



2 Street S.W. Complete Streets Project

Stakeholder Report Back: What we Heard

July 11, 2018

Project overview

The City is proposing to upgrade an existing shared driving and cycling lane to a painted dedicated bike lane on 2 Street S.W., from 10 Avenue to 26 Avenue, this summer to provide a connection from the Elbow River Pathway to the 12 Avenue S.W. cycle track. Four to five curb extensions are also proposed along the street to make it safer for people to cross the road. The work is being done to improve the walking and cycling experience in the area, provide better access and connections to key destinations in this area, and connect to the existing cycle track and pathway system.

Engagement overview

The engagement consisted of four face-to-face events on or near 2nd Street S.W. The four event dates were June 3rd near the Lilac Festival, June 6 at 17 Avenue S.W., June 9th near the Central Memorial Library and June 12th at 2 Street and 21 Avenue S.W. We had approximately 200 people visit our pop-up over the four events and provide us with comments. Our online engagement ran from June 1 to June 20, 2018. We had over 200 people provide comments and we had more than 550 pieces of information submitted both face to face and online.

What we asked

For the 2 Street S.W. Complete Streets project, we asked for input on a few items. First, we asked for participants to provide us feedback on where they felt the best places for curb extensions to assist pedestrian flow would be. We asked for feedback on possibly lowering the speed limit from it's current 50km/h to 40km/h. Participants were asked if the parking that is being moved off 2 Street S.W. to 24 Avenue should be converted to free parking (either 2 hour or all day). Lastly, we asked participants if there was anything else related to this project we should consider.

What we heard and next steps

Generally, participants provided information to say:

- There were three clear intersections that most participants felt needed the curb extensions along 2 Street S.W. – they were 13 Avenue, 18 Avenue and 21 Avenue
- Most participants in the survey are supportive of the proposal to reduce the speed limit to 40km/h along 2 Street S.W.
- Participants generally prefer 24 Avenue S.W. to stay as temporary paid parking
- Many participants were very supportive of more protected bike infrastructure than what is currently being proposed by The City of Calgary, which is a painted bike lane



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- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

Thank you to those of you that provided your input. Your feedback has been shared with the project team. Given the broad array of community input (550 pieces of information), The City will return in the fall with viable designs that work year round. 2 Street S.W. is scheduled for re-paving in 2019, which provides an opportunity to cost-effectively improve the current road design so it functions better for all road users.



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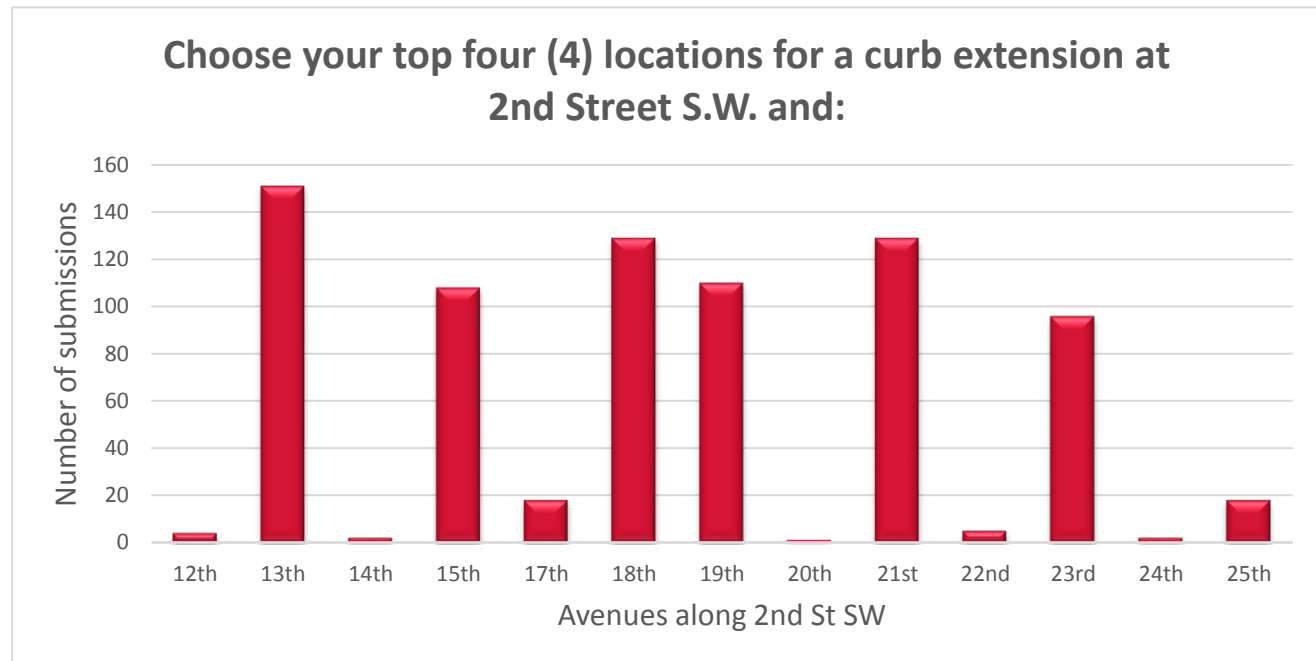
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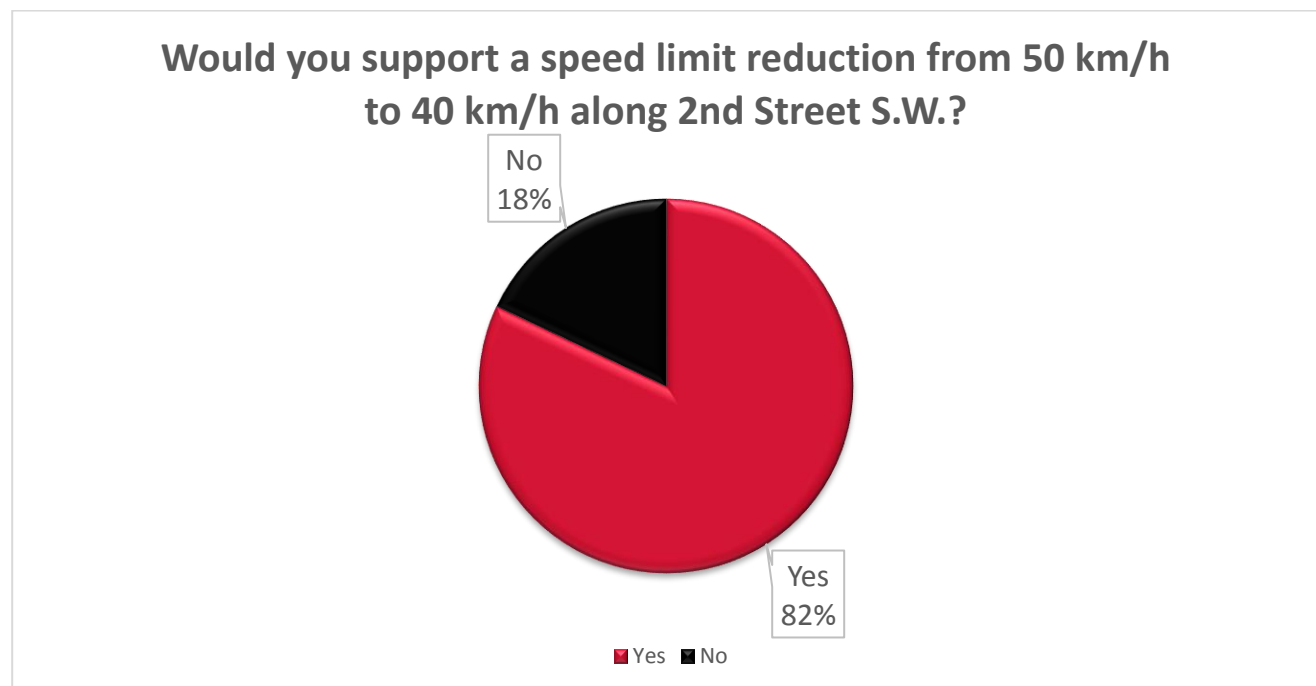
Summary of Input – Online survey responses

The following graphs represent the survey feedback from the survey questions. They are about curb extension locations, speed limit and free or paid parking. These graphs are **not** statistically representative. These graphs are a snapshot of the ~400 people who provided feedback in person and online and 550 pieces of feedback shared online and in person at the pop up events.

Question 1: Choose your top four (4) locations for a curb extension at 2nd Street S.W. and:

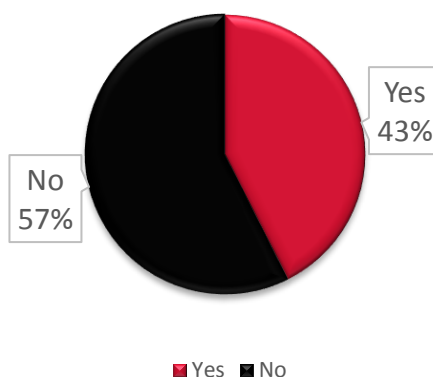


Question 2: Would you support a speed limit reduction from 50km/h to 40km/h along 2nd Street S.W.?



Question 3: Would you like the paid parking on 24th Avenue to be converted to a ‘2 hour’ or ‘all day’ free parking?

Would you like the paid parking zone on 24th Avenue to be converted to a '2 hour' or 'all day' free parking zone?



Summary of themes from online and in person comments

Question: Would you support a speed limit reduction from 50km/h to 40km/h along 2 Street S.W.?

Theme	Example of comments received
Speed limit is too high	<ul style="list-style-type: none"> A total change of speed limit would be an improvement. Very few drivers acknowledge the playground/school zone . A steady 40 km/h , with well marked pedestrian crossings and better signage ,would be safer. There is no need for higher speed travel on this street. The significant number of people using the street outside of a car (e.g. on foot, on a bicycle, etc.) warrant extra measures for safety. The proposed speed reduction will improve safety for all street users, including people in cars, while having a minimal or negligible impact on travel times along this roadway.
No Changes Necessary	<ul style="list-style-type: none"> Road is wide enough and there are already enough traffic slowing barriers: painted crosswalks/school zone/flashing pedestrian crossing lights.

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	<ul style="list-style-type: none"> Not necessary at all hours - people commuting early in the morning will be forced to slow down unnecessarily when there is not much other traffic around.
Alternative methods to reduce speed	<ul style="list-style-type: none"> I think a lower speed limit is beneficial for residential areas, but a lower speed limit needs to be accompanied by appropriate road design (if the road feels like you can drive 70km/hr because it's wide, the speed limit means nothing as people will just speed to go with flow of traffic).

Question: Would you like the paid parking zone on 24 Avenue S.W. to be converted to a '2 hour' or 'all day' free parking zone?

Theme	Example of comments received
Keep it as is (paid parking)	<ul style="list-style-type: none"> There is plenty of parking options nearby. We want to encourage people to find other modes to travel to the neighbourhood. There's tons of parking in this area, make it pay parking so there is more turnover
Change it to free parking	<ul style="list-style-type: none"> Yes, there's limited guest parking for those of us who live near that block so it would be good to have more unpaid parking spots. errands to local shops would be easier.

Question: Do you have any other comments to provide about this project.

Theme	Example of comments received
Separated / protected infrastructure	<ul style="list-style-type: none"> I do not think a painted bike lane is the way to go, we should invest the time and money into a protected lane so cyclists can be safe, especially in winter conditions when painted lanes are hidden. Protected bike lanes please! In terms of infrastructure, just do it right the first time so it lasts, is safe, and has the potential to handle increased use. There needs to be an actual cycle track on this road as it is a heavily used biking corridor. Use extra ROW from reducing parking lanes and removing parking to achieve this. There is no adequate north/south cycle track that connects 12 Ave, the Repsol Centre, and the 26th Ave Regional Path along the Elbow river.

