



# Revitalize 8 Street S.W. Project

Stakeholder Report Back: What we Heard

March 2023

## Project overview

### Reimagining the future of 8 Street S.W.

The City is investing in the future of 8 Street S.W. by transforming this vital place and important community connector for Downtown West and the Beltline.

We are embarking on a journey to reimagine 8 Street S.W. and position it for a renewed era of success. As a flagship project for Calgary's [Downtown Strategy](#), this project provides a foundation for The City to collaborate with Calgarians to advance the approved [8 Street SW Corridor Master Plan](#) (2016) to meet the current and future needs of these thriving downtown neighbourhoods.

### 8 Street S.W. and the Greater Downtown Plan

8 Street SW is guided by the Council-approved Greater Downtown Plan (GDP), which highlights it as a key capital public realm project for improving vibrancy in Calgary's downtown.

The strategic moves, outlined in the Greater Downtown Plan, that the Revitalize 8 Street SW Project supports include:

#### [Neighbourhoods for a vibrant urban life](#)

- Create mixed-use neighbourhoods with gathering places, housing choices and all of the amenities residents need close by.

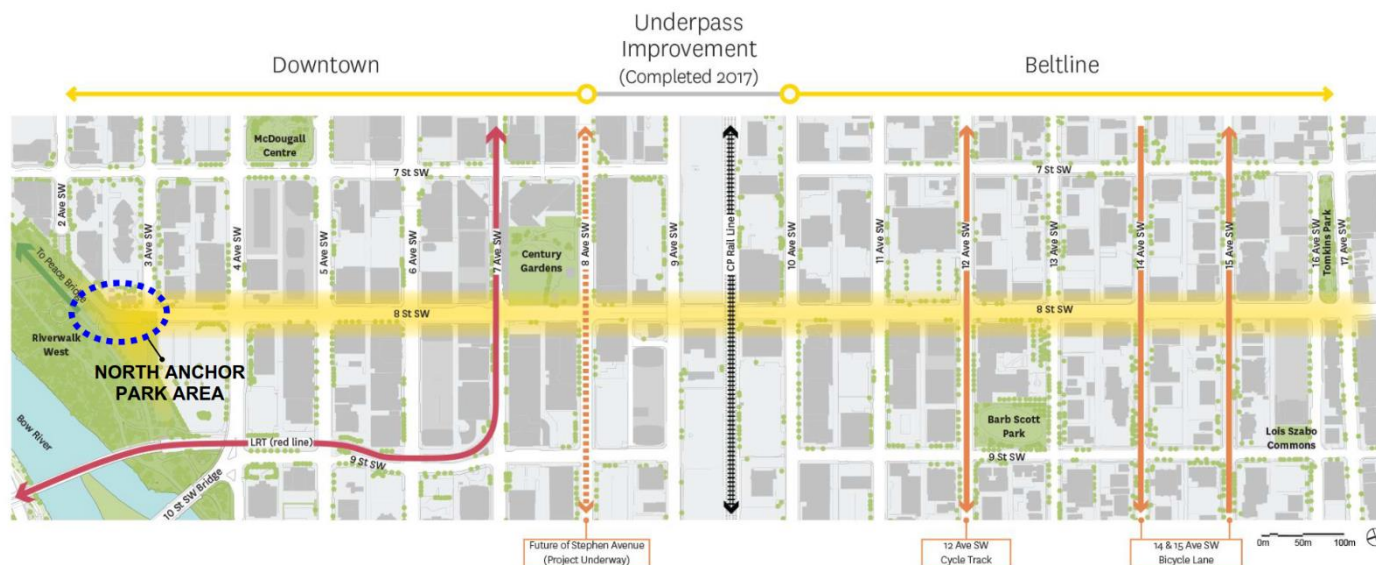
#### [A green network for a healthy environment](#)

- Build a green network by connecting parks, natural spaces, and river frontage with downtown's main streets.
- 8 Street SW is part of downtown's green network. Streets within the green network prioritize providing opportunities for walking and wheeling and place an emphasis on pedestrian safety, quality of landscaping, recreation and the natural qualities of the street.

#### [Streets for people](#)

- Design streets for walkers and wheelers first, with regional pathways stretching along riverbanks and underpasses, and bridges and on-street mobility tracks connecting to neighbouring communities.

### Study Area



The Revitalize 8 Street S.W. Project will focus on public realm improvements north and south of the 8 Street S.W. underpass of the CP Railway. Improvements to the 8 Street S.W. underpass were completed in 2017.

### North Section - Downtown

The north section of the project is in the downtown core and extends from 8 Avenue S.W. to the Bow River. This includes the interface between where 8 Street S.W. ends at the riverfront park area on the north end, North Anchor park area.

### South Section - Beltline

The south section is in the Beltline and extends from 10 Avenue S.W. to just south of 17 Avenue S.W.

### Where we are now – Phase 1: Conceptual Design Development

The 8 Street SW Master Plan was completed in 2016. Since then, and a lot has changed since then.

### Societal Changes

- Increase in office vacancies
- Increased use of alternative modes of transportation
- Shift in Calgarians priorities toward active transportation modes
- Increased bike lane infrastructure downtown
- Increased concerns around crime, public safety and social disorder
- Community needs have evolved

### Planning & Policy Changes

- Approval of [Calgary's Greater Downtown Plan](#) in 2021
- Downtown revitalization is a Council priority
- [Climate Strategy](#) is a Council priority
- [The Calgary Transportation Plan](#), including the [5A Pathway and Bikeway Network](#) was approved by council in 2021
- Changes to best practices for bike infrastructure design

### Neighbourhood Changes

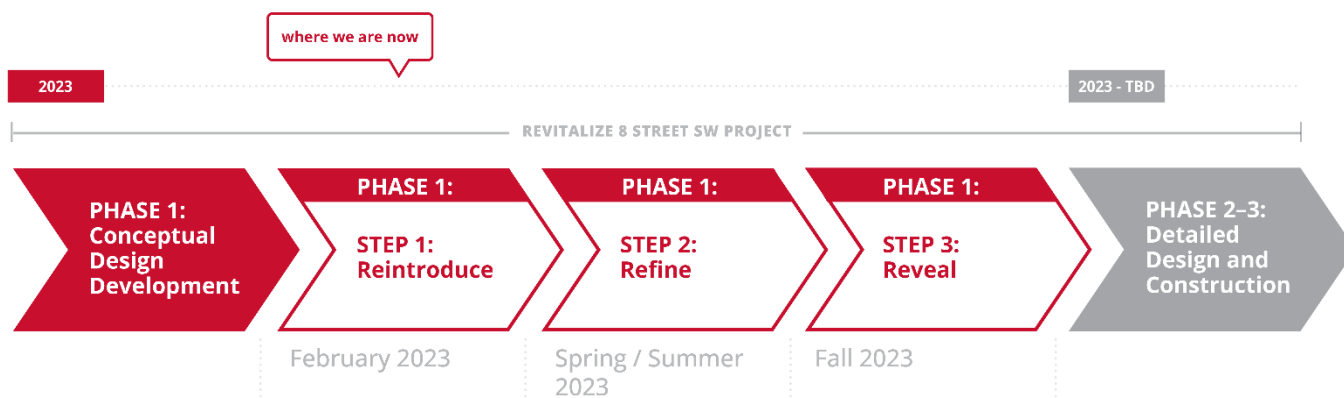
- Adjacent initiatives are underway or completed, including [Century Gardens](#), [Eau Claire Area Improvements](#), [Calgary Downtown Development Incentive Program](#), and the [Future of Stephen Avenue](#)
- New developments and businesses have been established on the corridor
- The use and volume of a modes of transportation has changed
- Street conditions have changed

Building off the 2016 Master Plan, Phase 1 will focus on advancing the conceptual design for 8 Street SW to consider the above changes and reflect the current and future needs of this important north-south community connection.

The first step of Phase 1 is to Reintroduce 8 Street S.W. to the community and seek feedback on how 8 Street SW functions today, and how it could function in the future to meet the vision and guiding principles of the 8 Street S.W. Master Plan. This feedback, along with technical studies, will be used to advance and refine the conceptual design for 8 Street SW as part of the next step of Phase 1 (Refine).

Later in Spring 2023, public feedback will be sought on the refined draft conceptual design for 8 Street SW. Based on feedback from the Spring 2023 engagement and further technical studies and assessments, the final conceptual design for 8 Street SW will be shared in Fall 2023.

The project is targeted to be construction ready in 2024.



### Why is it important to revitalize 8 Street S.W. now?

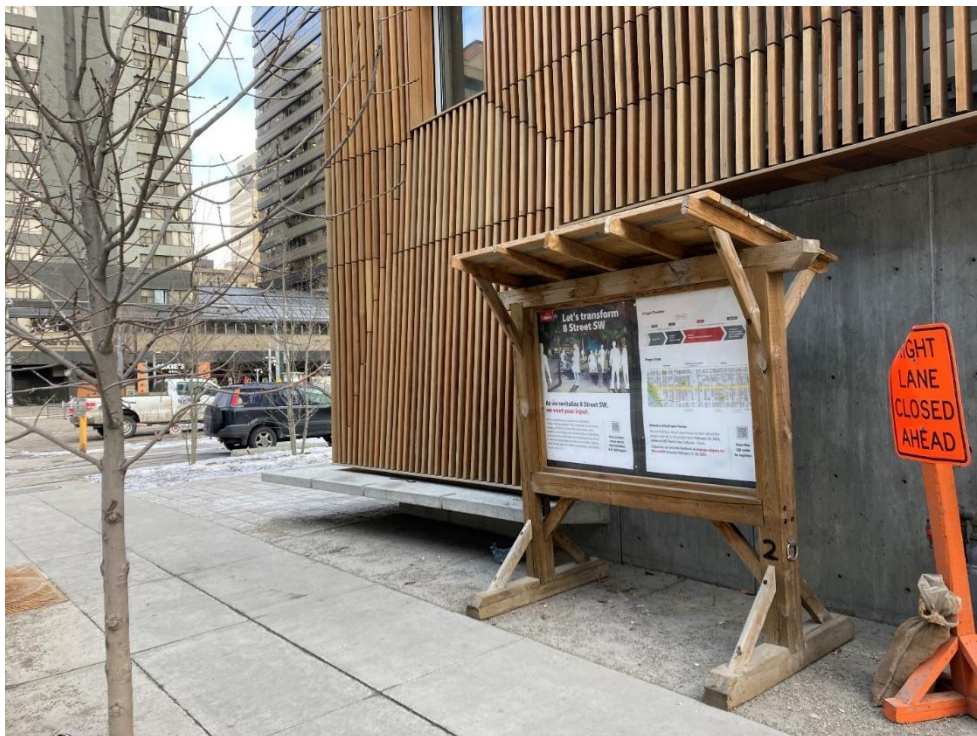
8 Street S.W. is a vital place and important community connector between Downtown West and the Beltline. It links 17 Avenue S.W. to the Bow River along the west edge of our downtown. Planning for 8 Street S.W. as a livable, vibrant urban destination and community connection will support the overall success of our downtown and the strategic moves identified in Calgary's Greater Downtown Plan. Building off the Master Plan we created together between 2012-2016, the time is now to advance the conceptual design to reflect the current and future needs of this important north-south community connection.

### Engagement overview

For the reintroduction phase of the project, an online engagement opportunity was offered from February 13 - 28, 2023 at <https://engage.calgary.ca/8streetSW>. There were 4,392 participants that visited the page during this time and 784 contributions of feedback were submitted. The project team also hosted a virtual open house which took place on February 22<sup>nd</sup> which was attended by approximately 90 participants. The video of the virtual open house can be viewed [here](#). Feedback from the virtual open house was used to develop and refine the frequently asked questions which are located on the online engagement website. A sounding board was also placed directly on 8<sup>th</sup> Street S.W. to promote the engagement opportunities.





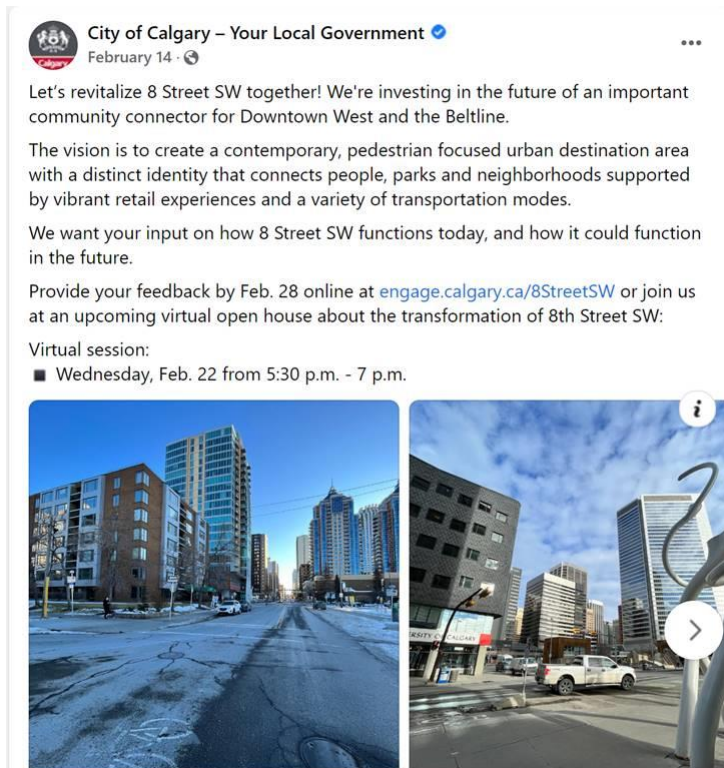


Sounding board on 8<sup>th</sup> Street S.W.

## Communications overview

The following communications tactics were used to inform citizens about the Revitalize 8 Street S.W. project and fall engagement:

- A social media campaign from February 13-28 (including Facebook, Instagram, Twitter, Next Door). The campaign performed well with a total of 344,899 impressions and 3,271 link clicks achieving the overall objective of driving people to the website for engagement on the project. Facebook and Instagram had the highest impressions of all the platforms utilized. Example of a Facebook post:



- Postcards delivered to the surrounding area and Canada Post walk routes. This included the proximity of 8 Street S.W. between 2 Avenue S.W. and 17 Avenue S.W. Approximately, 17,790 postcards were delivered by February 15.
- A sounding board (poster) placed directly on 8 Street S.W.
- Invites to a number of community associations, business and industry associations, community and arts and culture groups to attend two walking tours (Feb. 9 and 10), which included information on the virtual open house and online engagement survey.
- A press release on Calgary Newsroom issued on February 15.

## What we asked

The project team wants to understand how people currently use 8 Street S.W. from the North Anchor park area by the Bow River to 17 Avenue S.W., and the various public spaces (i.e., sidewalks, parks, plazas, etc.) along the corridor. They want to understand what is working well, what should be improved, and opportunities exist to improve this space in the future to:

1. Achieve the vision and guiding principles (*Sustainability, Connectivity, Signature & Identity, Destination & Vibrancy, Diversity & Unity*) from the Master Plan (see Master Plan tab above for additional details).
2. Support the neighbourhoods for a vibrant urban life, a green network for a healthy environment and streets for people strategic moves from the [Greater Downtown Plan](#).

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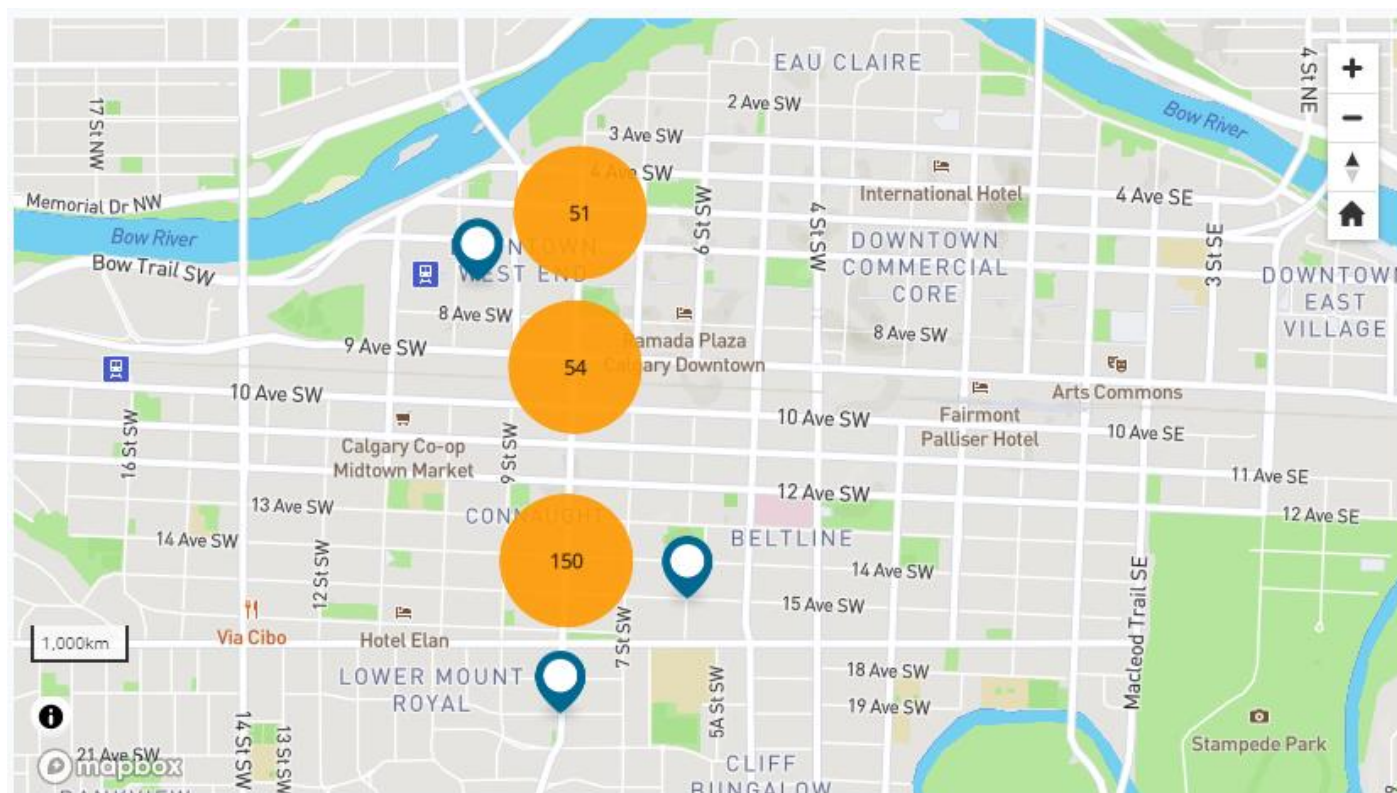
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Participants were asked to use a social mapping tool to give location specific feedback along the corridor. For this question participants were asked to provide feedback under the following categories:

*Current Use:* Please include in the comment for your marker how you use 8 Street SW and/or the North Anchor Park area (ie. work, shopping/visiting businesses, exercise, socialize/meet with friends, passing through, etc.)

