parking my bike so far from the storefront, and generally out of sight from pedrstrians. I would bike more if I felt safe parking my bike at my destination.
There is no separated bike lane on 17th Ave. The vehicle traffic moves too fast for me to feel safe biking on the street, and I feel I am taking up pedestrian space on the sidewalk.
There is no safe way to bike from 17th ave to Marlborough station and shopping complex. especially because the through traffic on Memorial os moving so fast, and the intersection here is so wide. A separated bike lane or overpass over this intersection/Memorial drive would make it safer and fill a missing link.
36 St is scary to walk and cycle on. Theres no separated bike lane, the traffic moves fast, and the sidewalk is extremely narrow. I don't feel safe biking on the sidewalk or the street. A separated bike lane either on 36th or paralleling it would make it safer to bike, and provide a needed connection to Marlborough station and the shopping complex.
Memorial shouldn't be 60k here. It makes it dangerous for people to cross from one neighborhood to the other. A roundabout would help reduce speed
None of the pathways along the nose creek pathway system have lighting. It's pitch black all the way to the airport

The pathways here have zero lights
This intersection is way overdue for improvement. It gets badly backed up in multiple directions. It would be better as a roundabout
Practical end of the Greenway. "Blue-collar" trail is a series of sidewalks that endangers all.
No bike line connection until Max Bell Centre. Riding through streets, parking lots, lanes and dismounting over a pedestrian bridge on safe for all.
No bike lanes, sidewalks made unsafe by speeding e-scooters and e-bikes.
This intersection should be a roundabout because people have difficulty exiting from the library and senior center and it causes accidents
There's just no safe way for pedestrians or bikes to use the Barlow underpass
There's a small crosswalk here, but with the surrounding trees and incoming fast traffic off of Memorial, it makes this unsafe.
There is no sidewalk here. I see so many people walking along the grass here beside Memorial Dr, coming from Franklin station. It doesn't really seem safe and since so many people do it, a sidewalk would be ideal.
There is no sidewalk here. There are some stairs by the crosswalk that lead you to the upper parking lot, but it is not ideal depending on where you're trying to go.
This crosswalk is very awkward. The timing of the walking signal does not allow enough time to get across all of Memorial so you sometimes have to wait in the middle median island while trains are passing by. Sometimes you need to run across because you get the walk signal, then all of a sudden it's giving the 10 second countdown. Please fix this issue, thanks.
The bus loop needs general improvement to make it a more pleasant place to wait. Also better neighborhood connectivity
This intersection gets a lot of bad crashes, almost every week. Considering separating the train tracks from the intersection to reduce complexity.
Morning traffic with cars is very dangerous on a bicycle. It would be much safer to have a divided pathway running all the way down one side of Radcliff Drive
Bike lane does weird thing here and then suddenly ends. It goes from being a bike lane (painted line) on Radcliff Drive to being a short bike lane parallel to the sidewalk - this is confusing but actually useful as a cyclist to bypass traffic turning left into the Franklin LRT station (buses especially). Then it is just a road. Please extend the bike lane beyond and all the way down Radcliff Drive.
This crosswalk sucks as a pedestrian if you need to cross diagonal from where you are it takes forever and cars are always prioritized
Connection from Deerfoot to 17th Ave/ 28th Street/ 19th Avenue is not very good
Poor connection from Deerfoot overpass bike lane to 19th Avenue bike lane/ 28th Street lane/ 17th Ave
Connection from Deerfoot overpass to the 28th Street bike lane is poor, the recommended route on the walkway through the bus stops is difficult when it is filled with transit users. I usually just bike in the bus lane which I know I'm not supposed to do
Impossible to cross street in time, timing too short, C-train tracks make it dangerous, island in the middle dangerous. Bad, bad, bad intersection.

