

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.

Q1: 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).

I like to cycle along the river, through Stanley Park and then along 42nd, through the traffic circle up into Elboya. But the traffic circle access is awkward for cycling (I have to slow and do a sharp corner to cross as a pedestrian). I would appreciate a 'merge' from the bike lane on to 42nd so I can use the the traffic circle as a vehicle when heading into Elboya.
And likewise, an angled entry to the bike path when I'm leaving Elboya and going through that traffic circle to enter the bike path on 42nd (right now it's at a right-angle to the road, so awkward to move from the road to the bike path without slowing down very much)
Almost got knocked over by bikes a few times. They are coming around the corner way too fast and do not see what is around the corner.
Have to ride on sidewalk to reach business along Macleod trail
Road is never too busy, no issues sharing with cars
The south side of the reservoir needs separated walking/biking paths just like the East side. Very high traffic area. The path to get to Glenmore Landing has a sharp curve by the McDonalds. Unsafe!
A bike lane would be nice, but either way, this road needs to be repaved.
Now the bike lane ends. It should go all the way to Crowchild Trail. Lot of schools and kids along this road.
I like to bike to the library, but I have to go on the sidewalk on 14th st to get there.
The new bike light at 58th Ave and 5th St SW is great, but needs to be finished better. There is loose gravel under the bike light button, so you can't bike to it. And the light is very short. Too short to walk your bike across. Then when you get to Northbound 5th St, there are cars parked there. The road is too narrow for a bike and a parked car. I know no one is supposed to be making a right turn on to 5th St while the bike light is on, but everyone does.

The path along 42 ave sw ends at Ogden road. Would be nice to have a path that connects to the Bow River path.
sailing
park
tennis
Park
...and beyond
I avoid this area during peak hours
I just hope I don't have to die in this place.
When one's commute is also a congested recreational pathway for pedestrians with dogs and children, everyone suffers.
It's as if this city was designed to make non-motorists suffer.
...and beyond
Home
I pass through here to get to Fish Creek Park via the Southland Dr. pathway. Traversing Macleod Trail anywhere around Anderson Road is truly miserable. And dangerous. Even the city's suggested on-street option (Willowpark Drive).
Library. I take a meandering, convoluted route through Southwood to get there (from Canyon Meadows) because the only direct route (Elbow Dr.) is hostile to anyone not in a pickup truck.
Library. Nightmare bike ride.
The mall is miserable to bike to (THREE overpasses just to get across one intersection).
Designated bike route but it is too narrow to accommodate vehicles and bikes with cars parked in both directions
- Safety along Haddon Road, sharing with cars, trucks and garbage truck.
-Safety visibility with parents stopping and dropping off children.
Though the intersections between the service road and McLeod are a disaster, I still ride here
Neither train access here (north along Macleod to the Heritage entrance or west on this street) allow for easy bike access as they are both extremely narrow and shared with pedestrian traffic.
Love the wide sidewalk / bike lane along Heritage here, but it inexplicitly ends once you cross the road east to go down towards the shopping center. Narrows right down to a single sidewalk shared with pedestrians as you come down a steep hill.
There is ample room to add protected bike lanes along all the roads meeting in this intersection. This would have the added benefit of improving bike accessibility for students at Beaverbrook / Fairview schools, or those accessing the racket center, swimming center, or community center in this area.
This entire walkway along Heritage has so much space available around it that it could easily be expanded to include a dedicated bike corridor down Macleod for easy station access to bicyclists and pedestrians alike.
Crossing here from the bike path around the reservoir to the bike path east on Heritage requires three lane crossings. One north, one east, and one south again. As no crossing exists on the south side of this intersection.
For the love of god fix the pot holes first.
I will often walk up Southland (could we get sidewalks on both sides between Sacramento and Horton road please) so that I can access the businesses on Macleod trail

I will often ride up Elbow drive to either ride around the Glenmore reservoir or to go to work at RRDTTC
I ride on Southlad drive to get to Remington Y. It can be a bit scary with the amount of traffic, so often I will ride on the sidewalk
I use the bike way on Sacramento drive to get to Fish Creek Park to either go to work (at South Health Campus) or for fun
Adding a bike lane on 5th would be disastrous for street parking in the community
There are routes but they disjointed, not continuous and sections that are shared with pedestrians that are dangerous with congestion
Route fairly well defined
Need to reach trico by bike
Bike parking at the coop is suboptimal
There should be a sidewalk or designated space for people walking and it should be cleared in the winter. Many people use this neighbourhood as a pathway connection, but many are also using it to get to work.
Difficult to bike to and from Southland station from the west. Bike lane please!
Cars frequently park right beside or on the cross walk, making it unsafe for passing pedestrians through significantly reducing visibility and forcing pedestrians to cross where there is not a cross walk
19th needs a bike lane.
A bike lane along 19th street would be very helpful. It would help connect the school and Southland leisure centre to the reservoir and glenmore landing. Connections past the school and through braeside to wood park blvd would allow easier travel between fish creek and the reservoir and provide a route to woodbine. 19th street is very wide and could easily accommodate a bike lane.
It's difficult to get to this strip mall if your coming from the south on 24th.
Should add a bike lane, as there is a lot of traffic on this road, and the road is quite narrow in many spots, exspecially when there are parked cars. Makes me nervous as a biker, exspecially as I see children on bikes using this road.
I find it difficult to cross 90th on a bike to get groceries.
We use this area to go North-South and to get across 14 St, but it's really not wide enough for peds and bikes at the same time.
Groceries, etc
When it is dark out and I'm going home to Elboya from downtown, I use the sidewalks on Elbow Dr. I'm scared to use the river pathway.
There is a bicycle painted on the road going northbound in the outside lane but cars often don 't want to share.
Some dumb bollard here that forces bikes even further onto the road, instead of giving us our own dedicated space to head west into the neighbourhood. Maybe this will change with the bridge construction
I bike to and from my home in Elboya to the Peter Lougheed Centre. I don't have time to meander along the river the entire way. I cycle through the Stampede grounds but getting from the end of the cycle path at 26 Ave to cross Macleod trail is very difficult. Motorist can be really threatening, not giving me any space If I'm going East bound, I want to be on the north sidewalk so I can push the pedestrian button (but I shouldn't be on the sidewalk, right?). If I stay on the road, sometimes it takes forever to get the light to cross and then I still have to make my way across traffic to get into the Stampede grounds. Westbound, as I cross MacLeod, all the vehicles in the right hand lane are exasperated that they have to merge and there is a cyclist in their lane! I often go on the bridge sidewalk (which I shouldn't be on - it's

too narrow). If I still haven't been able to get to the south side, I then have to hit the cross walk button to cross heading South. This part of the sidewalk seems to be even narrower than the bridge sidewalk and it is really challenging to reach and if there are pedestrians it's even more awkward.
I bike to the library from my home in Elboya
I frequently bike around the reservoir from my home in Elboya after work or on the weekends.
This is part of my commute to work. From here I go to 11 St, but there is no connection so it's awkward and/or dangerous getting there, and 11 St's bike lane is the worst I've seen - it is always full of debris from the industrial area (sometimes boards of wood with nails, big rocks fallen from a truck that make the bike lane impassable, etc) and half the lane is cement from the curb so it gets huge pot holes after winter / rain. It really needs a raised bikeway.
Love walking around the reservoir!
I love to bike around the reservoir!
I like to cut through here to and from Glenmore Reservoir--further away from the traffic of Elbow Drive and Glenmore trail.
This is the way to Bow river system from where I live. What a terrible road to have to bike on. 😞
I LOVE this pathway towards downtown. Great route!
I bike here to head to downtown. Would be nice to have less speed bumps and a dedicated lane.
Path to my bike commute to work in downtown.
My kid goes to school there.
Scramble crosswalk on 5th ave
This is where the bike path mysteriously disappears and you have to do a hectic sidewalk traffic battle to get to the river path
I have actually submitted this as a complaint. There really should be a crosswalk on the south side of this intersection. You go from the bike path then have to cross the road 3 times to get to the other side of 14th to access the path by the reservoir
I often bike on elbow in low traffic times no real issues, sort of scary during rush hour. People also often speed on the road here.
This stretch of the bike path going north can be a little annoying as the walk signs are opposite. If you walk the south side, you still have to stop on the north side.
Fast downhill, for biking can feel dangerous being on road (sidewalk feels unsafe)
Would be great to have a bike route to the mall and into neighbourhoods like Willow park and Bonavista where my family lives.
A close bike ride to the grocery store for us.
Would look forward to safely biking this route to get to destinations such as Inglewood.
Good connection to the Elbow river pathway and downtown.
We often take this route to get to downtown and try to connect with the Elbow river pathway system.
We walk and bike to this plaza often for an ice cream or to pick up some beverages.
We walk AND bike this route as one way to connect with the existing pathway, for fun and commuting.
Beautiful scenery but narrow and dangerous sharing with walkers or people pushing wheelchairs from the hospital
Dog walks but stressful that dogs run loose in leashed areas and bikes go by fast so I avoid
Cycle downtown to work but it's dangerous on Elbow for bikes