*Current Issues:* Please indicate in the comment for your marker what current issues and/or challenges do you experience.

*Future Opportunities:* Please indicate in the comment for your marker what future opportunities you would like to see that would improve your experience.



Screenshot from Social Mapping Tool



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Participants were then asked the following questions:

## Which of the following travel modes do you use along 8 Street S.W.?

Please select all that applies...

- Walking
- Wheelchair or mobility assistive device
- Bicycle
- Micro-mobility (ie. scooter, in-line skates/roller skates, skateboard, etc.)
- Electrified mobility device (ie. E-scooter, E-bike, Electric skateboard, etc.)
- Transit
- Automobile
- Taxi and/or Ride-hailing Service
- Other

## How often do you use 8 Street S.W.?

- Daily
- Weekly
- Monthly
- Annually or less

## What time of day do you use 8 Street S.W.?

- Morning (6am to noon)
- Afternoon (noon to 6pm)
- Evening (6pm to midnight)
- Early Morning/Late Evening (midnight to 6am)

## Moving forward, what would make you feel more comfortable using 8 Street S.W.?

Please select all that applies...

- Wider sidewalks
- Dedicated spaces for walking and wheelchairs
- Dedicated spaces for bicycles
- Continuous travel way for active modes (ie. walking, bicycle, micro-mobility, etc.)
- More lighting
- More areas to rest and socialize
- More vegetation/greenery
- Shelter from the elements (i.e. rain, sun, wind, etc.)
- Flexible spaces that can be used for different temporary activities (ie. food festivals, etc.)





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- None of the above. I am comfortable when on 8 Street SW.
- Other

## Do you use the North Anchor park area, at the north end of 8 Street S.W.?

- Yes
- No

## How do you access this North Anchor Park area?

Please select all that applies...

- Walking
- Wheelchair or mobility assistive device
- Bicycle
- Micro-mobility (ie. scooter, in-line skates/roller skates, skateboard, etc.)
- Electrified mobility device (ie. E-scooter, E-bike, Electric skateboard, etc.)
- Transit
- Automobile
- Taxi and/or Ride-hailing Service
- Other

## How often do you use or visit the North Anchor Park area?

- Daily
- Weekly
- Monthly
- Annually or less

## What time of day do you use this North Anchor Park area?

- Morning (6am to noon)
- Afternoon (noon to 6pm)
- Evening (6pm to midnight)
- Early Morning/Late Evening (midnight to 6am)

## What would make you feel more comfortable using this park area and/or accessing the park from 8 Street S.W.?

Please select all that applies...

- Improved walking and wheeling connection from adjacent streets

# Revitalize 8 Street S.W. Project

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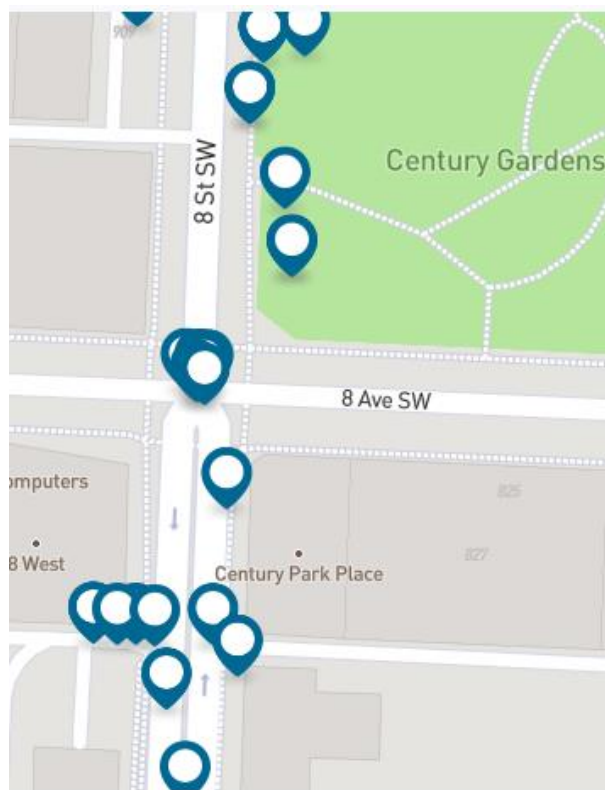
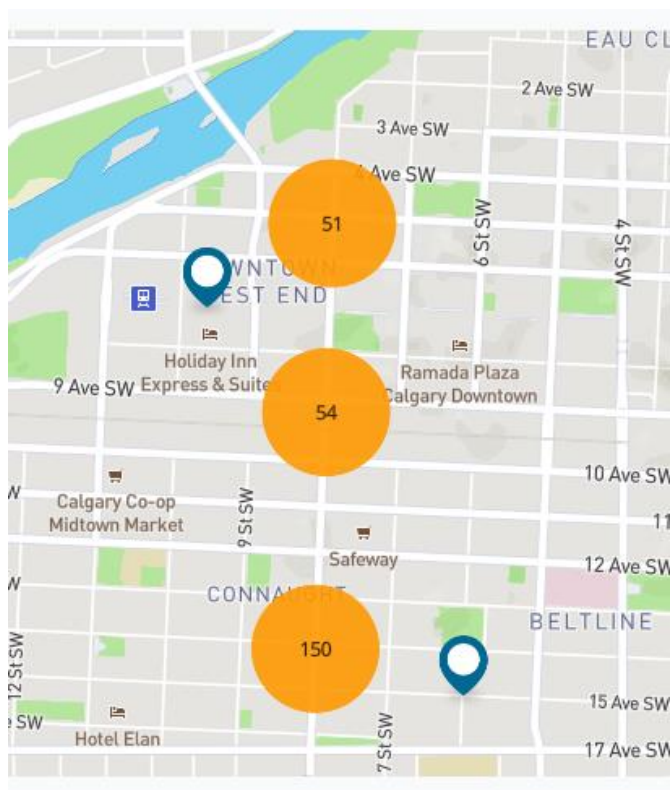
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- A dedicated and continuous travel way for active modes along 8 Street S.W. (ie. walking, bicycling, micro-mobility, etc.)
- More lighting
- More areas to rest and socialize
- More vegetation/greenery
- Shelter from the elements (i.e. rain, sun, wind, etc.)
- Improve the entrance from 8 Street S.W.
- Provide areas to host events
- None of the above. I am comfortable when I am in the North Anchor Park area.
- Other

**Do you have any other feedback that you would like to share about 8 Street S.W. and/or the North Anchor park area?**

## What we heard

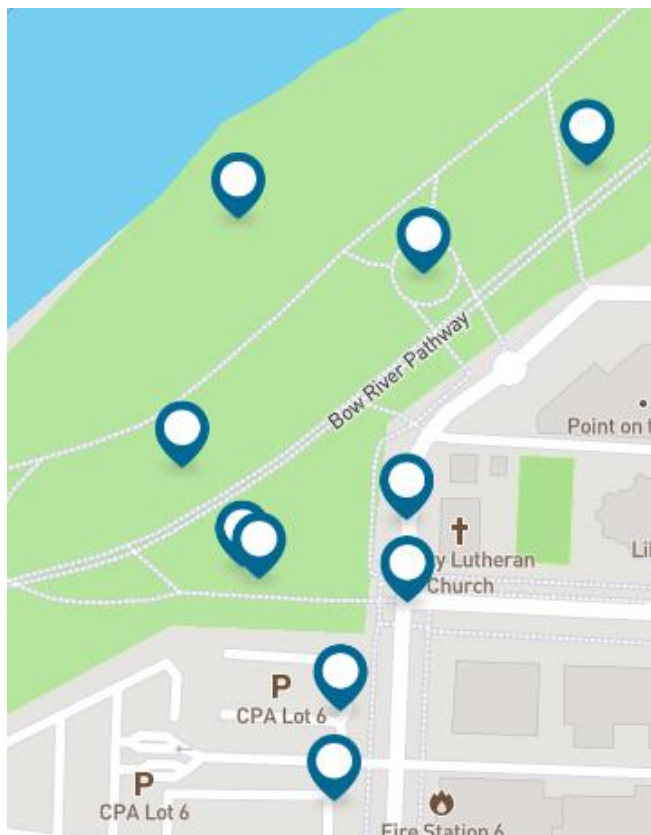
### Social Mapping Tool



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The above images are screenshots capturing user submissions on the social mapping tool. The mapping tool received 260 contributions of feedback. Individual comments and their locations can be viewed on the project webpage at <https://engage.calgary.ca/8StreetSW>

Participants were asked to identify current use, current issues, and future opportunities as they relate to 8 Street S.W. The following themes emerged within the responses to the social mapping tool exercise.

Themes	
Walkability/ Pedestrian Focus	Participants identified the importance of 8 Street S.W. being pedestrian focused with a desire to improve the infrastructure to make walking the corridor a more safe, accessible, and comfortable experience. Ideas included the need for safe pedestrian crossings, wider sidewalks, and vehicle traffic calming measures. Locations of vehicle and pedestrian conflicts were identified within the responses.
Wheeling Lanes	Feedback indicated a desire for protected cycling/wheeling lanes for safe movement throughout the corridor.
Motor Vehicle Concerns	Participants identified motor vehicle concerns such as pedestrian and vehicle conflict locations, speeding, noise pollution, traffic