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Alternate suggestions	<ul style="list-style-type: none"> • I'd like to see the cars parked on the left side of the bike lane to reduce chance of being doored. The current bike lane location puts cyclists at risk for the driver opening the door into a cyclist without looking. It's very dangerous. • The sooner we can make turning N onto MacLeod from 25th ave a reliably and routinely fast exercise, the sooner we can restore 2nd St to a residential thoroughfare, rather than a shortcut for downtown commuters too impatient to cope with 4th St or getting on Macleod — a fraction of whom are the 2nd St drag racers mentioned above. • pedestrian walk/don't walk at 25th Ave need to be automated with the street lights, very annoying to have to press the light - seniors in nearby centre need all the automation possible
Safety issues	<ul style="list-style-type: none"> • Curb extensions are not cleaned well enough in the winter and become a hazard when they are not visible under snow. They also force cyclists into the road in front of cars, instead of letting them keep a larger distance by riding in the parking lane when there is room. • 13th Ave is the highest pedestrian trafficked crossing and links with the existing greenway. It should definitely be the top curb extension as traffic rarely stops for pedestrians and many families and kids cross between Central Memorial Park and Haultain Park.

Verbatim comments

Would you support a speed limit reduction from 50km/h to 40km/h along 2 Street S.W.?

- There are vast amounts of evidence showing how much safer a 40 km/hr speed limit is. I would direct the city to the evidence and ignore the things that people write in this box.
- Should be 30km/h because it is a residential zone, largely, and it has a school zone already. No need for people to go faster.
- Because it should be a reduction to 30 to reflect this road should be at minimum a proper bikeway if the City fails to provide proper separation. (eg. Adanac bikeway in Vancouver)
- Cars are speeding on 2nd st, let's also do speed bumps.
- 50 is too fast.
- It's a wide road and it already encourages people to go faster than they should.
- Yes, because then people will slow down and actually drive 50km/hr
- No. If you're going to reduce the speed on this neighbourhood, reduce it to 30kph which is the internationally recognized safe standard.
- Anything to slow vehicles down.
- Route is heavily used by pedestrians and cyclists. 50km/h is unsafe.
- A speed limit reduction will help improve cyclist and pedestrian comfort and safety along 2nd St.
- Because it makes sense. Nobody needs to drive 50km on a road like this.
- Cars already drive 40 or less on this street. If you're going to lower speed limits do it on streets they go faster on. Like Macleod trail
- It must be 30 km/h to be safe.
- It is a residential street with medical facilities, schools and a high volume of cycle traffic
- It should be 30km/h in a residential zone if you follow science.
- safer for all.
- Safer for people
- It should be 30km the whole way
- Why 40? It should be 30 km/hr for additional safety.
- It should actually be 30km/hr the whole way
- Heavy use
- Safer
- It's safer and faster
- With the school zones and cross walks its unsafe to travel faster than 40, even if weather is optimal
- The playground zone from 17th ave to 20th Ave is 30 km/h. The City should extend the 30 km/k to the entire length of 2nd St bike to add safety for cyclists.
- Safer streets for everyone.
- It's nicer biking with slower traffic.

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- Push the speeders back to Fourth or Macleod
- it should be thirty. this is residential street. not a thoroughfare. separated bike lanes and forty kms sure. that's fine. but crappy painted lines on the road that most drivers ignore no thanks. it just makes cycling more dangerous and way less safe.
- I support 30k/h. That is the international best practice for this type of street.
- Absolutely, lots of pedestrian and bike traffic here. 30Kph would be best.
- Yes, slower speeds reduce cut-through traffic, injuries for vulnerable road users when collisions do occur.
- But it should be 30 km/h as that has been shown to be the safest for pedestrians and cyclists.
- Speed limits are a small action towards cyclist safety. It would be better to make the cycle lane separate. A painted lane means nothing in winter, and leaves the cyclist vulnerable to distracted drivers and car doors opening. A separate, protected lane is the only real solution.
- if the cars can't whip through ti will be safer for everyone
- This road operates like a local/residential road. A 40 km/hr speed limit is suitable
- It's a multimodal street, but with no physical delineation separating cyclists and motorists.
- This is not an arterial like 4th St & the improvements to people's safety are immense (whether you are a motor vehicle occupant, on a bike, or walking) with lower speeds. I would support a reduction to 30 in fact.
- Much safer - no one needs to go this fast and studies prove increased speed = increased chances of fatalities in cases of car pedestrian collision.
- Cars and bikes need be travel at close to the same speed for better safety. A bike travelling at 20 to 25 km won't be passed as much of cars are going 30 kph. Also any strike is less likely to fatal at lower speed.
- Because it's half way to a truly safe speed limit of 30 km/h
- Data supports lowering speeds having a positive impact on survival of pedestrian / car and cyclist / car collisions. Data actually best supports 30 km/h being an appropriate limit, so that would be ideal.
- This street will be too narrow for people doing 60 kph (the normal speed in a 50 kph zone). Lowering to 40 will reduce speed to 50 or maybe even 40. I'd prefer 30 as a cyclist.
- Enforcement of speed limits and ticketing of offenders would be more effective.
- I bike this route daily and I find that a lot of people speed even through the school zone, pass very closely to cyclists and often don't stop for pedestrians at marked crossings.
- @50km/hr vehicles are regularly reaching 60km/h on this straight stretch of road. A posted 40km/hr would be much more effective to bring vehicle down to safer sub-50km/hr speeds.
- It increases pedestrian safety.
- Studies show injuries are reduced significantly when speeds are slower. 30km would be better, but if 40km/h is the option then that's what I'll choose.
- Vehicles have to wait at traffic lights anyway.
- I'd even support a 30 kph especially with the unprotected bike lane. If the limit were 30 most people would still do 40. Shrinking the car drive lane to 3 m would allow protected bike lanes.

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- I actually think it should be reduced further to 30 km/hr as this would be much safer for pedestrians & cyclists.
- Many vehicles do not seem to notice pedestrians in the area and try to speed through. i don't feel safe crossing this road at all times.
- Put in a separated cycle track and you won't need to lower speeds.
- Slower traffic for safety of cyclists and pedestrians. 30kmph is optimal
- While 40km/h is a step in the right direction, the speed limit should be reduced to 30km/hr as that is what all of the available data shows to be the point where people that are hit by cars have a greater chance of living than dying. 40km/h is insufficient and only seeks to placate drivers who are just trying to get through the neighbourhood at the expense of the safety of everyone around them.
- To reduce the risk of serious injury or death to vulnerable road users.
- Slower speeds are proven to be safer. Look at the data.
- Lots of students and families use this road, and the 50km speed limit is too fast for the amount of that kindness of activity in the area.
- I used to bike to work on this road but between the cars driving fast, esp between 23rd and 18th as well as north of 17th, I now use 4th where cars are forced to slow down. Without a cycle track and with cars opening their doors right into the cycle lane 2nd remains too dangerous
- I would love to see the data to back up the experience of Elbow Park/ moint Royal who have 40km speed limits compared to other similar communities that are at 50. I expect the city's own data supports the recommendation to slow traffic down
- Creates more accessibility for cyclists.
- The high level of pedestrian traffic on and across this street increases the likelihood of collisions between vehicles and pedestrians. Parked vehicles reduce drivers' visibility at crossing points and thus reduce the stopping distance vehicles have, especially in marginal conditions such as bad weather and darkness.
- Yes I would support it, I walk and drive in the area and I think it would be safer for pedestrians if the speed is reduced. There are lots of pedestrians and few controlled crosswalks so it can be hard to get a chance to cross the street safely due to drivers speeding through Mission to get from downtown to other areas.
- 30 is safer. Change should be tied to desired outcomes.
- co-mingled bikes and cars without a cycle track require this.
- Absolutely. Drivers who cut through our neighbourhood drive too fast!
- There are already park zones and school zones and a lot of pedestrian and bike movement, so it is safer to have a lower maximum speed. The maximum speed along 26 Ave east of 4 St should also be 40.
- 50 km/h is too fast for this narrow and busy road. I
- Any and all traffic calming measures are welcome. The number of drivers who regard 25th ave to 17th ave as a dragstrip is now large enough that an accident involving pedestrians is just waiting to happen. As a 2nd St resident, cyclist and pedestrian i applaud the city for taking this action.



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- This is a residential community - make drivers slow down out of respect for the high density community.
- The school zone buffers traffic as is for most of second street.
- From anecdotal evidence of commuting everyday on this route most vehicles are already traveling at 40km/hr.
- I work near this road, see lots of bikes using it and pedestrians trying to cross it. Safer if slower.
- 40km/h is a good start, but 30km/h is mathematically proven to be safer. Why not go all the way on safety? For the 1.5km stretch of 2nd street from 26th Ave to 10th Ave, a car going 40km/h covers that distance in 2 minutes and 18 seconds (assuming no stops, but we all know there'll likely be stops at crosswalks and lights). A car going a much safer 30km/h covers that same distance in 3 minutes. Isn't the increased safety worth 42 seconds? At 30km/h, a pedestrian struck by a car has a 90% chance of survival. At 40km/h, it's a 50% chance. I think the increased chance of survival is worth 42 seconds.
- Evidence points to 30km/hr limit as being the best for saving pedestrian lives in the case of pedestrian/car collisions.
- This inner-city road is used by many individuals to access local residences, businesses, and schools. There is no need to have a higher speed limit here as traffic already travels well below the limit due probably to the amount of traffic (foot, bike and car) that is traveling to locations within the neighbourhood, not to the downtown core. Further, moving to a protected bike lane would have the added benefit of not only encouraging more reasonable vehicle speeds, but provide what is essentially a curb extension through the entire length of the roadway.
- Especially if not separate cycling track this is necessary for cyclist safety and most people drive 40 at the moment anyway.
- Because of the amount of parked cars, visibility is very poor at intersections, slower cars will kill fewer pedestrians
- A total change of speed limit would be an improvement. Very few drivers acknowledge the playground/school zone. A steady 40 km/h, with well marked pedestrian crossings and better signage, would be safer.
- Make it safer for cyclists. Speed limit won't make a huge difference in driving times because of all the lights.
- Why not 30km? Even safer.
- 40km/h will not cause significant delays for motorists but the gain for pedestrians and cyclists is huge. In the case of motorists we are talking about seconds of delay on their trips. For pedestrians and cyclists can be a difference from life and death in case of a collision.
- Of course saving lives is why
- Because research says it should be 30 - especially if you're pushing cheap paint.
- I live in this area, it's just safer for everyone
- The road is currently insanely wide, leading to a fair amount of speeding
- Minor change for drivers, significant safety improvement for cyclists
- I support speed reduction but I would prefer that the speed limit be 30 km/hr

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- time required to drive the distance (1.6km) at 40km/hr would be 2:24 vs 1:55 for 50km/hr if the math is right. so doesn't seem like too much extra time for the added safety. Especially given the frequent intersections, it would appear hard to reach 50km/hr anyway.
- "I don't support curb extensions as the narrowing of the roadway is hazardous for cyclists.
- I support the speed reduction to 40 km/hr because the street is heavily used by cyclists and pedestrians."
- This is a busy road with lots of cyclists, pedestrians and cars.
- This is a residential area. Even if a person is currently able to drive at 50km/h they are supposedly, reducing the speed limit for the first/last few blocks of there trip will at most have less than a minute impact to their drive time. The benefits are numerous, most importantly the safety for the the people living in this area. Making it feel safe will encourage more people to walk and bike, improving their health and our city's livability.
- Road is wide enough and there are already enough traffic slowing barriers: painted crosswalks/school zone/flashing pedestrian crossing lights.
- "1) Regarding the ""curb extensions"", I suggest that you describe what they are. I assume that are where a curb has a teardrop shape that extends into the street. If so, I do not recommend them as they further narrow down driving lanes.
- 2) as for the speed reduction, I believe that 50 is too high in a residential area."
- "1. What is a curb extension?
- 2. 40 Km/h is better in a residential area."
- Half of it is a school zone anyway. There is no reason to speed along 2nd.
- Standard city speed limit is 50km/hr. At 40 km/hr city police will be forced to hand out speeding tickets to both cyclists that use 2ns Street on a daily basis
- You should reduce it to 30 in fact, as 2nd has a school, and is a major cycling thoroughfare south of 17th.
- Reduction should be made citywide or not at all
- Proven as an effective way to reduced risk from cars to pedestrains and cyclists.
- Need to slow cars in my neighbourhood as majority walk and are always at risk of being struck by drivers. I would add full stop intersections if it was an option.
- It is safer to ride and walk along the main road with lower speed limits.
- Slow it down for bikes and pedestrians
- Safety
- As a cyclist, pedestrian and a resident of Beltline, I would be safer.
- leave 2nd street alone for those of us who cycle year round and don't like the bike lane on 5th St SW.
- In a residential area with a mix of cars, bicycles and pedestrians, 50kph is excessive. I rarely drive faster than 40 mph on that road because of uncertainty about random pedestrians stepping out.
- Reduce it to 30. People are less likely to die when hit at 30

