

# SW Neighbourhood Bikeway

Phase 1 Report Back: What We Heard  
August 2024



## Project overview

### What are we doing?

We're developing dedicated pathway and bikeway routes in the communities of Elboya, Windsor Park, Meadowlark Park, Kingsland, Haysboro, and Southwood, aligning with Calgary's established Pathway and Bikeway Network. These routes will focus on routes that serve students, recreation, shopping, and work destinations. When built, these routes will provide safe, healthy, and affordable travel choices for people of all ages and all abilities.

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### Why are we doing it?

This project combines three separate initiatives. First, the SW Neighbourhood Bikeway was identified as one of the top 15 projects to provide safe and equitable connections to schools and regional destinations, emphasizing active transportation and community well-being. Second, the community identified 89th Ave. S.W. to address the need for an east-west connection in S.W. Calgary, enhancing mobility for pedestrians and cyclists. Lastly, Horton Road S.W. is in need of reconstruction and will implement complete streets elements to improve mobility for all users.

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## Engagement overview

### Pre-engagement

Pre-engagement was undertaken in March - April 2024, with City Engage Planners and the Project Team meeting with the Ward 8 and Ward 11 Councillor’s Office, Community Associations within the project area, and the Neighbourhood Partnership Coordinator and Community Social Worker for the area to learn about where people gather and how people may want to be engaged. This informed The City’s engagement strategy and plan for this project.

### Online engagement

Phase 1 engagement was conducted online from **May 31 – July 2, 2024**, asking for public input on Phase 1 - Discover: sharing valuable local perspectives, opinions, and concerns, helping the project team understand the local context and needs of the area. The input from this phase will be considered alongside factors such as cost, environmental impact, technical limitations, and long-range plans to inform design options that will be presented in Phase 2 - Explore.

In Phase 1- Discover, 3,040 unique people visited the [SW Neighbourhood Bikeway](#) online engagement page. There were 1,408 individual comments made on the page. There were 4,618 visitors to the [Calgary’s Pathway and Bikeway Network](#) main page which has information about the overall project.

### In-person engagement

We hosted five in-person pop-ups where we engaged with 306 Calgarians.

Date	Location
Sunday, June 2, 2024, from 2:00 P.M. – 4:00 P.M.	Village Ice Cream – Britannia
Saturday, June 8, 2024, from 10:00 A.M. – 12:00 P.M.	The Bike Shop South
Wednesday, June 12, 2024, from 6:00 P.M. – 8:00 P.M.	Kingsland Off-Leash / Kingsland Baseball Diamond
Friday, June 14, 2024, from 5:00 P.M. – 7:00 P.M.	Elboya / Britannia Member Appreciation event
Saturday, June 15, 2024, from 9:45 A.M. – 3:00 P.M.	Various Neighbour Day community events

We hosted a senior’s workshop where we engaged with six Calgarians.

Date	Location
Friday, June 7, 2024, from 10:00 A.M. – 12:00 P.M.	Silvera for Seniors – Austin Nixon Apartments

In total for this phase of engagement, **307 people** were interacted with **in-person** and we received **1,408 individual comments** from our **online engagement**.

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\* Images from the senior's session at Silvera for Seniors and The Bike Shop South and Kingsland Off-Leash / Kingsland Baseball Diamond pop-up events.



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The Pathway and Bikeway Network Program will have three phases of engagement:

- **Phase 1 - Discover:** Identify local and site-specific challenges and opportunities that will help inform design options.
- **Phase 2 - Explore:** Present design options for the public and interest holder feedback. Specifically, how does a design concept impact the following: parking, community access, pedestrian crossing and safety, pedestrian comfort, cycling comfort and safety.
- **Phase 3 - Reveal:** Present the proposed design to the public and interest holders and articulate rationale for the design choice.

## Previous Engagement:

The City conducted previous engagement on the Calgary and Area Pathway and Bikeway Plan in 2017.

Calgarians have told us that their walkways, pathways, and bike lanes need to be accessible, safe, reliable, and welcoming year-round. Through city-wide engagement, five design principles were formed to guide The City.

These principles are outlined in the [5A Network Guiding Principles Report](#):

- Separate people by their speed
- Make it easy to use
- Be accessible for everyone
- Make it reliable
- Improve visibility

## Project communications

A comprehensive communications plan was developed to inform citizens of the project, informing the public of upcoming pop-up events, and direct people to the engagement portal website to provide their feedback. Below is an overview of the tactics that were used to promote engagement for the project.

### City of Calgary Water Main Break Disruption

On the evening of Wednesday, June 5, The City discovered a large water main break in a critical transmission line that carries most of the water from the Bearspaw Water Treatment Plant into Calgary's water distribution network. Due to this situation, all social media activity was paused from June 7 until June 20, which affected our ability to communicate about our project.



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**Social Media Campaign:** A social media campaign from May 31 – July 2 achieved the goal of driving people to the project engage page to learn more and share their feedback.

- **Platforms:** Facebook, Instagram, and NextDoor
- **Results:**
  - **Total Impressions:** 101,999
  - **Total Link Clicks:** 2,368 (Note: NextDoor does not report link clicks, so these are not included)

**Signage:** Bold signs were strategically placed at the following locations to enhance visibility and engagement.

- South side of 42nd Ave, West of 1A Street SW
- North side of 50 Ave, West of 5 St SW
- South side of Malibou Rd, East of Elbow Dr SW
- East side of Sacramento Dr, South of Southland Dr SW
- West side of Haddon Rd, South of Heritage Dr SW
- North side of Heritage Drive, West of MacLeod Trail SW
- South side of Heritage Drive, East of 14th Street SW
- North side of Lansdowne Ave, East of Elbow Drive SW

## ***In-Person Engagement***

- **Postcards:** Distributed to citizens attending in-person pop-up events. These postcards included project information and a QR code linking to the project engagement page.

**Email Updates:** Regular email updates were sent to key interest holders to keep them informed.

- Local Councillor's office
- Area Community Associations
- Key interest holder organizations

## ***Additional Engagement Efforts***

- **Community Partnerships:** Engagement opportunities were advertised in partnership with local community associations and the Ward office via social media groups and newsletters.
- **Wayfinding Signage:** Placed throughout the community with a QR code linking to the engagement portal.

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**Conclusion:** The comprehensive communications plan effectively informed the public and facilitated engagement despite challenges such as the water main break. The social media campaign and other tactics successfully directed citizens to the project engagement portal, providing valuable feedback for the project.



*Bold sign in the community*



*Wayfinding signage in the community*

## What we asked/ What we heard

Phase 1 engagement was open for public feedback from **May 31 - July 2, 2024**. Online engagement was collected on our engagement portal: [engage.calgary.ca/pathwaybikeway/sw-neighbourhood-bikeway](https://engage.calgary.ca/pathwaybikeway/sw-neighbourhood-bikeway).

At in-person pop-ups (when feasible), we used a roll-plot map and sticky-notes to mirror the online mapping questions as well as recording in-person open ended input to the visioner tool. All comments received at our in-person events were added to the online engagement portal so that all comments were publicly visible.

Postcards were handed out to citizens who attended the in-person pop-up events. Postcards included project information and a QR code with a link to the project engage page so people could provide their feedback online.

*\* Images of in-person feedback collection below*

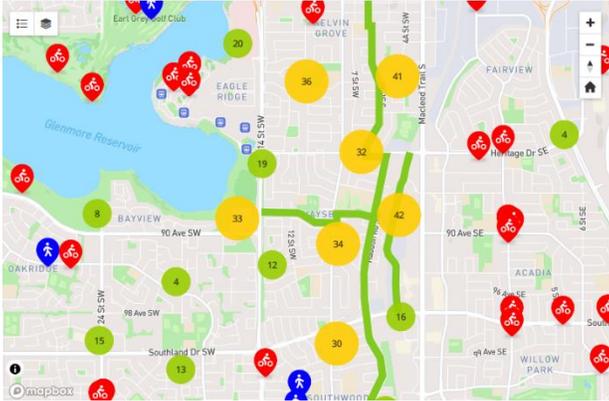


*\* Images of online feedback social mapping tool below*

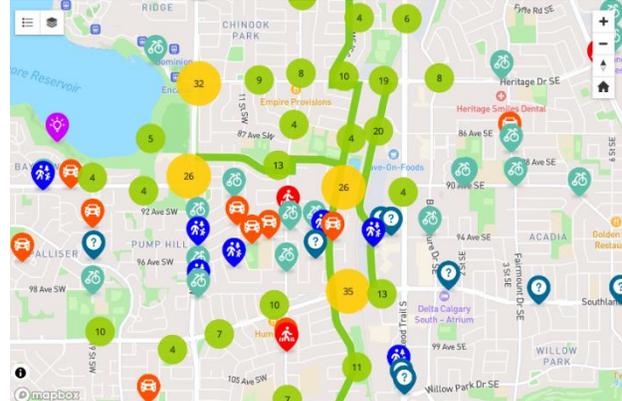


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Usage map



Concerns map

Below, we have summarized the main themes that were most prevalent in the comments received for each question that we asked. The comments shown are the exact words input by respondents. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the “Verbatim comments” document.

### Question 1:

Online we used a social map tool to allow participants to drop a pin showing us the following:

**Usage Map: How do you travel in your community?** Show us where you like to walk or wheel to in your community (now or in the future if improvements were made). **The green line on the map below shows the route this project is considering.**

\* Some participants included their concerns in the first “How do you travel in your community” social map. Any concerns that were recorded on the first social map have been documented and coded / themed with the data in question two, the “concerns” social map.