Very busy road with cyclists and motorists here. Very narrow and lots of potholes so as you try to stay close to the pavement to allow space for cars, you can't...avoiding multiple potholes.
Cars don't pay attention here while driving into the parking lot. Need better signage
Please ensure better snow removal in the winter. It's very very slippery here, especially this stretch as the path is covered and snow stays for weeks without being removed.
On the way south from downtown, accessing the pedestrian button is extremely inconvenient as it's located very far from the intersection. To bike there and get on the pavement to press the button is taking a lot of effort. Can't it be located along the path?
Bike signal barely gets on at times. Needed to wait for 2-3 lights before bike signal goes green. And once it gets on, it only lasted 5 seconds. I barely got on the bike to go and it's turning yellow already.
Please change the stop sign to be East West like the 68 Ave spot.
Cars fail to stop often or stop suddenly here, it's a big scary.
Biking here almost every day to work, but the road is not big enough. Cars have a hard time passing as it's busy with schools traffic and cars parked on the side. Need a separate dedicated bike path (not sure if on the same road would work, as it's narrow enough as is, but not sure where else to put the path).
Use this pavement every day to take kids to school. And feel like not enough space for the road or side walk.
Very slippery slope, muddy in summer or slushy snows in winter with cars coming in and out. I've seen ppl falling flat on their butts a few times here. Not safe or big enough for walking.
Many cars dropping kids off with doors open taking up the whole side walk space.
Turning right to Haddon road from this path is very very tight and dangerous. Need a slightly bigger space for the corner and wider slope to turn right onto Haddon road.
Always a bit nervous approaching this from biking as a car could come out of the back lane and hit a biker. Feels like a blind spot
This is stupid and hard to use. I walk on sidewalks and the existing pathways, no need for more!
I walk from Meadowlark Park, through Bel-Aire/Mayfair, across the reservoir to Sandy Beach, then up the hill to Britannia then back to Meadowlark Park. Lots of walkers follow this route. Improvement in the climb from Sandy Beach to Britannia needs attention. The hill going down from Altadore to Sandy Beach is very treacherous in the winter time.
Love to walk along this pathway to Sandy Beach. The gravel pathway on the far west is needing much repair. It is incredibly slippery when there is snow, and ice, and when it rains, it is muddy and slippery. There needs to be improved drainage along this pathway, and more user friendly stairs.
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.
I walk to Stanley Park along this route. I also love to ride my bike but am uncomfortable that there is no bike lane.
Great street for commuting downtown.
Be nice to have bike route on elbow Drive
I believe there is public land behind these houses. It'd be nice if it was indicated by signage.
Unsafe pathways
Two comments on this intersection: 1. there needs to be traffic signs to highlight the right of way for traffic coming in MacKay vs traffic from elbow drive. Cars rip into the community from Elbow onto Mayfair Road. There should be a yield sign at this intersection for traffic coming in from Elbow.

2. There should be indents in the sidewalk for walking traffic with strollers to cross the road on either side of the corners.
Having a solid north-south connector for commuting to downtown for work and play is 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 such as Elbow Drive where the plug up and slow down traffic. Along these lines there needs to be a north south bike and walk overpass across Glenmore that doesn't involve waiting twice for the lights in both directions of traffic on your bike commute
Great for pedestrians accessing Glenmore Landing/JCC/Glenmore Reservoir from Haysboro
Connection from Haysboro to Glenmore Reservoir and beyond! Fantastic pedestrian connectivity and we should have one on southland and Heritage/14th street!
Popular spot but no bike infra, can be kind of sketchy at night/winter. Would love a safe way to get here.
Popular spot but no bike infra, can be kind of sketchy at night/winter. Would love a safe way to get here.
want to grab a beer from my favourite place, and I do on bike, but it's a bitch sketch. Roads are big, maybe easy to put a lane in here?
I can buy 75 tacos here for \$8.99 and frequently need to pick them up for guests, but the road to ride here is pretty dangerous
To be safe on my bike I have to currently take the river route from Erlton! This new proposed path would give me a more direct route.
Many people East of Crowchild drive into Marda Loop because the infrastructure for other modes of transit it not there. Please add bike lanes all along 33 Ave SW, Richmond Road SW, and Sarcee Road.
Biking to C train to get elsewhere
Corner is very tight. It'd be good to rethink this.
Having a higher quality bridge for wheeling that's more removed from Glenmore would be very good. I've been caught in a bike traffic jam here before. Need more space.
I commute through here sometimes and it's dark and spooky. Please add lights. This is a very important connection.
Sidewalk connections along Macleod make no sense at all... Please prioritize people.
We need a bike lane here. I'd like to bike to Sue Higgins and hook up with the rest of the network. Going through the neighbourhood is a little confusing.
Protected intersection please! (With nearside signals, please!)
There needs to be a proper bike lane here. It's very awkward (and dangerous) getting on and off the bridge to the train.
A quality bike lane that connects up to Heritage Station would be great.
Bike lane here, please! A protected intersection, too!
Fairmount Drive has so many people biking on the road and the sidewalk. The ROW is wide enough for high quality, protected lanes. Please add bike lanes that would be safe and comfortable for all users. People of all ages ride here.
We NEED a protected intersection here that works for all users - not just cars. Please help us fix this.
Getting to the swimming g pool from Southwood along elbow drive
Summer ir winter access by foot or bike would be nice - along Elbow drive
Walking or riding to the community center
Please add a bikelane down the entirety of 20 St SW to connect Bankview and resident near 17th Ave to Marda Loop and down to the resevoir

Please add a bikelane down 33 Ave SW to connect people to the shops, grocery store, BRT station, and 14 St SW.
Please add a bikelane down 34 Ave SW to connect people to the shops, grocery store, BRT station, and 14 St SW.
Please add a bike lane along 38 Ave SW to connect people to 16 St SW, 14 St SW, and Sifton for its connection to Elbow Drive.
Please improve bike access to Glenmore Athletic Park. It's not obvious where to enter, there's a lot of fences, and it seems catered to vehicle access only
Please improve pedestrian access to the Glenmore Athletic Park. There is no crosswalk here and the park is hard to access unless you're driving
Please continue the bikelanes down the entirety of 50 Ave SW and into Mt Royal Gate SW so students can easily bike to school/university
Please add a bikelane down 16 St SW so bike user can access the Glenmore Athletic Park and 50 Ave SW.
Along with a 14th St bikelane, please add one to Sifton to connect bikers to Elbow Drive as well.
Road is perfect for CAR traffic ONLY, BIKE LANES WILL REDUCE CONGESTION AND TRAFFIC DISRUPTION. CARS CAN USE ONE OF THE MANY SIDE FEEDER ROADS AS A ROUTE. SAFER, SLOWER AND LESS VEHICLE TRAFFIC AND LESS RISK OF OTHER VEHICLE INTERACTION.
Especially with the upcoming densification along 14th St SW, it would extremely helpful to have a bike lane down the entire length of 14th St to give people easy access to downtown, the river, and other amenities.
Ride to pickup kids from daycare.
Bike around the Glenmore Reservoir Pathway.
Bike to the Haysboro Community Playground space.
Walk to the community playground.
Bike to Variety Park - year round!
Bike to the Southland Leisure Centre
Walk to the Soutland LRT Station.
Walk to the Soutwood Library
I no longer cycle. I walk or drive. I do not want dedicated bike lanes restricting vehicle access in and out of Haysboro, making the roads less safe with further width restrictions.
The bike signal at 50th and 5th helps a lot. Getting to 5th from the glenmore pathway can be a bit confusing
Road is perfect for traffic, BIKE LANES WILL CAUSE CONGESTION AND MORE TRAFFIC DISRUPTION. USE ONE OF THE MANY SIDE FEEDER ROADS AS A BIKE ROUTE. SAFER, SLOWER AND LESS VEHICLE TRAFFIC LESS RISK OF BIKE VEHICLE INTERACTION.
Wider, more maintained pathway safer for dogs bikes and pedestrian traffic
These vehicle dead ends get clogged up with snow and ice in winter and make them difficult to use in the winter months
to get north through kingsland to the chinook mall
to get north through kingsland to the chinook mall
to get north through kingsland to the chinook mall
to get north through kingsland to the chinook mall