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- Everyone just ignores the 40 zones anyway, so it just creates a more dangerous situation if a few cars slow down.
- Playground zone exists already, and the current traffic flow wouldn't be dramatically impacted by the change.
- Should be 30kph.
- Makes the street more attractive to pedestrians, cyclists, businesses and very little impact to drivers.
- I cycle on this street and would feel safer with the speed limit reduction, especially in winter.
- Reducing the speed in this location will not delay motorists any significant amount but it will make the street more pleasant and might make it safer. Most traffic on this road does not go as fast as 50km/h.
- Narrow the drive aisle widths to make it safer, rather than a posted speed limit.
- I ride that street and some people rev their engines and speed up as I ride
- Until a separate divided bike lane or street is implemented there will be bikes and vehicles using this street, bikes use this street at peak times, vehicles use this street 24/7 reducing the speed will not ease issues and will create more as vehicles and bikes share the same space. If the City is to keep bike lanes then a review and plan needs to be in place for dedicated separate access routes for bikes only in the cities core. with key access points laid out and certain sidewalks or streets converted to bike only traffic.
- safer for pedestrians and cyclists, a lot of people cross on this road and there isn't controlled crossings, so a slower speed limit will allow more time for motorists to see them
- 50 km/hr is reasonable. During rush hour it never gets above 30.
- If you use PROTECTED bike lanes, you don't need a speed reduction. The community has shown that this is possible.
- Lower speeds make drivers, including me, way more reactive to pedestrians and traffic in generally
- 40 km is fast enough in such a congested location
- Slower is safer for everyone in residential areas.
- Lower speed limits increase pedestrian and cyclist safety
- Far safer for pedestrians.
- Safety of pedestrians and cyclists and noise
- I would prefer a speed reduction on 25th Ave SW as people speed to travel from Macleod Trail to 2nd St or 4th St to connect into downtown. People speed there all the time. As a resident on that street, it is particularly frustrating. Sometimes I don't feel safe on the sidewalk! And, we have a significant seniors population. People don't speed as much on 2nd because of the parked cars on both sides of the street, the school zone and the amount of pedestrian traffic.
- Too many drivers already speed on this road.
- Reducing speed will provide drivers with more time to react to pedestrians crossing the street and more aware of the presence of cyclists alongside their vehicles.
- 40 km/h sounds good but I'd even prefer if it was 30 km/h! Reduced speed limits combined with infrastructure like what's being proposed will do well to actually reduce speed and improve the safety and comfort of users of this street.

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- It's a very busy residential area
- Lower speed limit is safer for cyclists. My husband, my 9 year old and I are cyclists.
- I cycle down 2nd St SW quite often, and find that people go too fast and often almost miss pedestrian crossings. There are lots of children and cyclists as well as pedestrians that use 2nd St and the cars can be quite aggressive in their speed and driving too closely to each other on their way to rush downtown (in the morning). Same issues are present in the evening.
- I think a lower speed limit is beneficial for residential areas, but a lower speed limit needs to be accompanied by appropriate road design (if the road feels like you can drive 70km/hr because it's wide, the speed limit means nothing as people will just speed to go with flow of traffic).
- People already disregard the posted speed limit regardless of where they are driving in the city. We need to be proactive at maintaining the safety of everyone regardless if they drive, bike, walk, skateboard, or whatever.
- If this is a cycling/pedestrian heavy street, lower speeds will reduce potential injury and reaction time by drivers. It may also reduce traffic by making it less desirable as a cut through.
- to improve safety for cyclists
- It's a residential street that should not be an artery for traffic. There are many homes and seniors residences in the area so lower speeds would be safer for residents.
- Why zoom between lights?
- Drivers often speed by about 10km/hr. I don't think it would be terribly effective. I would suggest a 30km/hr zone. But separate bike lanes and no speed change would be better.
- Makes it safer for everybody. 30km would be better.
- slower speeds will improve the street, the street needs to be for people not cars.
- Not necessary if you put in a separated bike lane, which is clearly the best choice for this project.
- Slower speeds are safer for pedestrians
- I think that it should actually be slower: studies show that pedestrian survival after being hit at 30km/hr is significantly higher. If higher road speeds are needed for the section of the road that is considered "collector", then let it be slower outside of that zone.
- We should be able to make the street safe for both cars and bikes. If there are barriers there isn't a need for speed reductions
- I would prefer flashing crosswalks at every other or every third avenue as apposed to just signs at every avenue. this would help flow of traffic AND pedestrian safety.
- There are parks there, and past 17th schools. Probably not a bad idea.
- I feel safer when cars are going slower.
- 40 is max for busy inner city streets
- There is no need for higher speed travel on this street. The significant number of people using the street outside of a car (e.g. on foot, on a bicycle, etc.) warrant extra measures for safety. The proposed speed reduction will improve safety for all street users, including people in cars, while having a minimal or negligible impact on travel times along this roadway.
- It is too narrow and busy with pedestrians and parked cars to allow the necessary visibility to allow 50km/h.

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- More pedestrians.
- Safety
- On busier streets with less visibility due to parked cars, 40km/H makes a significant difference to pedestrians and drivers, especially during busy times and times with less daylight.
- It is a busy road with difficult visibility for pedestrians trying to cross 2 Street. It is also difficult for vehicles to cross or turn onto 2 Street, reducing the speed limit would make it safer for both pedestrians and drivers to use the streets that intersect 2 Street but also for pedestrians to cross the street safely to go to all the nice things in the area.
- 2nd Street has a lot of bikes and pedestrians, a school zone and health facility. 40 km speed limit would improve safety.
- It's a narrow, busy street and cars rarely get up to 50 km/hr anyway. Lowering the speed limit increases awareness and promotes a safety culture.
- I'm primarily a cyclist, and reducing speeds of cars would make the whole exploit safer for everyone from my perspective.
- Schools and parks line this street for the majority of it. It's not a major connector road so there really is no need for the added speed.
- Slower speed is safer for pedestrians and cyclists. Too many schools and pedestrians along and crossing 2nd St to support 50kmph. As a cycle route, speed limit should be reduced.
- 40km/hr is too fast. Needs to be reduced to 30km/hr.
- Would make it safer for the cyclists and pedestrians.
- a large part of the street is already a 30 zone for the school. Let's make the street safer for pedestrians, cyclists and joggers!
- The speed limit in Elbow is 40km/h and certainly see more responsible driving.
- 40 km/hr would be much safer. There's already a 30km/hr playground zone, multiple schools. It's a very residential area, let's try making the street residential!
- Would be safer for bikers
- Safety
- residential area, cyclists sharing space, promote safety first
- 50k is too fast for reaction time...with all the parked cars, pedestrians crossing aren't visible until the last minute. Also, the bike lanes aren't protected, so a slower speed is necessary for safety.
- It should be 30 - just like the photo included in the tweet from @cityofcalgary advertising this feedback
- Not nessessary at all hours - people commuting early in the morning will be forced to slow down unnecessarily when there is not much other traffic around.
- Seriously traffic doesn't go that fast down that road to begin with in the morning or after work.
- No one speed s on this road as it is, not necessary just annoying.
- slower speed is better
- Lower speed limit won't change the driving of those who speed. 15kph in alley doesn't cause drivers to drive that speed.



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- Traffic will increase
- The general default should be 40kph at most. Perhaps 30kph would be more appropriate for a cycling route with no protection other than a painted line? Please also consider potential mechanisms for filtered permeability - perhaps a break in through traffic on 2 Street SW at Haultain Park (reclaim some ROW for park space) or at 21 Avenue (shared space connection for access to Lindsay Park and local resident/visitor parking)?
- If bike lanes built properly pedestrians and cyclists should be safe. I would support cross walk lights.
- 40km/h is not a regularly used speed limit. Using the standard residential speed limit of 50km/h should be fine.
- Not necessary
- There is no evidence to support that the current 50 km/h speed limit is too high.
- The playground zone already slows down traffic enough.
- it's used as a cut through and people drive it like it's 4th st.
- I've almost been hit by a car while crossing this street

Would you like the paid parking zone on 24 Avenue S.W. to be converted to a '2 hour' or 'all day' free parking zone?

- It makes no difference to me.
- Don't care.
- Cars need to be parked on side streets, not on 2nd or 4th streets.
- Paid parking better manages the amount of parking in the area. Heck, if it discouraged parking, that would be great.
- Because then it will increase traffic. People will drive around and around looking for free parking. This is a residential neighbourhood, not just something people drive through.
- Please remove parking on one side of the street and install a physically separated 2 way cycletrack from 10 Ave to the Elbow River.
- Keep as is.
- No need
- No preference as I do not park in this area
- Don't care too much
- Really I don't care
- Parking should be removed.
- It is already oversubscribed.
- How will making it free help anything?
- "free".
- It will be a mess
- There's tons of parking in this area, make it pay parking so there is more turnover

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- I don't support free parking on this street.
- There is already so much parking in the area, do not need to give free parking away. Charging for it will make turnover better for businesses. Lots of bar patrons park overnight there and then leave there cars overnight, need to get them moving.
- Keep drivers happy
- Less parking, more rotation
- Not appropriate to have parking along a painted bike lane
- errands to local shops would be easier.
- Income back to city.
- Parking seems adequate.
- as long as resident have exemptions 2 hrs is plenty
- if you're gonna drive around and not take advantage of alternative modes of transport you should pay to use that space.
- Parking receives significant public subsidy. On-street parking should be paid, especially along commercial properties, as is the case here.
- People should have to pay to store their cars on public property
- Our Transportation Mobility Strategy already has priorities for Active (peds, bikes) then Shared (transit, HOV/taxi) then Private vehicle use last. We need to design for active users above all, not incentivize more driving like this is still the 1950s. "Painted dedicated bike lane" is an oxymoron - stop using that term, it doesn't mean what you think it means ;)
- it wil help curb the on street parking and congestion
- It should stay as it is
- Charge for parking.
- Paid parking ensures turnover and the ability to find a spot when needed. Free parking stalls are full all the time making the area inaccessible to those people who arrive by motor vehicle, including Car2Go.
- I am indifferent.
- Paying for parking sucks
- We shouldn't be encouraging people to leave there cars anywhere all day, except maybe at home.
- Free parking promotes congestion and unnecessary use of cars for short trips.
- I'd like to see more incentives for people to walk/ bike to and from this area.
- Parking costs money! Why give it away for free?
- I'm an advocate of Donald Shoup's book and thesis, "The High Cost of Free Parking", which generally states that free parking contributes negatively to urban areas. A reasonable cost of parking ensures that it is not abused by non-residents.
- Parking doesn't need to be free. The city rates are reasonable.
- It will encourage people to park and then walk through the neighbourhood.
- I have zero preference for what the parking is in this zone.