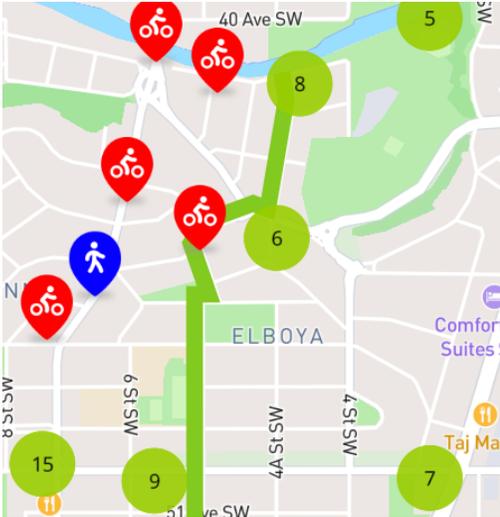
\*\*This question had **630 contributions** by **209 contributors**.



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**ELBOYA:** Screenshot below of where people like to walk and wheel to in the community of Elboya.



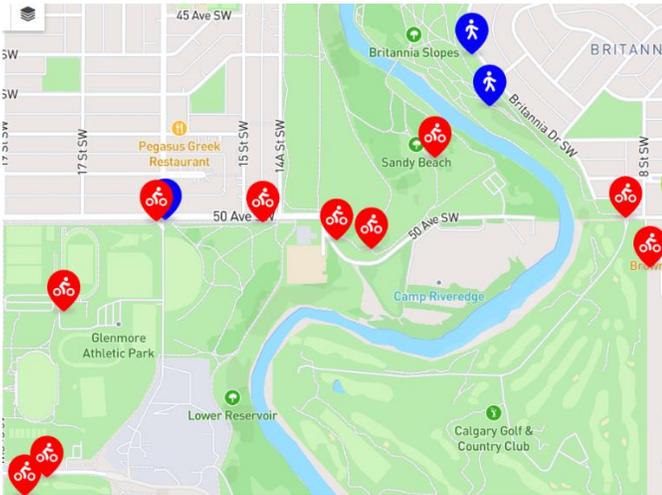
Theme	Summary	Sample Verbatim Comments
Biking locations	Participants indicated they bike to the Elbow River Pathway, to downtown, commute to work, to Stanley Park, shopping and dining in Britannia and Mission and Manchester areas.	<ul style="list-style-type: none"> <li>• “Path to my bike commute to work in downtown.”</li> <li>• “Shopping and dining / coffee.”</li> <li>• “..I like to cycle along the river through Stanley Park...”</li> </ul>
Walking locations	Participants in Elboya like to walk to the retail shops and dining in Britannia, local grocery stores, parks and the Elbow River Pathway.	<ul style="list-style-type: none"> <li>• “Groceries etc”</li> <li>• “Nice area to walk to” (pin placed close to Britannia Plaza on map)</li> </ul>
Other comments	Some participants used this map to place concern pins. These comments ranged from suggested improvements to location specific comments about crosswalk safety, speeding vehicles, steepness of roads, alternate bike specific routes to consider.	<ul style="list-style-type: none"> <li>• “It’s crucial a bikeway is built along Southwood to Elboya and it’s separated path...”</li> <li>• “The bike route signs actually direct riders through here. I never do this way, however. It is way too steep (pin placed along 4A St. near Cres. Blvd)</li> <li>• “This intersection is dangerous for walking. It should be reduced from 6 lanes to 4 with parking added off-peak (pin placed at Elbow Dr. and 49 Ave intersection)”</li> </ul>



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**SANDY BEACH AND GLENMORE ATHLETIC PARK:** Screenshot below showing that participants like to walk and wheel to Sandy Beach Park and the Glenmore Athletic Park.



Theme	Summary	Sample Verbatim Comments
Biking locations	Participants indicated they like to bike to Sandy Beach Park and Glenmore Athletic Park.	<ul style="list-style-type: none"> <li>“I like to bike to Sandy Beach and hang out by the river on a hot day. I go here because it’s not too far on a bike, and it’s a nice park.”</li> <li>“Ride to the athletics park.”</li> <li>“Tennis”</li> </ul>
Walking locations	Pins indicated people like to walk to Sandy Beach using the Elbow River Pathway.	<ul style="list-style-type: none"> <li>“Dog walks...”</li> <li>“Nice access to Sandy Bach and path system...”</li> <li>“Love to walk along this pathway to Sandy beach...”</li> </ul>
Other comments	Participants mentioned that the Elbow River Pathway to Sandy Beach needs repairs. Other location specific comments were made about steepness of existing paths and improving pedestrian and bike access to Glenmore Athletic Park.	<ul style="list-style-type: none"> <li>“Please improve bike access to Glenmore Athletic Park. It is not obvious where to enter, there’s a lot of fences, and it seems to cater to vehicle access only.”</li> <li>“Nice access to Sandy Beach and path system but path is poorly built as it lacks proper drainage to mitigate erosion of the path from heavy rain.”</li> </ul>

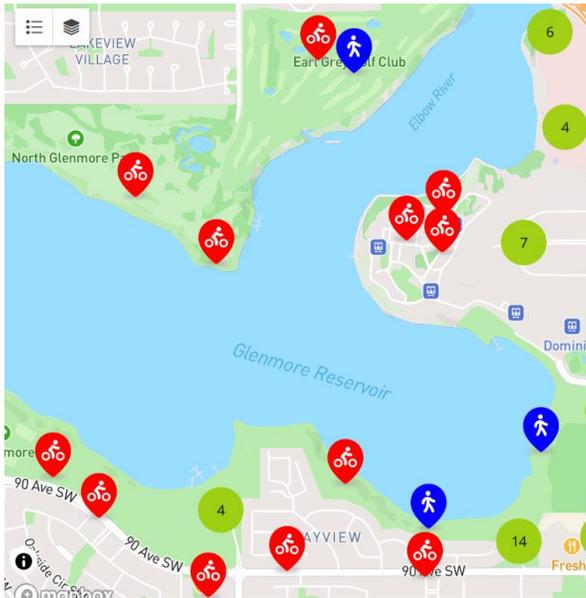


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**GLENMORE RESERVOIR:** Screenshot below showing that participants like to walk and wheel around the Glenmore Reservoir.



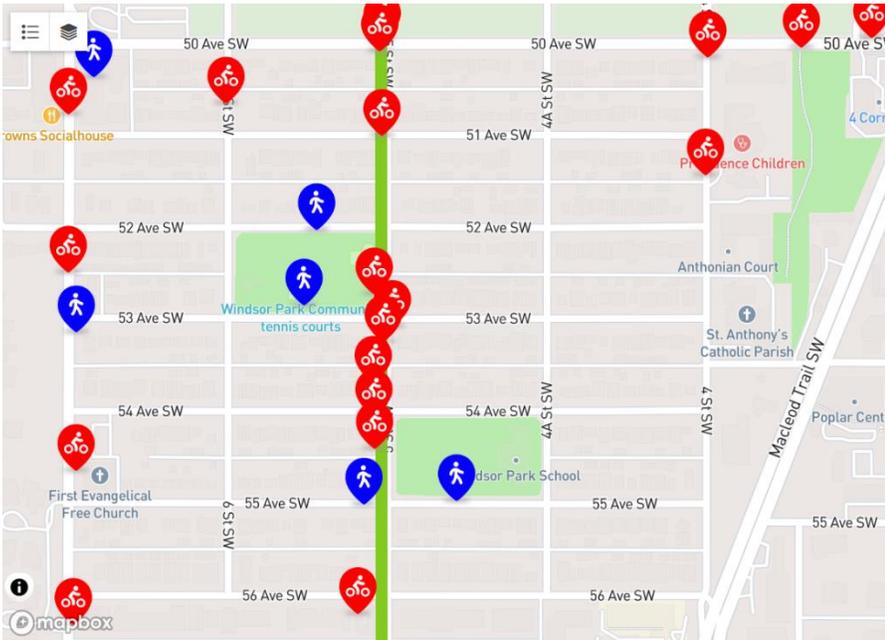
Theme	Summary	Sample Verbatim Comments
Biking locations	Participants indicated they like to bike around the Glenmore Reservoir.	<ul style="list-style-type: none"> <li>“I cycle around the reservoir and go to Heritage Park.”</li> <li>“We walk and bike this route as one way to connect with the existing pathway, for fun and commuting.”</li> <li>“I bike around the reservoir.”</li> </ul>
Walking locations	Participants indicated they like to walk around the Glenmore Reservoir.	<ul style="list-style-type: none"> <li>“Love walking around the reservoir.”</li> <li>“The bike and walk paths around the reservoir are great.”</li> <li>“Love the Glenmore Reservoir walking/bike path.”</li> </ul>
Other comments	Participants who use the Glenmore Reservoir Pathway indicate a desire for separated walking and wheeling paths.	<ul style="list-style-type: none"> <li>“The walking lane separated from the cycling lane works well.”</li> <li>“The separate bike/walking paths need to be built throughout the whole system...”</li> <li>“The south side of the reservoir needs separated walking/biking paths just the like east side...”</li> </ul>



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**WINDSOR PARK:** Screenshot below of where people like to walk and wheel to in the community of Windsor Park.