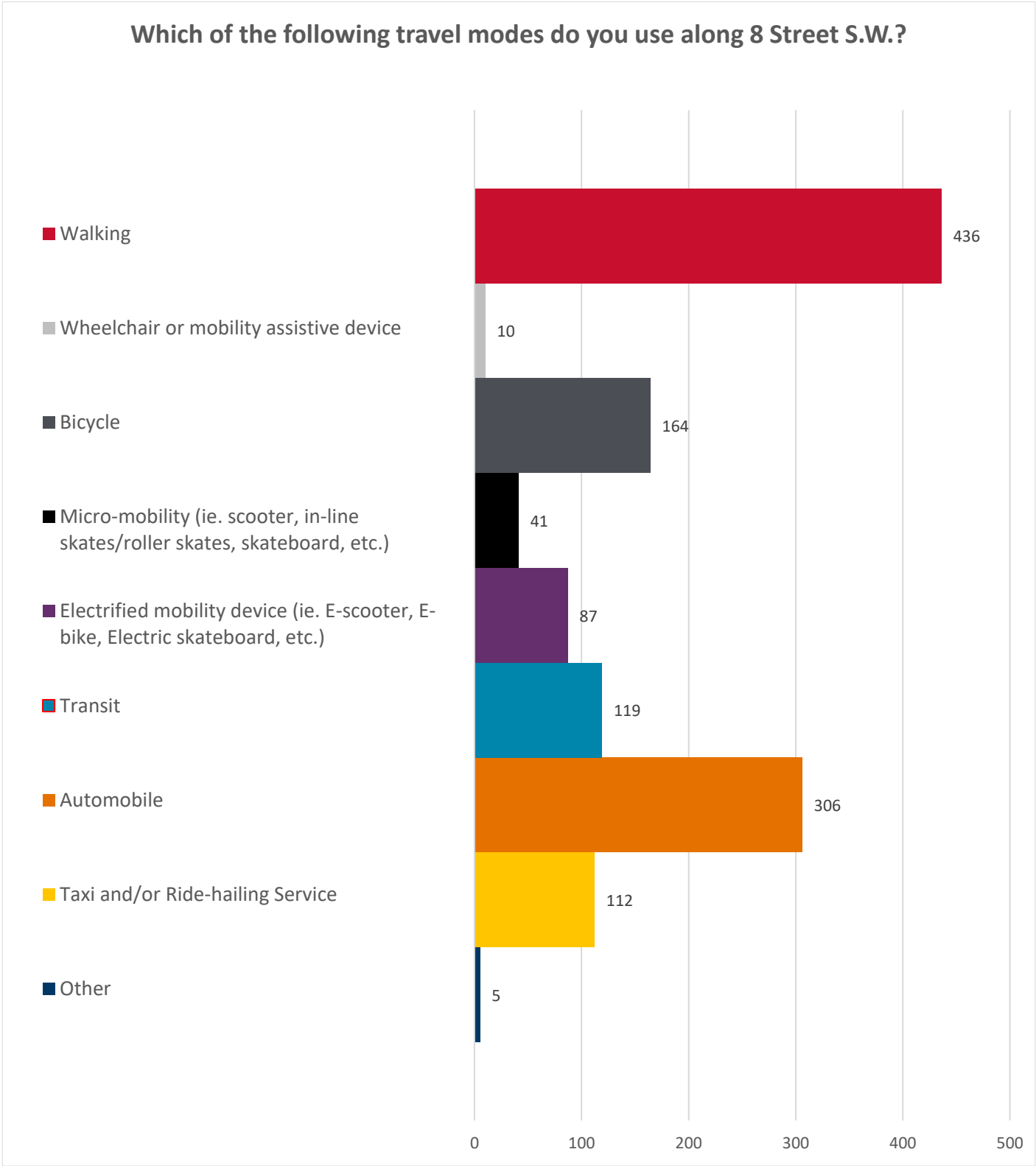
## Revitalize 8 Street S.W. Project

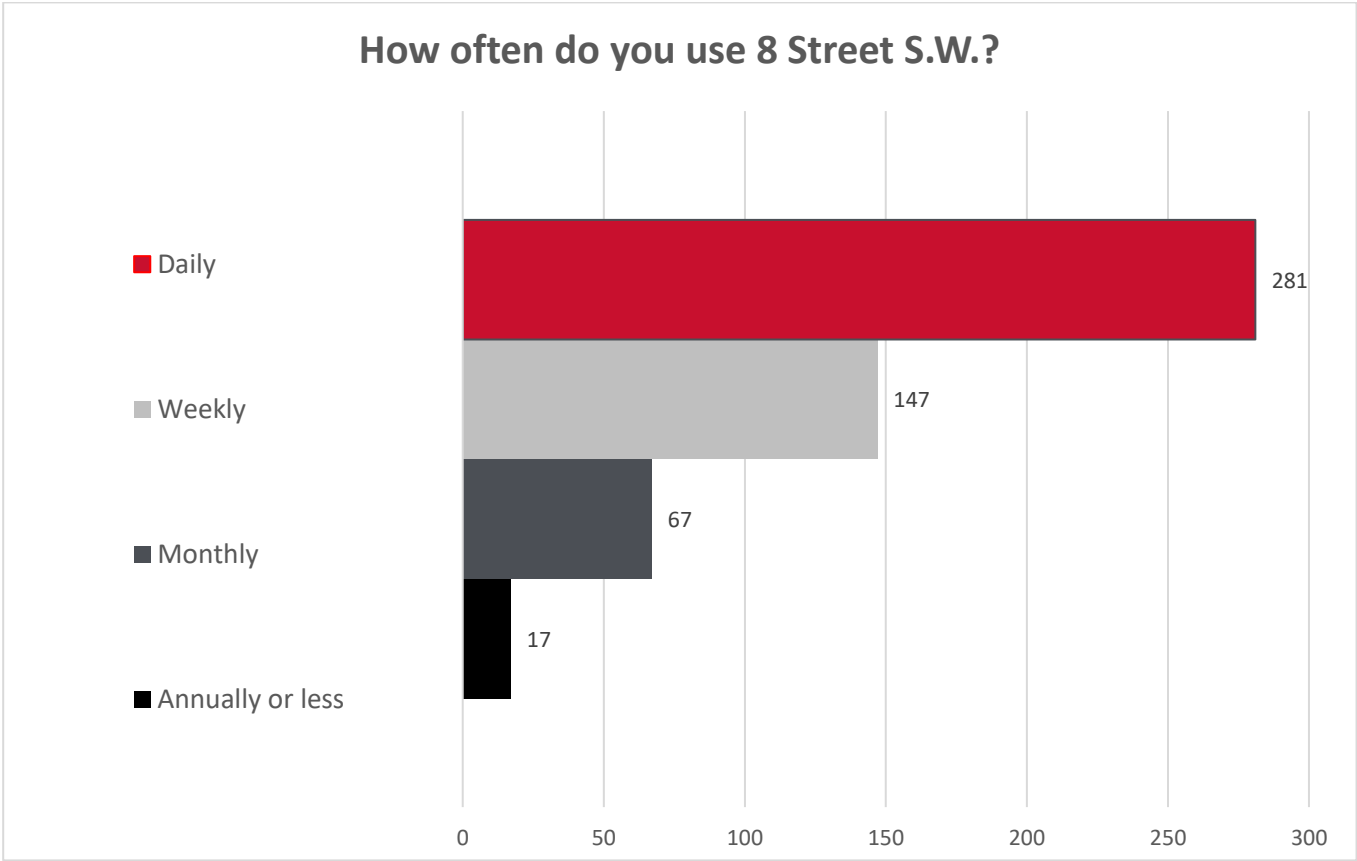
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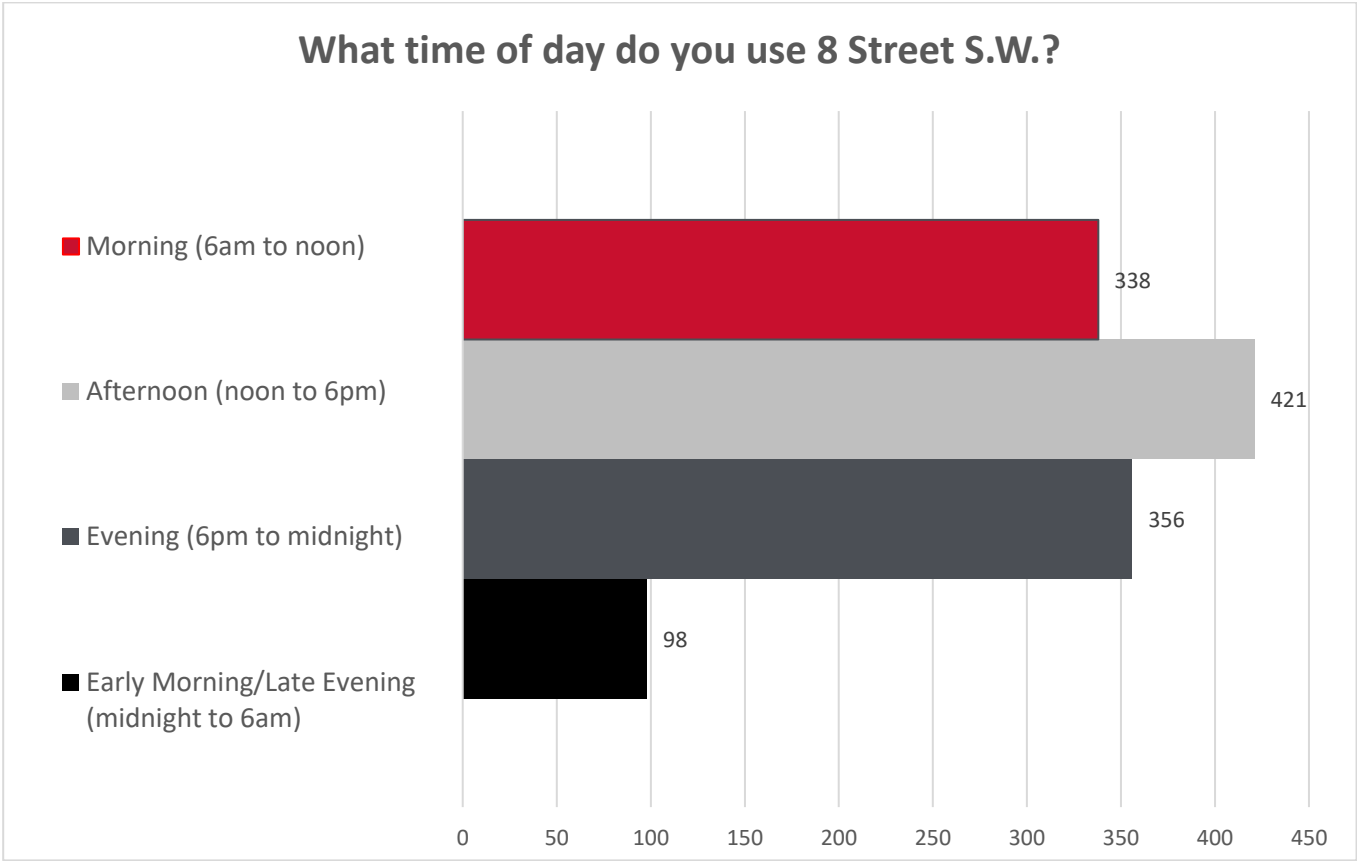
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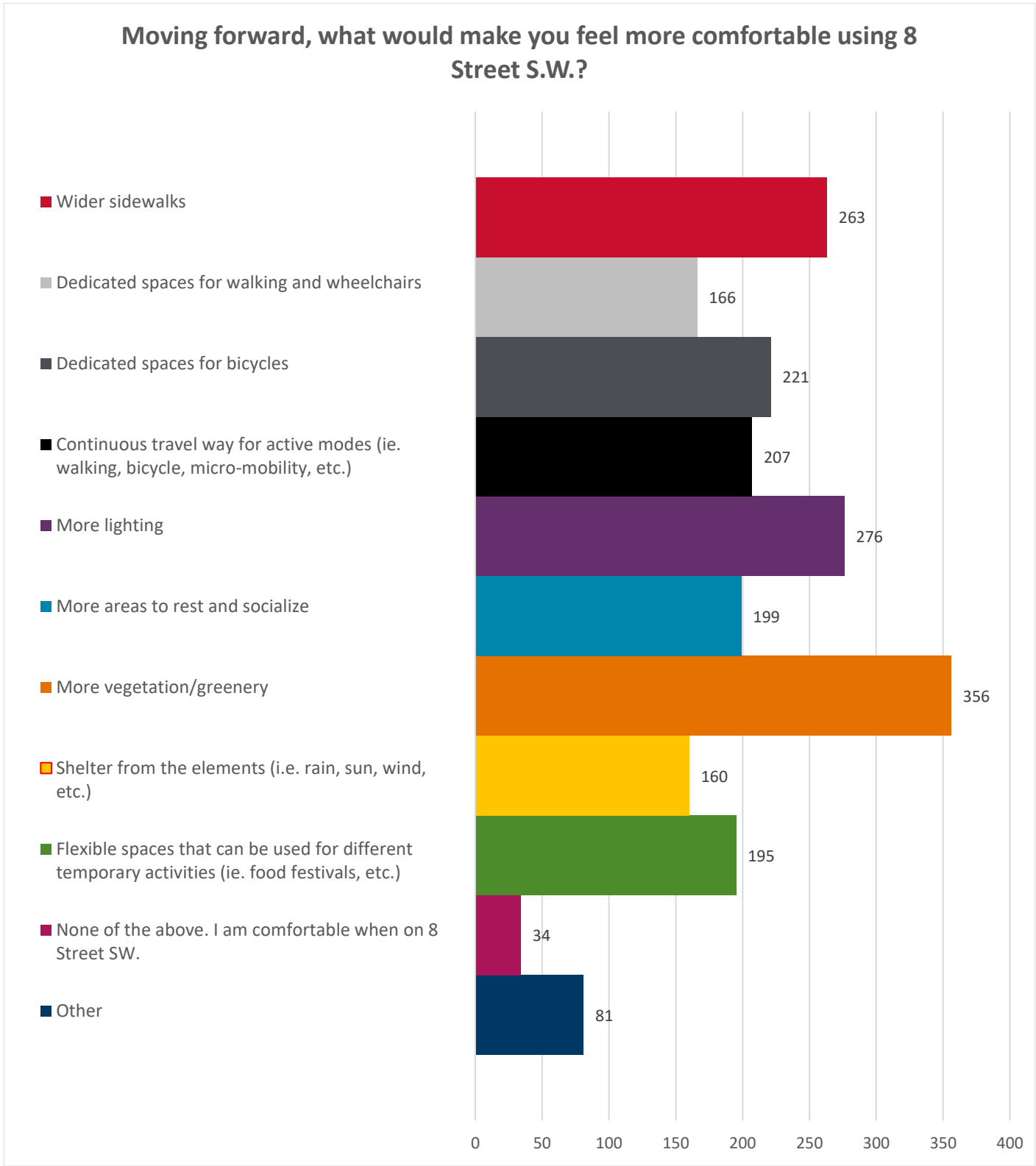
	light timing, unsafe vehicle turns, poor sightlines and visibility, and a desire for traffic calming measures. Feedback regarding parking was mixed, with some feedback indicating a desire to retain parking, and other feedback expressing a desire for it to be removed to make space for active modes and public realm improvements. Feedback also indicated a desire to ensure adequate traffic flow.
Crime & Social Disorder	Feedback indicated a concern over crime and social disorder within the area and the desire for increased security and police presence. Participants would also like to see more lighting in the area.
Trees/ Greenery	Participants expressed a desire for the addition of more trees and other greenery to be added along the corridor as part of this project.
Beautification and Maintenance	Feedback expressed a desire for beautification to the area and regular maintenance of the current infrastructure.
Programming & Activation	Participants identified potential programming and activation locations and opportunities.





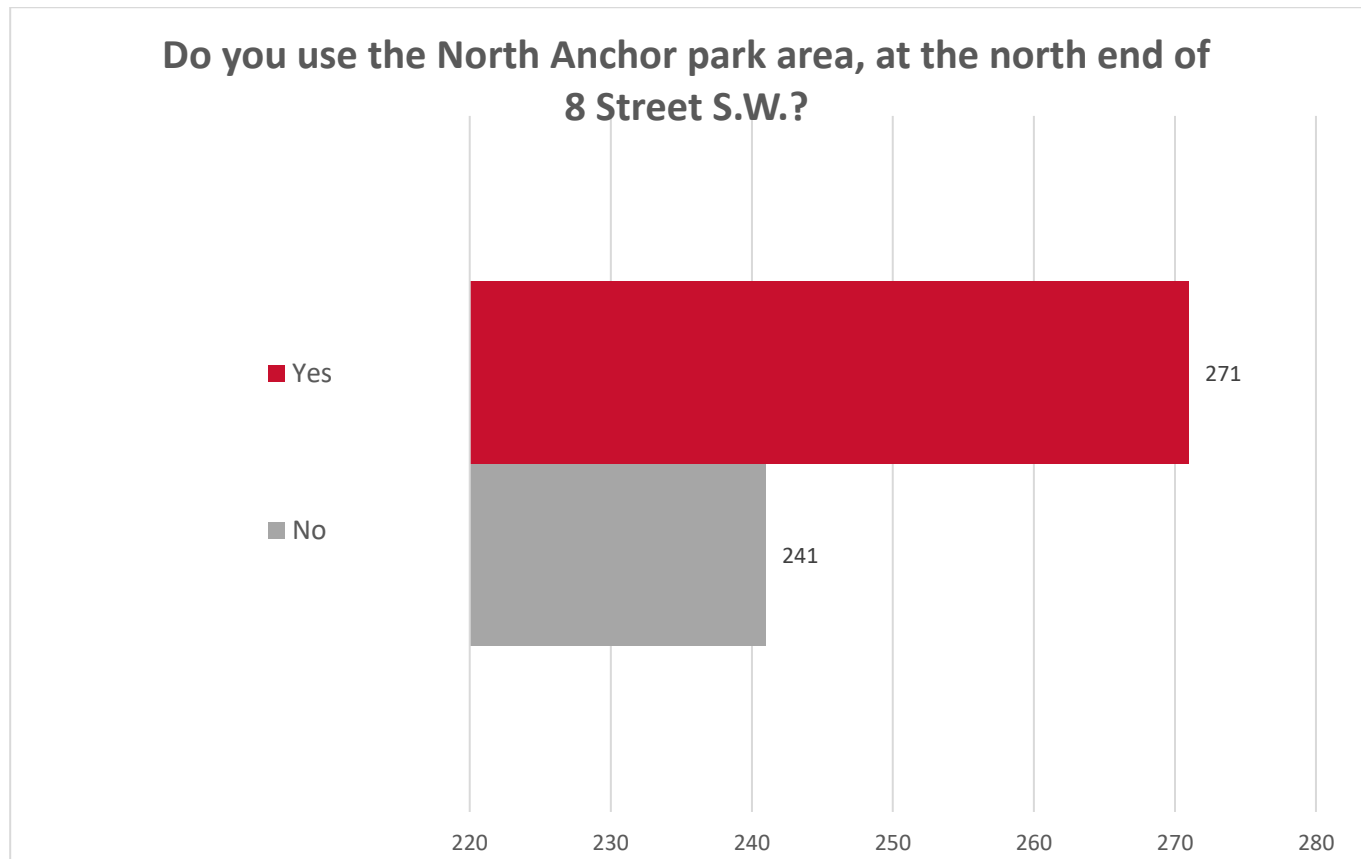


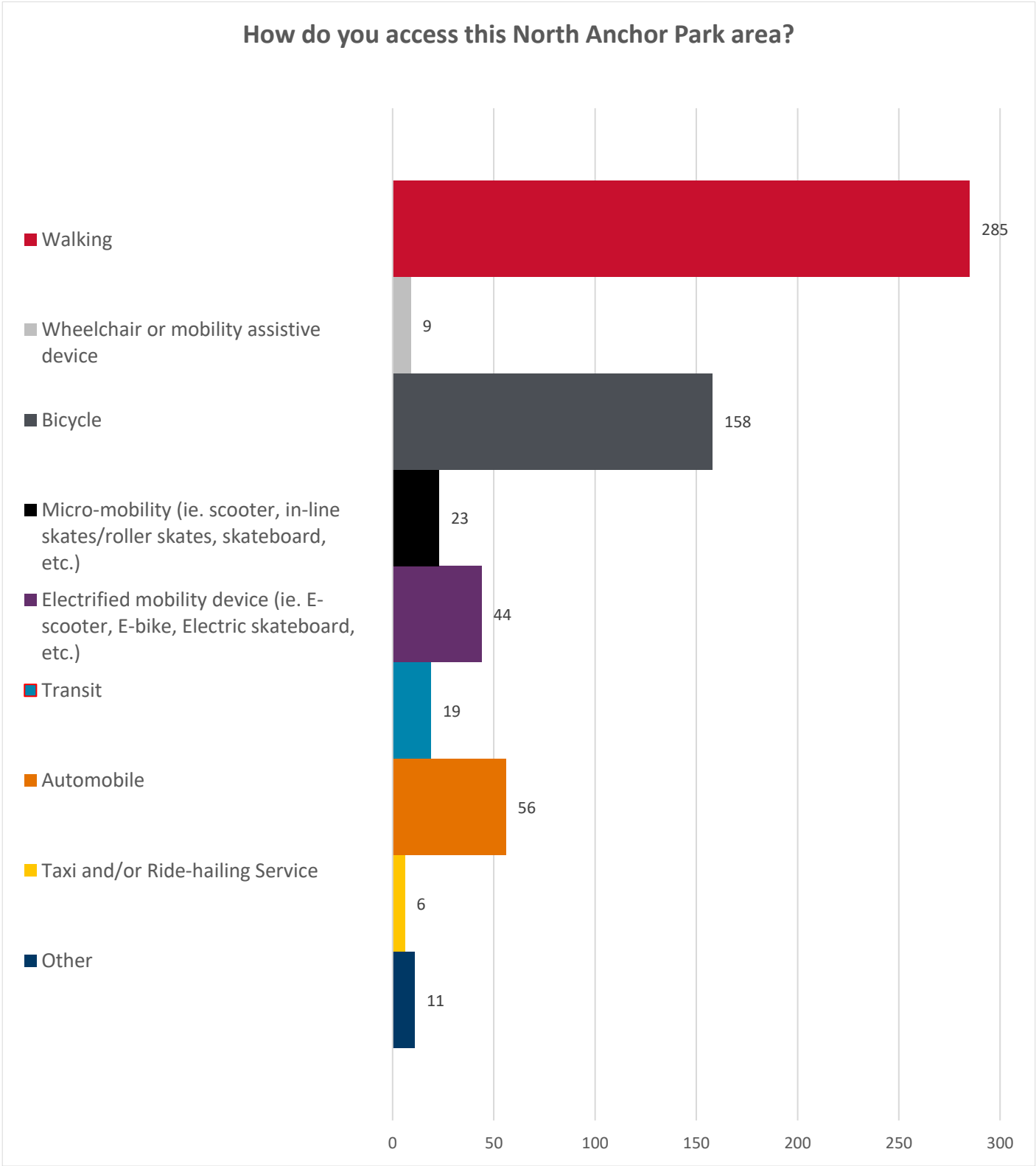






Ideas submitted under 'Other' included the desire for more police and security presence to assist with crime and social disorder, a greater focus on active modes (with improvements to walking and wheeling infrastructure) vs. motor vehicle travel, improvements to the motor vehicle traffic flow, and more retail businesses.