This is a blind corner with parking on both sides and traffic exceeding the speed limit. The new complex Konext added traffic and this corner should now be a 3 way stop
A roundabout here would slow down traffic and reduce collisions.
This would be a good spot to add a pedestrian/bike overpass
Need a way to safely cross the rail tracks. More than one location would be ideal. Plus this could be a great rail and trail corridor
The pathways around max bell don't feel safe at night because they are dark and unlit
Make 52nd a bike path all the way. I know it's a path south of 17th above, and a path in parts north of 16th
Cars park in the bike lane here
Road design here puts the bike lane, buses and traffic dangerously close together. Please have a fully separated bike lane with a barrier
There's usually parked cars in the bike lane making passing them dangerously close to traffic. Please have a fully separated bike lane with a barrier to prevent it parking
Recent designs from Bowness Road in Montgomery and 24 Avenue NW in Capitol Hill/Banff Trail would be great on 36 Street.
Please make the pathway alongside 52 Street consistent and up to 5A standards.
The sidewalk on the east side needs daylighting. People exiting from the residential have a Blindspot where pedestrians and sometimes bike can appear out of nowhere
There's an old defunct spur line tunnel that should be converted into a bike path so there's a Safeway to cross deerfoot from the river pathway system
There should be a safer way to cross Barlow for bikes
Provide a safe connection between Mayland Heights and Radisson Heights via Barlow, 2 Avenue, and Franklin LRT.
Consider secure bicycle parking at Franklin LRT (and other stations, and other key destinations)
Consider a pedestrian bridge across Stoney Trail SE to connect Applewood (and other neighbourhoods) with amenities and jobs at East Hills.
Consider reopening the crossing of the CN railway between Red Carpet and Penbrooke Meadows.
Need a pedestrian overpass here to connect Pineridge and Marlborough Park, like the bridges over Crowchild or 14 Street in the NW and SW.
Need a pedestrian overpass here to connect Rundle and Marlborough, like the bridges over Crowchild or 14 Street in the NW and SW.
A MUP along the the ROW for the railway here would be a great connector through the community.
With all the traffic to and from the LRT station, and people driving their kids to school, it would be extremely beneficial to have Radcliffe Dr SE also be a bike expressway.
An actual path here instead of alleyways and streets would make wayfinding a lot easier and more pleasant to ride without conflicts.
This crosswalk serves a school and we have no pedestrian islands and extremely wide lanes. This would be better serviced by a Dutch-style roundabout. We should not compromise on this intersection given its proximity to the school and its huge pedestrian traffic as a result.
Some more substantial pedestrian islands here would make this intersection a lot less scary.

Another hostile intersection, another roundabout needed
This could be replaced with a roundabout to slow down traffic
A grade-separated conflict-free crossing here would help immensely.
Yet another incredibly dangerous and hostile intersection for pedestrians and cyclists. If this is going to be a bike expressway we need to redesign the intersections, they are the biggest safety/comfort issue holding people back from cycling. Make this a Dutch roundabout as well.
Take out lights, and make it a roundabout. Safer for cars, safer for bikes, safer for pedestrians, cheaper (no maintenance cost for light systems), more efficient, nicer to look at.
This road is incredibly wide for crossing. Add pedestrian islands and narrow the intersection with curb extensions to calm traffic.
Replace lights with roundabouts. Remove slip lanes.
Replace lights with roundabouts
Replace lights with roundabouts
Another overly complex intersection with lights. This could be simplified, reduce cost, and improve safety if we use a dutch roundabout instead
Another intersection that would be much safer and more effective if replaced by a dutch roundabout. Slip lanes are so hostile to pedestrians.
Perfect candidate for a roundabout replacement.
Extend the cycling expressway along all of Marbank Dr NE to give the best coverage to people west of 52 st and to service the schools along it.
17 ave desperately needs a cycling expressway along its entire length.
We need a tunnel or bridge so pedestrians don't have to interact with cars at this insane intersection.
Large intersections like these are dangerous, inefficient, and hostile to people outside cars. Please consider replacing it with a Dutch roundabout.
This intersection could use multi stage pedestrian crossing so people could go halfway across to the center islands when it's safe to do so. Cutting the time they need to cross
This intersection gets frequent car crashes and needs improvement
This intersection gets frequent car crashes. It's dangerous and needs improvement
For some reason this road and roads nearby get speeders
This intersection is dangerous because there's the bus loop and businesses means lots of pedestrians need to cross the 60 kmph road. There's been bad crashes here
The pathway doesn't connect to the sidewalk making it inaccessible to wheelchairs, strollers, wagons bikes etc
The pathways in the drypond do not connect to the sidewalk. They end in gravel meaning any wheeled conveyance has difficulty accessing the path, wheelchairs, strollers, wagons, children's bikes etc
The existing bike path ends here with little signage that diverts people into the neighborhood. It could continue along the greenspace to connect to the river pathways
In winter this doesn't get cleared, and cars park illegally across from the senior center blocking the bike path. Please have a fully separated bike path that's cleared in winter
Another spot where a crosswalk is needed to connect to the greenspace