to get north through kingsland to the chinook mall
to get north through kingsland to the shoppes
to get north through kingsland to the shoppes
to get north through kingsland
to get north through kingsland
to get to resevoir
to get to resevoir
to get to resevoir
to get to resevoir
walk along 75th to get to the resevoir
We bike with our young kids around this pathway. Its a great place for kids to learn how to bike as well.
90th is better for commuting vs pleasure biking - a separate bike lane from traffic is needed. the increased traffic from stoney trail and speeding cars makes this bike route dangerous
Biking downtown
Needs to be widened and repaired. Very high use area that is currently dangerous.
I ride this pathway in Haysboro to work and it is awful! It's a great spot for walkers/dogs/bikes away from houses and cars, but the pathway needs to be fixed.
Volunteer
East access
East
This is a main crossing point for Walker and bikers who would like to move next to 24 street. There's room for a sidewalk all along the east side wall for a bike, walking path with direct access to the new bus line and as far south as Glenmore reservoir.
We bike a lot to Heritage Park in the summer with my two kids.
Bike to JCC for my kids' swimming lessons, twice a week.
Walking or biking with my kids to the playground (which they call "Adventure Park")
My daughter will be biking to Woodman in a few years time.
I walk to the bus loop to catch a bus to work, or the train if I'm heading downtown
Walk here for community events and for using the skating rink in winter.
Walk the dog here frequently. Could use gates on either end to run dogs running off (like the gates they have at other dog parks), and I agree it can be a little sketchy, being a liminal space beside the railway track. Also, needs a garbage can for poop bags at the north end of the dog park!
Could the underpass be made accessible to pedestrians? I've walked through here to avoid the intersection of 75th and MacLeod just to the north, but it is really not accessible by pedestrians, which seems a shame as it would allow foot traffic to reach the businesses on the east side of MacLeod easier.
This intersection doesn't feel safe as a pedestrian, as cars are often turning onto/off of 75th Ave SW onto/off of MacLeod and sometimes don't notice pedestrians crossing. I cross here with my kids when we walk or bike from our house in Kingsland to the businesses on the east side of MacLeod. It seems like there is more foot traffic at this intersection with all the new residents in the Trico development, so an improvement of pedestrian safety could benefit a lot of people and encourage them to walk/bike across MacLeod, which at the moment feels like a bit of a barrier.

This spot could really use a crosswalk as there are bus stops on both sides of the street as well as the former Kingsland Elementary green space, but the nearest crosswalks are at 5th Street and MacLeod, half a block away.
This intersection is a little perilous for bikers, especially on the southeast corner where cars are coming out of/turning into the very busy Shoppers parking lot.
I pick up my kids from Hopscotch after-school care at CKE Community Centre, often by bike and sometimes walking with the dog
The bike and walk paths around the reservoir are great.
I am using it to bike around the city
VERY excited for this bikeway!!!! I hope that it can help decrease the amount of time it takes to get downtown. Only need to fix the north end/start point in Elboya to have a quicker connection to Mission
Southland is a nightmare to try and cycle on - improvements are needed as this will allow for connectivity - something that was a driving force for representatives from Southwood, Haysboro, Acadia, and Willow Park to come together to start building their alliance and desire to better connect these communities.
How are people wheeling going to access this? Will Southport Rd eventually be connected? If so, it would be great to connect to the pedestrian bridge at Southland LRT - connections need to be made here
This is the only bike access to the east side of the tracks, other than Anderson. This crossing spits users out into a parking garage, which is very scary and not ideal for most users.
This could be an access point for wheelers coming from the west side to access the bikeway. The corner can offer challenges, but thankfully it's in a playground zone.
Access to the bike paths that can take riders to Fish Creek rather than wheeling on Elbow.
Entrance to the off-leash dog park
VERY important intersection for pedestrians. Most youth who live on the east side of Elbow or take public transit that attend Ethel M Johnson or Harold Panabaker will cross the road at this intersection.
This is a very important intersection as it provides wheelers with access to the bikeway. Ensure there is proper signage available for all users and drivers to see.
Always a horrible experience biking over the train tracks at Anderson station. Very narrow pathways and riders need to walk their bikes across the bridge.
This is a congested corner due to the number of cars parked on the road. Makes it challenging to wheel up or down the hill. This is also the easiest hill to climb out of the valley.
This is a very important intersection for accessing the bikeway. Many riders from Woodside, Breaside, Cedarbrae, etc, would use this route to get to the bikeway.
This is a great access point for people on the west side of Elbow to access the bikeway.
Kids like to bike around the schools - the "loop" is nearly 1 mile.
The crosswalk is not properly marked and most pedestrians risk their lives at this designated crosswalk.
Needs to be paved all the way and better maintained especially in winter. Useless connector when forced onto a snow covered sidewalk by the Church and then into an alleyway.
There are sidewalks along the route, but no accessible ramps.
Difficult to connect from DT to Manchester industrial area/ Fairview. Many commuters here. East/West connection needs to be stronger.
so many accidents with cyclist on center/Fairmont. Need a dedicate bike lane. This is used for commuting a ton.
Need a dedicated bike path here. The road is narrow and cars often go fast around the bend. No sidewalk available. Need a quick easy way to get to the corner of Heritage and McLeod to cross.

I work here!
Elbow or just off elbow is a better way to ride north
Horton makes a great access point to businesses on macleod
I would use braeside dog park to start the new bike path system
I often enter the reservoir at 90th and glenmore landing entrance for access to Rocky view or taking the scenic route to bitter sisters on heritage
There is a small path system nearby the school which makes 19th an easy choice to get to glenmore landing and use the overpass
Overpass is AWESOME
Echoing comment of 15 June. Pathway on north side of heritage would eliminate need to rework the lights / crossings on 14th St, improve connections to the 5st bikeway, etc
Maintained sisewalks
The seperate bike/walking paths need to be built throughout the whole system. Pedestrian should not be sharing the pathways with e/bikes and scooters that travel in excess of 20 k with riders wearing full face motorcycle helmets. A pedestrian is going to be killed or seriously injured. As a regular year round user, cycling and walking, of the pathway system, I have never seen any enforcement. The speed limit is not adhered to. Separation is required.
alignment of ramps are incongruous with crosswalks all along heritage drive. it's at its worst at major intersections. requires wheeled transport to either cross into oncoming pedestrian traffic or unsafely onto the road close to motor vehicle traffic.
Most of community people use this busy road for cycling to nearby Fish Creek. Also, if cycle track is made then kids in community can use it for school commuting also.
I like cycling to work all year round. I live in Oakridge and work in Quarry park. The bike path along Heritage Dr between Fairmount Drive and the Deerfoot Trail is not relaxing. It is noise and cars do not anticipate cyclists or pedestrians. As such I avoid that part of the pathway and turn at Fairmount Drive and Acadia Drive then connect to Southland Dr and Acadia, where there is a pathway to Quarry park. I do this to avoid a very congested area. This means the trail I take in the winter is not always clear of snow. I am a female and not a fast cyclist, just very persistent. I prefer a longer ride over a shorter one if it means there will be less cars and noise. Cars can be very aggressive especially in an area like the one around IKEA where they want to get places as fast as possible.
a walking only path. Cyclists are always going over the speed limit and are not watching for pedestrians.
Better to bike away from cars
Nice dog run, takes congestion away from busy street
Minimize traffic lights and minimize interaction with vehicles
Cycle to downtown is so scenic on my commute
Incline is a bit steep but sight lines are good
Overpass is great. The 180 is wide enough for my tandem
Crossing and riding East west on 58th ave to connect to cycle route on 11 st SE.
I use the bike path almost everyday
We seem to be left out in Braeside.
I would love to be able to safely bike on southland, but it is currently unsafe to do so in traffic with no multi use pathway
Walk or ride on the north side of the bridge on Southland.