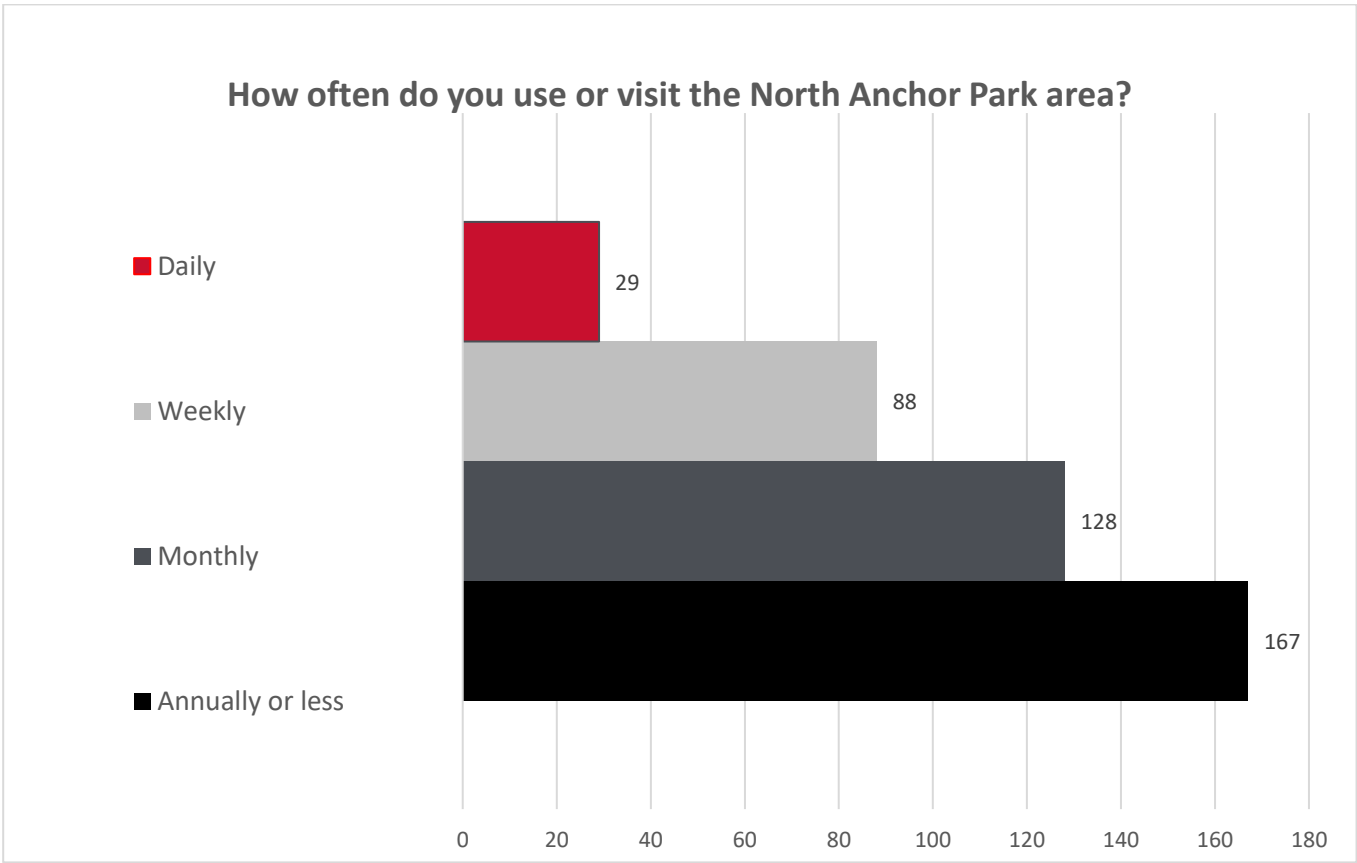


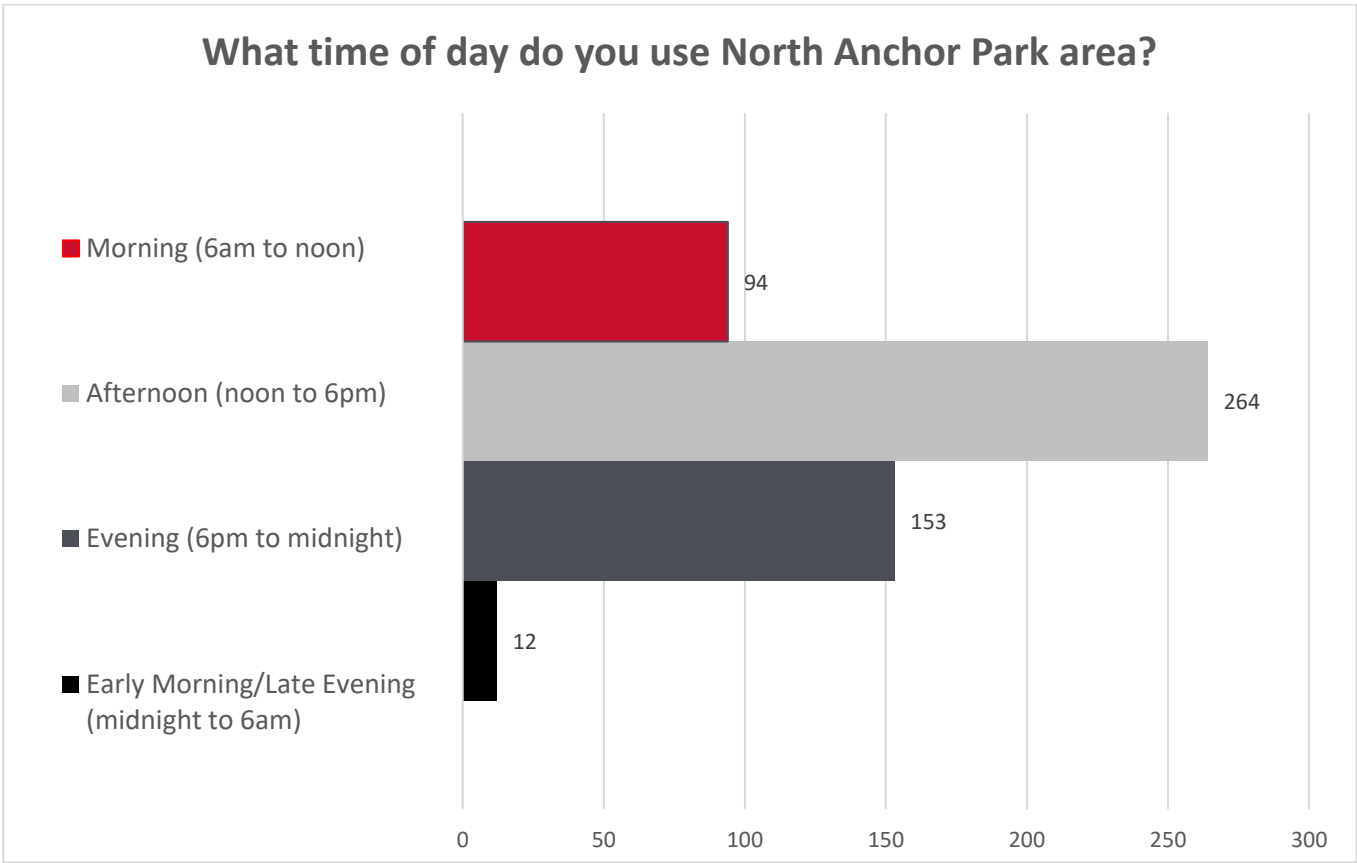


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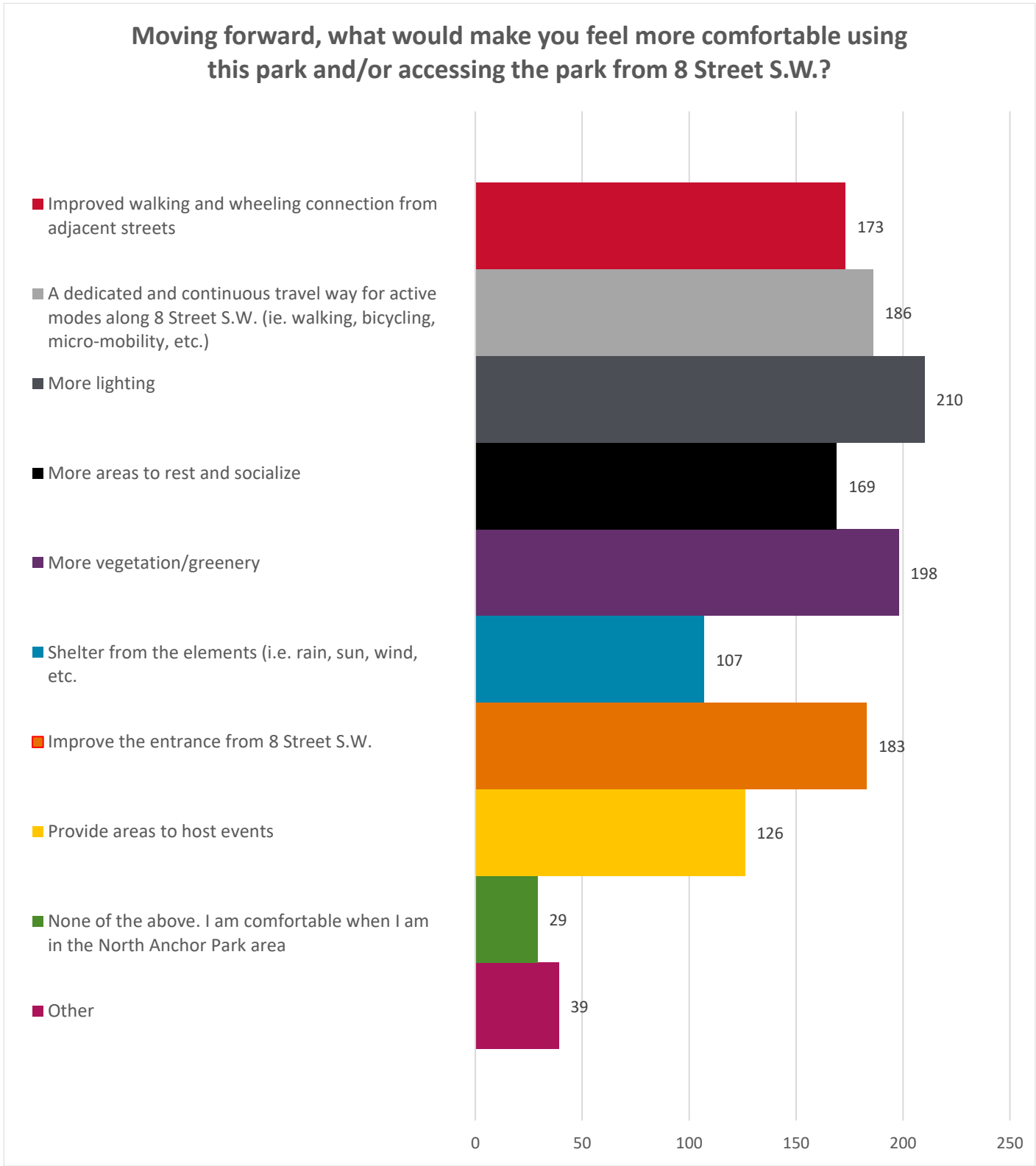
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Ideas submitted under 'Other' included the desire for more police and security presence to assist with crime and social disorder, better motor vehicle access, and regular cleaning of the area.

When asked, 'Do you have any other feedback that you would like to share about 8 Street S.W. and/or the North Anchor park area?', the following themes emerged:

Themes	
Walkability/ Pedestrian Focus	Participants identified the importance of 8 Street S.W. being pedestrian focused with a desire to improve the infrastructure to make walking the corridor a more safe, accessible, and comfortable experience. Ideas included the need for safe pedestrian crossings, wider sidewalks, and vehicle traffic calming measures. Locations of vehicle and pedestrian conflicts were identified within the responses.
Wheeling Lanes	While most responses relating to wheeling lanes indicated a desire for protected cycling/wheeling lanes for safe movement throughout the corridor, there was also feedback that did not support them.
Motor Vehicle Concerns	Participants identified motor vehicle concerns such as pedestrian and vehicle conflict locations, speeding, noise pollution, traffic light timing, unsafe vehicle turns, poor sightlines and visibility, and a desire for traffic calming measures. Feedback regarding parking was mixed, with some feedback indicating a desire to retain parking, and other feedback expressing a desire for it to be removed to make space for active modes and public realm improvements. Feedback also indicated a desire to ensure adequate traffic flow.
Crime & Social Disorder	Feedback indicated a concern over crime and social disorder within the area and the desire for increased security and police presence. Participants would also like to see more lighting in the area.
Trees/ Greenery	Participants expressed a desire for the addition of more trees and other greenery to be added along the corridor as part of this project.
Beautification and Maintenance	Feedback expressed a desire for beautification to the area and regular maintenance and cleaning of the current infrastructure.
Programming & Activation	Participants identified potential programming and activation locations and opportunities.
Retail & Merchant Opportunities	Participants identified ideas for retail shops along the corridor.



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Destination and Placemaking	Feedback indicated that any improvements to the corridor that would make it a 'destination' to visit would be a benefit to the area.
Public Seating	Participants expressed a desire for more public seating and places to hang out.
North Anchor Park Area Opportunity	Feedback indicated this park has potential for programming and activation opportunities.

## Next steps

The Revitalize 8 Street S.W. project continues to progress, with plans to use the feedback provided by the community, along with technical studies to advance and refine the conceptual design. During Phase 1 – Step 2: Refine, citizens and interested parties will be engaged and asked to provide input on the draft conceptual design in Spring/Summer 2023.

Thank you for your time and input, we look forward to keeping in touch as the project continues to advance.

## Verbatim Comments

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

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

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

## Mapping Tool: Current Use

- The pedestrian crossing "scramble" light (when both lights are red at 8th and 16th) is really nice because there is a lot of pedestrian traffic here
- Access to plus 15 here is often closed by hotel management citing cold weather issues with the door. Could put in a revolving door to enable better weatherproofing.
- As pedestrians, we like the intersection between 8th and the one way 14th. This feels like one of the safer intersections.
- Busses take up both lanes when they travel under the underpass. This backs up traffic.



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- Cafe
- Converting 15th and 16th Ave to one way streets was a positive step, do not convert back to two way streets.
- exercise
- I like the quality of the sidewalk materials
- Love the redo of this park and the accessible train station with high visibility. Would love to see summer markets, food stalls, musicians, etc. here for office workers on their lunch breaks.
- Making is electric skateboard friendly would be great to allow other modes of transportation including e-scooters etc
- Parking lots kill walkability.
- Really enjoy Century Park -- great for people watching and families are always around here, especially in the summer
- Shopping
- Sidewalks aren't great, lots of interruptions and not in grata condition. Not great for pedestrians and non-vehicles.
- Stop making everything about vehicles. This is one of the most population dense areas of the city and we keep trying to cram more vehicles in. Start taking vehicles away
- There needs to be way more trees
- This is a bad turn for drivers at rush hour, with many blocking the intersection when trying to turn left. Traffic backs around 9th St. with tracks etc. causing issues.
- I feel unsafe walking under the underpass.
- I live here. I walk 8th street every day up to the train. I also run along 8th street up to the bow River a few times a week, and I will take my child up there in a stroller.
- Public art (Newspaper headlines from Calgary through history) is fun I always stop to read a few headlines when I'm walking this way.
- The green space on the west side of 8th at 13 ave is beautiful and I often walk my dog past here and see others enjoying the benches and tables. Would love to see more of this
- The protected bike lane is something I use to commute and something we need more of in the city.
- The underpass always smells like sewage.
- Use it from river to 17 Ave to access the Beltline to visit businesses and meet with friends
- Absolutely crazy and dangerous bike rides on 8th Street. Between 17th Ave to N. Anchor Park. Changes here would be well received!
- As someone who lives in the area and frequents the businesses on this street, I think keeping the parking here on 16th ave is necessary! People do park here, especially in the winter. Closing the street would not be productive and would displace people like myself, leaving us with no options.
- I live here since 2016. This is a busy vibrant area of many young professionals without kids. There's many dogs though. From the Bow river down 8th street to 10th Ave SW is very sketchy, ugly and dead. It needs to be cleaned up of street people and needs to be beautified. It's ugly and lacks



- I very much support the continued use of a full signal at this location. Multi-lane streets decrease yield compliance and increase dangers for pedestrians, which are not sufficiently mitigated by a pedestrian signal. Congestion is secondary to safety. Always.
- This is a tricky spot for pedestrians and cars alike! The bus bench is too close to the road, and the sidewalk is too narrow and close to the fast moving traffic southbound. I usually have to dodge vehicles pulling in and out of the lot.
- "Tomkins Park is a major source of frustration for local residents. Way too much noise coming from it being used as a sound stage - this is completely unfair to local residents. Park is unpleasant to look at - the 17th Ave BIA has its storage shed set up is very unsightly."
- Doesn't feel safe for biking
- I use the underpass to walk to work and get to the train station, as i live near 17th ave.
- I very much support the continued use of a full signal at this location. Multi-lane streets decrease yield compliance and increase dangers for pedestrians, which are not sufficiently mitigated by a pedestrian signal. Congestion is secondary to safety. Always.
- Many in the west end commute through this intersection, meaning massive number of local pedestrians and drivers, as well as cut-through traffic at rush hour.
- Get rid of this traffic light. It's unnecessary and causes congestion
- Public park that is used and connects to larger park. High traffic and precarious feeling pedestrian crossing from residence to park. Motor accidents not uncommon here
- This area does back up during the commuting hours for Northbound traffic due to the interface with the heavier pedestrian use. Protection for pedestrians and traffic management (advanced turning) should be considered.

### Mapping Tool: Current Issues

- NE corner is unsafe - sidewalk is too narrow and visibility around the building is poor so I am constantly having to make sure cars see me and won't hit me. Especially inappropriate on a highly used pedestrian commuting route.
- "This bridge and walkway becomes very icy and poorly maintained in winter for pedestrians and cars. Extremely tight section to drive in, 2 lanes are basically fake, poorly lit and smells very bad most of the time."
- Cars turning in and out of hotel parking / alley turn across pedestrian walkways often and cause hazardous conditions. Poor visibility for drivers and pedestrians. Taxis stopping here cause extra reduced visibility
- Dangerous intersection for people walking and using active modes. Cars travel at unsafe high speeds, make dangerous turns and a unfortunate over prioritization of automobiles of humans.
- From 2022-2023, there has been a lot of graffiti on the 8th street underpass that wasn't there pre-2022. Hopefully there will be ways to clean this up or even prevent it, such as more security cameras, or blinking lights going on and off whenever it detects someone vandalizing the area.

- I am a Walker, and have almost been hit by vehicles turning onto this road several times. The crosswalk has helped a little bit. Increased signage, or anything that could make vehicles slow down and pay attention here is greatly appreciated.
- Sidewalk from 10 ave to 11 ave is incredibly narrow on the east side (especially the corner at 11 ave as others have noted) - lots of pedestrians and no room to pass each other or wait to cross the street, blind corners and vehicles not looking for people before they turn north off 11 ave
- This area is not safe for pedestrians or cyclists. Vehicles travel over the speed limit both on 8th Street and 17th Ave. Also the excessive noise/bylaw infractions from modified vehicles needs to be addressed. What can be implemented to address these issues on 8th street and 17th ave?
- This is an unused building with a very blind corner for turning out of. Street parking here causes travelling on 8th, and trying to leave the alley. Very dangerous feeling for pedestrians as sidewalk is very small, bad vis, and cars trying to make quick unsafe turns abound
- Northbound light is too short, only 3 or 4 vehicles per lane get through, leading to aggressive driving / pedestrian endangerment by vehicles
- "Many times have seen traffic trying to turn cut across pedestrian and bike lanes almost hitting people. Turning north cuts across the bike lane and many cars don't understand the light pattern and end up running the red turn lights."
- Vehicles traveling above the design speed makes this intersection feel very dangerous as a pedestrian. Also would love to see bike lanes on 17th as it is a high values street not a connecting road.
- Blind corner and narrow sidewalks. Way too many poles and obstructions currently. Make sidewalk way wider at this intersection and consolidate all the random poles to make it easier to navigate.
- Need either full signal lights, or signal lights controlled by pedestrians like I have seen on memorial drive NW. There have been way to many near misses of pedestrians getting hit when trying to cross 8th Str at 19th Ave sw.
- This corner is dangerous. The sidewalk is narrow and the building comes out too far. It's very blind and low lighting. I've been hit by a car here.
- West-bound traffic often turn right here into 8th St without noticing pedestrians about to cross. Many near hits and angry yells witnessed. A curb callout might help protect pedestrians.
- Reiterating what many have said here already, but the sidewalks are too narrow on the NE and NW corners of this intersection. Widening the sidewalks and adding bike lanes would be safer and create space for bikers and pedestrians.
- This sidewalk is too narrow for wheelchairs/seated scooters to pass pedestrians, especially around the bus stop. Consider relocating the bus shelter further back on the sidewalk and reducing the weaving in/around trees/signs on this block.
- Multiple turn lanes is awful for people wheeling who want to go straight north. This can be mitigated with cycle tracks and dedicated signal phasing.
- 8 Street improvements will not be successful in this area until the crime, anti-social behaviour, and lack of bylaw enforcement are solved. The different "silos" of the City need to create a plan that addresses safety, security, and deviance along with mobility.