Ward 9 Connections

Phase 1 Appendices – Portal answers verbatim

August 2024

This spot I often do see people jaywalking to get to the shopping area, because it's a long walk to get to the lights. So why not accomodate them and install a crosswalk to make it safer because people are going to cross here whether it exists or not
There is a section here where the sidewalk ends and is just a dirt desire path
The duplexes along this road often have cars parked across the sidewalk. Making it impossible to walk let alone have strollers wagons or anything else. I suggest when building the bike path, you also move the sidewalks closer to the road to prevent people from having to squeeze between parked cars
There is a distinct lack of bike racks anywhere near the entrances of these businesses
These schoolyards could use bike paths that would connect them to the athletic park, shopping area, library and the rest of the neighborhood
There are desire paths crossing this schoolyard, that could be upgraded to a pathway. Plus a bike path paralleling the restricted alleyway would give more neighborhood connection
Multi stage pedestrian rossing could be added here. A pedestrian wanting to get to or from the BRT could cross one direction when advance left is happening making it safe to cross halfway

Appendix 2: Usage map

How do you travel in your community?

Side walks to small especially with building co struction. Many times i had to push my stroller onto the road to get around fences, building product or unkept landscaping.
I commute along this road to go downtown quite often. This area could use a dedicated bike path.
The pathway here is nice, but it would be better if there was a more direct route to 52nd from Doverglen. Travellers need to walk through Erin woods, or along Piegan (could use a better route)
Love walking
I regularly cycle to WINS, then onto the Shoppers Drugmart and Forest Lawn Coop.
Love walking down this road to get through the neighbourhood
28th to link up with 19 ave se is the route I take several times a week to either access the Coop or go up 19th to No frills or Sobeys.
cross walk needs here
there needs to be a cross walk at the intersection of doverridge drive and 33 street. Its a big intersection and a lot of movement there
This is a high traffic walking path.
Important commute to work by bike route but there's no pathway here.
I've walked to here a few times.
I occasionally walk to the library
I walk to the 7-11 here often
I walk here often, I don't feel safe biking here yet
We walk along the bluffs from 34 ave to 17 ave
We walk our dog daily along the original 34 ave path and 36 st path.
I would bike to Cosco or the movies if the paths were connected.
There is no clear and safe way to travel by bicycle from south of 17th ave up to the Malbrough mall area without having to go all the way over to the ridge above Deerfoot. And then if you go that way, there is no safe way to travel east along Memorial. I would like to be able to bike to business.
Last summer I attempted going from 52nd to the zoo by bike along 8th Avenue, and westwards from 36th. It's not a well marked route, in theory it should be and easy straightforward route but it's not.
Very difficult to walk to library. Sidewalks are broken and uneven. There are few trees to provide shade along roadways and in the summer the walk is very hot. The sidewalks rarely have accessibility dips at the corners and are very narrow.
I appreciate the crosswalk at Maryvale and 52St.
Path along Big Marlborough Park is very nice for commuting
The path from California Blvd to 16Ave to 8Ave is nice and smooth, but thereafter rough
I would get my mail if there was a sidewalk.
Need a sidewalk for walking down towards the golf couse
I commute on this road every day!