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- How do you answer an either/or question with a yes or no? Leave it paid parking please to encourage it to turn over.
- We need to encourage people to use this parking for short term shopping not all day leave your car. We need to encourage people to choose other transport modes.
- No opinion
- Revenue opportunity.
- Free parking zones just give people more incentive to drive. Streets should not be used as a tool to subsidize drivers so that they won't think about taking an alternative that will be healthier, more sustainable and will require less of the city's revenues to maintain.
- Encourage sustainable transportation modes instead.
- Free parking is just a subsidy for drivers.
- Increased types of parking options (not spaces) for this busy neighbourhood.
- Suggest we need to keep nudging people to use transit or active travel where it streets are well served. If you use that to remove a land of parked cars on 4th and give us a better experience there is be ok with that.
- This would offer additional parking for those people displaced by the elimination of parking in the two southern blocks of 2nd street.
- Yes, there's limited guest parking for those of us who live near that block so it would be good to have more unpaid parking spots.
- No opinion
- Paid parking = city revenue. Free parking = encourages vehicular traffic rather than foot, bike, or public transit.
- All day free parking zone because you are taking away 13 parking spots.
- There isn't a lot of parking for restaurants and businesses along 4 St, so good to have paid parking in the area.
- It seems a reasonable proposal based on the 2nd street bike lane.
- Mitigate the Loss of spaces elsewhere on 2 St
- Because the City of Calgary needs to stop being greedy with pay-parking everywhere.
- There is barely parking as is, and that will magnify the shortfall.
- Residents already have a difficult time finding parking. Altering this would make it more difficult.
- Parking revenue is good for the city, and I'm okay paying it since it goes to a good cause.
- Free parking only causes congestion.
- the bike lane is in the door zone...
- Don't care?
- Parking shouldn't be free. Encourages people to choose other forms of transport.
- Downtown real state is to expensive to be offered as free individual car parking.
- Too much parking is going to cars.
- Fine to keep it paid
- Parking is not free and making it free artificially subsidies a public good



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- I'm in favour of moving Calgary's transportation focus away from cars, slowly but surely!
- There is plenty of parking options nearby. We want to encourage people to find other modes to travel to the neighbourhood.
- I don't think it's an area where residents should be allowed to leave their cars parked all day/night/week/year
- Parking should be paid to provide income to the City.
- residences need space for parking
- Free parking only further subsidizes driving resulting in many negative impacts.
- Turn over.
- I would recommend 2 hour unless a vehicle has a residential parking permit, whereby time is not restricted.
- I would support '2 hour' free parking for public parking, and 'all day' free parking for those with residential parking permits.
- A useless question is the answer you are seeking anyes or no to 2hr or free parking? City spin doctors can interpret this data anyway they wish
- Helps residential visitors find parking
- Free parking encourages more traffic congestion and less turn-over of vehicles (bad for business).
- You can park for free and use bike or walk for the rest of your journey.
- This would allow me to use a vehicle to visit the area for shopping
- 2hr so I can park for free
- Keep the revenue generation
- Not necessary. Adds no real benefit and may encourage more cars.
- its fine the way it is, leave it alone
- 2 hr ok but not free, people should have to pay for parking.
- This city is desperate for free parking.
- Why should drivers get a break? They cause congestion, collisions, pollution, increase healthcare costs, and vehicles are the primary transportation choice for committing crimes. Time to start catering to the more mature, not the less mature.
- Indifferent, I normally bike to this area.
- Free parking will fill up too much. Probably?
- 2 hr parking, otherwise the parking zone is likely to be monopolized by the same users.
- 2 hr is good
- That would be a step to improve or open parking in the area, if it became free the bylaw for length of time may need to be enforced as vehicles may be left parked for long periods of time. Defeats the purpose of change.
- no real opinion
- Free parking anywhere near downtown is a plus.
- No idea what the issues are - I flipped a coin, so the computer would see that I'd answered the question...



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- Short term parking increase the chance I can get a spot without folks parking there all day
- 2 hour unless have permit for residence's
- Why dole out free parking.
- It might offset any hard feelings toward changes to traffic patterns along this route.
- I don't own a car, but on occasion when I rent or borrow a car, it is hard to find parking in this area.
- I feel free parking would draw more cars and increase congestion.
- I don't see how this is relevant to a discussion about bike lanes and pedestrians.
- paid parking keeps the # of cars down. With free I think cars would park all day, every day
- Whatever it takes to get this to work. I don't really mind either way.
- I don't park there
- I have no opinion on this.
- All day free parking will mean that cars will be parked in there all day. By having low cost pay parking spaces will be available for people who are making short trips to the neighborhood.
- Saying 'No' but feel neutral on the matter.
- making it free might cause more hassle in parking for those that live in the area
- Free for residents with a parking permit, otherwise no opinion.
- Parking should be priced per it's scarcity and at a rate that ensures there are spaces available
- Likely would be too busy.
- 2 hour free would be good to ensure a turn over of spaces
- I would prefer to prioritize safety of vulnerable road users and movement of vehicles over free storage for private property.
- there is not enough free parking in Mission.
- The parking lanes will get more use and it will help relieve street parking on streets nearby.
- Not sure - I don't live in the area so it would be good to hear from residents and businesses.
- Two hours is perfect
- We taxpayers spend a lot on owning and maintaining space for driving and parking. The users who most benefit from that space should pay more than those who do not. By establishing a cost -- even a minimal cost -- for parking on this street, it helps improve the chances that spaces will be available when they are needed. Also, though I don't like paying for parking, I think I should have to when I drive downtown.
- No opinion
- Need more parking areas for "J" residents.
- Want to discourage cars in area
- Paid parking seems easier to patrol/check than free parking. If needed, perhaps some limited free parking with registration requirements at the meter?
- make people pay for parking. there's limited supply.
- Driving in the inner city should be discouraged.
- All day free parking means people will park there and bike to work, so might as well leave it paid or a 2 hr. zone so more people accessing Mission can use that parking.



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- Provide people better access to the shopping in Mission. I would keep it limited to 2 hours to prevent nearby residents from taking up all the space.
- Encourage cycling!
- What is the rationale to remove paid parking? How does this make the cycle track or pedestrians safer?
- Too much paid parking in the area. The machines are a huge hassle to use and it sucks to quickly stop to buy something and have to pay.
- I feel that there is already ample parking that is 2 hour or all day.
- Would probably make parking worse.
- All day free parking is awesome
- I have no feelings strongly one way or the other - I have never parked in this area before
- Sick of always paying
- no preference really - this doesn't impact me
- No, because I'm tired of my property taxes subsidizing the storage of other people's private property. Also, parking pricing works best if it's consistent - please charge the market clearing price for 85% occupancy and a turnover rate that supports local businesses. That price may be \$0, or may be >\$0.
- I have no real opinion on this item.
- Parking is at a premium in the core. I personally avoid it entirely because parking is too expensive and I live too far away for other options. A strictly regulated/policed 2 hr zone (i.e. tow away zone) would promote more interaction with the businesses in the area.
- Free parking is good
- All free, 2 hr and paid parking in Mission should exclude those with permit J parking passes. Permit J parking pass holders should be able to park on any street in Mission and not be impacted by time limit or paid parking.
- helps businesses to attract people from outside the community to come to 4th street and stay
- There's enough demand to be able to charge for parking

Do you have any other comments to provide about this project?

- Glad to see more work being done to make the city easier to get around in ways other than by car. Keep up the great work.
- Curb extensions should be scrapped and bike lane moved curbside with parking providing a barrier. Even better, bike lanes should be separated cycle tracks as both styles of painted bike lanes will be useless in the winter when they become snow storage (this road is heavily used by commuter bike traffic ALL year round). There needs to be a proper, separated connection from 12th Ave to Elbow pathway either here or on 5th St. This project is a waste of funds if it proceeds like this.
- Looking forward to an open house when more information is actually presented.



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- Be bold and make the lanes separated, like with barriers. The painted lanes on 14th and 15th aves are effective 1/2 the time whereas the cycle tracks are actually safe, why not go with what works and make it safe? Please don't half-donkey this like you often do.
- Very sad to hear this won't include a separated cycle track. This is already a very large road. If it's too small... aren't most of our roads too small? I'm so surprised and disappointed.
- I'm really disappointed that there won't be separated cycle tracks connecting the Beltline to Mission. The painted lanes offer no protection from fast moving vehicles and disappear in the winter - literally too, it apparently only takes one season to scrape up all the paint, just look at 14th and 15th Aves, where the 17th Ave detour goes. This is a wide street, and needs more than curb extensions and posted speed limits to slow people down.
- "Painted lanes are a waste of money and do nothing to protect vulnerable road users and are totally useless for 1/2 the year buried under snow and gravel. The design shown also places people on bikes within the door zone which is more dangerous than if there was no painted lane at all.
- Do the right thing and install a protected cycletrack. Anything less is lipstick on a pig."
- If you can paint bike lanes give us one better and convert it to a proper cycle track. No more of the half measures that do little to nothing to make cycling more accessible to potential riders.
- This is a disappointment. 2nd St is heavily used by cycling and pedestrian traffic. A separated bike lane is vital. Painted bike lanes are essentially useless from a safety perspective.
- The really busy intersections that could use curb extensions are not even on the list of locations above. Appears that whatever plan the city has to improve the street will not really make a difference. Vehicles always get the priority.
- Painted bike lanes are not an effective or safe solution for cyclists, especially when they run between vehicle traffic and parked cars. I would much rather see parking reduced or removed on one side of the street to allow for protected bike lanes. This will help encourage new cyclists, especially women and children, to cycle along 2nd street, while providing a much-needed connection between the Elbow River pathway and the downtown cycle track network.
- Flip parking to the east side for the blocks between 11 and 13 Av. Don't need parking in front of a park.
- "The bike lane proposal is too close to the car doors in the illustrations. A cyclist should never ride within 1.5 meters of a parked car.
- Assume every parked car will door you."
- Build protected bike lanes. Parking should be off-street in garages or on private land in the inner city. Safe transport is more important than private property storage (especially for free).
- Please install a full, proper cycle track, not a painted 'lane'. And please no curb 'bulbs' - they just force cyclists into the lane.
- Door-zone bike lanes are terrible and are going to get people killed. Please stop building them. Why can't this be a cycletrack?
- thank you thank you thank you!
- Build protected cycling lane or, at least, place cycling lane between sidewalk and parking lane

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- This will make it more dangerous for everyone, this is terrible. Make it a separated cycle track, there is tons of room
- Replace bike stencils with words 'door prize'
- Why are you bothering with a painted bike lane in the door zone? If you really care about keeping cyclists safe and encouraging people to ride bikes, make it a fully protected bike lane. This road is wide -- there seems plenty of room for both. There's no safe way to get from the river into downtown or the Beltline on a bike -- so get on with building one already. Please!
- "Painted door lanes are very dangerous, there is plenty of room for a 2 way-cycle track on the east side of this road. You can make it happen with curb extensions on the west side. Otherwise cars will speed down the wide road and kill people.
- A curb extension is way better on 13th ave SW to get people across the road safely from Memorial park."
- Create protected bike lane, not door zone bike lane.
- Put both directions of bicycle travel on the same side of the road instead of squeezing them between cars
- "Take the opportunity to improve the cycling Infra. This is already a busy bike route and key connection into the core!
- Paint is not enough and putting a bike lane in the door zone is absurd"
- The southbound bike lane must include a painted buffer for a bike lane. By painting a line that cars parking must stay inside it will reduce the potential for dangerous moorings of cyclists. Without a buffer the bike lane will increase the chance of getting doored by forcing the cyclists into the door opening zone. This would be unsafe infrastructure and defeat the potential safety benefits of a bike lane.
- Painted lines for bikes lanes are never really as safe as we would expect/hope them to be. But it is better than nothing.
- Provide a cycle track or different infrastructure than just bike lanes.
- just install dedicated bike lanes. it's proven to be safer and would be fully utilized from the river and the existing cycle tracks. you don't need the space for busses. they can use other roads as detours as they do all the time like fifth street. they thre plus meters that transit is demanding for that street at the expense of civilian safety is laughable.
- I support upgrading this street for cycling, but expect protected bike lanes. Travel lanes should be narrowed to 3.0m to accommodate protected elements. International best practices support 3.0m lanes for urban streets like this. This is not a bus route, so no additional width is required or desired. If necessary for cost purposes, I could support green post protected bike lanes until funding is available for concrete protected bike lanes.
- This should be a protected bike lane. White lines do not offer protection from vehicles.
- **PAINTED LINES ARE NOT BIKE INFRASTRUCTURE.** Dr. Kay Teschke's research shared years ago even with the cycle track pilot project clearly shows this is not only useless, it encourages dangerous driving behaviour as it suggests that bikes need to be in the "dooring" zone instead of sharing a place in traffic on the road. Build separated safe bike infrastructure, or invest instead in

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signage and driver education tied to slower speed limits. Reminder: all roads are "sharrows" by default with or without signage (except Deerfoot). Enough with the bad design that penalizes active and shared transportation modes - stop rewarding inactive, unsustainable, exponentially more expensive private vehicle use in Calgary. Thank you.