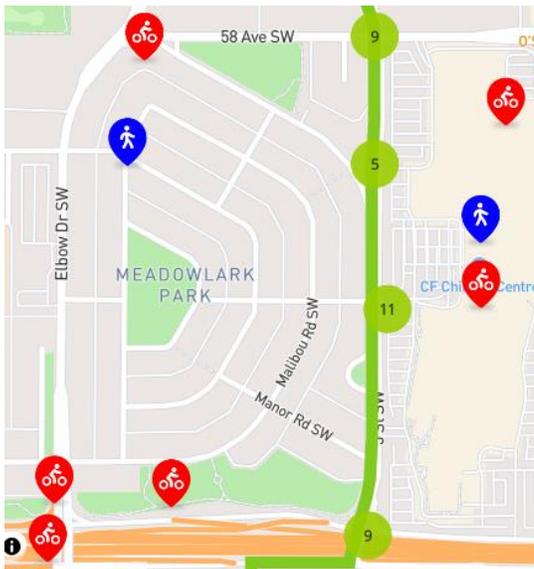
Theme	Summary	Sample Verbatim Comments
Biking locations	Participants indicated that they already bike along 5 <sup>th</sup> St. and they commute downtown on their bike. There is also a desire for an east-west connection along 50 <sup>th</sup> Ave towards Manchester Industrial.	<ul style="list-style-type: none"> <li>• “Riding safely along 5<sup>th</sup> St.”</li> <li>• “Great street for commuting downtown.”</li> <li>• “Would look forward to safely biking this route to get to destinations such as Inglewood.”.</li> </ul>
Walking locations	Participants indicated they like to walk to Stanley Park, Sandy Beach, walk for exercise, walk to local businesses, walk to schools and parks.	<ul style="list-style-type: none"> <li>• “My kid goes to school there.”</li> <li>• I walk along Elbow to get to the pathway that takes me to Sandy Beach and Stanley Park. Elbow Drive is incredibly noisy and busy, so not friendly for walkers.”</li> <li>• “Nice area to walk to.”</li> </ul>
Other comments	Some participants used this map to place concern pins. Comments ranged from indicating a desire for separated walking / biking infrastructure, and location specific comments about intersections and crosswalks.	<ul style="list-style-type: none"> <li>• “... There needs to be a barrier between bikes and vehicles on this route.”</li> <li>• “Button at bike level is great...”</li> <li>• “Encouraging more dedicated bike lanes.”</li> </ul>

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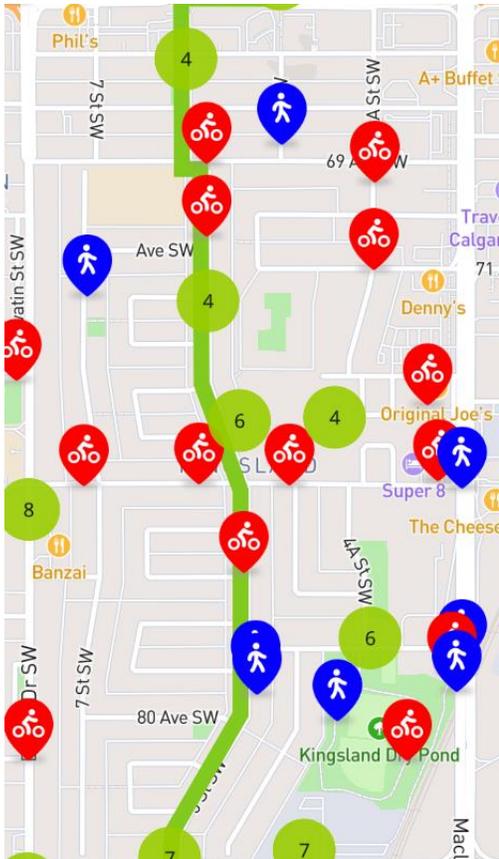
**MEADOWLARK PARK:** Screenshot below of where people like to walk and wheel to in the community of Meadowlark Park.



Theme	Summary	Sample Verbatim Comments
Biking locations	Pins indicated that participants like to bike to Chinook Centre, along the Glenmore Trail Pathway, along 5 <sup>th</sup> Street, and to downtown.	<ul style="list-style-type: none"> <li>“I ride my bike along the 5<sup>th</sup> St. stretch of the route already.</li> <li>“Biking downtown.”</li> <li>“Glenmore path connector drops you into Meadowlark Park. Much friendlier biking than 5<sup>th</sup> street with has lots of conflicts with cars.”</li> </ul>
Walking locations	Pins indicated people in Meadowlark Park like to walk to Chinook Centre, within the community, to the reservoir and to the adjacent community of Kingsland.	<ul style="list-style-type: none"> <li>“I walk to Chinook no matter the weather.”</li> <li>“...I walk on the sidewalks and the existing pathways, no need for more!</li> <li>“There should be indents in the sidewalk for walking traffic with strollers to cross the road on with side of the corners.”</li> </ul>
Other comments	Some participants used this map to place concern pins. Comments ranged from comments about bikes speeding, blind corners, dire pavement conditions, narrow sidewalks, and alternate bike route suggestions.  Participants also indicated that there needs to be signal	<ul style="list-style-type: none"> <li>“I love that they made this intersection wider, but the bike signal is basically non-functional, and it’s not timed correctly at all. I just go with the cars.”</li> <li>“Be nice to have a bike route on Elbow Drive.”</li> <li>“Scary pot holes here with a bike. Like 3’ feet long, would die if you hit these pot holes on a bike.”</li> </ul>

	improvements at the intersection of 58 <sup>th</sup> Ave S.W. & 5 <sup>th</sup> St. SW.	
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**KINGSLAND:** Screenshot below of where people like to walk and wheel to in the community of Kingsland.



Theme	Summary	Sample Verbatim Comments
Biking locations	Participants use 75 <sup>th</sup> Ave S.W. to connect to Glenmore Reservoir, they bike downtown, they already use 5 <sup>th</sup> street as a bike route. They also bike to shops and local businesses.	<ul style="list-style-type: none"> <li>• “Commute downtown from here – predominately along 5<sup>th</sup> St. S.W. Also return to this point along 5<sup>th</sup> St SW from the south.”</li> <li>• “Having the pathway connection/sneak through here makes 5<sup>th</sup> St. a pleasant route.”</li> <li>• “I ride my bike from community of Evergreen to work at The Bike Shop South. I would use the proposed route.”</li> </ul>
Walking locations	Pins indicated people in Kingsland like to walk to the Kingsland Community	<ul style="list-style-type: none"> <li>• “Walk the Kingsland dry pond path several times per week.”</li> <li>• “Daily walks in the neighbourhood.”</li> </ul>

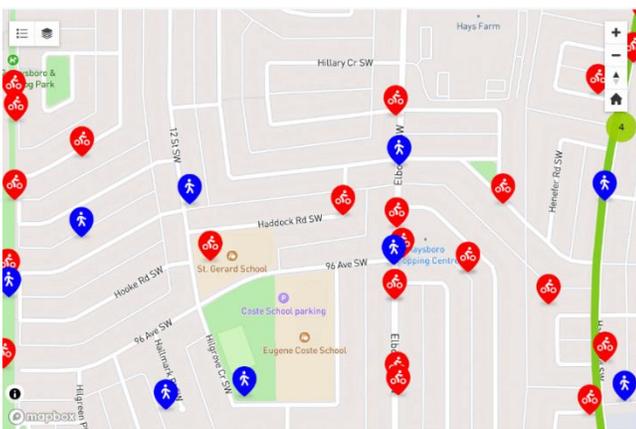
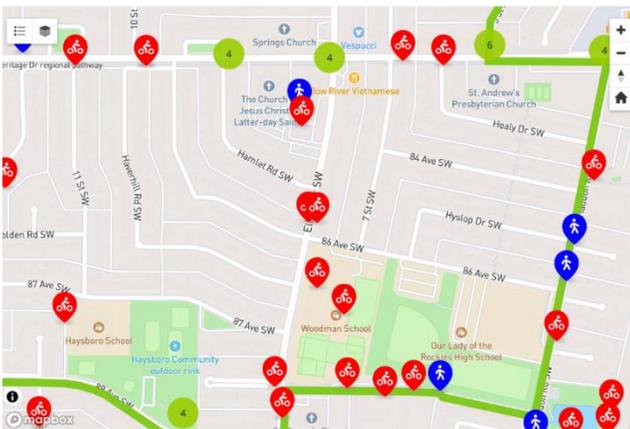


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	<p>Association /Kingsland Dry Pond, to local parks / greenspaces, around the community, to local shops, to Chinook Centre.</p>	<ul style="list-style-type: none"> <li>• “To get north through Kingsland to Chinook Mall.”</li> </ul>
<p>Other comments</p>	<p>Some participants used this map to place concern pins. Comments ranged from “don’t remove street parking” to location specific comments about bike safety, and intersections.</p>	<ul style="list-style-type: none"> <li>• “Adding a bike lane on 5<sup>th</sup> would be disastrous for street parking in the community.”</li> <li>• “busy road, it needs an assigned area for bikes.”</li> <li>• I bike along 4A street instead of 5<sup>th</sup> with my kids because they like to stop at the playground here...”</li> </ul>