There are numerous ways to get downtown without riding on Elbow Drive. Please have an option or two for people so they stay off of Elbow Drive.
A bike lane would be great along this bike route or a shared use path from the braeside community centre to south Glenmore park.
Very busy intersection. With not lights. Crosswalk lights would make this safer.
Fence blocks the pathway. This force you to bike through a very busy parking lot.
Walking on the shared (with bikes) is treacherous for pedestrians. There is no respect or safety measures taken by the Speeding bikers. I guess we wait until a Mom and her young child are killed or maimed by a 200 lb. Commuter biker.
This is a shared path with cyclists, I can't tell you the number of times I have almost been hit by a cyclist who seems to think they have right of way in a shared path. There is also alot of new mom's with strollers, and elderly people using that pathway. Maybe doubling it so there is a dedicated bike path
a lot of cars parked on the road, making it unsafe to bike
busy road, it needs an assigned area for bikes
Office
Hang out spot
Need accessible ramps
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.
I walk these areas daily. Neighbourhood streets and school zones. Commercial traffic needs to be discouraged from cutting through 55th from Elbow to Macleod. (eg large Goodwill pickup trucks 2-3 times daily, 7 days per week!)
I walk my dogs daily around the park area. The park needs a pathway around the perimeter.
Don't add obstructions on Elbow Drive for bikes. There is a good bike route on 5th and cyclists can and do use that. I ride my bike from from WP to Britannia Slopes using community streets. There is no reason to go on Elbow Drive on a bike.
The barriers along this stretch seem pointless. It isn't really a functional part of the bike path system as it doesn't connect up to anything on the south end.
5th works well as a bike corridor with two school zone and speed bumps to control speed of vehicle traffic. From the perspective of a resident in WP I would not want to see barriers or obstructions on the street that would impede the ability of residents being able to park along this stretch. With more densification and rowhousing there will be even more demand for curbside parking. First priority of the plan should be to accommodate the needs of residents in the community.
Walking in the field that used to be the school. Walking paths in the field/park would be really appreciated - and a great link to 75ave which leads to Shops
By the school. Need bike lane
Less traffic than 5th street
Meadowview Rd has little traffic and it connects to the the pathway going south and north
Pathway in Anderson Park close to ramp gets flooded in spring. Pathway needs to be raised where there is a low level so it can drain. Hill next time ramp where people turn to take the alley route needs to be finished properly. Muddy, rocky. Very treacherous in the winter.
Crossing Heritage drive to get from the community of Haysboro to Chinook Park. The crosswalk is somewhat of a concern as drivers sometimes do not concern themselves with the crosswalk lights
The pedway connecting Haysboro to Glenmore landing.

I bike along 19th St. SW to get to Southland Leisure Centre
Cycle from kelvin grove to rockyview hospital
Bridge for biking and walking
Cars pull U-turns all the time to do school pickup/drop-off in Hogarth Cr, quite unsafe for pedestrians and cyclists.
Great place to walk around the park in an area that is all school zones
It would be great to have a bike path along 90th between 19th Street and where the pathway starts back up. There is plenty of space for a full path on the side closest to Glenmore reservoir and would make it easier for commuters such as myself
Some sidewalk
Would like more direct access to Glenmore Landing / bike paths towards Heritage Park / Hospital
I use this for walking and biking. Biking can be difficult because of traffic and parked cars
I use this as a direct route between Southland dr and Heritage dr. It's great but there is some confusion about whether this is for walkers, bikers, dog walker
Commuting
Commuting
I hope this path will connect to Fish Creek park in the south
It would be nice to be able to get across the tracks without having to go through the c-train station. I would love to be able to walk my dog over to Southcentre but I can't take her into the station.
4th to connect with Stanley park
25th ave between swollen bridge and Erilton station needs a multi use pathway and better pedestrian signalling to cross McLeod. For such a prominent intersection in the city it is embarrassing. It's difficult to connect between the pathways along the elbow river south of the stampede grounds and the pathways converging at swollen bridge.
There is no connection on 30th ave between the elbow drive and premier way multi use pathways. This forces me to interact with vehicles on the road or ride illegally on the south sidewalk of 30th ave.
Need bike path along 75ave to Chinook park school.
Bike path should be on the north side along Heritage...or repair the north roadway edge so cyclists can easily cycle the length between Elbow and 14 St without having to follow all the dips and intersections of the sidewalk on the south side. Thx
Pot holes and uneven surfaces on Horton Road need repair. Makes walking and especially cycling very rough
Paths work need more and reg snow removal
This intersection is bad. It is really confusing for bikes to get from 5th to the bike path across from Elbow. A better bike light system is needed.
This is a very commonly used bike road for commuters getting downtown from the SW. It is in very bad shape, has potholes, lots of gravel coming out of alleyways, and is narrow so cars are passing all the time with no shoulder. It is the worst part of my commute downtown.
This is a dangerous intersection for bikes, the road going down always has gravel and is steep which is dangerous, and then it's a busy intersection where cars are not aware it's a bike route.
walking from Rockyview through Eagle Ridge, down past heritage park. It's always busy and the eagle ridge road should be plowed in the winter
Biking to downtown along the designated bike roads

biking around the reservoir with family
I am doing this, but my trust in the city to actually engage (and listen to) citizens has been eroded over the years. However, anything to encourage Calgarians to park their polluting cars and used bicycles is worth supporting.
I cycle around the reservoir and go to Heritage Park.
Cars don't stop at these stop signs, particularly E-W
The timing on the intersection needs to be improved to allow for north-south traffic. The beg buttons don't appear to work.
Southland is horrible for east-west cycling.
It may be worth considering changing the pedestrian walk light to include / allow cycling. This intersection is busy and difficult to navigate at times due to turning vehicles, pedestrians, etc. Many vehicles use the right turn only lane to cross MacLeod.
This map could use a connector or line here to indicate that this is the location to cross the tracks
Light timing going north is not conducive to pedestrians or cyclists. You need two light cycles to cross both sections of Glenmore
Most of this is city land, so the pathway should connect from Rockyview to Heritage Park - this would allow the avoidance of dealing with Eagle Ridge
Commute to downtown from here - predominantly northbound along 5th St SW. Also return to this point along 5th St SW from the south
24st sw by resivore
Walking routes in communities & connecting to main commercial areas
Put a connector for bike paths instead of running through the communities
Make elbow drive the connection and use the barrier area between the road and sidewalk
My son bikes and walks across here to get to school in willowpark. Another place to cross the tracks between Anderson and Southland would be great.
Would be great to see a bike lane in this area to increase bike safety / accessibility for the schools (particularly wise wood) in this area.
Pinch point. Much better now that the shrubs have been trimmed for visibility, but can be difficult if multiple cyclists / pedestrians are on this path / trying to turn on the road, or get speed to ascend the hill
Amazing access to path from RGH. However, challenges with pedestrians, patients, and cyclists on path behind RGH. Would be great to see more space, or divided sections
some pathways
This alleyway needs a bigger sign or more of them to indicate a dead end. Drivers have to maneuver themselves back the way they came or drive back and forth in a tight space to turn around. Then they speed out.
People also use the alleyway as an off leash area.
The tenants from the neighbouring Kingsland Gardens Courtyard use the alley to smoke cigarettes and smoke pot because the manager tells the tenants they can't do it on their property. They also take their dogs there. The gate opening about halfway down should be closed off.
More signs, bigger signs and/or unobstructed signage indicating 5th street is not a through route. So many vehicles zoom back down the street when they realize it is a dead-end. Speeding and/or looking at their phone. They speed through the playground zone on 5th too.
Easy access to reservoir