- "The painted bike lanes are inadequate and dangerous. If the City wants to keep women, children and people who aren't comfortable cycling on the street safe, it needs to be a protected cycle lane. I don't understand why the City insists on painting lines on the street and declaring that cycling infrastructure. It's not. The only thing keeping you safe in a painted bike lane is hope and luck. The City hasn't seen a major increase in cyclists since the pilot network was made permanent. To see another increase, the City needs to build more protected cycling infrastructure.
- It's extremely frustrating as a Beltline resident to see huge overpasses get built with nary a complaint but when inner-city residents want to be safe while cycling in their community, a huge cry goes up even though those projects a fraction of the price of these overpasses."
- Painted cycle lanes are pretty much useless. Cyclists require protected, separate lanes. Even then, vehicles crossing those lanes present physical danger without proper signs and support to bring attention to the drivers that the cyclists are present.
- I would like to see a door zone buffer
- How about a cycle track instead of painted bike lanes? At least include a door zone buffer if you are going to do bike lanes. Make sure whatever cycling facility you do links up properly with the pathway along the Elbow River so that cyclists can travel logically between the two. It's time for the City to step up its game in advancing all ages and abilities cycling infrastructure.
- "Please don't do painted bike lanes. It will annoy most people, provide little or no safety benefit, induce no ridership increase. No bike lanes would be better than paint, especially in winter when ice and debris always make painted lanes worse than useless. We need protected bike lanes - 2 St SW is wide enough to handle them.
- The city's excuse of requiring 3.3 m lanes for buses is unacceptable for the few days a year buses are detoured on here. This is not a bus route."
- I do not think a painted bike lane is the way to go, we should invest the time and money into a protected lane so cyclists can be safe, especially in winter conditions when painted lanes are hidden.
- I'd like to see the cars parked on the left side of the bike lane to reduce chance of being doored. The current bike lane location puts cyclists at risk for the driver opening the door into a cyclist without looking. It's very dangerous.
- There are no questions in this engagement questionnaire about bike infra. Not a big fan of door lanes. We need a cycle track to the river.
- Please change from a painted line to a proper cycle track.
- Please put the bike lane on the curb side of the cars to reduce dooring opportunities. Drivers don't look for bikes unfortunately.
- A separated bike lane would be safer and more forward-thinking than this current plan.
- Why are we not spending our time and money on 5th Street from 17th to the Elbow river pathway?



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- Please put in separated cycle track, painted is not safe enough for this Starwood road with this many cars. Go the safer route!
- "The pavement in front of the hospital is incredibly uneven and slanted. I usually have to ride in the middle of the road here (when I can). I've literally had my bike chain thrown off in this section more than once because it's so bumpy!"
- Bike lanes certainly can fit on 2 Street SW and the excuse that it's used for buses is not a good enough reason to not put them in! There are NO bus stops or bus routes on this street!!! This is a well-used commuter route and people who chose to cycle should have a safe option to get around."
- Please consider the beltline associations proposal for a cycle track and put the safety needs of real bicyclists over the needs of a hypothetical bus.
- The painted dedicated bike lane should be replaced with protected cycle tracks, even at the cost of lane width.
- Put in a cycle track! As a cyclist who takes 2nd st SW regularly, the current state is very uncomfortable, especially due to cross traffic from the avenues. I'm skeptical just a painted bike lane will help judging by my experience with painted lanes on 10 street and 5 Ave NW. We're used to cycle tracks already in this area, and it's a proven better solution. Please commit to the city priorities of pedestrians>cyclists>transit>cars and put in a cycle track!
- Protected bike lane for the whole length of 2nd Street SW
- I support the BNA cycle track proposal. I cycle with a seven year old and don't find the city's bike lane proposal safe for younger riders: cars pull in and out of the bike lanes and younger riders are difficult to see. Please install a separated bike track.
- If cyclists and pedestrians can be safe from vehicles on this stretch by adding separated cycle tracks, why wouldn't we do it. A lot of cyclists use this stretch along with a lot of vehicles. Don't cut corners with this project!
- "Do this and, underlined and 5 St SW cycle track from 17 Ave to Elbow River pathway.
- Add turn boxes at 12 Ave to turn northbound to westbound cycle track. Add scoop or waiting area to aim bike at Elbow River Pathway to proceed northbound. Add bike box southbound at 26 Ave. Intersection treatments where it is obvious to both right turning vehicle drivers and cyclists that they must share the bike lane - this is a big safety issue, don't skimp on green conflict paint. Include green conflict paint in intersection for blind (eg with opposing truck) left turning vehicle to remind them there are bikes. Provide a buffer min car door width between parked cars and bike lane. Do not build a door zone bike lane especially here where there is higher turnover of vehicles <comment redacted due to personally identifying information> Do not squeeze it in if it won't safely fit. Listen to your transportation engineer on the right of way width limitations, it's safer to have only one side as bike lane and the west/parking side as a share-the-road setup than a door zone bike lane. Do not be tempted to squeeze in more than fits-this is how people get killed by relying on perfect human behaviour (people shoulder checking when they get out of their vehicle). Further motorists will be less likely to understand why a cyclist not feeling safe in the door zone bike lane is taking the lane exacerbating perceived conflict. This would be light years worse than 10 St north of/by

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Confederation Park or 20 St SW door zone bike lanes because of the higher Beltline parking turnover (people opening/closing doors). Please listen to your transportation engineer."

- He bike lanes should be protected, not just painted. The vehicle lanes can go down to 3m - no buses travel down 2nd, and I know from all the buses I see crossing Elbow river near the bus station that they can fit in smaller spaces.
- Protected bike lanes would be much better. We need to get everyone comfortable with cycling.
- There should be separated bike lanes here. The beltline is such a scary place to bike without separated bike lanes.
- Why aren't you implementing a fully separated bike lane. 3m is plenty wide enough for the traffic that goes down 2nd. Let's start building out the cycle track network to let people safely ride, especially in winter. I wouldn't ride in winter with just a painted line that will be buried under the snow.
- "Two: All engagement sessions are during the day, however, these improvements will largely be used by commuters. We are less likely to engage unless we have a day off. Also the engagement sessions are along the route. Safer infrastructure encourages more people to alter their routes, so it would benefit us to engage along 5th or another current alternative to 2st.
- Secondly the painted bike lanes are an improvement, but still do not provide adequate safety as it does not protect cyclists - it only helps slow drivers. Place a cycle track on one or both sides and ban turns on red lights. Narrowing the road slows traffic and focuses on safety for vulnerable road users."
- If a street is not used for a bus route, the street should not have to accommodate the size of buses. And if buses require larger lanes than cars, why are we still buying such wide buses that don't fit into the lane sizes that have been proven to be safer for everyone? Why should driving lanes be wider than 3 metres when we know that wider lanes leads to vehicles driving faster and less attentively. And if the speed limit isn't going to be reduced to 30km/hr, then it should be a cycle track, not just another painted lane that will disappear in winter and become the gravel disposal for the street until the street cleaning eventually gets around to it. And why wouldn't 5th street make more sense to connect the existing cycle track on 5th street to the Elbow River path. Imagine if you built a road that just ended and merged on to a train track before eventually connecting again to another road. That's what has been done to cyclists who are trying to get to work via the 5th street cycle track.
- Protected bike lanes should be a part of this project.
- Follow the NACTO guidelines. This had been done before. At least follow the City's Complete Streets policy.
- I support the Beltline Community's proposal for divided bike lanes. I don't believe that occasional transit re-routing to 2nd St warrants disregard of the importance of divided bike lanes on a route this busy and important to get from the river path to the rest of the network.
- Walking on 4th is marred by having a river of crocodiles (giant suvs speeding) ready to kill between east and West! Cars on 2nd and 5th, transit and active travel on 4th please
- The proposed painted bike lanes is insufficient. Cyclists deserve a safe way to get to the Elbow Pathway from down town. 5th street south of 17th ave is the scariest thing I ride. A painted lane on 2nd would not be an improvement, especially since it will dictate that cyclists need to ride in the door

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zone rather than wherever in the road lane they need to to be safe as it currently is. The city claims to work with community associations whose members know their neighbourhoods and then they ignore the communities recommendations. 2nd street needs cycletracks

- Please update your proposal to include protected bike lanes rather than painted lanes or sharrows
- Disappointing that protected bike lanes are not part of this project
- I would like a protected cycle track here, painted lines don't provide any protection against cars. This is the best street in the area to put a cycletrack. It makes a big difference to me. This is the route I take to visit my elderly mother in Fountains of Mission.
- The change of speed limit should apply to 26 Avenue SW from 4th St east to the cul-de-sac. This section of 26 Ave SW is heavily used by pedestrians and cyclists using the river pathway and there are many senior citizens in the area who walk south on 2nd St. or 1st St. to access the river pathway. In addition, almost all of the traffic using 2nd St. especially during rush hours should see the same traffic controls from the intersection of 4th St. and 26th Ave SW all the way to 10th Ave. SW.
- Thank you for improving 2 st! Would be good to revisit 3m lanes as a safe choice since I understand we have that width of lane in other areas in Calgary.
- Protected cycle track rather than unprotected bike lanes, please. I, and so many others, use the cycle track, but not unprotected bike lanes. Paint doesn't cut it. Terrifying. Cycle tracks encourage biking; promotes interacting with neighbourhood businesses, parks, services; and makes it safer.
- it would be better to have a separated cycle track through this area
- Please make the curb extensions as small as possible so there is more room for cars to park.
- You should change the parking along the bike lanes on 12 AVE SW to be ALL on the south side of the Ave. 12 Ave is dangerous with alternating parking and shifting driving lanes.
- The 2nd street bike lane should be protected.
- The sooner we can make turning N onto MacLeod from 25th ave a reliably and routinely fast exercise, the sooner we can restore 2nd St to a residential thoroughfare, rather than a shortcut for downtown commuters too impatient to cope with 4th St or getting on Macleod — a fraction of whom are the 2nd St drag racers mentioned above.
- It's nice to see the City of Calgary is asking for input on this; making 14 Ave SW was forced onto residents and the city refuses to convert the street back to two ways anytime soon. It's disrespectful, the way the City cherry picks whichever projects they will engage on and which they won't. Regarding 2 St SW, put dedicated separated bike lanes in. Do it right and don't input a mediocre patient bike lane - the road is wide enough.
- The bike lane needs to be made a part of the cycle track and separated from the vehicular traffic.
- I think it is a huge mistake not to have separated bike lanes on this route. The east side of of the beltline and downtown are suffering from a lack of cycling infrastructure. First the McLeod Trail North/South route was cancelled at the onset of the cycletrack project, and now this North South route is not adequate. As someone who commutes on this route via bike everyday I feel this is a missed opportunity.
- Incorporate cycle tracks to design instead of paint on road to protect cyclists.