**HAYSBORO:** Screenshots below of where people like to walk and wheel to in the community of Haysboro.



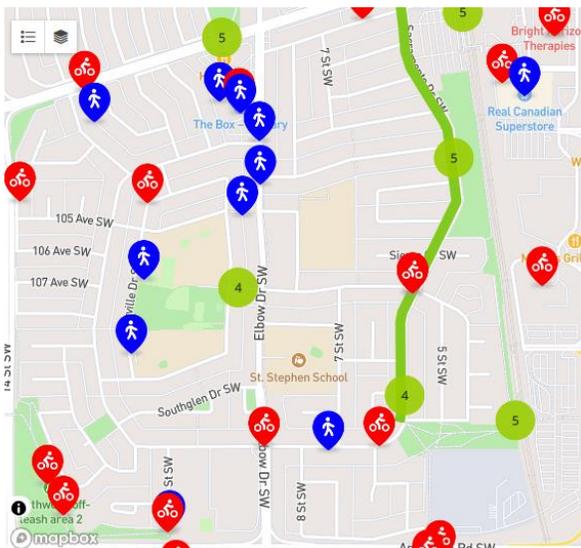
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Theme	Summary	Sample Verbatim Comments
Biking locations	Participants indicate they bike to the Glenmore Reservoir, to commute to work, to school, to local restaurants / shops, to the Haysboro Community Centre / playground.	<ul style="list-style-type: none"> <li>“I regularly bike along here to get to the Glenmore Reservoir.”</li> <li>“I bike along Hoover to get to the community centre.”</li> <li>“Using 94<sup>th</sup> Ave to connect east and west in Haysboro.”</li> </ul>
Walking locations	Pins indicated people in Haysboro walk to school, around the neighbourhood, to playgrounds, to local restaurants / shops, to the Heritage LRT Station.	<ul style="list-style-type: none"> <li>“Good connection to Heritage LRT Station, but the sidewalks are too narrow to accommodate passing people.”</li> <li>“Walking or biking with my kids to the playground which they call “Adventure Park.”</li> <li>“The pedestrian sidewalk along the dog run adjacent to 14<sup>th</sup> Street is well used by people walking in the neighbourhood.”</li> </ul>
Other comments	Some participants used this map to place concern pins. Comments ranged from location specific pedestrian and cyclist safety concerns to alternate route suggestions, and location specific cycling infrastructure suggestions.	<ul style="list-style-type: none"> <li>“If a bike lane is going on Haddon Road, it must have curb separation – all the schools along the route would make an unseparated bike lane likely to be completely ignored.”</li> <li>“I use this for biking. Biking can be difficult because of traffic and parked cars.”</li> <li>“...roads that border 14<sup>th</sup> St behind the soundwall provide a much friendlier alternative to the other options of a north-south bike route between Southland and Glenmore.”</li> </ul>

**SOUTHWOOD:** Screenshot below of where people like to walk and wheel to in the community of Southwood.





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Theme	Summary	Sample Verbatim Comments
Biking locations	Pins indicated that people bike to the Anderson and Southland LRT Stations, to local schools, to Fish Creek Park, to adjacent communities.	<ul style="list-style-type: none"> <li>• “I bike this lane with my kids to school (between Southwood Elementary FFCA and Sacramento.”</li> <li>• “Biking to C train to get elsewhere.”</li> <li>• Kids like to bike around the schools – the “loop” is nearly 1 mile.”</li> </ul>
Walking locations	Pins indicated people in Southwood walk to the local grocery stores, to parks, the Southwood Library, Southland LRT Station.	<ul style="list-style-type: none"> <li>• “I walk to No Frills.”</li> <li>• “Walk to Southwood Library.”</li> <li>• “Walk to the Southland LRT Station.”</li> </ul>
Other comments	Some participants used this map to place concern pins. Comments ranged from location specific comments about pedestrian / cyclist safety concern, broken sidewalks, steep sections of road, unsafe crosswalks, and cycling infrastructure suggestions.	<ul style="list-style-type: none"> <li>• “Should add a bike lane, as there is a lot of traffic on this road, and the road is quite narrow in many spots especially when there are parked cars...”</li> <li>• “The crosswalk is not properly marked, and most pedestrians risk their lives at this designated crosswalk.”</li> <li>• “This crosswalk and 180 degree ramp into Southwood Neighbourhood are very hard to navigate by bike / stroller etc...”</li> </ul>

## QUESTION 2:

Online we used a social map tool to allow participants to drop a pin showing us the following:

### Concerns Map: Where should we consider making walking and wheeling improvements?

DROP A PIN TO:

The green line on the map below shows the route this project is considering.

Let us know where your areas of concern are along the marked green route relating to:

- where vehicles drive too fast
- where the sidewalk is too narrow or uneven
- where it’s hard to cross the street
- where a bikeway or pathway feels too dark



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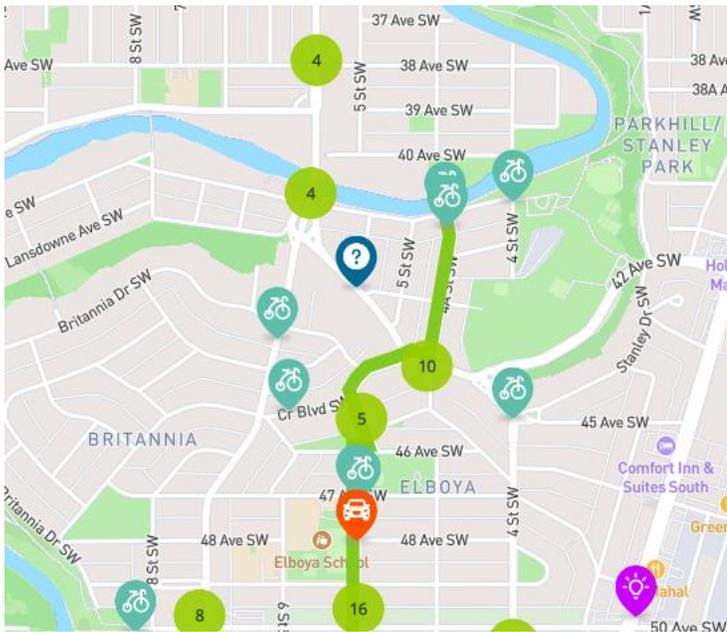
- where it is difficult to bike
- where there are missing links / gaps in pathway or bikeway connections

Please tell us why.

\* This question had **621 contributions** by **132 contributors**.

\*\* Some participants placed their concern pins quite far away from the green proposed route. For the purpose of this report, the concerns that have been documented below fall on or very close to the proposed route and are documented by community. All other comments have been reviewed by the project team but are considered out of scope for this project.

**ELBOYA:** Screenshot below of concerns in the community of Elboya.



Theme	Summary	Sample Verbatim Comments
Sidewalk	Sidewalk conditions need repair in these locations.	<ul style="list-style-type: none"> <li>• “Uneven and broken sidewalk on 4a” (north of Cr Blvd SW).”</li> </ul>
Crosswalk	<p>The school zone at Elboya School needs crosswalk improvements.</p> <p>Other (out of scope)</p>	<ul style="list-style-type: none"> <li>• “During school drop off and pick up times this intersection (and the others around Elboya School) can be quite busy with pedestrian and vehicle traffic.”</li> <li>• Concerns with unsafe crossings plotted at 50<sup>th</sup> Ave and 4 St SW and 50<sup>th</sup> Ave and Elbow Drive.</li> </ul>
Cycling	Participants cited user conflicts on the river pathway.	<ul style="list-style-type: none"> <li>• “Having a solid north-south connector for commuting to downtown for work and play is</li> </ul>