Wide quiet street to access northern route
Great area for dog walks. It's a shame the official off leash area beside it is unusable because of trash, needles, human feces, people walking through who get mad that dogs are loose (in off leash area), open ends are not safe for dogs.
Daily walks in the neighbourhood
Love the greenspace for everyone. With so few options in a walkable distance, this space is great for meeting neighbours, dog owners, etc.
The cul-de-sac streets reduce traffic (although tens of cars still drive north on 5th hoping it's a through lane...more signage is needed that it's not a throughway); it's an active community, whether resident or passing through which makes it safer and friendlier.
Please anticipate Westcorp's upcoming development adding 600 new dwellings. Need better sidewalk and easy access to overpass and Hull Ave.
Please add appropriate sidewalk and connection to overpass anticipating 450-500 new dwellings as Bonzai site is redeveloped.
We need more street parking in this neighborhood.
I do not approve the move to create a bike lane as parking is already limited in this community. We can not afford to loose more parking space.
Needs wider path
Separated bike lane on Southampton/Haddon Rd please! Great Elbow alternative.
Nice paved path
Designated as a bike route but cars drive too fast here
Poor accessibility from the SW BRT station to the bike path (cut off by a fence)
The Southland Crossing shopping center would make a good shortcut to connect people walking from Mcleod to Southland LRT station. Currently It's quite restrictive and has poor pedestrian and vehicle separation.
Fairmount Dr. would benefit greatly from a bike lane as it connects many communities like Acadia and Willow Park to stores in Fairmount Place Shopping center, Southcenter Mall, and Fishcreek Library. I have personally seen people on bikes struggling to keep up with traffic on the road as the speed limit is 50kph.
Whether walking or cycling the section of path starting at the walking bridge over glenmoregoing along yo the back of the rockyview and then through the district of eagle ridge is curvy and with fast bikers. Most dont slow down
Walk the kingsland drypond path several times per week.
Limited traffic from Vehicles (including bicycles)
Love the Glenmore reservoir walking/bike path.
Bikes don't stop for this stop sign as it stands today
5th street is already too small and conjested to make a dedicated lane
This is a level and direct route - consider a bicycle lane North/South on Elbow Drive to avoid hills and to make a cycling throughway
Convenient multiuse pathway to get to the athletic park
Multiuse pathway along the river is nice to ride, I come from 2nd st and follow it to get to the Calgary Velodrome.
Great bike path for most of Heritage dr. Could be continuous from 14th to C-train.

Perfect connector road to access services, work and school in the area. Bike lanes would greatly improve safety for bikers and walkers
Commute to work at C-train
Walk to a place to launch a kayak/canoe
Elbow Drive is ideal for a more complete-street approach, though there are "tight" spots. This is a primary north-south connector to/from Calgary's core, because it is central to the communities, speed limits are lower, frequency of lights is reasonable, connects established community retail centres (community destinations) and it is a generally nice experience. Regionally, it also connects Fish Creek Park with the Elbow River recreation areas.
A reasonable connection point, works for wheeling and for walking/running, on the east side of 14th St SW
Primary walking and wheeling connection to Heritage Park, Glenmore Landing, Glenmore Reservoir Pathway network, north along the Elbow River Pathway, and to the linear dog park on the east side of 14th St SW (at Heritage Drive)
primary bike, walk, and run connection to Glenmore Reservoir pathway system, as well as Elbow Drive (north, to the Beltline and Downtown) as well as east along Heritage to access work (near Chinook Station) and Bow River Pathway
Now STEM charter school. Adding better path access through Haysboro would alleviate school traffic
Designated school from Oakridge. It takes 30mins and a transfer to get here by bus and likely 15-20 if bike access was better
The path through the park to Anderson Station is a lovely walk
NGP pathway
Estl Grey GC during off seasons
The cross walk is not working. Many children in the neighborhood but hardly any cars stop for this crosswalk.
why the multi use path is on the south side of heritage blows my mind. if it was on the north side you could use the sun in the winter to help melt ice & snow making it a better year round pathway. & eliminates the need to cross heritage twice twice to access the glenmore pathway system. common sense should prevail. but does not.
I would like a foot bridge over the train lines between Sacramento Drive in Park and the real Canadian superstore parking lot
Walk to the train everyday for work and back.
Like to bike to Sandy Park or downtown through Elbow Drive as it's closer to my home. However, no designated bike pathways so has to ride on the pedestrian sidewalk which is not bike-friendly.
Bike along Elbow Drive from my home and this is the turning point into Glenmore Reservoir. Too packed along Elbow Drive with the traffic. Has to bike on pedestrian sidewalk which is not bike-friendly.
Why is there a bike path across the street but here its a sidewalk?
Why is there a fence cutting off access to this bike path?
It would be great to use this as a bike path to Glenmore
Why not make this a bike path instead of a sidewalk?
Traffic is too heavy on the road can you widen this to a bike path?
Please make this a bike path not a sidewalk
There is enough space to widen this to a bike path

There is enough space to widen this to a bike path
This series of paths are nice and convenient to walk to the grocery store
This is a great bike path more like this longer all the way to the c train
This could be wider too better to cycle to the c train
Love this green space more trees please
Can we look at widening this sidewalk to bike path size it is that wide north of 24th
Yay
Dam overpass
bike from haysboro (elbow drive) to sue higgins park. need better and safer route than southland drive.
bike from haysboro to fish creek park, downtown, glenmore reservoir, and connect to the TCT and rotary bike loop
bike south on elbow drive from heritage drive to reach fish creek park (want bike lane, path, or better and safer way to get there!)
Would love a sidewalk added here between the apartment buildings and the pedestrian bridge. Residents of the nearby apartment buildings and businesses use this stretch of land to walk to the train station everyday and there is no sidewalk.
Wheeling lane is needed along the Palliser drive as there are two elementary schools and two junior high schools.
We need bike path along the Palliser drive where there are two elementary schools, two junior high schools.
Bike access to office park near chinook mall
Would be very beneficial to have a dedicated bike spot to cross McLeod Trail between Glenmore and Heritage Dr.
5th SW between Elbow and Glenmore needs better snow clearing for cycles in winter.
Nothing, need to have a link with 5th SW downtown bike lane from the Elbow River to 17 Ave.
Many cyclists use Fairmount/Centre to commute. A dedicated lane would be a massive safety improvement.
It's ridiculous that there is no sidewalk so people can go from Glenbrook/Killarney into Marda Loop. From the bus stop at this corner until Crowchild, the pathway infrastructure is either nonexistent or unsafe.
Bike to work
bike commute
Bike lane along heritage is great but there isn't many great ways to get from heritage north into downtown without many awkward route changes
Paths around Reservoir do not require upgrades beyond normal anticipated maintenance.
I bike through here to access the overpass at Anderson. The path is shown, but there is no formal path here. Great opportunity to connect path network through here to existing pathway to the north.
I bike across here to get to Canyon Meadows pool and Fish Creek
I bike this lane with my kids to school (between Southwood Elementary - FFCA) and Sacramento
Sometimes I bike to shopping centre here, but not often. Elbow drive is not a good path for cyclists.
I bike along Hoover to get to the community centre
I regularly bike along here to get to the reservoir
Regular walking route to Heritage LRT station. A wider sidewalk is needed here to accommodate transit users and students of Our Lady of the Rockies. The grass adjacent to the sidewalk is trampled.