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- Please put protected bike lanes in this road. This is the safest option — I would be more likely to bike to work year-round if this was a safe route. Plus it would slow down traffic and buses could continue me to use 4th St, which they already do anyway.
- The bike lanes need to be separated from traffic. By slowing down the car traffic you can narrow the cars lanes and make space for separated bike lanes. This will further enhance safety in the area, act as natural traffic calming, and encourage families, women, kids, and newer cyclists to ride in the area.
- "Unless the goal is to eliminate all but the most confident cyclists, this route should get a cycletrack. Painted lanes such as those on 20th St SW only encourage close passing - which is dangerous and terrifying to cyclists. As well as protecting cyclists, cycle tracks can encourage drivers to slow down, and prevent drivers from experiencing the trauma of hitting a person on a bike with their car.
- There is no reason to have wide lanes on 2nd street. I have driven trucks down narrower streets, and aside from requiring more caution (which is a good thing) it is no inconvenience."
- I have used 2nd Street SW as a cycle route to travel from the river pathway to my business on 17th avenue SW for three years now, and often travel from there to business meetings in and around the core by bike during the day. While the route is a designated bikeway, it is one of the worst in the city, with uneven and broken pavement, and numerous obstacles that force the rider into traffic on a road that has a high volume of cars. The sooner that I am able to connect up to the protected cycle path, the better, as I am not competing with cars for space on the road, nor having to deal with drivers who seem to have no regard for cyclists, despite the presence of shared or painted paths. I am disappointed that the city is not building a protected cycle way on this road. Painted bike lanes do nothing to protect and encourage use. I would encourage the city to reconsider. We need more, connected, protected cycle path options in the inner city, not paint on broken pavement.
- This proposal should be scrapped in favour of separated bike lanes with narrower driving lanes, as outlined in the Beltline community proposal. The City's own policies support separated lanes, as do best practices.
- I think the bike lane should be barricaded and separate from the road to keep more vulnerable/less capable cyclists safer and promote cycling in this city (and link up to city cycle paths)
- "The bike lane is in the door zone... if the parking moves to 2hr, then there will be more coming and going of people exiting and entering vehicles.
- Can the bike lanes move to the other side of the parked cars?"
- The painted bike lane should be a protected cycle track. I've got three kids who are learning to ride and a protected cycle track will let them ride this section.
- "June 3 ? The day of the Lilac Festival ? Because of the thousands of visitors , no one could or did see the sign informing the neighbours that they could consult with City Planning (or is Traffic ?) employees re the changes to 2nd. Street . Either No bike lanes or NO parking on the street, it's too narrow for the amount of traffic it carries, mostly to gain access to the 25 Street bridge, now . This area houses many young families with children in strollers and elderly people, with walkers or in wheelchairs. There are also many pedestrians walking to and from downtown. There is a need for automatic and longer ""Walk"" signals on 25 Avenue . Why is there no ticketing of bicyclers

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riding dangerously fast and without checking either pedestrian or car traffic as they ride from either 2nd. Street or from the 25 Avenue bridge onto 26 Avenue and the pedestrian/ bike path. In winter , because 2nd. Street is seldom cleared of snow, the traffic congestion and danger to both pedestrians and riders , will increase.

- Narrow roads , parked cars,bicycles,pedestrians,moving vehicles and snow are a recipe for disaster!"
- Protected bicycle lanes please. Only require 3m driving lanes and buses don't use street. Plus winter makes paint even more useless. Door zone bicycle lanes are very dangerous....
- Painted bike lanes are not a good solution. They are dangerous and irresponsible. City should build proper, safe, protect bike lanes.
- Please for the love of god do something about the Ctrain station at Westbrook. Unreal numbers of drunk homeless men sleeping/pooping and screaming at people in and around this station. The city hasn't done anything to address this issue in 4 years and it gets worse everyday. Someone help please.
- Separated bikes lanes are the safest. Please bring them in, don't waste time with painted lanes.
- Do it right or say we're a vehicular cyclist town and repaint. The compromise is a waste of City employee's expertise and time.
- Please ensure a physically separated bike land here. The road is very wide and cost would not be prohibitive, as there is plenty of room
- Friendlier for cyclists and pedestrians is never a bad thing! Separate bike lane would be even better than painted.
- Put in protected bike lanes for 2nd street
- I am disappointed in the City's design. You are not being bold or visionary, and are not listening to what the community wants. People live in this neighbourhood. It is more than just a car pass-through.
- Please include separated/protected bike lanes!
- Glad to hear that a dedicated bike lane will be added, I regularly cycle this route and the bike lane will help reduce hazards. I hope that parking enforcement will occur along the route once constructions is complete. A common problem with other painted bikeways is that motorists park in the bikeway (ffor example on 20st SW). I do not support the curb extensions as these force cyclists and motorists into a narrower road space, creating unsafe conditions for cyclists. Much needed connectivity between the Elbow bike path and the 12th ave cycle track will be great. The city's cycling infrastructure has a great need for more connectivity.
- This lane should be a separated bike lane, not a painted lane. Painted lanes are not safe for cyclists, invest in better cycling infrastructure now to grow cycling in the city.
- I think it's absurd that the City of Calgary is planning to paint some sharrows and call this infrastructure, apparently so that they can maintain 3.3 metres for the cars. This only encourages drivers to speed.
- "This a very flaccid questionnaire.
- This is just window dressing for engagement purposes so you can check the box.

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- Didn't ask anything about alternate parking patterns - not parallel.
- Starting with the outcome and working backward to make it happen - disingenuous."
- If street cleaning or snow removal is in progress, I recommend that there is no time limit on parking on other nearby streets. Or, no tickets are given out on the days the cleaning is in process.
- I think that having two pedestrian sidewalks and one bike lane on 2nd street is too much. There is insufficient pedestrian traffic to justify the use of two sidewalk. There are huge parking lots, Holy Cross, etc. on the east side that are not so user friendly for pedestrians. I would propose to designate the east sidewalk only as a Bike Lane. Have the pedestrian sidewalk on the west side, where it now is. Perhaps, restrict public parking only to the west side and Residential permit parking on the east side (or vice-versa).
- A useless engagement project. How about an option to choose for curb extension being "none" as that is the option I would prefer
- For the love of god do something about the crime and garbage in and around the Westbrook lrt. Stop putting bike lanes in and fix Westbrook.
- It is entirely contrary to the city's own cycling strategy to contemplate painted bike lanes. I use this route 4d per week, sometimes by bike, sometimes by car. Paint would not have helped the numerous close calls I have experienced with drivers moving into my path to pass cars turning left, the undulations that require me to routinely take the lane north of The Holy Cross, or do much of anything during the winter months when covered by snow and ice. As a driver, I would gladly give up more space, and drive slower the length of the road to accommodate a separated lane, even if only south of 17th. Please reconsider this inadequate approach.
- City should provide rationale for or against the BNA's proposal. I agree that City Transit should accept 3m instead of 3.3m drive lanes considering it is an established inner city neighbourhood and 2 street is not a designated bus route.
- I bike in from Canyon Meadows to the downtown for both work and leisure. 2nd street is often the most difficult part of my commute. Because in the morning there is often heavy traffic often turning at the Holy Cross Centre, 17th or looking for parking, I would highly recommend a defined cycle track. It would make myself feel more safe especilly at a point where I am very tired in my bike ride.
- " - Please make protected cycle tracks on 2nd St rather than simply painting lines.
 - Please create a smooth road surface for cycling.
 - Important to plan for effective snow and ice management for cycling.
 - Clarify the North and Southbound transition from road to MUP cycling at 26th Avenue"
- "13th Ave is the highest pedestrian trafficked crossing and links with the existing greenway. It should definitely be the top curb extension as traffic rarely stops for pedestrains and many families and kids cross between Central Memorial Park and Haultain Park.
- I also wish there was separated bike tracks (i.e. cycletracks like on 5th Street or Stephen Ave). Lanes are good, but it's so much safer and more comfortable when there is a physical barrier."
- Build cycle tracks so more women and families can bike. Thanks!
- Add separated bike lanes instead

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- I am a female cyclist, in my 60s, and I ride year round. I hate the bike lane on 5th Street, it doesn't do the job of getting southbound cyclists to the river pathway system and it is very slow with all the lights, also full of recreational cyclists with their huge bikes. I use 2nd Street because it is wide enough to ride safely beside cars, it has fewer lights and it gets me right to the river in relative safety. please leave it alone for those of us cyclists who need a good route to get from the Elbow River to downtown. instead focus on a good safe way to get under the tracks and into downtown.
- Paired bike lanes are inadequate for this road. I recently saw a cyclist get schmucked by a left-turning car at 2nd and 14th. A dedicated separated bike lane is required. I work at Chumir and will be happy to ride my bike to work when there is a protected bike lane on 2nd St.
- Put a cycle track on 4th or 1st instead. Cyclists deserve access to Local businesses too and they help support them. Continually putting bike routes on parallel roads with no amenities is a pattern that needs to stop. A protected facility is necessary for safety.
- There ought to be cycle tracks, not just bike lanes.
- "I support a raised bike lane as it is a safer option.
- Edmonton has them."
- "Also, curb extensions must not force cyclists to swerve into traffic.
- If you think sharrows are good enough you should be the ones dealing with foul mouthed drivers screaming and yelling like 5 year olds. They aren't mature enough to know what sharrows are for so until they know, the best option is cycle tracks."
- Please continue to expand the cycle track network! You guys have done a great job so far, but there is so much potential in this city! Build it and they will come!
- I think dedicated bike lanes will be amazing on 2nd street, but protected bike lanes would be even better. I use 2nd street a lot in the winter, when 5th street becomes basically impassable with snow and slush. On snowy days, by far the scariest part of my 9km commute is the stretch from elbow drive to the downtown cycle tracks. Protected cycle track would provide a must better connection to the rest of the cycle track that I would use year round. I think protected cycle track on 2nd would also clear up bike traffic on 5th street, which is a much narrower road for bikes and cars to share.
- Road diet, please. Separated bicycle lanes please.
- Unprotected bike lanes don't tend to work on streets with this frequency of vehicle traffic. The unprotected lanes on 15th ave sw are regularly driven on, ignored by traffic and very uncomfortable. If an upgrade for cyclists is to happen, why not do a quality upgrade with protected bike lanes.
- I think it is a good project but once bikes get to 10th ave what is the options to get into the core with ease and not interfering with traffic or pedestrians? Is there a bike lane only sidewalk or lane way to improve safety.
- I'd like to see separated bike lanes to improve safety for cyclists on this road
- put in a cycle track
- We really need protected bike lanes. The increase in women/children riding downtown is significant and worth cultivating. Second street is one of those commuter streets whose drivers are distracted by the need to get home. And unprotected bike lanes are USELESS in winter, when they're covered with snow, no matter how hard the city tries to avoid that.

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- Please consider not just a painted bike lane but some way of protection especially where there are parked cars. Or at the very least do a campaign on the “Dutch way” of opening doors. Too often parked cars just swing open the doors which makes for a lot of anxiety for cyclists
- Cycle tracks not more painted lines.
- I support building a protected bicycle lane along this route. I believe it will encourage more cycling and reduce car traffic in the Beltline.
- I do not think the proposal goes far enough to address the safety of cyclists. As a major cycling connector between the downtown cycle tracks and the Elbow river this is a critical route for cyclists. While hardcore cyclists will be comfortable with the proposed solution, all other cyclists will not. I believe the city should build infrastructure to encourage women and children to bike (especially as two schools are along the route) and only a separated cycle track will achieve that goal.
- Protected bike lanes with physical barriers would be preferred. If we want more people out of cars we need to create an environment that makes alternatives safe and enjoyable. A protected bike lane feels much safer than a painted line. All this assuming traffic won't be severely limited by narrowed lanes.
- I feel strongly that the 2nd St SW cycling corridor should include protected cycle tracks. It is an important connector for cyclists between the Elbow River pathway and the cycle tracks. There is no protected cycle track from the Elbow River to downtown. You wouldn't need to reduce the speed on 2nd St SW if you built cycle tracks into the project. Thanks for listening and thanks for improving cycling infrastructure in the city. :-)
- Why do none of these questions address plans for bike infrastructure? The current proposal for door lanes for bikes is inadequate. There is room to consider a safer alternative (e.g., cycle tracks) that creates a better experience for all users of 2nd St SW.
- I believe the City should consider protected bike lanes rather than just indicating bike lanes with a graphic painted on the street. Drivers already do not respect merely painted indicators.
- 2nd Street should have protected bike lanes. I ride this street on my commute and the combination of parked cars on the west side and angry motorists rushing home make it the most stressful part of my ride. Please, please add protected bike lanes to 2nd Street.
- we need more bike lanes to feel safe and legitimate on the roads
- Would prefer protected bike lane rather than just paint line markers. I ride this route to work and would like to be physically separated from cars. See many vehicles parking/ encroaching on painted bike lanes, especially when trying to get around vehicles that are waiting to turn left. I need a concrete barrier to keep from getting swiped
- I would really like to see separated cycling infrastructure (cycle tracks). The cost is minimal and I'm tired of excuses from The City as to why they don't work. It would be REALLY easy to at least protect the Northbound cycle lane. Please please please look into this more deeply. There has to be a solution.
- Protected bike lanes, not just inadequate white bicycle paintings on the road
- I understand that the city is proposing a painted cycle laneway between the traffic lane and a parking lane. I prefer cycle tracks with physical barriers between cyclists and cars, because I hate getting

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doored when I'm riding my bike. I'm a mom and I won't take my 9 year old son on the painted cycle track sandwiched between traffic and parked cars -- it's too dangerous.