- Crossing the street here is super dangerous. There are no crossing markers, the road is too wide, and cars are coming downhill at speed.
- Lack of businesses on East side of 8th between 12th and 13th aves. Makes it a magnetic for crime and not very nice to walk by.
- Seconding everyone here - this corner feels very unsafe as a pedestrian. The sidewalk and corner condition is far too small. It's tough to see oncoming right-turning vehicles approaching.
- Add 3 way stop here. Every other intersection has this along the road. This is a dangerous intersection
- Alleyway between Tim Horton's and old London Drugs location is a "no parking zone" yet vehicles continually park in alley way to get take-out from Mt Royal Village. Also, blind corners causes congestion for vehicles and safety issues for pedestrians.
- Difficult crossing -- cars turn very quickly
- Here and at 6 Ave aggressive drivers at rush hour making turns try to cut off pedestrians to get through first when the walk light goes on, and also start their turns when there isn't time and are blocking intersections when the walk light goes on
- "I am so glad that 8 St SW will be revitalized as it has been a very important street as I have lived in the vicinity for over 25 years. Replace the cobblestones between 10 ave & 8 ave- icy in winter, never shoveled Fewer condos, more shops & restaurants for a cool pedestrian vibe Improve safety"
- I use this stretch on foot because it's a direct route with an underpass but it is hideous, unpleasant, and feels hostile at rush hour due to the traffic
- Need separated/protected bike lane to improve safety of cyclists, pedestrians and vehicular traffic. The frosted glass prevents vehicles from being able to see/report safety concerns of pedestrians above- improved visibility is required to help pedestrians feel safer.
- No sidewalk and strip mall parking lot creates terrible and unsafe walking conditions. Often icy and slushy in winter, cars turning over sidewalk. Sidewalk is often sloped for cars etc. Remove all vehicle turning access on 8th Street here and put in actual sidewalk.
- Pedestrians often are dodging cyclists here. It is too narrow for both. May need to develop specific designated areas for each.
- Speed and the excruciating sound coming from enhanced vehicles (backfiring, loud mufflers) needs to be addressed. Otherwise, all the work proposed to enhance the street to attract business, pedestrian and outside activities (patios etc) will be futile. It is not enjoyable walking this area.
- The sidewalk is too narrow for the high pedestrian traffic here. I've noticed that people with wheelchairs or other mobility aids don't have enough space here when it is busy.
- This intersection is terrible for pedestrians. Cars are often moving too fast and don't consistently stop for pedestrians when the crosswalk lights are activated.
- This sidewalk is too narrow for wheelchairs/strollers to safely pass pedestrians without the pedestrian needing to step into traffic.
- Traffic flow in/out of the hotel here is constantly hazardous with cabs making abrupt turns, uturns or just stoppping in the street to pick up fares. Also hotel guests cars blocking the street northbound while they wait for vehicles to clear. Hazardous for pedestrians walking along the east side

- Vehicle traffic gets backed up in NB lane due to lack of advance turning traffic signals for both right and left turns. Also, puts pedestrians at risk. Recommend adding right and left turning lights.
- Sidewalk on west side is very narrow. This intersection can become extremely congested with Pedestrian, scooter and vehicle traffic. Speeding and loud vehicles are also an issue.
- Limit traffic to only one lane in each direction and extend sidewalks, curb bump outs and cycle lanes
- Way too narrow sidewalks. Reduce to two travel lanes only. Then add cycle tracks and wider sidewalks with the space from the two repurposed lanes.
- 13 Av to 16 Av is a really sorry state of affairs. The sidewalks are narrow, the streetscapes are depressing, there are few/no trees, driving/parking is prioritized over walk/wheel, etc, etc. Wider sidewalks, cycle tracks, street trees, benches, etc can be achieved by reducing the carriageway.
- Agreed that this corner is too small for pedestrians and the building feels imposing. Nothing much to see around this area either. Would love to see more trees, murals, more pedestrian-friendly and bike-friendly spaces.
- All throughout 8th st, during the summer especially, there are many people riding electric scooters. Many people will park them in the middle of sidewalks, which is a major issue for disabled pedestrians who cannot move them. Would you consider adding scooter parking zones, and perhaps a bike lane?
- Bus shelter, trees and poles are all haphazardly place - no consistent wide sidewalk here makes walking difficult. Applies to whole corridor.
- I live very close to this intersection and it is so noisy! Especially in the summer, with vehicles reviving their engines as they approach 17th, or speeding up heading north on 8th street. Perhaps traffic calming measures would help with this.
- It would be nice if this underpass was sanitized once in a while. There is always fresh vomit or other human waste along this stretch making for a very unpleasant walk.
- Light at 16 seems like the wrong solution. We need cars moving slowly and carefully. Stop is overkill. Perhaps an elevated crossing or some other less conventional solution. Controlled crossing at 17 and pedestrian prioritized crossing at 16 make more sense to me.
- The underpass smells really bad, like mold or urine.
- Crossing 5 lanes of one-way traffic is uncomfortable and could benefit from some curb bump-outs and other traffic calming measures. This feels like a place for cars, not people.
- The parking lot of the McDonald's/ Circle K doesn't make sense here, and isn't safe. This area is better suited for pedestrian activity than vehicles trying to push their way out of this congested lot between C-Trains.
- Backout parking creates increased risk for people wheeling. Should be parallel, with more space returned to the public realm.
- Both east and west sidewalks are too narrow, dangerous, and need to be widened.
- Crossing the street anywhere south of the CPR tracks on 8 ST SW is dangerous and unpleasant. 8 Street has the potential to be a neighbourhood high street but instead it's an ultra-wide car thoroughfare.

- Current crosswalk feels very dangerous, especially at rush hour. Would be nice if there was more than 1 way to cross the street.
- Cycling feels very dangerous and busy
- Lighting is not sufficient especially around stairwells, where individuals frequently sit or sleep (day and night). To improve safety, please increase lighting underneath the train bridge and on both sides where stairwells exist.
- Should be full signal. Multi-lane condition means reduced yield compliance and increased danger for pedestrians. Safety should be prioritized and a pedestrian signal isn't enough to do that.
- Sidewalks along this stretch are incredibly narrow and not very useful/safe for peds
- The back alley by Tim Hortons is used throughout the day as a parking location for delivery drivers. This causes congestion and increases the danger to pedestrians walking north or south along the east side of 8th Ave SW.
- The corners of these sidewalk intersections are too small. Very dangerous walking home during rush hour when there's not enough room on the sidewalk for everyone to stand
- There are two short-term parking spaces that affect cars being able to turn right onto 17th avenue backing traffic up the hill and causing people to make erratic decisions to pull around cars waiting to turn without looking to see who's coming down the hill or driving through the intersection blind
- There's a full dedicated turning lane here so cars don't have to slow down while people crowd onto this tiny rounded corner. Huge misallocation of space and is very dangerous.
- Cars exiting this lane aren't careful of pedestrians
- This strip mall makes me want to die and might grant it. Traffic turning into and out of here cuts across multiple places pedestrians walk, sidewalks place pedestrians right next to traffic of all directions. Seems bad for cars and pedestrians, no one looks happy here tbh.
- If you're going to have grass please make a dog park specific area. As a lot of the grass is soiled and/or damaged by dogs. All green space needs to consider pet management. This goes for Barb Scott park as well.
- It seems this park has become an official dog p00 deposit zone. Bad dog owners? Sure. City needs better signage, enforcement, and maybe an official dog run or area. The grass is nice. The p00p, not so much.
- Realistically this street has been prioritized for vehicles throughout its history. Anything that doesn't involve heavily increased pedestrian and active modes while at the same time reducing vehicle lanes should be considered a failure. The neighbourhood is dense and full of walkers, build for them
- Sidewalk on east side of street just south of the alley here gets really narrow (there is an awkward sign and curb) and there are people regularly waiting for the bus. Creates some pedestrian flow issues and no room for strollers to pass people standing waiting for the bus
- West sidewalk on 8th St just south of 15 ave is very narrow here and if there is a stroller or anything then other pedestrians frequently have to step onto the street (there is a hedge along there so you can't step off the sidewalk on that side)

# Revitalize 8 Street S.W. Project

Stakeholder Report Back: What we Heard

March 2023

- 8 Street SW has such great potential & such limited value for the car network (incl. parking). Walking & cycling are the City's top priorities. Redevelop two (adjacent) lanes (east or west) for active transportation. It's what we need now & in the future - & creates many business-friendly options.
- Far too narrow and even worse in winter with poor sidewalk and road clearing.
- Agree with other comments that the traffic light at 16th ave causes congestion and seems ill placed. A better choice would be a pedestrian light that allows pedestrians to cross.
- As noted in the 8st master plan - this whole corridor from 7 ave to 4 ave is just a looming, dark wind tunnel, with nothing that would entice anyone to spend any time there. Very little at street level of interest (shops etc.)
- For southbound vehicles, there is a "no turn on red" to go west on 16th ave. Very few vehicles notice this signage and I have often seen some very near misses with pedestrians and vehicles here. Might need better signage?
- Narrow side walk. More trees needed.
- Noise is a definite issue on 8 Street. The Master Plan doesn't address this. Please mitigate in design. In my opinion the coincidence of 8th street and 11 / 12 Ave ("big" roads) is part of it. Adding trees may help. Slowing down cars would help, less start/stop, quieter buses, all would help.
- Northbound traffic on 8th St needs to have a turning arrow for both left and right turns. Pedestrian traffic makes it difficult for more than one car to sometimes turn left or right when travelling northbound.
- Pedestrians should be allowed to cross here. They have to wait for 3 sets of lights if they want to cross 4th Ave on the west side, just so vehicle traffic isn't inconvenienced. They're being treated as second class citizens.
- Please please please install a crosswalk at the west leg of the intersection, crossing 4 Ave. This should also have a separate pedestrian signal from turning vehicles
- Random poles and ramps restrict pedestrian movement on this corner. Way too many obstacles on the sidewalk. Not consistent width.
- Sidewalk is in terrible condition along this west side of 8 st. Seen people pushing strollers and having a terrible time.
- Sidewalk through underpass is too narrow for cyclists and pedestrians to coexist
- The traffic lights at 16th created increased congestion especially travelling South from 17th. There are 4 sets of traffic signals from 17th thru 14th in these short blocks. Also parking occurs along 8 St most hours causing 2 lanes funnelling into one with no dedicated left turn at 16th.
- The underpass design is horrible. It is virtually impossible to have two lanes of traffic in both directions due to the extra posts added in the road, and the design of the steel beams holding up the guard rail for pedestrians. This needs to be redesigned to have better traffic flow.
- The Yemeni Village sign blocks the pedestrian crossing light.
- There's large signal control boxes here haphazardly blocking the sidewalk. They are huge and unconsolidated - create line of sight issues and block access to the park. Why do we need so many? Why are they so huge? Remove all of them.



- This 11 ave design speed is way too high, as a result the signal timings are very long which makes pedestrians not want to walk here. Additionally it is a very intimidating injection with vehicles driving above the listed speed limit. Desperately needs to lower design speed so people can use it
- This pedestrian crossing is closed in favour of vehicle throughput. This is not at all aligned with City policy. The crossing should be reopened and supported by a protected signal phase for people walking.
- "When biking the bike traffic signal is red for 2/3 of the cycle whereas the left car signal is given priority without detecting if there are no cars. This is very frustrating to sit and have to wait when there is no reason to. I have see people illegally cross Bikes should be given equal priority"
- Would be great to have pedestrian scramble and then traffic dedicated lights as constantly hard to deal with cars as a pedestrian.
- The parking lot and sidewalk essentially mesh into a single paved area here, which makes it unsafe for pedestrians and confusing for drivers.
- This park is often filled with homeless and vagrants. Can feel unsafe at times.
- This part of 8th Street isn't safe.
- Too much crime here
- Too much crime here; flare gun incident
- Sidewalk feels unsafe due to cars regularly using this as a shortcut
- The corners of this intersection do not drain properly, especially in winter. Its already a tough intersection for pedestrians without a moat to cross at each corner.
- There is no pedestrian walkway on the west side here towards the river.
- Portion of street for cars should be reduced to one lane in each direction here so that there is room for non-motorists to use the street.
- A right hand turn arrow that let's traffic through and holds back pedestrians is needed to eliminate traffic back up turning right onto 12 Ave.
- Adding on-street parking in recent years was a mistake. It will only make it more difficult to convert the space to more space for sidewalk, cycle tracks, trees, etc. The parking lanes should be reduced for those purposes, absolutely, it just wasn't a strategic move to give the space to parking.
- Bronze plaques missing from memorials in this area
- Can we please do something about the unused empty units that are all along this area of the street. They have been empty for years
- Crossing the avenues along 8th Street as a walking pedestrian (particularly north of the underpass) is a bit of a pain due to the heavy traffic. As a resident in the area, being able to walk more freely down the street will make my day-to-day errands much easier
- currently a "no parking" sign is missing from this location and people park in the single travel lane heading south
- For northbound vehicles this gets backed up as the left lane vehicles have to stop as one vehicles waits to turn, but there is also heavy pedestrian traffic on the east side crossing 8ave so the right lane also gets blocked as one vehicle waits to turn right. Advance turning would really help here
- Hate that this space is still used for parking. It's an awful interface with both the street and the park.



- I go to school on 7 Ave, and there is no parking. I have been late for class many times trying to find parking. The parkades in the area are private access or way over budget for a college student. The street parking available is almost always taken, or unavailable due to rush hour traffic/construst
- I will repeat what was said by Terry. The traffic lights at 16th created increased congestion especially travelling South from 17th. There are 4 sets of traffic signals from 17th thru 14th in these short blocks. Either remove OR just put in a pedestrian controlled light.
- Lack of pedestrian crossing on the west side makes this highly inconvenient
- Metal posts on cement walls of road way create narrower driving lanes. Too narrow for busses to stay in one lane and creates a bottleneck for traffic.
- Never once have I wanted to spend time in Tomkins park, surrounded by cars, exhaust, and noise on all four sides. It's nice parking for people that don't live in the area though!
- No sidewalk with several vehicle driveways where cars pull in quickly. No defined pedestrian space.
- Not enough bike racks or benches
- Parking on the curb lanes between 17 ave and 12 ave is often not used, or vehicles park there when they are not supposed to (during busy hours the signage is not effective and no towing is done).
- people generally park here during "no parking" times and regularly block the flow of rush hour traffic
- people park in this alley frequently to pick up items from best buy and structure and it creates issues for residents backing onto the lane
- PS. noise is a big issue for enjoying the street (patios,etc) but also carries. Definitely louder for condo dwellers on/near 8 street than on other streets in Beltline.
- Sidewalk too narrow
- Sidewalks south of 17th into Mount Royal are all very narrow and provide minimal space for pedestrians but there is regularly a lot of pedestrians using this area
- Some issues with the new light here and traffic backing up in various places (vehicles turning north off 17th get caught in the light at 16th), also northbound vehicles wanting to turn west onto 16th back up traffic across 17th ave and few vehicles are able to get through northbound.
- Street parking here seems odd. Takes away the turning lane off of 8th Street and then 8th street becomes backed up.
- The last time I walked through here, construction took over the whole sidewalk. Of course, all four lanes of car traffic were untouched.
- The lights effectively make this a pedestrian scramble, but the intersection sidewalks, crossing lights, and intersection paint have not been installed yet. Please make this a proper ped scramble.
- The sidewalk outside the 7-11 convenience store is too narrow and gets crowded with pedestrians.
- The turn lanes here often see people turn into the wrong lane. Better delineation of where vehicles are supposed to go is needed.
- There should be a right turn lane added along with a right and left turn advance. This would significantly ease congestion and ghgs
- This is one of the densest areas of the city and the public realm is a literal hellscape of concrete wasteland. It is inhumane environment not fit for human life. Please fix immediately.

- This laneway is effectively used as an off ramp from 9 Av. This prioritizes driving over active modes, particularly at the conflict point where the laneway meets 8 St. Laneways are supposed to be for local access, not movements like this.
- This new traffic light adds serious congestion to the area and there's only room for 1 car between 17th and 18th - this causes major backups on 17th ave. The 17th ave crossing is only a few feet away. Recommend eliminating the traffic light on 18th ave.
- This sidewalk is extremely narrow and unsafe to walk on during busy pedestrian traffic.
- This tunnel is not wide enough for two vehicles.
- Walkway on east side (by Freshii) is very narrow.
- We have redundant traffic lights that are very poorly timed. There is a traffic light at 17, 16, 15, and 14 and the timing for all of these could be improved greatly. Many times traffic is backed up when turning north off of 17th Ave, onto 8th, and immediately being stopped at 16th Ave.
- Why is there just an ugly slab of concrete here for people to illegally park?
- East sidewalk is too narrow for such a busy pedestrian commuting route
- Sidewalk too narrow

## Mapping Tool: Future Opportunities

- Install a noise radar and ticket loud vehicles
- Is there an option to close the 12 Ave entrance to the Safeway parking? And prohibit left hand turns from 11 Ave onto 8 Street? This would likely lessen a lot of the vehicle - bike - pedestrian conflict around 8 St and 12 Ave.
- Need to be careful integrating bike and walking infrastructure. 13 Ave greenway was supposed to combine the two off road. Greenway is great for walking, but ended up a failure for bikes (off road I mean).
- "The digital art scroll on display says the same thing over and over, and over again. I realise it is someone's art, but there is no explanation about what it is anywhere. Can we get creative and have it say something else? Time, weather, a funny anecdote..."
- The right northbound lane is really only needed for right hand turns from 17 Ave. Perhaps instead of the lights at 16 Ave, that right hand lane should terminate. Gives shorter crossing distance across 8 Street at 16 Ave.
- Turn the crack macks into a hotel or an apartments
- Allow bars to stay open later than 2am & allow bars to (over)pay the city for police presence
- Do not use the bike racks identified in the previous master plan. They do not comply with the Bicycle Parking Handbook's direction to provide two locking points and to support bicycles along their length. They are awful racks that prioritize aesthetics over functionality and security.
- Another option for 8 Street between 16 and 17 Ave could be to limit north bound traffic to buses and bikes only? This would free pedestrians to cross more naturally and improve transit. No turns off 17 Ave for regular vehicles, as there are plenty of other streets to take those turns.