There was a time when this path between the laneway and the train station existed. It was great to connect to the LRT station and the overpass to McLeod. Unfortunately, it was closed and Calgary Transit is not reinstating it. They are upgrading the facility (notice the old Turner storage depot is gone) and have an opportunity to connect this path to the station and overpass, however their design (to be built soon) includes a fenced parking compound for c-train drivers that blocks this route - despite there being a Calgary Transit driver support building closer to the bus loop - and a dilated fenced parking compound. No more security fences please! Try better environmental design instead. See comments along the laneway - why not create a 'greenway' connecting Heritage, Southland, and Anderson LRT stations that crosses no major intersections (see comment further south at the Haddon Roads depot).
Sorry - added the comment nearby but forgot to mention. Kids and dog walkers use this route regularly to access the park at Akiva (a public park). We bike along it instead of Haddon because it is safer for children.
Why not pave the laneway, add a few lights and signs to retrofit the laneway to create a new 'greenway'. It could connect all three LRT stations, provide safe an open space for cyclists, connect two park spaces and a dog park, with no change to Haddon Road (no impacts to parking)
I use this existing bike path as a quick way to get to the overpass at Anderson LRT station or the greenspace there that connects to the bike network into Canyon Meadows. This is a great way to get to Southcentre mall. Or, if you are travelling north, you can cross over at Anderson station to Superstore. Most of the pathway is already here except for a few missing links. Do we really need another one on Sacramento?
I would bike through here if.....There is a road that crosses beneath Southland Drive which currently serves as an odd and redundant point of access to the Road Depot. Why not take a small strip from the depot, repurpose this as bikeway / pedestrian access to the park and green space on the other side? Cyclists and pedestrians could avoid the Southland/Haddon intersection all together.
A pathway from canyon Meadows that connect to the one at woodbine along Anderson Road.
I walk along 14th ave pathway, sad to see the sound wall is not being completed all the way down. More trendy shops NEEDED BAD in the haysboro, Chinook park, glenmore landing area
Recreation - need path alternative on elbow drive
Work
Crossing into breaside whiteout having to cross 14th
Bike to nearby restaurants and amenities
This connects to me to downtown biking so I can get to work in the beltline.
To the fit4less gym
Should open paths through the links to let more of the public benefit from the area.
This is a frequent shopping destination but the traffic volumes in and around the parking lot deter me from cycling.
Needs a path through the area
Needs a path, the road is wide enough!
Needs a dedicated bike path and better signage for cars coming out of parking lots and homes
Link a walking path to this green space where Panabaker junior high and ethel M johnson elementary school are. Thx
75ave has bad cracks that rattle a cyclists hands and cause pain.

The ramps at elbow and heritage are positioned such that cyclists need to encroach into the lanes to access them.
Now all is ok if the bike riders just stop being aggressive. They are on the side walks and don't give way to pedestrians. They speed all the time. Everything would be just fine if they used the roads as intended . Remember under the highway traffic act they are a Vehicle and must obey all traffic laws which they do not do. Bike paths are a waste of time and money and DO NOT ENHANCE anything. Also who in their right mind rides a bicycle in the winter. I learned that in elementary school years ago. This entire bike path story is just a stupid idea and I DO NOT want my tax money going to this dumb project.
Snow cleaning is adequate
Speed limit of 10. Too bad bike riders ignore it and there is no enforcement.
People can walk safely without being almost hit by inconsiderate bike riders.
Tacos and ice cream! this plaza calls to me, however if is difficult to get to on my bike as Elbow Drive can be uncomfortable. Going to 5 street requires several blocks of detour for me on both the to and from trips. Having a direct route on Elbow would provide a lot of connections.
I commute on this section and the pavement condition in the lane isn't great and is VERY icy in the winter/shoulder season.
I want to be able to commute to this school without having to access Haddon Road and Sacramento Drive. Can there be a dedicated bike path along the sound barrier by 14th St.?
Elbow Drive is the perfect route to get to Votier's Flats/Fish Creek Park, however it can be very busy and very uncomfortable.
This linear dog park is a perfect place to have bikes/walker/dogs share the space. It's direct and convenient. I often ride my bike/walk/take my dog to the area, but the sidewalk is chunky/lumpy and is quite narrow, making it uncomfortable for all users. the sidewalk could use an upgrade, or perhaps a new pathway in the centre on the berm where everyone walks anyways. Not all bike can really go off the pathway, so having something purpose built would be very helpful for all (walkers/cyclists alike can share a multi-use path)
Could there be a bike pathway the length of Elbow Drive that is on the green belt. Separates cars and pedestrians and does a good job connecting corridor. Haddon Road is a terrible place to ride.
I use the walking pathway on the east side of the sound barrier along 14th to commute as Haddon Road is too busy and dangerous.
I have tried many times to find a way to cross macleod trail and head east past the wall mart to both businesses and friend's houses. This is almost impossible to do safely. I can't ride on Southland Drive, and I can't ride on the sidewalk either.
I have tried to get to this grocery store from near the library on southland drive. It is almost impossible to do so without taking either a dangerous route or an inconvenient route.
Elbow trail is direct and straight and simple. But traffic will run you down in a heartbeat. Why not make it similar to Bowness road with a bike lane on each side, the middle lane for turning, and a drive lane each direction?
East/west connections are non-existent except for Heritage. It's terrible that I can't get anywhere unless I go several kms out of my way for both directions. Huge barrier to use.
The south sidewalk is too congested. I cycle here to access McLeod and London Towers and am forced off the curb and onto road to pass pedestrians. More people are going to rely on this in the future so it should be wider.

I use this commute route a lot. When turning onto Haddon, its hard right with little room and signal poles in close proximity. Little more space would be good.
Occasionally I try to bike to the plaza here. Sidewalks on Elbow Drive are too narrow to accommodate both bikes and pedestrians. Elbow River really not a great option for cyclists in its current form. I've used the laneway before but its rutted and bumpy.
Please plow this route during the winter. I end up using the sidewalk that is actually plowed by residents here. I don't think this street was plowed once last year. I gave up on it. Reserved for the brave / bold / and bikes with fat tires.
My commute takes me this way, not to/from Elbow River pathway, to get to McLeod Tr. Would be nice to connect to the pathway running along Stanley Park
Marked crosswalk
The bike route signs actually direct riders through here. I never do this way, however. It is way too steep.
Button is great here. It's just hard to reach in the winter with snow piled up on the road. More snow removal would help.
I use the bike signal here twice a week. Suggestions: extend asphalt up to the signal button so we don't need to reach way over or go off-road to push it. Also, it would be great if the light is given higher priority. Right now, it cycles through all other movements which takes a long time. The bike crossing time is short and motorists do not need to wait long for bikes to cross. Supports giving this movement higher priority.
I bike through here twice per week. Blind corner! Maybe an option to straighten to reduce risk of collisions.
I use this street at least twice per week. My only complaint is that it is not cleared of snow in the winter. Many cyclists use 5th Street instead because it is cleared of snow. Just have to watch for cars.
Nice to see a new sidewalk here. I bike along it to connect 5th St and 4A St. Maybe some multi-use signage or painting would be good here and a jersey barrier to protect from Glenmore ramp.
I bike here, instead of 5th St and McLeod Trail, to access McLeod Trail shops. I do not bike along the McLeod Trail sidewalk because there are too many cars pulling off and into McLeod Trail and 5th St. is too far away for me. Also, in the winter, 4A is better cleared of snow and ice than 5th St.
I bike through here with my kids to bridge the gap in 4A St. The old school is now demolished and there is a strip of greenspace (city owned, I believe) between the new condos and the fence / property line on the east side. No brainer to add a path here and let people walk/bike to 4A to access McLeod Trail shops.
I bike along 4A Street instead of 5th with my kids because they like to stop at the playground here. There are always kids playing here and playground is new / well kept.
When I wish to access shops on the east side of McLeod Trail, I bike along this goat trail (not currently a formal path), onto the switch backing concrete path, through the underpass, and to the sidewalks on McLeod Trail. Fairly difficult but preferable to crossing McLeod at Heritage, then taking sidewalk onto bridge and to McLeod Trail.
I walk and bike through here to access the Kingland Park
Need a cycle lane on 50th from bitannia to 1st St SE
The park and community hall
Stores and services
I walk to No Frills Grocery store.
I take my mobility scooter from the community of Southwood to Walmart.
I walk to Superstore to get groceries.