- I fully support Calgarians for Cycle tracks and their proposal for protected bike lanes on 2nd St. SW. I believe that all the women and children I see on that road (I am a woman cyclist) will benefit greatly from separation from the vehicles that are going too fast. I have had to cycle assertively on that road many times in order to ensure my own safety, and would like to see it be a safe space for others. This is especially true because 2nd Street is the only safe street east of 4th St that comes from the Elbow River pathway, so it is an essential transit way for many.
- I've read the Beltline Neighbourhood Association's proposal for the bike lane development and I agree with what they've proposed, that is I prefer physically separated bike lanes rather than painted lines, and the location of the lane being adjacent to the curb rather than within the dangerous door zone of parked vehicles. They indicate that it is possible to include separation while still maintaining parking and two driving lanes. The widths suggested in their proposal could be modified but physical separation and the position of the lane are important. We raise the curbs on sidewalks to physically separate and thereby improve safety and comfort for pedestrians; similar measures can and should be taken for people on bikes as not all are comfortable biking on busy roads. In addition, narrowing of the traffic lanes will assist with appropriate road design for reduction of speed.
- the question about paid parking is asking two questions in one. Yes I want all day parking, but no I do not want 2 hr parking. Separate the question for better survey results.
- For the bike lanes, separated bike lanes, or bike lanes protected on the inside of cars and curb would be safer acting as a buffer, and causing traffic to slow due to the narrowing effect, making it safer over all. If bike lanes are painted in the road, there needs to be painted clearance between road traffic, and well outside the dooring zone. Bike lanes change the perception of safety from a road user organizational standpoint, but risk is still there from moving vehicles and potential dooring. Cars are not always parked properly on the parking lane, and may encroach in terms of door-zone on the bike lane. Furthermore, cars may obstruct or make sudden moves into and out of the bike lane to access or exit parking. Bikes would be safer buffered by the cars.
- I'm in support of any project that improves safety for cyclists.
- I would like to see cycle tracks to encourage cycling and protect cyclists from traffic. The painted lanes and sharrows are frequently driven over on 14th and 15th avenue, and it is discouraging for new cyclists to ride alongside traffic on a road like 2nd street.
- Protected bike lanes please! In terms of infrastructure, just do it right the first time so it lasts, is safe, and has the potential to handle increased use.
- I highly recommend making this area into a cycle track with seperate bike lanes, not just painted lines.
- Please make the cycle lanes with barriers or at least cones.
- The lack of protected bike lanes on this road mean that this is a half hearted attempt at a complete street. protected lanes would encourage cycling and provide a critical north/south link in the cycle track network. The 3.3m lane width is not required on this road for buses as there are no current bus



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routes, the 3.0m lane widths proposed by the BNA are more that appropriate for the cars on this road. Complete streets are about people, this design does not do enough to be considered about people, it is focused on vehicle travel primarily. Listen to the residents of the beltline and their representative the BNA.

- There should be a separated bike lane, then parking on 2nd street.
- Build a separated bike lane
- I'm a 35 year old male and live in the inner city. I do not feel safe or comfortable using painted bike lanes on a busy street. Please find a way to put separated bike lanes on 2nd Street even if driving lane widths or cycletrack widths aren't to the ideal standard. The City of Calgary's complete street guide says "All users are not necessarily accommodated to the highest standards possible, particularly when right-of-way is limited. There is often the need for trade-offs between the users sharing the space in order to achieve the end design." Please, please follow this policy for 2nd Street and prioritize pedestrians and cyclists over cars. Perhaps this is an ideal spot to trial a less and ideal lane width/cycletrack width pilot project?
- "I would prefer separated cycle track where possible. If the whole length of 2nd St doesn't have sufficient road width (which seems debatable, e.g. lane width required for buses that don't run down that street anyway), then including separated sections (whether by the preferred concrete barrier, or flexi-posts) is still better than only painted lanes. Better connection between the cycletrack on 12 Ave and the pathways is key, especially since this safe connection is lacking on 5 St. Please improve those end intersections for cyclists (12 Ave and 26 Ave) to make it easy and intuitive to connect to existing infrastructure.
- Poor snow and ice clearance and road conditions of existing painted bike lanes a concern for painted lanes being used here instead of separated lanes. Winter is when infrastructure is most needed, but painted lanes disappear and are encroached upon by parked vehicles the most in the winter."
- A fully protected bike lane on the east side of the street is preferable.
- Please please please do protected bike lanes. I am not comfortable cycling on busy roads or painted lanes on busy roads. Please let's not jeopardize safety for automobile convenience. Car drivers will adjust!
- The BNA proposal is far superior and provides all the justification needed by the City to choose it. Bus routes that don't exist should not trump local safety.
- Please make it safe enough for kids to use the bike lanes
- There should be a separated bike lane on 2nd St SW. the volume of traffic necessitates this.
- As someone who uses this street frequently with a car, and occasionally with a bicycle or on foot, I commend this effort to establish cycling infrastructure here. BUT, I think we should make the extra investment to design in PROTECTED bicycle lanes ("cycle tracks"). We have solid research now (e.g. <https://ajph.aphapublications.org/doi/10.2105/AJPH.2012.300762>) to show that even plastic bollards or other flimsy barriers have a huge impact on safety. Painted bike lanes are shown to cut serious injuries by nearly half. Minimally protected lanes ("cycle tracks") reduce serious injuries by almost 90%. The difference is worth the cost to our city, and will increase use by would-be bikers

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who are more timid or cautious. Every time we get a resident to take a bike and leave the car at home, our city gains in reduced traffic and pollution, improved safety, and reduced road building and maintenance costs. So it is worth it to make our bike infrastructure really safe -- for commuters, shoppers, children, everyone!

- Curb extensions are good for pedestrians, but they force bicycles out into cars traffic. On 2nd St there should be a separated bike lane such as 5th St, so cyclists can get to Elbow Drive safely. The 5th St Cycle track ends at 17th Ave SW and heading south, west, or east is dangerous with all the vehicle traffic. If there is no 5th St cycle track extension to Elbow Drive then there should be a connection from 5th St at 17th Ave to a 2nd St cycle track. thanks!
- I would strongly against any three (3) way stop signs at the intersection of 2nd street and 26th Avenue. Stopping traffic makes for more noise, exhaust fumes and pollution as autos commence moving again. Allow traffic to move smoothly and continuously along 26th Avenue without mandatory stopping.
- Can bike lanes be added on 10 St. Between 2 st. and 5th st. to provide connectivity through that area and continuation of the 5th st. Bikeway?
- Great idea
- A separated bike lane would be better. Even the ones with just the poles and not actual concrete would be great
- Converting the stop at 2nd St and 26th Ave to an all-way stop will substantially INCREASE the traffic noise as vehicles accelerate away from the stop signs along 26th Ave. This was the configuration at this intersection several and the city removed the stops along 26 Ave. I live at this intersection and can testify to the change in noise level.
- I would rather see 5th street developed from 17 ave to Elbow with bike lane to continue lane that already comes from downtown.
- My family rides bikes here, we ride to Lyndsay Park, we ride to the Safeway, we ride to the park, we ride to get coffee. Please give us dedicated space to ride. If there's not enough space for protected cycle tracks on both sides, well then put it in where there is parking. Having cars pull out from the parking lane is terrifying. We need to balance the needs of everyone on this road, so yes let's have parking but let's have that parking lane on the other side of the bike space. It also makes it nicer for people in wheelchairs (the sidewalks are too narrow), skateboards, rollerblades, scooters, and hoverboards I guess. Please make the space safer for everyone from my mum to my kids.
- I would like to see the city provide safer cycling infrastructure in keeping with their research and best practices. Painted bike lanes are no longer acceptable options. Separated bike lanes are safer and in keeping with best practices and completely doable.
- i just read the recommendation from cycle track network and i can find very little to disagree with. except i do like the cycle track on Edmonton trail n e from the river to 2 ave. ie i like having the cycle track grouped... i am a senior and a slow rider and lots of bicycle traffic was able to pass me in comfort using the alternate lane, rush hour traffic being so one directional.... i am also a retired bus driver and i realize and i was trained to drive down very narrow roads, in emergency settings. i agree that a route needs wider lanes, but 5 av , 4 av, 6 ave dont have 3.3 m lanes! and they are existing

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bus routes! what i do like about the 2 street proposal is that 2 street is Not a transit route... transit and bicycles are not a good mix, with the stopping and going of busses, one can end up passing and re passing the same rider for a long stretch! dangerous and not necessary.

- I haven't paid enough attention to know if this is meant to be the main conduit between downtown and the Elbow river, or if there is the possibility of a parallel initiative on 5th St. SW. From my perspective, the more cycling infrastructure the better, and slowing traffic through Cliff Bungalow - Mission (where I live) is a great idea.
- Keep the route free of lighted traffic signals, with the exception of existing 11th, 12th, 17th, and 23rd? ave crossing. Consider stop signs on 13th and 18th avenues (potential problem during rush backups).
- Protected bike lanes please!
- Why is 2nd St cycle track not converted to a protected bike lane? The road is wide enough to accommodate 2 driving lanes, 1 parking lane and 2 protected bike lanes. Protected bike lanes are significantly safer for cyclists and would encourage younger and less confident cyclists. Please reconsider this project and update the proposal to include protected bike lanes on 2nd St.
- I like the proposal from Calgarians for Cycle Tracks that the bike lanes should be protected lanes. Their proposal looks workable and would encourage more people to cycle instead of taking cars
- Would ultimately prefer a cycle track to provide a safe riding environment for cyclists as there are many bikes on the street daily.
- The City should really be building cycle tracks on 2nd Street. Who would feel safe taking their kids on a unprotected bike lane on a busy road like this?
- I would like a physical divider between bikes and cars
- protected bike lanes please!
- "The City needs to reduce traffic lanes to reduce speed. I support reducing the speed to 40km/h but in order to have this enforceable there needs to be an actual change to the physical environment. Just putting up a sign will not change people's behaviors.
- There needs to be an actual cycle track on this road as it is a heavily uses biking corridor. Use extra ROW from reducing parking lanes and removing parking to achieve this. There is no adequate north/south cycle track that connects 12 Ave, the Repsol Centre, and the 26th Ave Regional Path along the Elbow river."
- can't there be some cheap barriers put in to protect cyclists? Concentrating all the parking on one side, so bikes don't have to ride in the door zone?
- Curb extensions are not cleaned well enough in the winter and become a hazard when they are not visible under snow. They also force cyclists into the road in front of cars, instead of letting them keep a larger distance by riding in the parking lane when there is room.
- Yeah you are messing up my commute. Stop having all the roads in 1 area dug up at the same time
- It's already safe this is a waste of money. Most unsafe part is increased traffic from 17th ave construction but that's temporary.
- "Please ensure that the curb extensions don't push cyclists out into the traffic lane, as they do on 1st St northbound at 10th Ave.