- Tons of space for a much needed protected cycle track to provide north-south link from 17th Ave SW all the way to the Bow River. Gap between 11 St SW and 5 St SW cycle tracks is too large and needs to be addressed.
- Turning 16th Ave east of 8 Street into a woonerf can enhance the park space and businesses along the block. Vehicles and parking are not necessary here, and may be detrimental to park's potential.
- Replace the painted median with a raised median that offers some protection to pedestrians and slows down traffic
- South of the lane, the middle lane/ yellow painted island is unused. Perfectly coincides with the narrow sidewalks. Let's get on with reconfiguring this stretch!
- The middle lane (and yellow painted island) are not much used/necessary in this block. Let's get on with reconfiguring this block.
- Better integration on street here with the park-
- Place a dining hall hispanic american themed and call it "calle ocho" (8th st in spanish, a very famous street heart of the Cuban neighborhood in Miami. A repeated theme in Central American music
- The advanced pedestrian walk signal should also be an advanced cycling signal as well.
- This lot is often very empty, agree with other commenter that this could be better used or part of it converted to something else. I love that there was a bike repair type shop set up here in the summer!
- Traffic gets really back up turning onto 12 ave. An advanced green would really help
- Would be great to remove/change the lamp poles along this stretch and they are all right in the middle of the sidewalk making pedestrian movement awkward in an already narrow area
- It would be great to have a playground in this area. There are more and more residential buildings but pretty much no public playgrounds in the NW area of downtown.
- 16 Ave is developing into a major "off 17" pedestrian way connecting Tomkins Park to points west, toward Beano and other public spaces and shops. This should be encouraged by making the crossing of 8 street at 16 Ave pedestrian focused. Something better than the controlled light please.
- A cycling lane down 8th would be excellent - to make it quicker and safer to access C-train station and the river from 17th Ave.
- Adding separated wheeling infrastructure along 8th street will dramatically open up this area for people to visit businesses and other amenities along this street. We'd absolutely travel here more.
- Bike lanes will make a significant difference in this tight corridor.
- Closing part of this lane is a perfect opportunity to create some public space / bike parking, etc. The warehouse building made steps toward this with their patio. (P.S. this has been floated by community before)
- Consider walking and biking wayfinding along the corridor.
- curb extensions would be beneficial here to increase pedestrian safety
- Give Safeway new trees that are able to live and thrive in this climate. Every tree in this parking lot is dying, dead, or needs an arborist.

- I saw the plans years ago when they were showing an artist's rendition and it showed bike lanes. The bike lanes never came to be unfortunately. There's no room for bikes on the pathway nor the street.
- Make this a pedestrian only street.
- Sidewalk widths should not be sacrificed if there isn't room for dedicated wheeling. I am also worried about snow clearing. Perhaps wheeling at sidewalk elevation with separation by trees, paving features? Plus, 12 ave style bike lanes not aesthetic enough for 8 Street.
- So great to see some Festival action down town. Beakerhead! 2022 in the Park. Imagine the possibilities here. Music even.
- There is plenty of room for dedicated separated bike lanes on this street
- This area of my street is so bland and boring. People are just trying to get elsewhere from here. Across from Safeway down 8th street to 13th Ave to 14th is lacking charm, nice places to sit and socialize, it's ugly and bland. Just big offices spaces an ugly old hotel and some okay spots. Please fix
- This could be a raised uncontrolled intersection with continuous sidewalks.
- While this stretch of 8 Street isn't exciting and yes is busy with cars, the actual sidewalks north of 8 Ave are more serviceable than the narrow ones full of poles south of 10 Ave. Please focus on the south sidewalks first. Maybe the north focus should be intersections.
- Add a 4 way scramble crosswalk here and red light photo machine here
- Add a cycle track here from 15th ave to the River
- Build a cycle track on 17th Ave. Those bars aren't getting full by the couple parking stalls in-front of them. There's no need for parking on 17th Ave
- Bump-outs for pedestrian crossings would help avoid drivers racing you when you press the pedestrian crossing button
- Busy bike route up the hill that should be supported by protected bike lanes. There are a couple blocks where parking would need to be consolidated, but more blocks with little to no parking.
- Close this street to vehicles and make it pedestrian/cyclist only. OR do that only during the summer months.
- Curb Extensions are needs on this whole street
- Cycle tracks belong on busy streets not lower traffic residential. Start making transportation better for users who aren't in cars
- Dedicated cycling infrastructure on 8 Street, connecting 15 Ave, 12 Ave, 8 Ave, and 3 Ave routes.
- Move the cycle track from 7th st to 8th and have it go all the way to the new ones on 15th Ave
- Need the 3 Av cycle tracks to stay. Removing them would be against City policy and would decrease safety for wheeling users.
- Plant more trees and/or greenery on 8th street. Especially in this area. It's just grey looking from all the buildings, sidewalks and roads.
- Please add curb extensions at this crossing
- Protect the trees from beavers in this 'wilderness' area along the Bow; plant more trees to reinforce this wilderness character

- Should be upgraded to a protected intersection with the existing 8 Av cycle tracks and the future 8 St cycle tracks that should be installed as part of this project.
- The previous master plan's direction for just painted bike lanes is inadequate for the 8 St context. Proper cycle tracks are needed to keep people safe.
- This entire stretch of road should be covered in trees and lilacs to make Lilac fest jealous
- This space has so much more potential than its use as a surface parking lot. I'd like to see this turned into an activity space and extension of the park.
- Trees trees trees everywhere! Why do we not incorporate more trees into our streets??? Improve our urban canopy, create shaded streets, absorb emissions. Trees belong everywhere and along every plan.
- Upgrade to a protected intersection to connect the current 12 Av cycle track with what should be new cycle tracks on 8 St.
- The previous master plan identifies 3.6m lanes for the underpass, but 3.3m lanes for the general curb lane where transit will also operate. The underpass lanes should be reduced to 3.3m so the proposed painted lanes can be upgraded to proper cycle tracks.
- The 2017 renovation of this underpass was an upgrade, but the choice of pavers for the walkway is an area for improvement. The pavers catch and contain debris (cigarette butts, urine, other garbage) and 'hold' them there. Future walkway surfaces should be smooth and non-porous, to be easily cleaned.
- Close this street and extend the sidewalk all the way to the park. An incredible opportunity for patios and placemaking.
- The two traffic lanes through the underpass should be reduced to one and a segregated bike path replacing the removed lane. This was done in Inglewood on 9th Ave. The lanes are too narrow anyway.
- Cycle tracks are needed all along 8 St, from river and into Mount Royal, but especially in the underpass.
- Opportunity to add a new N/S corridor for cyclists by adding dedicated cycle track through the underpass. 5 St and 11 St can be out of the way when trying to travel between Beltline and Downtown. Also provides better access to bike amenities near 8 St (MEC, Joe's Garage, Bike Shop, and DJ Bikes).
- Huge opportunity to create a separate wheeling lane from the river to 15th Ave SW. This would add an important mobility option and improve pedestrian safety. It will also support businesses along 8th Street by making it easier to bike to them.
- This block is really dull and grey - add trees and greenery to the already quite wide sidewalks here.
- This should be a continuous sidewalk (aka raised sidewalk, blended crossing). There should be more continuous sidewalks to slow drivers down.
- A marker to better integrate with Stephen Ave.
- Curb extension needed here badly. Tight high speed corner for cars and very little room for people.
- Future protected cycle path north/south on 8th street to connect with existing 12th Ave E/W cycle path

- How about an off leash dog park right here? This rectangular space adjacent to the helicopter pad is rarely used. And there could be a fountain for people and dogs.
- Scramble crossing for pedestrians
- Second time trying to post this - how about infrastructure to support small events in this triangular park? Power, data, water -- and a covered, elevated stage for performers. No more stinky noisy propane generators / trucks.
- This part of 8th is really ugly. All old concrete, blank walls, garbage. More trees and murals or public art would liven it up and make it feel less grungy.
- This triangular parklet would be a great place for small events but it needs power, data and water -- and an elevated covered performance area. No more stinky propane trucks and noisy generators please!
- Yes, also like the idea of a pedestrian scramble. This intersection continues to prioritize driving today and that is not aligned with policy.
- A good opportunity to become a raised (continuous sidewalk) pedestrian scramble. It would slow drivers down.
- Tomkins Park needs to be beautified. Remove all the outdated structures (the gruesome public toilet, the unsightly gazebo that attracts too much noise) and make the park something of beauty and elegance with more greenery, flowers and thoughtful art so residents can truly be proud to live by.
- Add a police station here. The circle K (former Crack Macs) is a crime magnet. Anyone who has spent time here knows that when you walk in this area you are risking your life.
- Agree. Reduce to one lane each way and increase walking/biking paths with trees and greenery. Only exception may be the turning lane from 8th st to 11th ave, if only one lane this may get congested.
- I agree with the other posters that the dedicated space for scooters and cyclists would improve safety. I like the plan's concept of opening up the pathway to the parking lot. The set of stairs from 8st to 9th are too narrow and currently do not feel safe.
- Reconfigure the 9th avenue exist onto 8th street. It's obvious the laneway was never intended to be used this way, but with it now signed as an exit, it needs significant improvements to protect pedestrians.
- Would love to see more 1800's themed environment, i love the newspaper headlines from the Calgary Herald that are broadcasted on the electronic banner. Also more greenery would be great and some retro town lanterns/lights.
- I agree with the other posters that adding scramble here would be great for pedestrians. Widening the NW curb would also be nice and improve safety.
- This intersection is in desperate need of revitalization. It's unsafe for a number of reasons, including vehicle exists, pedestrians trying to beat the train signal, and those with substance abuse issues.
- Consider improving pedestrian access/mobility by adjusting all intersections with train crossings to allow pedestrians to walk in all directions at the same time and at more frequent intervals to prioritize walking over driving.



- With the redevelopment of the 11 St SW at grade crossing to be pedestrian only, this exit onto 8th ST SW will be used more. If it is to be kept, there must be a raised sidewalks or speed bumps / more traffic calming on the exit to ensure safety of pedestrians.

## Do you have any other feedback that you would like to share about 8 Street S.W. and/or the North Anchor park area?

- expecting folks to use your GIS system- that is elitist and exclusive. You should know better to be more inclusive for the diverse populations of Calgary!
- Get some good urban planners for a change. Edmonton is doing it right while Calgary is becoming the last of us set in real life
- Google Maps cannot find "North Anchor Park" so I assume this is not an official park name - when it will be made official (i.e. an actual sign)? The transition from dedicated bike lanes to the shared walking/biking lanes near the bridge is very clumsy and unsafe - is this being considered for upgrading as part of the 8th St upgrades?
- I have lived in Calgary for 36 years and have seen a gradual degradation of this area. It used to be a Saturday pass time to walk and shop there was so much variety.
- I'm a resident on 8 ave sw and wish it was Possible to grow my own garden for food.
- If I'm trying to get to the North Park area.. I'm typically coming from 11 St or 7th St or 5 St or 3 Ave as they will already have great access points.
- It is a very beautiful area! Lot's of people gather there for sport activities throughout the year.
- Nil
- Nobody is going to parks in calgary unless it's summertime... this should be taken into consideration.
- None
- This plan will be in place for decades. It must not be a transportation plan, but a net-zero community-development plan. The City must act decisively for what we need in thirty to forty years.
- Getting through the city core is hard enough without you removing more routes through.
- Sorry to see Century Park so reduced from its former design. It was a fun place to explore, and now seems so boring.
- 8 street is too important as a north-south (and for east west at times)connector to change to much.
- 8th st & 4th Ave intersection needs improvement for cars and pedestrians
- Get a safe injection site.
- I am not in favour of losing any more of the north/south traffic corridors in the downtown area.
- I am not sure I know where this area is even though I walk on the river path frequently. If this is a distinct area it might need better way finding/place making.
- I commute by foot everyday along with hundreds every morning. Why is 8th st not a powered sidewalk?? It could provide energy for the whole area! People powerd for sure!
- "Increasing the amount of seating and sheltered locations only encourages Transients and drifters to set-up camps in these areas and urinate/defecate all over the park and surrounding areas. In



addition, graffiti is also a growing problem in that area and I fear that the park and the monuments in it will soon be impacted by that as well."

- Recent ongoing construction has not taken into account continuous access for pedestrians. Construction plans that close sidewalks need specific mitigation measures to allow continued pedestrian access, which may include closing travel lanes for cars to allow safe pedestrian travel.
- 8th is my regular route to work; given that there is no designated bike lane I am apprehensive to bike to work and so I end up walking. Calgary drivers would benefit from receiving biker training (how to drive with bikes and the law)
- 8th street is an important route within downtown, however it is difficult to feel safe walking on 8th street within the current climate. The area needs to be cleaned up with heavier security and police presence. No amount of design will attract people to come if they do not feel safe.
- 8th street usually smells like pee
- Add washroom facilities in the park near the pathways.
- Adding separated, protected cycle track through the 8 St underpass would be a gamechanger for getting around downtown on bike. I also would like to see a continuous bike lane from 12 Ave to 3 Ave instead of 12 Ave to 8 Ave with a diversion to 7 St at 8 Ave. Having to switch streets to travel north and south would be awkward and adds additional conflicts. There is also plenty of room north of the CPR tracks to add dedicated bike infrastructure.
- Any car/truck presence will destroy the space for community and render it another place where we have to first try not to die then try to use the space.
- area needs an enclosed dog park
- As a nearby resident and daily commuter of 8th ST SW, I'm very happy that the city is interested in improving the walkability and safety of the area.
- At the moment improving that area is a WANT - NOT A NEED !!! In view of our ridiculous residential home taxes and City Hall looking at downloading even a bigger burden so they can lower business tax - this is not the time for something like this and this includes Stephen Ave . renos !!! We live in almost 60 year old house and have many wants and even some necessary needs, but outrageous city taxes makes most of that impossible!!! CITY COUNCIL - GET REAL AND WAKE UP !!!
- Could be a great area to have some picnic shelters or similar! There's a lot of space that isn't appealing or useful between the street and the walking pathway that could host more places to hang out.
- Could the city implement raised crosswalks along any of the avenues that cross 8 St? This would improve pedestrian safety by raising the north-south crosswalks to match the sidewalk, and provide traffic calming of the avenue cross-traffic.
- Do not put in bike lanes. Complete waste of tax payer money. Cold winter city does not need bike lanes.
- Do not reduce traffic flow on 8th street. It is an important corridor to get to to the beltline and downtown and reducing options for workers to get downtown will result in more traffic on side streets and/or much more traffic on other major North/south corridors.
- Feels very dangerous on the walk and unsafe by the circle K

- Given that it's downtown - walking and cycling emphasis will be highly appreciated. Thanks for the work you are doing.
- Having a separated wheeling lane from North Anchor park to 15th Ave SW or 17th Ave SW would be a massive improvement for mobility in the area. It would also increase pedestrian safety.
- I am a big fan of making it easier to bike/scooter/walk everywhere.
- I believe closing the roadway on 16th ave 8th st to parking is detrimental to those who frequent the establishments on that street. In the winter, one is unable to walk to that area and parking is necessary.
- I do not agree with this development at all, it's going to take away rather than add anything. I'm a huge fan of sandstone history and I feel this project will destroy it. We don't need a 66 story building. We need to put money into saving the past. How can we teach other generations about Calgary's history when there is nothing left. I feel that this proposed plan will ruin Stephens ave rather than improve it, if it goes ahead I won't be going down there anymore. I think there are improvements that can be made without taking away vital pieces of history. Calgary was known as sandstone city for a time but you wouldn't know that now. It's all about making money and I hate that, preserving the past isn't a priority is it. It's just wrong and I don't agree with any of the plans. I know the city won't care about this comment because they haven't taken any notice of residence in the past so why start now.
- I don't currently use the North Anchor park area, but see tremendous potential there. Redeveloping that area would create a natural matching terminus to the draw of 17th Ave.
- I live a block from 8 Street so I am eager to see improvements to this area. The ideas discussed so far are very exciting.
- I live in north east however good developments makes me proud and happy , good day.
- I live in the area since Peace Bridge opened more crime etc
- I own a condo at 8th St and 5th Ave (Lived there for 5 years, now rent it out). The decision to leave downtown (now in Hillhurst) was based on the lack of amenities. I agree it's useful to make walk ways desirable to be on (wider sidewalks, more light, more vegetation) but there needs to be a reason for people to travel downtown. As a 32 year old professional, who lives mere blocks from downtown, I can confidentially say I go downtown once every 2-3 months. There's no reason to. The City needs to focus on making downtown "cool" again and while it brings me no joy to say, "cool" doesn't mean widening sidewalks or adding lights - it means bringing in stores, cafes, theatres. Adding yet another Concord entertainment group restaurant only brings people in at night to eat and leave. We need to encourage people to stay in the city after work, after dinner, and during the weekends.
- I work on 8th and 8th and would love to see the area revitalized. The century gardens improvements have been a step in the right direction.
- I would just say that I often walk or bike along the river so I pass North Anchor park when I do but don't ever stop and hang out there. The idea of revitalizing this area and adding green spaces makes me excited! I love Barb Scott park and am happy with how the city services it. As of late my biggest concern is safety. There are a lot of unsavoury people that are very bold and interactive and

as a female if I have any errands to run in the area alone I'll intentionally go during the day or after work so I know there's people around.

- I'd love to see more attractions for kids and parents in the downtown area!!
- If this plan doesn't look at removing lanes of traffic I would consider it a failure. For far too long our transportation department focuses on vehicle movement and that needs to change
- If trees are planted please learn from nordic countries on how they plant trees in urban areas. This street needs larger trees. I understand that takes time but if you put a tree in a concrete box its not going to grow tall.
- Increase safety at night
- "Install heaters across 8 Street S.W. Just like how UAE has Air Conditioning across popular places across the city, Calgary should have heaters across 8 Ave. S.W."
- It doesn't matter my answers, you and your developers and planners have already decided. You've ruined our city look at Marda Loop - congestion to the point no one can move. What about the Climate Change Emergency. My gran children and great grand children will be left lists of the people who destroyed our city so your grand children and great grand children will know what you have done.
- It is baffling to me that 8th Street SW, the redevelopment of which has been brewing for a decade, that is one of the most heavily used pedestrian corridors in all of Calgary, is still languishing while 37th Street SW has been completely redeveloped yet hosts a fraction of the foot traffic that 8th Street SW does. My only issue with the proposal at this point is that it is 8 years behind.
- It would be really nice to have some fruit trees, then a sponsored volunteer group to process the fruit to feed school kids! It could also employ people who need a fresh start.
- It's frustrating that you can't cross the intersection of 5 Ave and 8 st on both sides of the street. There needs to be a crosswalk on both east and west sides of 8 street so you don't have to cross 3 times to get to the other side of 5 Ave when coming back from the bike path.
- "It's not a destination.. why would I go there? 8th street is fine the way it is. I'd rather see money put into transit that makes a loop through all the downtown neighborhoods to make it easier to not drive say from Sunalta to Mission & Prince's Island Also, the \$\$ should really be going in to having safer transit and safer neighborhoods."
- Keep cars off the streets of downtown. We do not need parking minimums in the downtown area. We must focus on a walkable/bikeable city. Adopt Dutch style infrastructure.
- Kind of busy and urban but a handy route to pick up groceries, hit the gym or go to work. Nothing too special. I say make it look a bit nicer.
- Leave everything as it is.....the people have woken to see what your real plan is
- Macs Milk / C-Train area is not a safe place
- more restaurants and shops
- My girlfriend and I always enjoy going to and partaking in outdoor events such as festivals, bands/live music, weekend event shows like "Taste of Calgary " or an annual, weekly night market like Inglewood has during the warm weather months!