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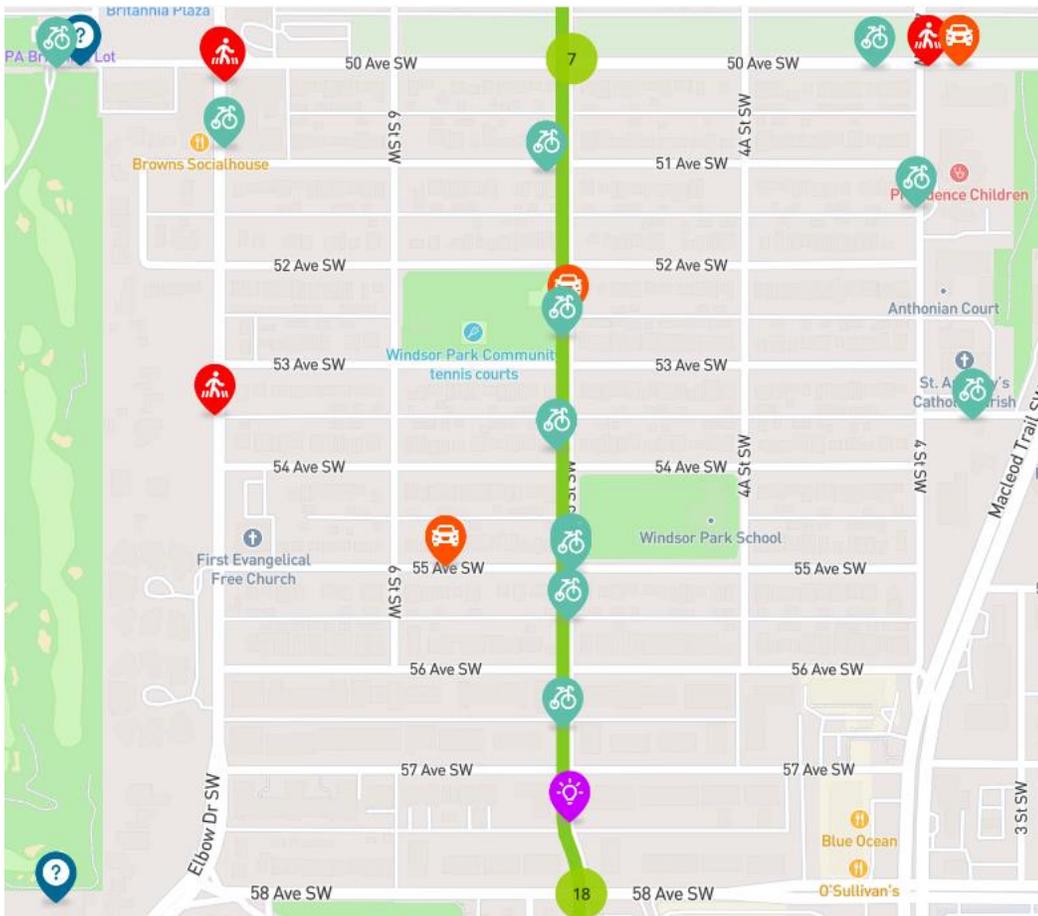
	<p>Many cycling pins were placed at 4A ST SW and Cres. Blvd SW wanting to see improvements in function for cyclists as well as Cres. Blvd SW at Lansdowne Ave SW.</p> <p>Hill concerns on 5 St SW north of 46 Ave SW – steep and clear gravel, suggestions to sign the route as it is confusing in this area.</p> <p>Stop sign changes to be more cyclist friendly next to Elboya Park and the intersection of 49 Ave SW and 5 St SW.</p> <p>Consider seniors.</p> <p>Comments at 50<sup>th</sup> Ave SW and 5 St SW for signalling/ button improvements.</p>	<p>critical. The more direct and convenient this is for cyclists the more it will get used and we need to keep cyclist commuters off major vehicle thoroughfares like Elbow Drive where the plug up and slow down traffic.”</p> <ul style="list-style-type: none"> <li>• “This intersection is confusing and dangerous for cyclists with traffic coming around the corner and down the hill from the traffic stop.”</li> <li>• “Please create a space for people cycling northbound along the east/south curb of Crescent Boulevard SW to activate the flashing light to cross 42<sup>nd</sup> Avenue SW without having to cross to the channelized EBR island.”</li> <li>• “SO STEEP!”</li> <li>• “This is a very steep hill to climb southbound. Is there a better street with a lower slope?”</li> <li>• “Too many stop signs are bad for bike routes. This could be a roundabout”</li> <li>• “Stop sign should be relocated to vehicle on 49<sup>th</sup> Ave to allow for the free flow of cyclists.”</li> <li>• “The Aspira Britannia Retirement residence is just west of here (49 Ave SW and 5 St SW)...You need to keep them in mind when planning the bikeway in this location (as well as other seniors in the area who have slower or limited mobility but still like to get out for walks).</li> <li>• “I don’t understand what’s supposed to be happening at this intersection at all, so I just push every button &amp; go if there’s a walk or bike signal.”</li> <li>• “Would be nice to have an easier way to cross by bike going north/south, as you have to get off the bike to push the button”</li> </ul>
<p>Missing link</p>	<p>A missing link pin showed a desire to connect to the Elbow River Pathway further north and pins were placed out of the scope of this project along Elbow Dr SW to the north of</p>	<ul style="list-style-type: none"> <li>• “End of SW bikeway should connect to the existing pathway along Elbow which should ultimately connect to a future extension of the 5 St SW cycle track.”</li> </ul>

# SW Neighbourhood Bikeway

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	the end of the SW Neighbourhood Bikeway.	
Speeding	School zone concerns with speeding at pick up and drop off.	<ul style="list-style-type: none"> <li>“lots of pissed off people going a bit too fast for a 30 km/ hr road in a rush to pick up kids”</li> </ul>

**WINDSOR PARK:** Screenshot below of concerns in the community of Windsor Park.



Theme	Summary	Sample Verbatim Comments
Crosswalk	<p>Specific locations were plotted by participants.</p> <ul style="list-style-type: none"> <li>Elbow Drive/ 50<sup>th</sup> Ave SW</li> <li>50<sup>th</sup> Ave SW/ 4<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>“A bit confusing for pedestrians / cyclists here. Needs a bit more thought and markings/ signage.” (58<sup>th</sup> Ave SW)</li> </ul>



# SW Neighbourhood Bikeway

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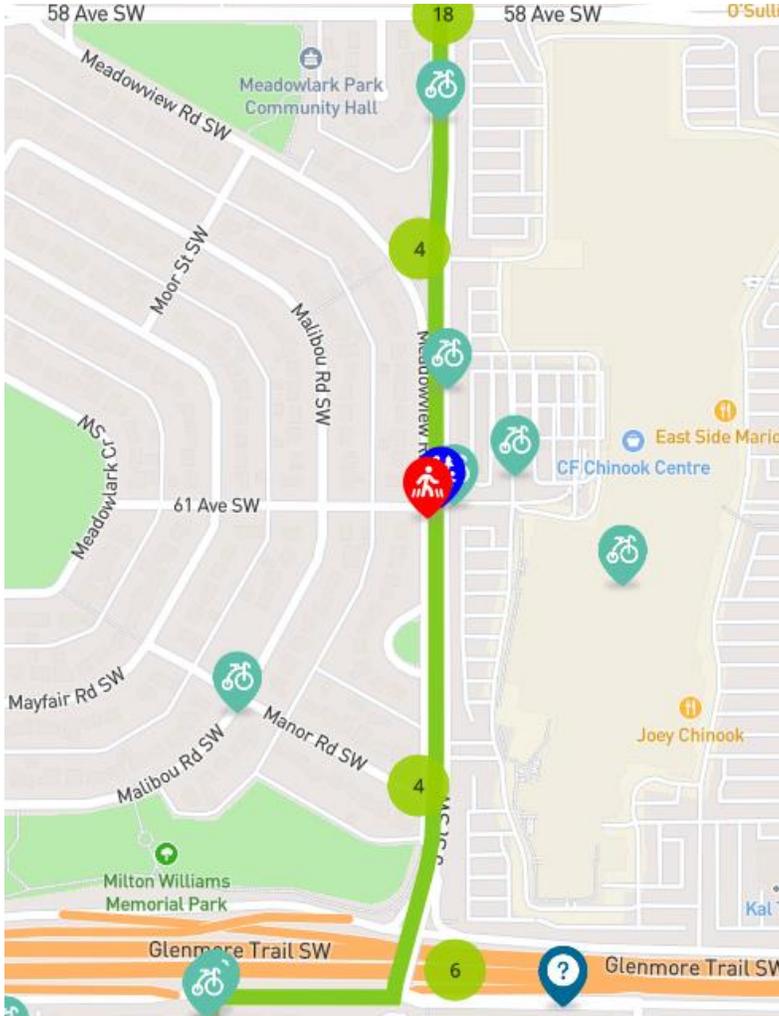
August 2024

	<ul style="list-style-type: none"> <li>• Along Elbow Drive at 54 Ave SW</li> <li>• 58 Ave SW and 5 St SW</li> </ul>	
Cycling	<p>Some pins showed a desire for protected bike lane on 5<sup>th</sup> St SW.</p> <p>A few participants cited parking concerns.</p> <p>Many comments suggested that cycling improvements are needed at 58<sup>th</sup> Ave and 5 St SW intersection with signalling, signage and layout.</p>	<ul style="list-style-type: none"> <li>• “There needs to be a barrier between cyclists and vehicles, including parked vehicles. While the traffic is light, there are so many parked cars, it’s dangerous to ride here with a small child – always worried a car will pull out in front/ on them or a door will be opened in front of them.”</li> <li>• “Please consider adding protected lanes on each side of 5 Street SW between 55 and 58 Avenues SW.”</li> <li>• “This stretch of road is very busy which makes cycling unpleasant.”</li> <li>• “Please don’t put up obstructions to curb side parking. Priority needs to be given to the needs of the local residents and making parking curb side more difficult is not reasonable.”</li> <li>• “Bike signal doesn’t get priority once pushed. It is positioned in a horrible spot and isn’t worth the effort to push.”</li> <li>• “I really hate this intersection as a cyclist! Just wanted to add to the chorus of comments, which describe the issues well.”</li> </ul>
Speeding	<p>Speeding concern at Windsor Park Community tennis courts.</p> <p>Vehicle shortcutting concerns.</p>	<ul style="list-style-type: none"> <li>• “People often speed through this area, even though it has a reduced speed limit and speed bumps.”</li> <li>• “Cars from outside the community of Windsor Park are definitely using 5<sup>th</sup> Street as a shortcut where they can easily be using Elbow or Macleod.”</li> </ul>
Lighting	<p>Add lighting on 5<sup>th</sup> St. between 57<sup>th</sup> Ave SW and 58<sup>th</sup> Ave SW.</p>	<ul style="list-style-type: none"> <li>• “Too dark”</li> </ul>

# SW Neighbourhood Bikeway

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**MEADOWLARK PARK:** Screenshot below of concerns in the community of Meadowlark Park.