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- Please ensure that snowclearing is effective on the bike lane. 2nd St was terrible last winter, and was not cleared even during the snow route parking bans (2nd St is a snow ban route). snow pushed off the driving lane and from the parking areas limited cyclists to the driving lane. Still much better than 5th St which I refused to travel on, even as a confident urban cyclist.
- The marked bike lanes are a great improvement to this heavily-used, logical link from the downtown core to the Elbow River bike trails."
- Why not create a dedicated two way bike lane along the east side of the road rather than two painted lanes on each side?
- Bike lanes are a waste of time and money for the usage
- "Why just paint? Could we at least get some flexi-posts? What would <redacted due to personally identifying comments> do? Would this pass SWOV or CROW review? And please prioritize finishing the 5 Street SW connection asap.
- Thanks!"
- Yes. My preference is the bike lane is built between the parked cars on the road and the curb. That is the parked cars are between the traffic and the cyclists. Also, I believe 2nd street is where cyclists should be routed and not 5th street which has very high automobile traffic.
- I don't believe the painted bike lane is necessary at all. I drive this road twice a day and don't see a problem sharing the road.
- Please provide protected bike lanes! Or at least the width required to upgrade in the near future.
- Curb extensions are not necessary and impede the flow of traffic.
- Cycle track please. Unprotected bike lanes are not helpful.
- Yes to bike lane, preferably protected and curb extensions
- Leave J sticker privilege, non residents not metered except 2 hr max
- Prefer 2 hr parking so people don't overstay
- 2 hr parking more people can use it
- prefer 2 hr so people who come visiting can find a spot. Would prefer a 3 hr limit if possible
- 2 hr free parking on 24th Ave
- Important to make parking accessible to encourage people to cater to local businesses
- please consider a protected bike lane with narrow travel lanes. 3.0m is plenty
- support the speed reductions and curb extensions!
- how about 5th St one way south and 2nd st one way north? Could fit protected cycle tracks too. We cycle from downtown west and 5th and 2nd are not safe! Need safe connection from 17th Ave.
- 50 km/h to 40km/h not effective will be ignored by area residents
- Yes lots of pedestrian and bike traffic
- Yes please 40 maximum
- maintain 50 - works well as it is
- yes the road has significant mixed use traffic
- 40 would be fine because people aren't going much faster anyway
- yes makes it a whole lot safer walking

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- yes definitely to speed reduction high pedestrian zone 40 should be the mandate all over
- yes 40 km/h is more accomodating for the multiple school zones
- keep speed at 50 2nd st isn't a residential road, it's a thoroughfare
- prefer 40 so that is safer and driving time not really impacted
- yes reduce traffic cutting through from 4th to 26th to 2nd and 25th
- 40 on Elbow from 4th to 2nd and on 2nd as well
- yes, consider lower speed on 26th Ave SW as well
- please make the curb extensions smaller
- 40 kph speed limit
- deter vehicles from cutting through the neighbourhood
- max out free parking
- 40 km/h speed limit is ok
- say no to the curb extensions the community is already too restricuted
- 4th St @ 15th/16th Ave bikes lanes, one ways, full traffic lights that aren't coordinated = failure.
Don't make it a total fail
- speed reduction on 26th Ave east of 4th St
- advance light from WB 26th Ave to SB mission road bridge access
- speed reduction on 26th Ave east of 4th St
- bike lane needs a physical barrier to improve safety
- 30km/h for cars could lead to narrower roads and make room for safe infrastructure
- more lights between 25th Ave and 17th Ave
- no more traffic lights please
- left turn or longer light for traffic turning from elbow drive (west) onto mission road (south) at 4th St
- advance green light or turning signal during rush hour going north/south on 2nd st and 25th Ave
would alleviate congestion backing up elbow drive and 2nd st
- consider 1st St and 26th Ave SW improvements - people don't stop at intersection
- do not want curb extensions
- both bike lanes on same side of road to avoid getting hit by parked car doors when drivers open
their doors
- would prefer to have "X's" as a road marking to keep cars away from crosswalk
- protected bike lanes will help maintain current speed
- please address 1st St and 26th Ave SW intersection - v congested 4 way stop? Traffic light? Traffic
circle?
- active pedestrian crossing signal at 26th and 2nd St
- maybe a speed bump at 1st St and 26th Ave between 1st and 2nd St
- this is a commuters network and is a perfect place to put a protected bike lane. The section near the
school and memorial park need extra crossing infrastructure
- open to protected bike lane as long as parking isn't impacted - protection means more people
cycling



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- bump outs do not make sense at controlled intersections due to right turning traffic. Keep them for other streets
- think parking is already at a premium so prefer paid or 2 hr parking instead of all day
- pedestrian walk/don't walk at 25th Ave need to be automated with the street lights, very annoying to have to press the light - seniors in nearby centre need all the automation possible
- 2 or 3 hour so it doesn't get blocked in. 3 hr allows visitors to stay longer
- I support lowering the speed limit to 40 km to increase safety for pedestrians and cyclists
- not convinced that 40km/h is necessary especially where there are already some school zones and playground zones
- revised speed limit on 2nd and 25th (people pretend it's a speedway)
- positive I believe in speed reductions
- I like this idea because 2nd is so residential and has lots of community destinations
- yes 40 km
- yes 40 km/h would be safer
- Good idea
- good idea, school zone for part of it
- yes, mostly travel at 30 anyway
- agree with 40 instead of 50 speed limit zone on 2nd
- I'd love to see a bike network built around bike lanes separated from traffic, painted lines don't provide enough security especially for kids
- would like to see curb extensions on 5th St near 23rd Ave too
- feel that painted bike lanes are a false sense of security. Prefer a protected bike lane
- have noticed that there is more gravel on 2nd St
- speed and excessive noise in the area of 2nd St and 25th Ave
- want to see a protected bike lane like 12th Ave
- boulevards with trees must be retained. I choose trees over bicycles
- physical barrier would be better and more comfortable. Paint is not enough
- install radar traps
- educate drivers about cyclists
- make helmets mandatory for those under 18
- fix the potholes before July!
- larger signage and City fun rides would be advantageous
- always put a fresh top coat of asphalt prior to opening a cycle track
- ongoing maintenance by Roads of installed infrastructure especially bollards and signs
- Ok to lower speed to 40
- bike lane is a plus
- let's be bold and remove parking to prioritize bike lanes
- stop at 12th, why go to 10th when there is a dead end.
- stop at 12th and save some money and use it somewhere else



2 Street S.W. Complete Streets Project

Stakeholder Report Back: What we Heard

July 11, 2018

- hoping to see more patrolling of people illegally parked - hard to get safely out of the alleys
- protected bike lanes instead of just paint, use cycle tracks regularly
- "location for curb extension would make more sense located at 18th ave and 2nd st. the elementary / middle school is across the street on the SE corner. all other locations generate a lot of pedestrian traffic
- "
- There is also a high school and a cathedral etc that generates a lot of traffic on 2nd st
- the north side of 18th Ave is commercial land use with no alley
- the north side of 18th Ave (300 block) has no less than 8 drive aisles over the sidewalk, sometimes requiring cars to reverse over the sidewalk. Also the drive aisles are slanted making them difficult for people with mobility challenges. They are also difficult to keep clear of ice and snow in the winter time. pedestrians prefer to use the south sidewalk which is safer.

2 Street S.W. Complete Streets Project

Stakeholder Report Back: What we Heard

July 11, 2018

Share your feedback

Parking Impacts:

- Move parking to west side between 12 and 11 Avenue
- Convert angled parking to parallel parking between 11 Avenue and 10 Avenue

Would you support a speed limit reduction from 50 km/h to 40 km/h along 2 Street S.W.? Why/Why not?

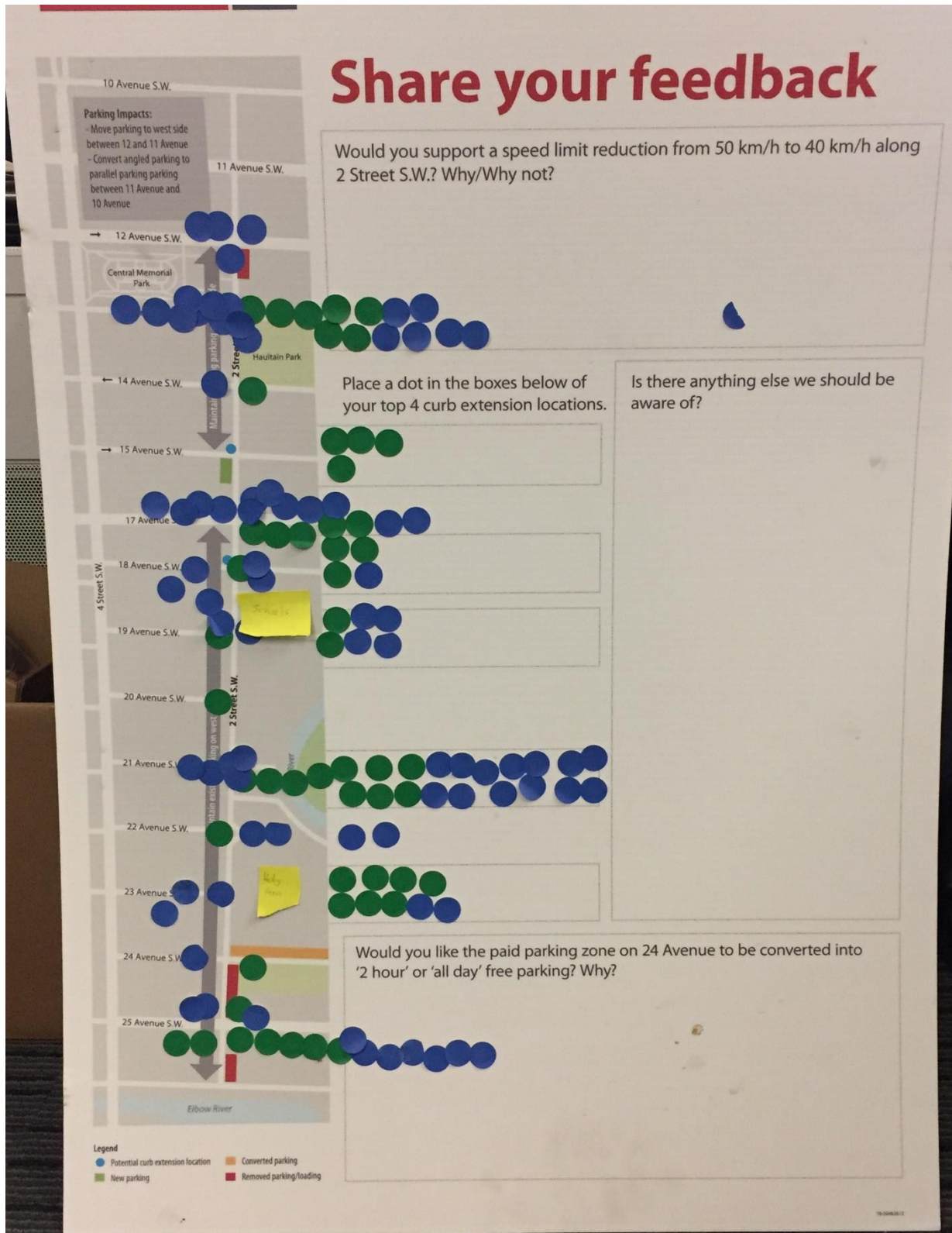
Place a dot in the boxes below of your top 4 curb extension locations.

Is there anything else we should be aware of?

Would you like the paid parking zone on 24 Avenue to be converted into '2 hour' or 'all day' free parking? Why?

Legend

- Potential curb extension location
- New parking
- Converted parking
- Removed parking/loading



The map shows 2 Street S.W. running vertically from 10 Avenue S.W. at the top to 25 Avenue S.W. at the bottom. The Elbow River is shown at the bottom. Various streets cross 2 Street S.W., including 12, 14, 15, 17, 18, 19, 20, 21, 22, 23, and 24 Avenue S.W. Feedback is provided via blue and green dots placed on the map and in designated boxes. A yellow sticky note is placed on 19 Avenue S.W. with the text 'See map 12'. Another yellow sticky note is placed on 23 Avenue S.W. with the text 'See map 12'. The survey questions are located to the right of the map. The legend is at the bottom left.