- No more bike lanes. There are too many now which has caused extra pollution by slowing vehicle flows and increasing idle time in the core.
- No or limited vehicle, bicycle, scooter traffic. Should be a walking area.
- "North Anchor Park: Add utilities to support events so that events don't run generators (noise, air quality concerns); power, data and water and a covered elevated stage area for entertainers / buskers
- North Anchor Park: Add a water fountain for people and dogs
- North Anchor Park: Protect the trees in the wooded area along the river from beavers; plant more trees here
- North Anchor Park: Restore the bronze plaques at the memorials in this area (stolen)
- North Anchor Park: Allow more related businesses along the bike path, like the bike repair sea cans"
- On 4th Ave and 8th Street light intersection, there are very often people asking for money from cars waiting at the red light. Sometimes it feels unsafe to walk around 8th St when there are large groups of those people there, even though they are very likely safe to be around it still can feel dangerous at night time in the dark. Not sure if you could do anything about them, but if so that'd be great.
- Perhaps more security guards or police in the area where the underpass is to prevent graffiti.
- Please also consider efficient auto traffic in the design - people still need to be able to drive to and from downtown (speaking as both a downtown resident and office worker)
- Please don't add and more bike lines. Wasting space and money.
- Please include dedicated cycling infrastructure on 8 Street SW to provide safer access to the train station, parks, and businesses
- please provide public, 24/7 washrooms for everyone!
- Protected bike lanes please.
- Provide dedicated wheeling space from the Bow River to Royal Av S. Fill the gap in the 5A network.
- Public art by local artists. Ensuring that the city is maintaining historical buildings or landmark buildings. Working with existing infrastructure to keep the essence of Calgary alive without greywashing it
- Put in a kiosk or small restaurant with outdoor seating
- Quit wasting our inheritance on communist endeavors such as the vehemently opposed bike lanes designed to force your UN, Rockefeller Resilient Cities agenda to reduce mobility among many other sinister motives which no one asked for and eventually will be met with opposition.
- security
- Simply improving sidewalks, particularly widening the ones from 10 Ave to 17 Ave would make a huge difference for pedestrians.
- speed limits on bicycles. Most go much too fast to accommodate other cyclists and walkers.
- Stop spending money as though you can continually go to the tax payors for and endless supply of money. Tax paying citizens have had enough. I work hard and pay tax in a city where I don't even feel safe enough to walk to work and the city's priority is to spend money on bike lanes that are already underutilizes. And now you want to put in more and more bike lanes. Seriously, where's your common sense? City council is out of touch with residents. You create surveys where results

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don't matter. Your socialist agenda is your priority. We attended Terry Wongs open house, he openly disclosed city council has an agenda and he's sticking with the majority on council, regardless of his constituents. Pathetic bunch with exception to a few on council.

- Sync lights. People are trying to rush through this causing accidents. I have one of the best fuel efficient vehicles when lights are synced it's 6 liters per 100 kms. When not synced as it is now it's 9 liters per 100 kms. That's has to be for every car out there. Hitting 5 lights is unacceptable on a short drive.
- The 8th St and 8th ave intersection need to be turned into a pedestrian cross walk or have a turning light for people turning onto 8th ave from 8th SW Northbound. There needs to be a bike lane, and the Circle K and macdonalds area really needs to be cleaned up! Or those buildings should come down all together to put an apartment building for living.
- The big parking lot at the anchor point really hinders use of this space
- The biggest thing needed to improve 8 st Sw is more security. The street itself doesn't have major issues, but it feels unsafe walking around 8 st.
- The City should capitalize on this opportunity to turn the entire parking lot adjacent this area into a larger park and anchor on the north end of 8 St SW
- The lights at 16 Ave and 8 St SW are effectively a pedestrian scramble, but no pedestrian scramble infrastructure (lights, curbs, paint) has been installed. Please finish the job and install the ped scramble infrastructure. Ideally, by raising the entire intersection into a continuous sidewalk with some bollards and road narrowing.
- The nearby parking lot somehow sucks the energy out of this area
- The prioritization of wide and one-way roads is a huge problem for both 8 St and the connection to the park. 8 St feels hostile, unpleasant, and unsafe on foot. I don't even bother biking (unless just accessing the park up to 3rd Ave), which would save me a lot of time, due to the lack of infrastructure. Due to the underpass this is such a busy area for commuting via active modes, and it deserves better - and has potential to help revitalize downtown and be an actual destination, not just the most direct route, if we make it nicer.
- The traffic lights have made getting in and out of Lower Mt. Royal a nightmare. I have lived on 19th Ave SW, between 7th and 8th street for 23 years. The lights are never synchronized and I usually wait at 3 or 4 lights between 17 and 12 Avenues. No one seems to care about the residence that drive, we still exist though and pay taxes.
- There are too many sketchy people and too much garbage right now
- There must be a protected bike lane from the north end all the way to 17th Avenue
- There's homeless people everywhere harassing people who are just trying to go to work each day
- This area is very dangerous and needs more police.
- This corridor is very geared to cars, not pedestrians, would like to see the pedestrian experience enhanced.
- Turn north anchor park into multi sport space. Pickle ball, basketball, dodgeball... allow food truck there.



- We need a grocery store, actual storefronts, restaurants. A place where people actually live. Not just office building lobbies and parking garages.
- We need more tree canopy- for shade, protection from the elements, well-being and biodiversity. It feels like we remove trees or they get damaged, but we never replace them with robust, vigorous species, if there's a replacement at all. We need to do better.
- While driving northbound on 8th Street SW and 8th Avenue SW the traffic gets very backed up with people trying to turn (both right and left). If there was a turning light there, at least one lane may move faster as between traffic and pedestrians, it is very difficult to turn at this intersection.
- Why don't you finish some projects before starting another, costly, delayed and artistically deficient excuse for increasing the tax rate? The underpass on 5th street looks like a truck shed a load of off colour plastic.
- Wider Sidewalks
- Wider sidewalks and more obvious connections from the pathway system. Should be obvious and seamless transition from one to the other.
- Wish the BIA would move their focus & energy to Anchor Park instead of Tomkins Park. Your intent is good on paper but often terrible for residents in Ward 8. Frequent & excessive noise from Tomkins Park thanks to unauthorized buskers and unwanted BIA events. Calgary 311 are understaffed, doesn't interfere with the BIA's agenda & The City doesn't enforce its own stated noise bylaws. You think you did a good thing on 17 Ave, but you're causing much discomfort for residents who live along these streets. Won't you please close Tomkins Park? Move the 17 Ave BIA to Anchor Park. No gazebos where all sorts of noisy, ignorant people practice their singing like it's their backyard. Where in the suburbs is this behaviour tolerated? We live here! Don't we have a right to enjoy peace and quiet in our homes too? How about less urban noise pollution? How about making 17 Ave a pedestrian street like 8 Ave? How about slowing 8 Str way down for pedestrians & bikes. Please visit Banff's main street. The BIAs don't care for residents, only for businesses. No more events, please! Please don't create just more stress than we're already facing near Tomkins Park?! We are pleading with you.
- Yes repave 8th st sidewalks for wheelchairs and visually impaired people.
- I support the phasing approach in the 2016 Master Plan (pg. 82) - start south of the tracks. Beltline should not have to wait any longer. Do not disappoint more than 20 years of community advocacy. The worst/narrowest sidewalks and the largest opportunities are south of 10 Ave. Connecting people from Century Gardens / LRT down to 17 Ave SW is more important, than creating some new anchor park, at this moment.
- One significant issue is pedestrian traffic is negatively impacted by bikes and scooters all crossing and accessing the point from 8th street at the same time.
- 8 Street SW has too much vehicle traffic. One lane each way would be sufficient.
- 8th is one of the few North South connectors into downtown and the only one on the west side. Traffic free flow is paramount importance. Get rid of the stop light on 18th ave and please do not add any bike lanes.

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- As well noted in the background and information provided, the 8th Street Underpass is a “death trap” for cycling, currently. A cycle lane here would be a great addition to a maturing City. This track must be PROTECTED and not a simple painted-line solution. All improvements in the plan are fantastic and a long-time-coming. Great to see this moving forward. I work downtown, in the west end near 8 Ave and 8 Street. This is certainly a “vibrant” part of town, for many reasons. The North Anchor Park and the Peace Bridge is a wonderful destination, and is well used by Citizens. Better access from 8th street would be well received. Thank you for the opportunity for feedback.
- Be practical in approaching big changes. To create a viable destination, improving safety from assault/harassment and also from vehicles is critical but most businesses depend on people driving and parking not just those who live there.
- Desperate needs a revamp very scary street for non car users
- Do not take away motorized vehicle lanes for bike lanes.
- Downtown needs more north-south protected cycling infrastructure. 8th Street from the River pathway to 17th ave would be amazing. Making the street feel like a place—a destination unto itself—would be so great.
- Get more police to get rid of the vagrants urinating everywhere.
- Get some businesses and new condo buildings in there. Get people there! It should come as no surprise that the hot spots downtown are the most densely populated: 1st street, 4th street, 17th ave, Kensington, etc, and the spots in the greatest need for improvement are those with the lowest population, such as Stephen Ave, the entire financial area, north side 8th street.
- Have to get scooters and bicycles off of the sidewalks.
- I use 8th street daily for work and almost every day witness drug use and and people screaming at people trying to go to work. No one wants to spend time in a place they don't feel safe. Please support the police in removing the drug use in this area.
- I usually enter the river walk from 11st since it's more convenient from my current condo. The walk along 8st can feel unsafe near the LRT station and the cross walk to get across 4th ave is awkward and favours vehicular traffic.
- I walk from the Beltline to the Kensington area occasionally using 8th Street. It is not an attractive corridor to move along, also frustratingly with all the traffic lights slowing down movement.
- I would love for 8th street to be more pedestrian friendly. Less concrete parking lots, less waiting for lights, more green space and open space.
- I would never take my family here the way it is. Too much open drug use.
- "I'd like to make it clear that I think there is room for an enhanced pedestrian experience along 8 Street as well as dedicated wheeling lanes (whether they be separated at street or sidewalk level). Past traffic volumes have shown that private vehicles are outnumbered by other users and this is a very important connection. I know some engagement had been done on the 8 Street intersection just south of 17 Ave. That needs to change as well - maybe a traffic circle?"
- "Improve cycling road space and paint cycle-only street lane. Ensure increased security at night for parks"



- Improvements should not affect or restrict car lanes. A lot of people live in this area and need efficient roads for easy access. Downtown commuters need efficient roadways or they will request to work from home. Car lanes should be wide and not unduly constrained by the yellow barriers (used for traffic calming) or bike lanes. This is a winter city and the use of a car or transit is vital. 5th Avenue must flow well for downtown commuters. Commuting must be encouraged and not frustrated. Otherwise people won't come downtown for pleasure or for work. Remote work is more prevalent and people are not putting up with commuting hassles any more. So make it easier to drive around downtown not harder.
- Living on 14th Ave near 8 St SW I used 8th St. Often throughout the year. My favorite thing in the summer is to rent the little e-scooters and head up to the Bow River Walkway. It feels a little dangerous having to use the sidewalk with the risk of hitting pedestrians or being hit by a car coming out of an alley or something. Or there was the section where there was construction and I ended up riding along the road itself. I would love to see some dedicated multi-use travel lanes. That being said, I would absolutely NOT want to take away lanes for automobiles. I also drive a car and I find that shrinking automobile lanes to make way for bicycle/other travel really harms the flow of traffic and frustrates drivers like nothing else. Especially in a city like Calgary where these alternative modes of transportation are seldom used in the colder seasons. I am from Victoria where bicycle lanes have become a major issue in the downtown area. A few here and there is fine, like the ones on 12th Ave and 4th St. But it's not necessary to clutter up every street with them. Anyways, hope this little bit of feedback helps!
- Lots of light and emergency buttons would be amazing - I've lived in the area alone and with kids and that would help so much
- Main note about 8 St in the Beltline is that it feels a bit depressing. It is a thoroughfare, but not a place you want to spend any time, mainly due to lack of greenery. The Kawa Espresso is probably the one lovely place, so it might be worth getting their insight.
- Make more active modes friendly and slow down vehicles
- More security
- "No bike lanes!! This is a connector to downtown and the streets are too narrow for cars and bikes to share. Bikes can use the 5th street bike lanes. The underpass lanes are too narrow and only fits ONE car, not two....even though there are two lanes."
- No more bike lanes please. As much as they're a great addition, not everyone is able to use a bike or even afford a bike. Some of us do need our vehicles and I do notice cyclists not following the rules of the road. Why then are they given so much space when they can't follow the laws? If I run a red light or stop sign I get a ticket. If I drive up on the side walk and then back on to the road, I would lose my license. Cyclists for the most part are respectful, but do take advantage of the system. Plus all the bike lanes take up parking....again, some of us do need our vehicles for our work which is made difficult when we can't find parking and be on time for specific appointments with people that rely on us. Just because we choose to live in the inner city doesn't mean we should be punished for owning a vehicle.

- Noisy vehicles are a big problem on 8th street SW and surrounding areas during the summertime. Especially at the intersection with 17th Ave SW. There is currently a big lot next to North anchor park. Expanding the green space or adding a plaza here would be more ideal usage and could attract more people to the area.
- Not feeling as safe in this area as before, more lighting and increased daily use Important for change.
- Safety is an issue for use of the street and park access. Clean up the community and residents will use the services. How about adding a pool for beltline residents. We don't have enough recreational services that are supplied by the city.
- The area between the transit and river often seems to be filled with drug users or homeless people, I have occasionally not felt safe in my neighborhood. Increased police monitoring and enforcement would be a key for me
- The century gardens park is beautiful but lacks a businesses to draw people there. The only reason to go through there currently is to access the transit line. I think a coffee shop or small restaurant would improve the fee and safety of the park (sidewalk citizen in central memorial is a good example of this)
- The city has pretty much wrecked this area with bike lanes and one way streets that were unnecessary. As a cyclist I don't support more bike lanes. All this has done is make it more difficult for drivers putting cycles more a risk.
- The LRT transit stop at 8th Street and the small green area beside it doesn't look very safe due to drug addicts occupying that area. The city should do something about it so that community can feel safe passing through that area.
- The most challenging and unpleasant part of being a pedestrian or cyclist using 8th st is the lights to cross the major cross avenues like 4th ave, 5th ave, 11th ave, 12th ave. A dedicated pathway that circumvented stopping and waiting on a busy intersection would help a lot.
- The traffic flow from 10th Ave to 17th Ave is very poorly coordinated. Right lane turns Into a parking lane at 12th southbound. Lights are poorly synced. Pedestrians are difficult to see from vehicles due to wide road and parked cars obscuring view.
- The underpass smells like sewage. Can we do more to help the homeless population? I often see them with small fires in the underpass in early morning
- There are usually alot of homeless and addicts around Century Gardens, 8th street underpass and back alleys. The City needs to address the issue of homelessness and addiction. My wife and I have been verbally attacked in two occasions on 8th street by by individuals that looked mentally ill or under influence of drugs. For sometime my wife was not feeling comfortable walking alone there. The design should consider addressing crime prevention. In the meantime perhaps more peace officer patrol and any solution to address homeless situation in the city.
- This should be a 2 lane, well treed, pedestrian and active transit showcase. It's a vital human connector and is almost embarrassing in its current state
- This whole area has a lot of potential, but it honestly feels unsafe. There needs to be more of an effort to make this place lighter and brighter.

- Under the bridge passing should be safer
- Unsafety, crime and the increasing amount of homeless people, addicts and people with mental problems on 8 st between 6 ave and 12 ave must be addressed prior or as part of the revitalization plan. This area is well known for its criminal activities and unsafety, particularly near or around the back alleys. My husband and I have been attacked twice. One verbal assault and a second occasion in which someone physically engaged us when getting into the car. Unsafety and criminal activities must be addressed.
- Wider sidewalks with trees
- All the new traffic lights make 8 Street so frustrating for running and walking. The lights are timed for vehicles and make it frustrating for other transportation modes. The parking permitted slows everything down and makes it unsafe for cyclists as you have to weave in and out of moving cars.
- Great areas of the city made unusable by people literally injecting needle drugs, screaming, yelling, pooing, peeing, wasted drunk, it's so gross. I walk this route everyday alone and that part of my walk is the worst part of my day. It is terrible to bring my wife and child through this area.
- "I am surprised that planning is proceeding without looking at the full picture for the beltline. For example without knowing what is going on with the 11 street underpass I am not sure why there is a proposal to narrow 8 street to 2 vehicle lanes. Makes no sense to me to develop this as a plan (yet) as it will not work well if 11 street is cut off to vehicles and you drive more cars to 8th not to mention traffic backups that may impact emergency vehicles. I also do see innovative (albeit expensive) ideas like widening the CN underpass at 8 street to accommodate bicycles and vehicles. Why try to trade one mode off from another when you could widen (expand) the underpass and create reasonable and needed space of all cyclists, vehicles, walking etc."
- I probably wouldn't take 8th street on my bike as it makes more sense to use a side street. Making main thoroughfares into alternative transport routes isn't ideal. Best if the transition from 7th st to the 8th st underpass was smooth. Maybe a bike lane and wider sidewalk in front of MEC? I would comment that Calgary could really learn from Vancouver's Ontario Street bikeway that parallels Main St. If they would also re-coordinate the lights on 8th St. Especially around 17th Ave that would likely alleviate a lot of congestion and driver stress.
- Let's beautify this city. Enough with the concrete and soviet brutalist aesthetic. Slow down the traffic, make it more pedestrian and bicycle friendly, and add some charm.
- Make it a go to place, festive, colourful, bars and restaurants, live entertainment, great food.
- Making this area cleaned and well maintained will do the difference, proper snow removal, garbage and dog waste collection, pressure wash in summer time will make huge change.
- "More street engagement and encouraged mixed use redevelopment on the corridor so that there is a continuous street wall of retail to make it a more interesting pedestrian route. The road is an overbuilt car sewer right now - would love to see a much better pedestrian infrastructure and cycling amenities - this is a heavily used pedestrian route and could be a primary cycling route too if it felt safer"
- Narrowing 8th street roads will only further bottleneck traffic of people trying to get into downtown. Transit isn't good enough. It is a good idea to further beautify the existing sidewalk. Also increase

of safety protocols around Tomkins Park and LRT areas should be a priority. Any changes made cannot create areas which become magnets to vagrants and homeless criminals that break into the homes of nearby residents. I encourage use of timeless, natural coloured materials when doing any beautification. I also encourage the use of creative light fixtures that are timeless.