Theme	Summary	Sample Verbatim Comments
Sidewalk	Crossings at 61 Ave SW and Meadowview and 5 St SW and at the south end of the Chinook Centre Mall are too steep and unsafe.	<ul style="list-style-type: none"> <li>“Improved with the diagonal crosswalk, but the steep sidewalk coming down the path and the button practically on the road means it’s a death trap for strollers and wheelchairs.”</li> <li>“Steep sidewalk and crosswalk button right beside the road make it dangerous with small children, strollers and wheelchairs....I have seen many near misses here!”</li> </ul>
Crosswalk	Slope/ safety at Chinook Centre mall crosswalks.	<ul style="list-style-type: none"> <li>“During the winter the sidewalk slope is not cleared, and I have slid down into 5<sup>th</sup>”</li> </ul>
Cycling	Diagonal crossing at 58 <sup>th</sup> Ave SW diagonal crossing is good,	<ul style="list-style-type: none"> <li>“Love the signal that accommodates diagonal cycling here.”</li> </ul>



# SW Neighbourhood Bikeway

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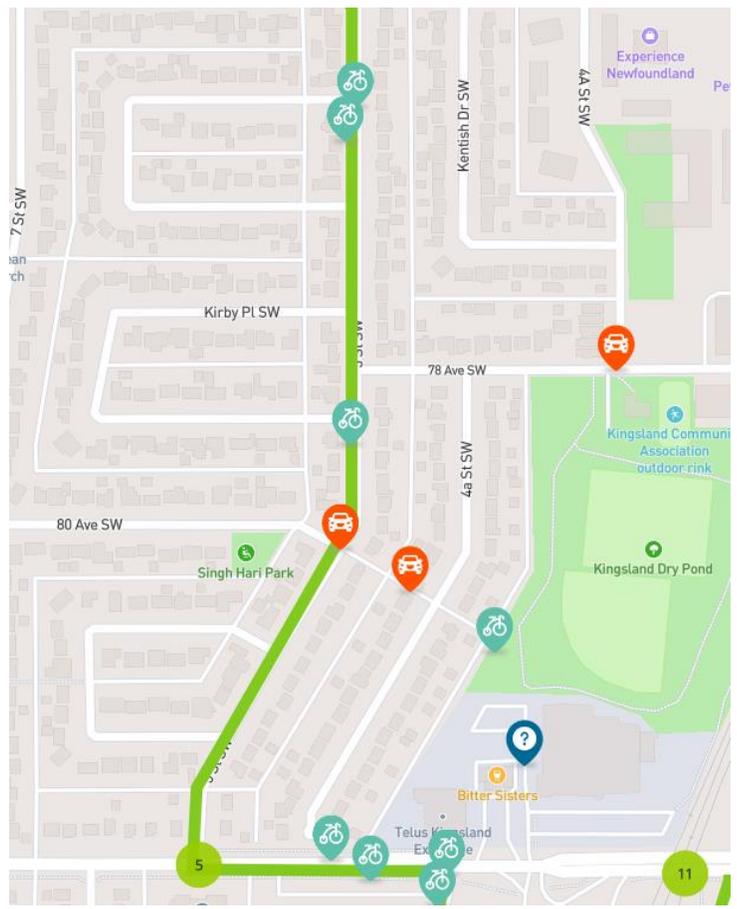
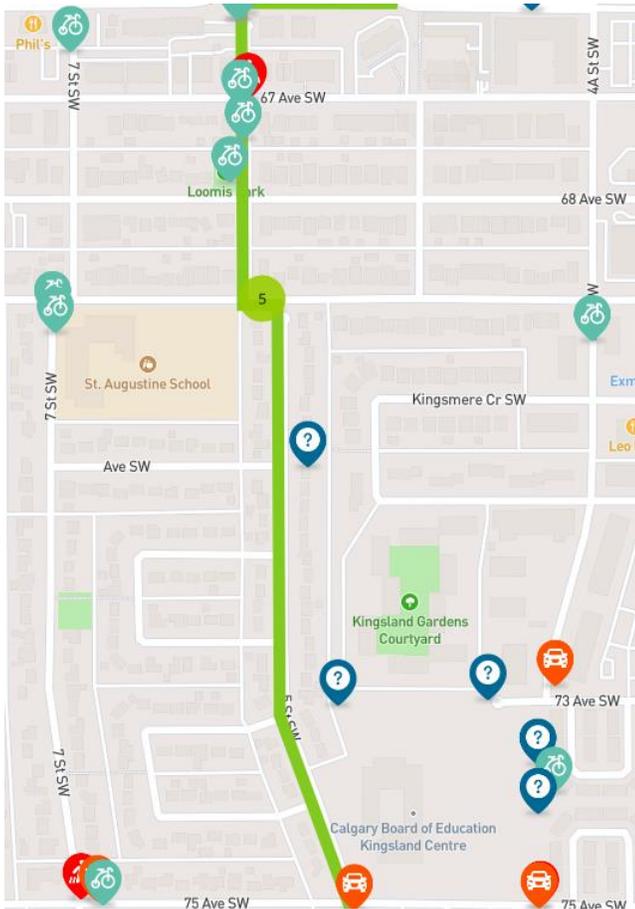
	<p>but the button placement needs improvement.</p> <p>Need for winter maintenance.</p> <p>Individual, specific comments spread throughout 5<sup>th</sup> St SW.</p> <p>Crossing bridge at Glenmore Tr. needs improvements to safety and legibility.</p>	<ul style="list-style-type: none"> <li>• “The diagonal crossing is great, but the beg button to activate it is in the mud.”</li> <li>• “The Meadowview Road section works fairly well in summer, but transitions between road, alley and pathway are frequently blocked by windrows in winter, and not cleared at the south end of this stretch at all.”</li> <li>• Mixed comments on 5<sup>th</sup> St SW section – please see the social map on the portal for details.</li> <li>• “Consider this part very carefully, I can’t imagine with things as they are now, how this is supposed to function as a safe and smooth route for wheeling traffic over Glenmore, with all the traffic in this area.”</li> <li>• “This bridge is fairly narrow and cyclists should be told to dismount and walk. There’s no signage to direct cyclists to where the bike route goes on the north side of the intersection”</li> </ul>
<p>Missing link</p>	<p>Suggestion for a bike path around the Chinook Centre Mall parking lot to the east and along the south side of Glenmore Trail towards MacLeod Trail.</p>	<ul style="list-style-type: none"> <li>• “Poor or no sidewalk”</li> <li>• “A path around the mall parking lot would make accessing the different businesses easier than trying to navigate the lot without getting run over.”</li> </ul>

# SW Neighbourhood Bikeway

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**KINGSLAND:** Screenshots below of concerns in the community of Kingsland with the left image showing the north portion and the right screenshot showing the south portion.



Theme	Summary	Sample Verbatim Comments
Crosswalk	<p>Signalling and safety concerns listed at:</p> <ul style="list-style-type: none"> <li>67<sup>th</sup>/ 68<sup>th</sup> Ave SW (not sure which has no stop signs for E-W cars)</li> <li>69<sup>th</sup> Ave SW</li> <li>Heritage Drive SW</li> </ul>	<ul style="list-style-type: none"> <li>“Very challenging to cross here as a cyclist as cars move fast / do not stop at the crosswalk” (69<sup>th</sup> Ave SW)</li> <li>“A crosswalk or signal upgrade here would be good” (Heritage Dr SW).”</li> </ul>
Cycling	<p>Stop sign issues at 67<sup>th</sup> Ave SW and Loomis Park area.</p> <p>69<sup>th</sup> Ave SW concerns about wayfinding and legibility of this section and sidewalk conflicts.</p>	<ul style="list-style-type: none"> <li>“Please reorient stop signs so that they face east and west and the cycling route doesn’t require stopping every block, thanks!”</li> <li>“Bike lane intersects with a sidewalk, there are no markings, it’s unclear if cyclists should dismount.”</li> </ul>



# SW Neighbourhood Bikeway

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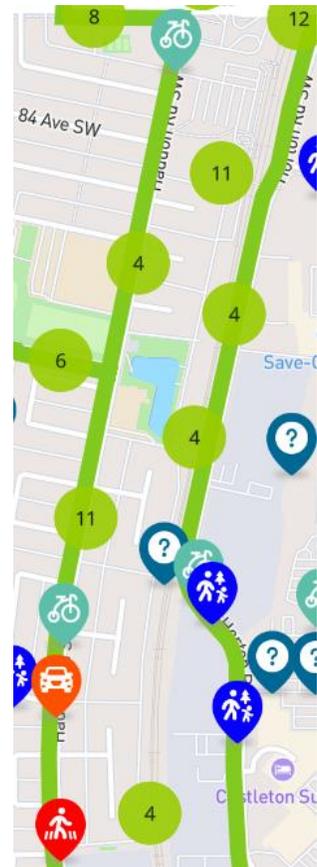
	<p>Concerns about loss of parking on stretch between 75 Ave SW and 80 Ave SW.</p> <p>Consider alternative route to Kingsland Dry Pond.</p> <p>Heritage Drive intersection angle is difficult and safety concerns (at 5<sup>th</sup> St SW).</p> <p>Heritage Drive has transition issues, slopes and some other awkward issues to be examined.</p>	<ul style="list-style-type: none"> <li>• “Do not reduce width of road with a dedicated bike lane along 5<sup>th</sup> St. SW. Do not take away any street parking along 5<sup>th</sup> St. SW”</li> <li>• “Consider adding an alternative route here that would provide access to the Kingsland dry pond park and pathway via the parking lots to the south and the alley that is aligned with 80 Ave SW.”</li> <li>• “Hitting the crosswalk signal and the weird angle here is a bit awkward and needs to be looked at”</li> <li>• “Not safe for a bike crossing”</li> <li>• “north side of Heritage Dr has a narrow pedestrian walkway, not meant for shared pathway currently but would be great if it could be widened like the south side!”</li> </ul>
<p>Missing link</p>	<p>Desire for connections to and through Kingsland Park site.</p>	<ul style="list-style-type: none"> <li>• “Improve connection and wayfinding to the Kingsland Park space through here” (Rose Kohn Arena).”</li> <li>• “Build a paved pathway through here please – give cyclists pedestrians access to McLeod Trail shops via 4A ST SW.”</li> </ul>
<p>Lighting</p>	<p>Lighting pins on Heritage Drive at Horton Road and at the dog park near Kingsland Dry Pond.</p>	<ul style="list-style-type: none"> <li>• “I wonder if the dog park/walking path could benefit from lighting? It is a sketchy spot with frequent graffiti, some campers, and infrequent needles – yet despite this, well used by pedestrians walking to Heritage and by dog owners, so worth investing in”</li> <li>• “Issues here with cars turning from Horton onto the far left lane on heritage”</li> </ul>
<p>Speeding</p>	<p>Heritage Drive at 5<sup>th</sup> St SW, 75 Ave SW and 5<sup>th</sup> St SW, 80<sup>th</sup> Ave SW and 5<sup>th</sup> ST SW</p>	<ul style="list-style-type: none"> <li>• “At this crosswalk people frequently speed and don’t stop.”</li> <li>• “Traffic frequently blows through the four way stop.”</li> <li>• “blind intersection, often people get t-boned here in their cars.”</li> </ul>
<p>Other/ Out of Scope</p>	<p>Several comments about crosswalks and cycling were placed on Elbow Drive.</p>	<p>See comments directly on the <a href="#">portal map</a>.</p>