This is a very special spot for me. I love walking, biking, and relaxing in this area. It appears many others do too.
I commute across these tracks.
I walk here for exercise.
The new 34 Ave pathway is amazing! I walk and bike on it every day.
Cycling to work and for leisure. All year
Groceries
Water area
Dog park
Kids to school
The Alex
I would like a connecting bike path from Marlborough Park to Abbeydale to access a bike path adjacent to Stoney Trail.
I walk along 4th Ave to 52 street NE over to MadiganDrive back to 4th.
Wheeling and Walking. The pathway improvement and development along the utility corridor of 60 ST Alignment. From 17 AV SE to Big Marlborough Park. make it wheel chair accessible. improve grades.
Manual Wheelchair accessible pathways from Bobhan area to Penbrooke. still using 60 ST as the center North/South pathway improment for Penbrooke.
I love to bike along the river. Getting to there from my home is a mish-mash of bike pathways, on road. It, like most of the bike pathways, is confusing and frustrating to figure out a route.
Elliston park is awesome. Getting there on a bike is not.
Given the pathways north and south of here on 52 st id rather bike along here than go further east or west
Id like to be able to bike along the sidewalk of 17 ave. Its a cool place to be. And the sidewalk is wide
I like these pathways. Id like them to connect as well.
I just visited this area by bike on the weekend. It's an amazing area and should be included into Elliston park however it doesn't feel safe to walk and could use more trees for shade, and lighting
I love going to Elliston for both walking and biking but it's hard to get to buy either
I think more people could bike to International AVE if there was secured bike parking. If a new large buildings get approved, encourage bicycle parking to go along with the car underground parking.
OPEN THIS SECTION OF FENCE SO APPLEWOOD AND ABBEYDALE RESIDENTS CAN CROSS. I want to easy access to the Church and 7/11 and invite my Abbeydale friends an easier pathway to Elliston Park / East Hills.
Why is there no wheeling path along Applewood Drive. We have to use the periphery pathways but we can't even bike to the Tim Hortons using the main road?
If there was a safe path north on 36th all the way to Country Hills BLVD, it would save hours of my life every week.
Get parts or tools for small home projects. Also got lumber on an old kid trailer to repair a fence.
Quick grocery run. Usually with a second person to watch the bikes.

This area is important because it is close to the train station. I can get almost anywhere in the city from the c train line, I can visit multiple parks, go to work, run my daily errands by combining cycling on a foldable bike and transit riding.
I can totally take 19 ave cycle tracks to get here now, if I want to break my bike on them cracks where the road meets the raised part of the cycle tracks, but the I'd have to find a way to get to 19 Ave from the North side of 36th street.
If anyone is wondering whether we need a sidewalk on the North side of 17th ave, just look at the "grass" on the side of the road.
Yeah, I'm not a fan of crossing through the hole someone cut in the chain link fence, but I am also not a fan of going all the way around it either.
If only we could complete the East-West bike path route between 36th street/8 ave and the crossing here at Barlow trail, then The whole family could ride to the pathways together... but it just stops there and then there's nothing but roads and sidewalks.
We like this playground, but hate having to cross 12 ave twice because there is no sidewalk on the South side.
If 8 ave was safe to ride on, I might have made it here on time for the pop-up engagement thing. Instead, I'd have to wait a long time for the bus so I didn't make it.
It is a pleasant walk in summer, but the other 10 months the sidewalks on 36 street are too narrow and snow-covered. I'll wait and take the 43 down one bus stop instead of walking straight to the MP/Rt 1 stop to get downtown.
I can get my prescriptions here easily by the bus but if I could bike here safely that would be cool. Sometimes the wait for the bus takes forever and biking is better exercise and more fun.
A bit too far to walk, but no way to bike here because 36 street only has a little sidewalk. It might actually take less time if I could bike instead of drive here.
Our family would come by to get bubble tea here more often if we could bike there.
It is almost there, just a bit more bike path to go and I can bike the whole way to this station. There is a gap on 36 street.
My daughter loves this playground and we walk sometimes. I hope the city can do more to slow down drivers and stop people from running the stop signs before she learns to ride a bike so we can ride to here together safely.
I am fine walking on the dirt to get here now, but not so much back when I had to push a stroller. I hope the city puts in a sidewalk that isn't blocked by a pole before I have my next kid.
It is a bit too far to walk. The bike lane feels unsafe so I always drive when I need to go to Lucky.
I tried taking my little one here on my bike once. It was the perfect distance away, but I never tried it again because it didn't feel safe. 8 Ave bike lanes were too close to parked cars and fast-moving traffic. I tried 14 ave instead and was more comfortable riding in the middle of the lane. People drove by slower and gave more space, but I hate making people slow down for me.
The courts are a bit too far to walk but perfect timing when biking. I love the new pathway nearby, now please finish it - it turns into a small sidewalk on 36th street.
Tennis is fun and all. It would be great to have an easy way to bike here and lock my bike up. I'd visit more often if it didn't take so long to get there.