- Need to improve police and security. Need benches to sit and rest for disabled not homeless to sleep on.
- The entire area including business space needs to be cleaned up and lit up. No new business except those that attract street people and drug users will ever be embraced in its current state
- "The intersection at 8 Avenue SW and 8 Street SW needs to be safer for pedestrians crossing the street. There needs to be better lighting for the railway underpass and it needs to be cleaned more often."
- "The pedestrian crossing at 13 Ave SW and 8th St SW is scary to use. Often times, cars on the furthest lane don't see me in the intersection until I'm halfway across. I'm torn between crossing quickly so as not to impede traffic, or crossing slowly to give all cars time to see me. I'd feel much more comfortable if this was a pedestrian-controlled traffic light (always green unless a pedestrian pushes a button to cross, then it turns red). And on another note, I'm an avid cyclist but I would never cycle down 8th St in its current form. There's too much traffic and not enough space to feel safe from the cars."
- The portion of the street dedicated to vehicles needs to be reduced so that other users can be comfortable on 8 ST. While the additional parking has been appreciated (south of 12 AV), perhaps it would be better for there to only be one lane of vehicular travel in each direction with a common turning lane in the middle. This would leave room for raised cycle tracks and wider sidewalks with trees.
- The safety issues of Calgary won't get better until investments in making access to mental health and addictions resources more accessible.
- To elaborate on my selections, the sidewalks definitely need to be widened or have an additional space for a bike lane. As there is limited parking on 8th street, I don't foresee this being a significant impediment to vehicle traffic which is also critical as it is a main artery into the core.
- Update the benches, they are old. I live in this area and it's highly populated during the summer months. Please provide more garbage bins. Having it cleaned on a regular basis, especially in summer.
- "We have to clean up the homeless and opioid addicted. I've been assaulted and my wife hesitated to leave our apartment now. The debris vomit, urine, garbage and defecation from this group is growing. Please address this issue first. Thank you. East Village Residents"
- We need more cameras and patrol on 8th street. Vandalism is rampant on this street especially the underpass. There should also be a plan in place for the homeless as they seem to wonder around this street more.
- Why is there a weird surface parking lot at Century Gardens filled with janky cars? The congestion on the street between 11 Ave and 4 Ave is poorly planned and doesn't take into account seemingly endless construction. I love the public art in the underpass at 9th, and look forward to more trees.

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- Please included south of 10 Ave in the first phase of construction. The sidewalks south of the tracks have a bigger need for change (narrow, crumbling, many poles and utilities in the way) and are will have a more immediate impact on bringing people to eight street. The width of the streets south of 10 Ave have at least one extra lane most blocks, making them easier to convert. Blocks from 17 Ave to 8 Ave LRT are the largest opportunities to serve people using 8 Street and to have them enjoy it as a main street.
- 8th Street SW is a major corridor to/from beltline to downtown. It would be hugely beneficial to make it a destination zone similar to 17th Avenue, with accessible restaurants, high quality shopping, art galleries, beautiful greenery, rest areas, etc. Feels like this project is long overdue.
- "A lot of homeless and addicts frequent 8th street near century garden and north anchor. The existing residential buildings are very dated, so not very inviting for people to live in the area. Perhaps more patios/ restaurants near north anchor for vibrancy."
- Calgary's population is composed of many newcomers that don't feel a sense of belonging because there are no gathering places like in any other major city. There are very few small shops, parks, etc... Kawa is a great example of what Calgary needs: a great coffee shop open long hours with affordable prices. And please improve lightning.... why is Calgary's Beltline/Downtown so dark? It does not feel safe. Thanks.
- Crime is my biggest reason not to use it. I would like to see street cafes and coffee stops and better shopping - maybe in summer more vendors and music
- I think 8 St could definitely benefit from a bike lane, but it does see a lot of traffic too, which needs to be accounted for, so shortening lanes would create problems. The left hand turn on southbound 8 St to 12 Ave also desperately needs a turning light. It is impossible to turn there while driving, and dangerous for pedestrians.
- I've lived around 8th St the entire 10+ years I've lived in Calgary. It's cramped, ugly and feels unsafe. It's about time the city did something with it. More retail and food options would help.
- More detailed architecture like pillars with ivy growing around it. Less uninteresting modern design choices. More trees and plants. More cafes and patios. Better lighting at night to improve safety.
- More greenery/trees along 8th street SW. Reduce roads for cars in this population dense area. Increase walking and biking paths. Improve the lighting. Make it a street people want to walk down like 17th ave.
- Street is to fast and loud due to vehicle speed and noise. It is uncomfortable for use by people walking and will not be until vehicles are calmed, moving slowly. Too little pedestrian space with frequent congestion at bus stops near LRT. Also roadway too wide in the south portion.
- The corridor experiences a lot of shadows with the tall buildings along it, which makes walking along the narrow sidewalks seem dark, cold, and uninviting. Opening some of the current driving space to pedestrians and cyclists would allow more sun exposure and encourage people to use active modes. Also, the crossings with 4+ lanes of traffic is a barrier. I'd like to see a focus on slowing traffic at the cross streets to reduce noise and risk of serious collisions.
- The field across from the parking lot to the North right before the Anchor park is bare, no trees or vegetation. I live right across the street and the grass always dies by mid summer and the land is not



used by anybody aside from people letting their dogs pee etc. Some trees and benches would be nice as the area is not appealing to hang around. It would be a great spot for food trucks or events considering it's location and foot/bicycle traffic on the adjacent pathways in the spring/summer/fall months

- I've never been to north anchor park so cannot comment on this. Though for anywhere that I'm walking, safety is my utmost concern, whether that's environmental (weather related - snow/ice/wind), my surroundings (people), and other visual measures such as lighting. Aesthetic design is also important to me, ensuring that there is a modern green space and that it's kept clean is ideal.
- It is time to widen the sidewalks and make 8 St south of 17th Ave a Commercial Walkway Street Houses on 8 Street Should be rezoned for small businesses use to buffer the Community and add Character and Charm to the area much like Marda Loop has done 8 Street has become a transport corridor To tie it together with Mt Royal it needs to be pedestrian friendly with small businesses to enhance Enjoyment and preserve the architectural integrity of the original house facades Much like they do in Montreal Instead of tearing down old character homes tie them into the retail community to create historical value Instead of just tearing them down for more condos with retail on the main floor Rezone the older houses and create unique interesting shopping to preserve Character We have to try to transform 8 Street as a extension of 17th commercial and wraparound properties facing into Cottage Style business to tie it together with Mt Royal Otherwise they will be lost forever and replaced with new higher condos and the Glass cube main floor retail that is already sitting empty in our downtown area and will continue to do so for a long time
- "I use the anchor park area only passing through to Prince's Island or Bow River pathways or crossing to Kensington. I have never thought of it as a park. 8th Street really needs to be beautified. The walkways carry a lot of pedestrian traffic. The sidewalks need to be cleaned in winter and they need to be separated from the noisy and unpleasant traffic. There needs to be more GARBAGE CONTAINERS so there is a convenient place to disposed of detritus on the street."
- You need to make it more special and it must be cohesive. Lure the people from 17th avenue downtown past all the bad parts (8th Ave to 4th Ave and becoming (11th Ave to 15th Ave). Special lighting that is consistent, flags, big trees lining the street or making of a boulevard down the middle w trees. Wider sidewalks. Encourage more storefront design, cafes and boutiques by beautification. Give it an identity.

### Responses to 'Other' when asked 'Which of the following travel modes do you use along 8 Street S.W.?'

- Car
- Car, and if that's the same as automobile, no one uses that word anymore
- CarShare
- Walking with dog

- Would bicycle and therefore visit downtown and Beltline more if there was safe infrastructure - currently have to use 5 or 11 St which is a big detour

## Responses to 'Other' when asked 'Moving forward, what would make you feel more comfortable using 8 Street S.W.?'

- Community gardens for residents to grow their own vegetables
- A BRT or mini shuttle could be an interesting use of the space, every 5 minutes to connect 17th ave to river and in between...
- A safety hub near 8th st and 7th Ave SW would be good. Maybe use the office space in the park that don't seem to have much purpose.
- Ban cars
- Better syncing of lights. It can be a nightmare to drive south on 8th street, stopping at every single light.
- Buffers from the noisy street.
- Businesses cafes
- Crime prevention
- Curb callouts
- Daily side walk cleaning. I have often walked along 17th Ave and had to dodge vomit, litter and doggie doos.
- Decluttering of signage, poles, utility boxes and other obstacles on the sidewalks
- Do something about the empty units
- Get cars off of the street! At most there should be one vehicle travel lane in each direction, or better still give the whole street to pedestrians, bikes, and transit.
- Greenery important, but more trees maybe not feasible given constraints. Would love to do some wide curbs with green drainage infrastructure (bioswales) and things like that. There is a little bit of this already in Garrison/curry I believe and lots in Montreal.
- I could care less about making this corridor more USED, Id like to be able to drive inbound from 17th Ave to 4th Avenue without being stopped by RED LIGHTS at almost EVERY intersection at the Avenues into downtown!!
- I don't feel safe walking down 8 st (homeless people)
- I sketchy people especially close to the green line it's not safe and sketchy would be nice to walk down from 17 to the river.
- Improve sidewalks at the corner of 8th Street and North side of 11 Avenue SW
- Increased security and peace officer presence.
- Less areas for cyclists.
- Less homeless and more police /security \*
- Less traffic
- Longer than 30 min parking between 18th Ave and 19th Ave on 8th Str SW. There are businesses there.



- Lots of congestion around 8st and 16th Ave going north and south bound
- More green space for dogs
- More Indian Restaurants
- More intensity/commercial use
- More opportunities for breaking up the blank street walls along the street as well as activations of the first two stories of buildings with retail and food service amenities.
- More police/security
- More security features to prevent graffiti and vandalism
- More street level cafes bars and grocery retail e.g Tesco's express Uk food store model used near commuter hubs
- No bike lanes
- NO cars!!!
- No more bike paths or traffic calming restrictions to vehicle travel
- NOT more installations like the gazebo in Tomkins Park please, which invites unauthorized buskers (unwanted) + just more noisy BIA events (unwanted)!! Please!
- Pave the road, smooth out the sidewalks. Otherwise, 8th Street works just fine.
- Please don't add anything that increases noise as there are many residential buildings and residents close to 17th Ave are already struggling with the noisy area.
- Police presence.
- Police presence. There is a lot of social disorder in this location. Local business need help to clean up as well
- Re zoning of 1712 8 St to small scale businesses usage
- Remove bottle neck at 4th Ave & 8th st
- Safeness in the area is the main concern. At any given time there are so many drunk and intoxicated individuals on this street. It is not safe to walk there any more :(
- Safety for walkers from cars
- Shut Streets need to be maintained especially during winter months, snow pile block half on the roads. And it's a shame that sidewalks crossing are unpassable even after a few days after snowfall. If you want to make city accessible please clean up first
- stores, shopping, restaurants
- Sync the new lights for driving. Too much for changes when trying to get home or Safeway. 4 st the new lights do not make sense.
- The above suggestions are great, but a wider sidewalk, bike space, more lighting and vegetation will all fail if there aren't businesses in this area that people (travelling by foot, vehicle, transit, bike) want to go to.
- the sidewalks are generally wide enough. there are notable exceptions that make it frustrating include the 12th ave and 8 street , 8 street between 15 ave and 16 ave and in front of the plaza between 14 ave and 15 ave

- This area should have a green ribbon like 13 Ave heritage greenway. Instead of boxes in the concrete for trees, there should be a connected ribbon of soil to really give trees & perennials a chance to thrive here. That would really enhance the area.
- Two-way east-west roads and fewer turn lanes
- way less cars
- Wider/brighter staircase to connect to 9th Ave overpass
- You provide an option for 'more lighting'. You should provide an option for 'better lighting'. In Calgary, more lighting usually means 'light glare', 'light pollution' and 'light trespass'. 'More lighting' would only be acceptable if it didn't result in the need to squint to navigate the street.
- corner bumpouts or other ways to make pedestrian crossings shorter and give cues for drivers to be slow.
- The road lanes under the rail bridge at 9th avenue are too narrow for two vehicles to use - dangerous. Allow drivers travelling north at 4th Avenue the ability to proceed North with the walk light, and not wait until the Southbound traffic has cleared the intersection. Holds up traffic.
- Safer sidewalks (existing sidewalks are uneven and crumbling) The areas underneath the 9th avenue bridges are scary even in the daytime.
- Would love to see some of the above options but afraid things like comfortable seating will encourage more drug use in the area. I am often nervous when walking under the 8th st train underpass due to the drug use in the stairwells that go up to 9th ave.
- Less urine stench under the bridges
- Better businesses for social gathering, more residential buildings.
- Close two adjacent lanes to motorized vehicles. Eliminate on-street parking
- Consistent materials for sidewalks. They are so inconsistent and broken down currently. Clear marking for alley access. City: clear your snow! Often wheel chairs and those with mobility issues are stranded at poorly cleared intersections and alley access points
- Crime reduction at LRT. Better vehicle flow north end
- Feeling safe from crime, more police presence
- how about dealing with the dozens of homeless and criminals using drugs at all times on the street?
- It's a residential area. I would like it to be quiet and not too much traffic, but can allow cars to get in.
- It's an unattractive corridor to walk along, plus lots of traffic lights impede movement.
- Less cars and car lanes, lower speed limits
- Less drug addicts and city workers that shovel the sidewalk.
- Lots of homeless on 8street something has to be done I get scared at night homeless gets ggive
- More businesses and greater ability for business to make use of space. It's dingy and decrepit looking.
- More businesses with active storefronts along the way (ie. coffee shops with tables outside, restaurants with patios, boutiques with window displays). Walking along streets with empty or

blank feeling storefronts makes me feel uneasy and gloomy. Street art and murals also help to bring an “intentional” feeling to spaces that would feel empty or austere otherwise

- More parking spaces on 8th Ave. This is our home, and we have no parking for visitors who visit us. Do away with one bike lane - have 1 two way lane. Get rid of the graffiti city CTrain on 8th Ave & 10th St. It is an eyesore.
- More police and safety. Not having to be yelled at daily by people doing drugs
- more security, safe spaces from homeless
- No cars. No parking. Remove these two and I would feel safer walking with my children.
- No more groups of people using needle drugs and smoking from tin foil. Cleaning up the human poop strewn down the street or providing bathrooms would be nice.
- Something to increase safety, I selected lighting above for that reason and did NOT select shelters for that reason. I'd also add to the point about wider sidewalks, at the Dairy Queen there is no sidewalk for a couple meters.
- Less homeless people and crackheads
- More police, less crime, less drug use
- Safety near the Circle K, Train line and bridge underpass. I typically avoid this part of 8th street from 5th ave to 10th Ave because there are large amounts of homeless or crack heads walking around. More lighting would be helpful.
- Less homeless people and junkies. Police presence. Lights.

## Responses to 'Other' when asked 'How do you access this North Anchor Park area?'

- didn't know about the park
- I don't
- I don't because there are too many homeless people there
- I don't use this park it's unsafe and poorly lit
- I don't go to that park, ever!
- It's full of junkies
- N/a
- N/a
- NA
- Never go there
- Running
- Running

## Responses to 'Other' when asked 'Moving forward, what would make you feel more comfortable using 8 Street S.W.?'

- If there was more space to walk around in the LRT area. Always lots of people lingering by the circle k
- You are making what used to be a 2 min out to a 10 minute struggle.
- Better vehicle flow across 4th Ave
- The parking next to the church can make this area congested, and traffic trying to avoid 4th and 3rd avenues uses the lane between 3rd and 4th avenues, which creates a problem for residents in the area.
- 8th St. And 4 Ave are a nightmare for drivers and everyone else.
- area needs an off leash fenced dog park
- Better access by car
- Clean it up and we'll talk.
- Coffee shop and pop up vendors.
- I have never been
- I'm not sure "comfortable when in the North Anchor Park area" is the right criterion. There's nothing about it that makes it "uncomfortable"; people simply don't use it because it's a bunch of dusty buildings and vacant parking lots and nothing happens there.
- It's not desirable. I can park anywhere else and still get to the river walk. That parking lot is just wasted space.
- Keep the vagrants away. They scare the families that come to walk and enjoy the area.
- Kept much cleaner (feces, litter, etc)
- Less homeless people
- Lol way to ignore the real problem, safety
- More police/security
- More security
- Play equipment for kids!!
- Safety
- security
- Some artwork and spaces for musicians
- There is a major safety issue with all the addicts in the area. Put in all the greenery and lighting you want, it's not going to change the safety aspect
- This area should be bookable by community grass roots groups for picnics/ potlucks/ also for dance and outdoor yoga and art sessions . Firepits and picnic tables, piped music- pop up communal activities
- Water fountain for people and dogs
- You provide an option for 'more lighting'. You should provide an option for 'better lighting'. In Calgary, more lighting usually means 'light glare', 'light pollution' and 'light trespass'. 'More lighting' would only be acceptable if it didn't result in the need to squint to enjoy this area.
- Increased security
- Less crackheads



# Revitalize 8 Street S.W. Project

Stakeholder Report Back: What we Heard

March 2023

- Better snow clearing ad entrance and through park. The access from 8 Street for walking and wheeling MUST be improved.
- If my gf runs there I don't want to worry about her getting raped as she runs through a gauntlet of addicts between 10th Ave and anchor park.
- More police. It isn't always safe.
- Please help stop the drug use, needles and clean up the poop.
- Police presence and cameras
- The stretch of 8 st leading up the the park is really sketchy. As a result, we try to avoid that area
- Having security to supervise the gatherings of homeless/drug users. Get rid of the toilets.
- I try to avoid passing 8th street between 9 Ave & 6 Ave SW as it doesn't feel safe anytime a day
- More police/security presence
- More visible police presence
- Policing drug use and not being accosted by people on drugs
- I commute home from work via 3rd ave into the "park" and over the 19th street bridge. Safety is my biggest concern downtown. I've been verbally assaulted multiple times by homeless/high/intoxicated individuals. My colleague was assaulted on her way to work son the c train. I won't walk to work in the am, it's not safe. In addition, when walking home multiple times this winter the city has cleared snow from the bike lane as a priority, pushing the snow onto the sidewalk. Not a cyclist in sight but the lanes are cleared while I walk through the added snow pushed onto the sidewalk. Would you like pictures? I've taken them because the ridiculousness of the city spending taxpayer money with such blatant disregard is unbelievable. Shame on city council.