# SW Neighbourhood Bikeway

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	<p>Many comments at 75 Ave SW and Elbow Drive about the intersection.</p> <p>Comments on 75 Ave SW to access Henry Wise Wood School.</p> <p>Out of scope comment suggesting dog park/ walking path needs lighting at 78 Ave SW/ Kingsland Dry Pond.</p> <p>Comments about east-west access to MacLeod Tr. businesses.</p>	
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**HAYSBORO:** Screenshots below of concerns in the community of Haysboro. Horizontal map is 89<sup>th</sup> Ave SW portion of the route and the vertical map is the Haddon Rd. and Horton Rd. portion of the route.





# SW Neighbourhood Bikeway

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Theme	Summary	Sample Verbatim Comments
Sidewalk	<p>Sidewalk is too narrow between Heritage LRT Station and Our Lady of the Rockies High School.</p> <p>Sidewalk design improvement needed to drain water more efficiently at Haddon Rd. and Hogarth Cr. SW.</p> <p>Lack of sidewalks on Horton Rd.</p>	<ul style="list-style-type: none"> <li>• “Sidewalks are too narrow for people to pass. Lots of use between schools and LRT station.”</li> <li>• “Very slippery and the water and slush stay there for a long time. Need better engineering design to drain water...”</li> <li>• “Horton Road is very unfriendly, unsafe for pedestrians and cyclists. Cars speeding, no sidewalks...”</li> <li>• “There is no sidewalk between the apartment buildings and the pedestrian bridge here. Residents of the apartment buildings and local businesses use this area to walk to the train station everyday...”</li> </ul>
Crosswalk	<p>Lack of crosswalk signage and safety concerns listed at:</p> <ul style="list-style-type: none"> <li>• 89<sup>th</sup> Ave and Hollyburn Rd. SW.</li> </ul> <p>Desire for pedestrian bridge or pedestrian underpass at Southland Dr. and Haddon Rd.</p> <p>Desire for additional painted crosswalks at:</p> <ul style="list-style-type: none"> <li>• Haddon Rd. near Hazelwood Cr. SW</li> <li>• Haddon Rd and Henefer Rd. SW.</li> <li>• Elbow Dr. and Hoover Pl. SW</li> </ul> <p>Crosswalk safety concern listed at:</p> <ul style="list-style-type: none"> <li>• Haddon Rd. and Hogarth Cr. SW</li> </ul>	<ul style="list-style-type: none"> <li>• “Tons of kids use this daily and people in vehicles use Hollyburn versus 89<sup>th</sup> Avenue due to the school zone, so speeds are much higher... no crosswalk signage and just a yield sign..”</li> <li>• “Crossing this busy intersection to get to the train is frustrating and long. Consider a pedestrian / bike bridge.”</li> <li>• “...it would be wonderful to have a pathway that travels underneath the Southland railroad track overpass...”</li> <li>• “Crosswalk to get to city park.”</li> <li>• “Adding more crosswalks with visible painted lines would be great on Haddon Rd.”</li> <li>• “Virtually every crossing of Haddon Rd would benefit from painted crosswalks...”</li> <li>• “This intersection needs to have barriers (see 87<sup>th</sup> Ave at 11 St) to prevent autos from stopping too close to the crosswalk and enabling pedestrians to get further out to be visible...”</li> </ul>
Cycling	<p>Concern about cyclist safety along:</p> <ul style="list-style-type: none"> <li>• 89<sup>th</sup> Ave SW.</li> </ul>	<ul style="list-style-type: none"> <li>• “...there have been instances where cars are parked on both sides of this road resulting in hazardous conditions for cyclists...”</li> </ul>



# SW Neighbourhood Bikeway

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	<ul style="list-style-type: none"> <li>• Haddon Rd.</li> <li>• Horton Rd.</li> </ul> <p>Sidewalk along Elbow Drive adjacent to St. Gerard's Church is too narrow for both bikes and pedestrians.</p> <p>Future traffic congestion concerns at intersection of Elbow Dr. and 89<sup>th</sup> Ave SW</p> <p>Desire for protected bike / separated infrastructure:</p> <ul style="list-style-type: none"> <li>• Along Elbow Dr. between 89<sup>th</sup> Ave and Hoover PI SW.</li> <li>• Along Haddon Rd.</li> </ul> <p>Parking concerns listed adjacent to both Akiva Academy and Our Lady of the Rockies High School.</p>	<ul style="list-style-type: none"> <li>• "Would never in a million years ride my bike on Horton Rad it's too narrow, cars speed like crazy and the road is not maintained."</li> <li>• "Difficult to bike on elbow without using sidewalk which is too narrow for both bike and pedestrians."</li> <li>• "A daycare has been approved for this corner and will have around 75 children. This will cause much more traffic and danger in this intersection."</li> <li>• "Please do a good job protecting things at the intersection of Elbow Dr between 89<sup>th</sup> Avenue and Hoover PI SW..."</li> <li>• "Unless it's physically divided from vehicle traffic, I will never use it. The downtown and Beltline cycle tracks are wonderful..."</li> <li>• "...many people use the space between the alley and Akiva's parking lot to park and drop off their kids...can you install a barrier or something to prevent stopping here?"</li> <li>• "This is a war zone with very low visibility during school pick-up and drop-off. This should be no stopping zone, not just a no parking zone..."</li> </ul>
<p>Missing link</p>	<p>Desire for bike path heading north through the community near Haysboro School.</p> <p>Desire to extend proposed route to Deerfoot Meadows.</p> <p>Missing links cited at:</p> <ul style="list-style-type: none"> <li>• Southland Dr between Haddon Rd. and Macleod Tr.</li> </ul>	<ul style="list-style-type: none"> <li>• "Need bike path through to north. Currently can only use small walking path along the dog park or force east to Elbow."</li> <li>• "Please extend this route eastward via the Heritage Station overpass...then have a pathway connection leading to business and employment there and down the hill to Deerfoot Meadows."</li> <li>• "Pedestrian and cycling access across the bridge and connection to Macleod Trail is poor..."</li> <li>• "The bridge over the tracks is horrible and the least desirable crossing."</li> </ul>



# SW Neighbourhood Bikeway

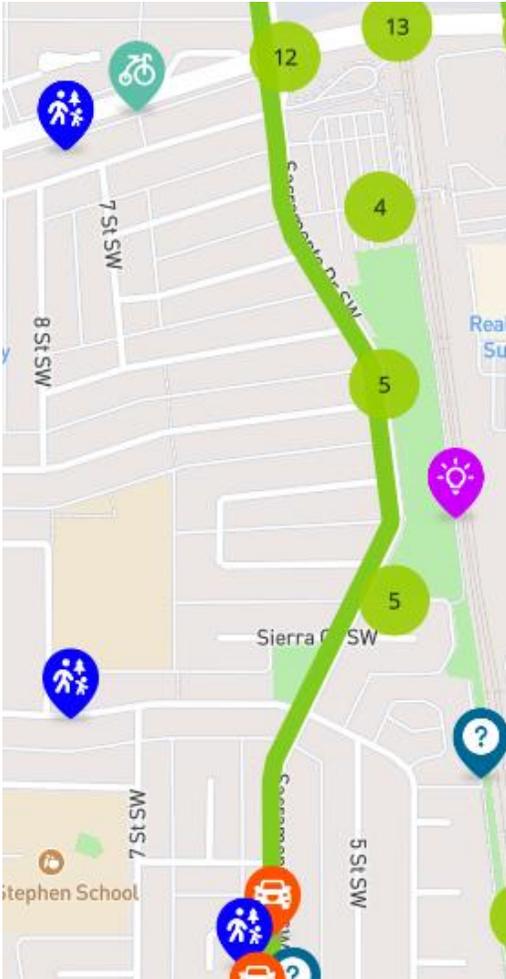
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	<ul style="list-style-type: none"> <li>Heritage Dr. between Haddon Rd. and Horton Rd.</li> </ul>	<ul style="list-style-type: none"> <li>“What is the point of the route on Horton Rd. SW if there is no connection on Heritage Dr. SW to the other bike lanes? We need to add a proper connection here.”</li> </ul>
Speeding	<p>Speeding concerns:</p> <ul style="list-style-type: none"> <li>89<sup>th</sup> Ave SW through the playground zone</li> <li>Several locations along Haddon Rd.</li> </ul> <p>Traffic study requested at intersection of Horton Rd and Heritage Dr. SW.</p>	<ul style="list-style-type: none"> <li>“Lots of speeding through the playground zone.”</li> <li>“Lots of speeding cars and close passing.”</li> <li>“...I question if this right turn access from Horton to Heritage is appropriate. It is very close to the Heritage/ Macleod intersection and motorists like to dash across to head south on Macleod.”</li> </ul>
Other/ Out of Scope	<p>Several comments were placed near the intersection of 14<sup>th</sup> St. and 90<sup>th</sup> Ave SW which ranged from narrow sidewalks, dangerous intersection, and future bike infrastructure upgrades desired.</p>	<ul style="list-style-type: none"> <li>Please see <a href="#">engage portal</a> for individual comments near this intersection.</li> </ul>

# SW Neighbourhood Bikeway

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**SOUTHWOOD:** Screenshot below of concerns in the community of Southwood.