A paved pathway along the tracks would be ideal for those who walk this route often.
Bow river pathway is currently a fantastic, high use area. I'd love to see a pathway perhaps added onto the side of the train bridge to allow a closer river crossing.
The separated bike path by the transit station and on the bridge over Deerfoot feels safe and pleasant to bike on.
Wide sidewalks with room for multiple people walking together, trees and shade, public art. However, car traffic is loud and disruptive, so I don't like hanging out there. I only walk to get places, not for leisure.
<i>Homeless and drug users should be removed from pathways and green area</i>
Overhanging trees over walkway need trimmed.
I often walk here to get a Slurpee. Sidewalks aren't maintained well though
I sometimes walk to this business area but crossing 17th is unpleasant
I bike from Inglewood to work, I use the deerfoot BRT overpass and 28th street bike lane, connection between the two pieces of bike infrastructure could be improved.
Almost the entire curve of this street is playground zones. The crosswalks should be at level to encourage slow driving
This intersection needs some daylighting. Pedestrian and bikes can be hidden by a fence when getting onto 52nd from the residential
Bike racks here please
The sidewalk beside the 7-11 and the bus stop is narrow and often crowded with people waiting for the bus, or just hanging around. It feels unsafe
I often use these sidewalks to get to the #1 bus stop, or the MAX purple. They are narrow, filled with road debris, gravel and garbage. Waiting at the bus stop with little shelter with cars speeding by is unpleasant

Appendix 3: Visioner tool

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

Consider large families and safety for all sometimes going for walks with strollers is difficult.
More bicycle lockers or safe places for us to lock up our bicycles, especially along 17th ave!
Please connect the east side of the city to the central area where people work (e.g. Highfield Industrial). 17 Ave SE alone is not enough.
All pedestrian pathways in Dover located between 36 and 28 street and 34 ave and 28 ave are in disrepair making pedestrian traffic challenge
Clean up the weeds and take away. Those ugly barriers make her neighborhood look nice again. Plant some trees in the middle not weeds
Make the landscape beautiful and create places that people want to walk, gather, relax with tables, chairs, greenery, art and away from cars.
Permeability paths need widening, leveling out so they're not so steep, curb cuts, marked crossings, plus lighting.
The little added corners that jut into the road at crosswalks are awesome for allowing pedestrians to be seen. Like the ones in Erin Woods.
Have a neighborhood grocery store and other amenities like any other community. Recognition as an inner city community and not the hood
Please please fix 34ave SE. plant some tulips or bring back the nice planters we had before. Poisonous plants are now invading the area.
Connect the Dover bike path to Erin Wood Boulevard along 36 street.
Please, please, please once the design is finished don't delay building it. It's long past needed
Closing the 2 westbound lanes on 34th ave SE was a waste of money. We have had paths for over 40 years!!
Please install pedestrian crossing lights at 26 St & 19 Ave SE. There have been many incidents of people/animals being hit by cars.
There's many disjointed pathways around the network and I find the signage directing you back to the pathway is poor.
Plant more trees along the paths. It's much nicer to ride or walk in the shade of trees than the blazing hot sun.
Install bike maps here and there so people know where they can bike to
All of the paths along the "A" avenues and streets need resurfacing.