I take my mobility scooter to Southland LRT station to take the c-train to get around the city.
I go to South Centre Mall on my mobility scooter from the community Southwood but I take Elbow Dr. to Southland Dr. to Macleod Tr. because the sidewalks / multi-use paths for that route work better for my mobility scooter.
City should consider a pedestrian bridge across Heritage Drive here
I ride my bike along the 5th St. stretch of the route already.
I ride my bike from the community of Evergreen to work at The Bike Shop South. I would use the proposed route. Thank you!
I ride my bike to Chinook Centre Mall.
My husband and I drive and park our vehicle here, and then we ride our bikes around Glenmore Reservoir.
Elbow drive is currently designed like a thoroughfare south of Lansdowne, with the primary focus on driving. This is against the policies of the MDP/CTP and the classification of the street. Walking in particular is required by policy to be given a much higher priority. This means more fully signalised intersections to improve crossing safety. Reducing Level of Service for driving is fine as a result. City policy expects and supports that.
This intersection is dangerous for walking. It should be reduced from 6 lanes to 4 with parking added off-peak. The signal should be upgraded to a full signal because the overhead warning light is insufficient to prevent the "double threat".
Ride to Lina's to get Groceries
Ride to Sunterra to get groceries
Ride to pick up coffee
Centre Street is horrifying to cycle on.
Commute to work along 42nd Ave
This location is a pathway connection to destinations in the core of the city
Heritage Dr bike path is ok for part of the trip
Better Access from Evergreen into Fish Creek
The bike path ended at Heritage Park. It should be continuously going.
The bike path on Heritage Drive turned into sidewalk between Harcourt Road and 11 St. It should be a continuous bike path.
The sidewalk is too narrow along Southland Road, especially over the bridge. It should be widened.
We use the road to bike to downtown and around. It would be good if the road has less cars.
This is signed as the bike root, off of the Main Street, often very icky in winter, needs regular gravel application
A natural continuation south from Glenmore trail, connecting to heritage drive, and further south
Pedestrian overpass at 90th to Glenmore Landing has been a great improvement from level crossing.
The pedestrian sidewalk along the dog run adjacent to 14th Street is well-used by people walking in the neighbourhood.
Will usually take this coming from 5th avenue SW corridor as I have an e-bike. It's illegal for me to ride on the elbow river pathway with the type of e-bike I have and this area here in particular is tight. With the explosion of e-bikes the SW corridor is great to get to elbow river pathway but not safe for pedestrians when ppl are abusing bike speed limits. would love for this area here or elbow drive as a whole get improved biking infrastructure.

love that they made this intersection wider but the bike signal is basically non functional it's not timed correctly at all i just go with the cars.
scary potholes here with a bike. like 3' feet long would die if you hit these pot holes on a bike.
the down ramp onto the road from here is a bit awkward and needs to be revised.
need a sidewalk here - i have seen people walking here without a sidewalk near misses multiple times.
The access to the park with a child on a bike is not possible. The entry way is a zig zag on both sides so we have to leave our bikes at the far ends and walk to the park...would be nice if the openings were wider so we could bring our bikes closer to the park.
I've biked this stretch many times coming home from work and there are MAJOR pot holes here makes it extremely dangerous for biking on the road. I usually will go on the sidewalk to avoid falling into a pothole.
Owner here never shovels nor mows the side of their house. This is a high use area and usually in early spring it's about 3" of ice due to poor draining and a foot of weeds in the summer due to lack of maintenance from home owner.
LOVE LOVE LOVE this overpass it has changed my life in HUGE ways. I've come her to watch the sunset, one year people watched fireworks at Stampede, it's been a huge gain physically and mentally for my family. LOVE IT!!
this cross walk is not aligned to the other side you almost have to go into oncoming traffic a bit to get aligned with the other side, I've had several near misses here
Lots of roots made the path bumpy here. However the bumps do help slow down the cyclists because this is busy with hospital patients and other users
This section is very dark at night and people sometimes hang out and get high just down the path by the hospital so I am afraid of being attacked
I can just squeeze my bike through the gate here. This is how I get to glenmore landing on wheels
More crosswalks and an actual bike line painted on the road, even as helpful
Route continues south
Route continues south, the east across Southland Drive. It the follows the roads and alleys south along 14 St through the dog park and across overpass on Anderson to EP Scarlet high school
Pathway is a great connection between communities
The pathway is a great connection between communities along the river
Only narrow sidewalk here
bike towards glenmore reservoir
biking to heritage park from haysboro
bike up heritage dr to get to Heritage park
bike through this park
alternative route to 5 street, this way we pass a park for my kid to play
walk to my local pub
Bike from kingsland community to CKE community
Would be great to have an pedestrian overpass to connect haysboro to Southland a train without having to wait for the light in winter months.
It would be nice to have pedestrian sidewalk or bike path on the north side of this bridge to connect haysboro to nearby southland strip mall.
Crossing elbow to connect to west Haysboro community
Walking daughter to future kindergarten school at Eugene. Having to cross Elbow

Using Haddon Rd to walk my daughter to school
Using 94th ave to connect west and east Haysboro
Biking up 94th Ave to Eugene School and closest outdoor strip mall (brewery and restaurants)
Why the bike/walk path doesn't continue straight forward how it would be logic ???
Encouraging more dedicated bike lanes
In winter, the two ends of 5th are very challenging because it is not a through street for cars, there is (ironically) not enough traffic to clear the road naturally. It is a pinch point when the rest of the route is clear. Occurs here, at 69th, at both the approaches to Glenmore when transitioning from pathway to road.
Walk overpass from Haysboro to access Glenmore Reservoir pathways.
Use overpass across 14 street, then along 90ave to connect to the bike path system at Glenmore Reservoir Park.
Brewery, gym, convenience.
Glenmore path connector drops you into meadowlark park. Much friendlier biking than 5th St which has lots of conflict with cars.
This overpass is the best thing since sliced bread.
89th avenue is a nice wide road but it's often chockablock both sides with parked cars, which brings it down almost to a single lane. Fortunately it's not too busy & drivers usually go slow, but it's definitely got a cramped feel sometimes.
Fun "secret" throughway
This is where I get off the unofficial 14th St hugging route from Southland to Glenmore. Then it's a bit of a scramble getting to the Glenmore overpass. Trinity Lodge should give up a few feet of space for a proper bike path through.
Used to use the dam to cross over from CKE to Altadore all the time — haven't been since the dam pathway closed during construction.
It's crucial a bikeway is built along Southwood to Elboya and it's separate protected path. Please invest concrete barriers to protect users and make it safe for cycling to and from downtown. I would primarily use this path on a daily basis as a commute to and from work and also taking my family to festivals like Lilac festival or Folk fest. It would be great if the path connected to other paths to create interconnectedness.
This needs to be a physically separated bike lane on each side of the road, not painted. Paint is not infrastructure. Limiting traffic that cuts through the neighbourhood from 50 Ave to 58 Ave would be great. According to an old timer in the area, 5 St was once blocked off to cars between 52 Ave and 53 Ave. This would be great to reinstate.
The pathway out here eventually connects with the Bow River pathway system, so don't forget about that
This is the primary access point to the existing bike pathway network. I have cycled from here to Downtown many times
Students from the nearby High School heavily use this station
I frequently walk to the CTrain so I can get downtown
I bike to the CTrain so I can board with my bike and use it for the "last-mile" after alighting on the other end
Acadia drive would be a great choice for a seperated bike lane as it is a major east-west corridor
Mostly can get here via carless pathways. Except at the end.
Nice and safe pathway. No Stinky Loud Cars.
Need a bike lane on 5th!