Theme	Summary	Sample Verbatim Comments
Sidewalk	Cracked uneven sidewalks along Sacramento Dr.	<ul style="list-style-type: none"> <li>“Sidewalk is cracked and uneven here.”</li> </ul>
Crosswalk	Signalling and safety concerns listed at Southland Dr. and Haddon Rd. SW.	<ul style="list-style-type: none"> <li>“It is very dangerous to cross this cross walk with bicycles or my walking. There is a small island to stand on as traffic on Southland Drive speeds down the hill from both east and west directions.”</li> <li>“Crossing this busy intersection to get to the train is frustrating and long. Consider a pedestrian / bike bridge.”</li> </ul>



# SW Neighbourhood Bikeway

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		<ul style="list-style-type: none"> <li>• “For being a primary cycling route, the wait at the light is especially long...”</li> </ul>
Cycling	Safety concern for cyclists regarding narrowness of Sacramento Dr. near Seymour Ave SW.	<ul style="list-style-type: none"> <li>• “Narrow road with parked cars. Close passing and aggressive drivers.”</li> </ul>
Missing link	Desire for proposed route to extend toward the local schools and Anderson Rd.	<ul style="list-style-type: none"> <li>• “Not sure why this just ends here. So frustrating to building connections when this plan just stops short of school and a huge barrier that is Anderson Road.”</li> </ul>
Lighting	<p>Dark dangerous blind corner on Sacramento Dr. near Seymour Ave SW.</p> <p>Greenspace along Sacramento Dr. adjacent to C- train line is dark and feels unsafe.</p>	<ul style="list-style-type: none"> <li>• “Both drivers and pedestrians at this crosswalk need to pay better attention to dark dangerous bling corner.”</li> <li>• Trees at fence line overgrown with too much growth at base and too much low hanging canopy with poor lighting. Its creepy and often intimidating...”</li> <li>• The retaining wall is below street level and shadows from the wall make it impossible to see if something is happening...”</li> <li>• “...needs better lighting and tree trimming.”</li> </ul>
Speeding	<p>Speeding along Sacramento Drive is an issue.</p> <p>Blind corner and U-turns on Sacramento Dr. and Shillington Cres SW.</p>	<ul style="list-style-type: none"> <li>• “Many vehicles speed in this area...”</li> <li>• Speeding on Sacramento is a big issue from 6<sup>th</sup> St. to the Southland ctrain station.”</li> <li>• Blind corner at playground and playing field with vehicles speeding...”</li> <li>• U-turns multiple times a day every weekday and sometimes on weekends...”</li> </ul>

### QUESTION 3:

We used an open-ended visioner tool on the online portion to ask participants the following:

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

\* This question had **162 contributions** by **106 contributors**. These themes are ordered from most mentioned to least mentioned.



# SW Neighbourhood Bikeway

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Participants had the option to thumbs up or down comments from their neighbours as well, which can be viewed in the “Verbatim Comments” document. **NOTE: the thumbs up or down function for this online tool is a general indicator of sentiment towards other participants’ comments only and is not a “vote” or considered statistically valid.**

Theme	Summary	Sample Verbatim Comments
Specific locations and improvements	Participants used this tool to site specific locations and concerns – please see verbatim for this section, some were also out of scope or far from the proposed route.	<ul style="list-style-type: none"> <li>• “Seeing that Haddon is a bike route, makes sense to make it safer”</li> <li>• “Ensure the end/start point at the north end is connected to the pathways that parallel Elbow. Make it an easier wheeling commute to the core”</li> <li>• “The dedicated bike path that crosses over 50 th ave is still extremely dangerous and ven with the new bike light there.”</li> </ul>
Safety and accessibility	Participants made comments related to safety and accessibility concerns, some at specific locations and some in general.	<ul style="list-style-type: none"> <li>• “Protected intersections with nearside signals should be standard practice to make bike lanes and sidewalks safer and actually useable.”</li> <li>• “Gaps left in commuter bike networks are frustrating and dangerous to navigate. If safety is an afterthought, biking will be an afterthought.”</li> <li>• “Paint is not infrastructure. Please build quality, protected bike lanes that can be used by all ages.”</li> </ul>
Desire for separated spaces for bikes/ other users	Participants asked for spaces separated by user to make cycling safer, more enjoyable and open to all ages and abilities.	<ul style="list-style-type: none"> <li>• “Focus less on cycling for recreation and more as a means to get people to places. Paint is not infrastructure. Dedicated bike lanes.”</li> <li>• “Many of my elderly friends have e-bikes. Protected lanes would help us get out more.”</li> <li>• “Have a protected bike line for the route into downtown so bike commuters and families can safely get into the downtown/ to elbow river.”</li> </ul>
Opposition	Some participants were in opposition to bike lanes in specific sections of the project area and some just were in opposition to the project in general.	<ul style="list-style-type: none"> <li>• “This survey is a waste of time. There are already sidewalks and pathways on this route, no need for more.”</li> </ul>



# SW Neighbourhood Bikeway

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		<ul style="list-style-type: none"> <li>• “No! Disagree with this idea, we need pot holes and sound barriers between highways before this!!!”</li> <li>• “Stop this useless waste of money. Calgary has at best 4 months where bike riding is feasible. Use the money to fix infrastructure.”</li> </ul>
Network connectivity	Participants mentioned that connectivity within the network is very important.	<ul style="list-style-type: none"> <li>• “More dedicated pathways into downtown from all communities, or connecting to preexisting one”</li> <li>• “Gaps left in commuter bike networks are frustrating and dangerous to navigate. If safety is an afterthought, biking will be an afterthought.”</li> <li>• “We need a complete network. Gaps make the system useless.”</li> </ul>
Other themes	Other themes were mentioned and are listed here in order of the number of comments. Please see the Verbatim comments.	<ul style="list-style-type: none"> <li>• Elbow Drive specific comments</li> <li>• Infrastructure quality important</li> <li>• Winter maintenance needed</li> <li>• Inclusivity/ aging population should be considered</li> <li>• Wayfinding would be helpful</li> <li>• General support for the project</li> </ul>

## Senior’s Workshop

On Friday, June 7, 2024, our team held an engagement workshop at Silvera for Seniors – Austin Nixon Apartments, located in the community of Southwood. This location was chosen due to its close vicinity Sacramento Drive S.W. which is part of the route the project is considering.

The session was two hours long and we connected with six residents.

We used a roll-plot map to capture participants comments and to help lead a discussion about where folks travel in their community as well as where the project team should consider making walking and wheeling improvements.

# SW Neighbourhood Bikeway

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August 2024

Question Asked	Top themes	Summary of comments
Where do you like to walk or wheel in your community?	<ul style="list-style-type: none"> <li>No Frills Grocery Store</li> <li>Walmart on Macleod Tr. And Southland Dr.</li> <li>South Centre Mall</li> <li>Anderson LRT Station</li> <li>Southland LRT Station</li> </ul>	<ul style="list-style-type: none"> <li>Participants indicated they most often walk or use a mobility scooter to reach the local grocery store, Walmart, South Centre Mall, and to connect to the C-train stations in the area.</li> </ul>
Where are your areas of concern along the proposed route?	<ul style="list-style-type: none"> <li>Speeding concerns along Elbow Drive</li> <li>Snow removal concerns</li> <li>Uneven sidewalks / cracked sidewalks</li> <li>Lack of multi-use pathways in the area</li> <li>Lack of pathway connections to parks or pathways (Fish Creek Park / Bow River Pathway)</li> </ul>	<ul style="list-style-type: none"> <li>Un-even cracked sidewalks were the biggest concerns for participants.</li> <li>Speeding along Elbow Drive directly adjacent to Austin Nixon Apartments was frequently brought up as an issue.</li> <li>Participants indicated that the lack of smooth multi-use pathways in the area made it difficult for them to get around on their mobility scooters.</li> <li>Participants indicated that they would like to be able to connect to Fish Creek Park and the Bow River Pathway.</li> </ul>



\* Images from June 7, 2024, engagement workshop at Silvera for Seniors in the community of Southwood.



# SW Neighbourhood Bikeway

Phase 1 Report Back: What We Heard  
August 2024

## Next steps

As part of the next steps for this project, your input from Phase 1 - Discover will be considered alongside factors such as cost, environmental impact, technical limitations, and long-range plans to inform design options that will be presented in Phase 2: Explore.