Please make sure the pathway is well treed for shade. Makes the walk/cycle way more enjoyable.
Access to business. With a lower income community it sure would be nice if bike lanes existed for greater access rather than a car.
The 20km/hr speed limit on pathways is very impractical for people who are using bicycles as a primary mode of transportation.
Review 34th Ave. Terrible landscaping. poisonous plants, ugly curb artwork, no seating, poor lighting, no trees. Looks ghetto.
I've visited the new bike lanes in Bridgeland. Please make the new bike lanes like the south side of McDougall, not like the north side
Put our tax \$ to more useful projects like water, road maintenance, electricity generation. Spend it on things that benefit the majority!
Speed limits for cyclists as they think they own the pathways.
Good bike racks are needed near businesses, and schools. The bike racks that do exist are with far from the business doors
Post should never be placed in the centre of a path. Blocking the path to the disabled or mobility impaired is unacceptable.
Bike paths and sidewalks should be elevated. The effects of pooling water during a Chinook thaw/freeze is a lot more drastic for bikes/walk
19th is a really big issue. The bike lane there is atrocious and not usable. Get a carton of eggs in a basket, and see how painful it is
Do a count on bicycles using the existing bike paths and publish that number verse the cost per bike that would be benificail.
Plan for wheelchair crossing at all intersections. Repair existing sidewalks. Pay attention to the area of study. people care act now.
Review the 60 ST Utility Corridor North/South. Between 17 AV SE and Big Marlborough Park. Make a green pathway for walking and cycling.
This is another city of Calgary feel good survey that has already been decided what is going to happen. total waste of time.
Sort out the bike pathways already existing. Its a mish-mash. Its difficult to remember and see where the pathway is while biking.
How about using funds to repair crumbling sidewalks and fix roads. Turning neighborhoods into dumps with a bike path makes no sense.
Do a more accurate study of use in the area. The 19 Ave and 34 Ave SE projects are a waste of money. Very little use that I see.

More benches, seating, possibly with shade, along the new bike/walking path (34ave?), benefit to all especially seniors.
26 avenue SE needs to be readdressed. The “natural garden” contains poisonous plants. It is now an eye sore our area looks worse than ever.
maybe safer intersections , they are mostly designed for motor vehicles , i would like to see redesigns where it favours wheeling and walkin
We were promised a path behind Maidstone Way 52st to park.for last 50 yearsI would like to think it would be a priority. tks. Jim
Increase pedestrian and wheeling access to East Hills from Abbeydale and Applewood. Make a pedestrian bridge from Applewood!
The rail overpass needs to be brought back, there should be several locations to safely cross the tracks to go from the neighborhood to 17th
Could the city look at options for cyclists entering or leaving the city? Avoiding main highways until we're out of town would be great! Tx
I want all communities, including the community I live in, Marlborough Park, to have multiple points of access in and out of the community.
Block thru traffic for cars on 35st and 37st between 8av and 17av but let bikes go through. It is a way to safely bike without cycle tracks
More safe bike storage areas in and around downtown. I would even pay to use them if I felt assured my bike would not be stolen.
Franklin station lacks secure bike parking. More people would take the train if they could park their bikes safely there.
Existing bike lanes are not well shovelled or maintained in the winter. Better winter maintenance would improve their use and safety.
Most existing bike lanes are just painted lanes, which feels unsafe as many cars don't respect the lane. Physical barriers are needed.
There is very little shade/ greenery in the neighbourhood, for those who spend lots of time outside it is HOT. Public water would be nice.
There are lots of great bike lanes but they don't all connect very well. Going from a protected lane to the road can feel intimidating
Bike lanes in the neighbourhood aren't well maintained, for example there is lots of gravel in the bike lanes
52nd Street should be upgraded to a bike path for all it's length. Not just parts of it
The neighborhood has some neighborhood permeability paths that are severely neglected. Overgrown and not well lit. Please upgrade them
The parks, schoolyards and greenspaces in this area are lacking bike paths, and just paths in general.