Nice area to walk to.
Nice cross walks with lights
Slow speed traffic and nice crossing lights
The big bike lanes
Accessing the Bow path from the Heritage Drive MUP.
Elbow drive is a very useful corridor to me as a cyclist, but sometimes it's not the most comfortable. A divided bike lane would be a wonderful addition, but if logistics make that infeasible, another road that runs parallel to Elbow, like 5th St, could work as well
The overpass between Haysboro and Glenmore Landing has changed the ballgame.
While not perfect, the set of pathways, sidewalks, grassy areas, and roads that border 14th St behind the soundwall provide a much friendlier alternative to the other options for a north-south bike route between Southland and Glenmore. The main downside is the lack of overpasses at Southland & heritage drives.
A dedicated commuter bike route between the south central neighbourhoods and downtown would be amazing. It takes a lot of detouring and extra time to choose a car-free route right now — not really practical. The 5th St route has a lot of stop signs and road crossings, and without a dedicated bike lane you won't catch me on elbow drive for any money.
Heritage, Haddon, Sacramento and Canfield is an excellent direct route connecting Heritage Park to Fish Creek Park.
The walking lane separated from the cycling lane works well.
The offleash dog park is excellent walking
This route is used by many pedestrians and cyclists, but there's an area at the bottom of the hill that's just grass/weeds/mud: no one takes care of it and it's very bad in the winter.
Please install concrete barriers to prevent autos from parking too close to this intersection and to allow pedestrians to get farther out to be visible when attempting to cross. Have seen *many* close calls here.
2nd St SW Cycle Strack
I bike the 5th street bike way to: Mission, Stanley Park, Fish Creek, Chinook Mall, Britannia Shopping Center.
The long playground zone and speed bumps make this lovely, and limit cut through traffic. Excellent for biking.
Having no-right turn on red, only when the bike light is on is not ideal. Consider permanent no-right turn on red signs instead.
Improving midblock access to chinook mall for bikes would be great, the sidewalks to get down to 5th street are narrow and have tight corners.
This crosswalk and 180 degree ramp into southwood neighbourhood are very hard to navigate by bike/stroller etc. Additionally, it has very poor winter maintenance. Please improve this crosswalk.
We're considering using this Anderson Pedestrian Overpass to bike to school next year, but it dumps you out in a High School parking lot with no ability to safely circumnavigate. Please consider how younger children could be expected to bike through here at bell time?
Heritage MUP from 14th - Blackfoot, bicycles can not be expected to walk their bikes through all the intersections on this bikepath. Please mark these with bicycle right of way.
If a bike lane is going in 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.

Snow clearing is ridiculous through the church parking lot, in fact they often use the sidewalk to store snow pile all winter.
I've had many close passes biking along Haddon road. Driver's seem unaware they are allowed to cross the center yellow line and often try to squeeze me so they don't have to go over it (even when there is lots of space and it would be safe to do so). Please consider removing the yellow center line as driver's most definitely pass better along sacramento drive for instance where there is no line.
With all the playground zones along Haddon, I'm surprised it wasn't reduced to 40 km/h with the rest of the city? Please consider lowering the speed limit.
Haddon road is my least favourite part of the 5th street bikeway between fish creek park and Mission. Many other parts of the route are not through routes for cars which drastically reduces vehicle traffic improving the wheeling experience. Please divert cut through traffic from Macleod/Heritage to Southland who are looking to avoid the lights on Macleod between Southland and Heritage.
The sidewalk between Macleod Trail and the pedestrian overpass needs to be wider.
We often walk to businesses on the west side of Horton Road. It's hostile to pedestrians with no sidewalks and the crossing at Southland/Horton intersection is very confusing when trying to access the west side. having the bike path switch sides here is ridiculous.
The bike light is confusing. AND I've never seen it actually turn. I just go with cars.
Button at bike-level is great. We need these in Crescent Heights too.
Must use a beg-button, hard time trusting people to stop.
Steep!
Good ramps to enter and exit the river path.
Please consider working with CF to explore secure (sheltered, card access) bike parking for employees and visitors, and potential for employer-supported transit passes for employees, which could help reduce vehicle traffic in the area and free up parking for shoppers!
Please provide protected wheeling infrastructure on the approaches to the intersections with Southland Drive and Heritage Drive. Please adjust the signals at these locations as well to eliminate conflicts, particularly between left turning vehicles and straight through wheeling.
Please extend the east-west 89 Avenue SW route shown here east along Hull Avenue SW, 86 Avenue SE, and Arlington Drive SE across Blackfoot to reach 85 Avenue SE and businesses east of Blackfoot Trail.
Please improve wayfinding through here (north of 69 Avenue SW) and reorient stop signs so that the east/west vehicles stop, rather than the 5A route.
Please provide secure (sheltered, card access) bicycle parking at LRT stations, particularly those that are well connected with the 5A network. Heritage would be a good candidate for this, but this comment could also apply at Anderson, Southland (and across the network).
Please add wayfinding, lighting, and minor upgrades to some of the surfaces to create an excellent connection between the ped bridge across Glenmore Trail SW and 70 Avenue SW.
While this isn't 5 Street SW, please revisit the signage and street design at the points where the Glenmore Reservoir pathway connects with Eagle Ridge Drive SW so that the roadway features speed humps and warning signs on the approach to the pathway, rather than the other way around.
Southland station isn't the safest place to bike to without being on a sidewalk. Secure bike storage at the station would be amazing.
Parks for children. The overpasses over 14th Street are working.
Difficult to access from Kingsland. Crescents and dead ends make it very challenging to cycle to amenities like grocery stores in this area.

Extremely challenging to cycle from Kingsland to the Southwood Library. No straight roads (except Elbow Drive which is challenging for cycling and certainly not safe for children)
Going to Global Kids II Daycare. Difficult to cross from Kingsland over to MacLeod Trail.
Difficult to cross MacLeod Trail, busy roads.
Would like a permanent bike lane on Sifton from 14th St to Elbow Dr
Heritage Park!
Ride to the athletics park
Shopping and dining / coffee
I ride from Marda Loop to the Beltline & Beltline to MRU on safe routes. But I am afraid to ride south toward Chinook Centre
need better access to this school by bike
The angles and sidewalk here may be awkward, but the connection through 5th across the signaled crosswalk on Heritage is decent.
Having the pathway connection/sneak through here makes 5th st a pleasant route
Connecting to Heritage LRT Station, sidewalk on Horton Road is not continuous and is gravel in some sections.
Good connection to Heritage LRT Station, but the sidewalks are too narrow to accommodate people passing
Overpass works well connecting to Glenmore Landing and the Reservoir
Using the multi-use pathway on the south side of Heritage to connect to Reservoir. There is no crossing on the south side of 14St intersection making the crossing circuitous
Multi-use pathway on south side of Heritage is easy to ride overall, but road crossings are not well defined for biking and walking.
Needs dedicated bike lane or similar. Riding this short section between Elbow drive and 17th avenue is never fun (or safe)
difficult to navigate from 5th street bike path west of Macleod trail to Manchester industrial to access breweries/restaurants. 50th ave can get very busy and there is no good East/west alternative near here
difficult to navigate from bike path west of McLeod trial to Manchester industrial to access breweries/restaurants.
Have to cross Crescent Blvd here to access the elbow river pathway. Can be very busy with no clear line of sight up the hill or around the corner to see drivers coming.
Connect from 5th street cycle track/Elbow drive to the Glenmore reservoir.
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Connect from 5th street cycle track to the Glenmore reservoir.
Connect from 5th street cycle track to the Glenmore reservoir.
Grab a beer



SW Neighbourhood Bikeway

Report Back: Phase 1 What We Heard

August 2024

Grab a coffee
Quick shop
I walk to chinook no matter what the weather
i walk daily to the dam and back
Walk and ride here all the time - connecting our neighbourhoods and 5th street to the Glenmore Reservoir!
Great connector from the Glenmore Reservoir to 5th Street - well utilized.
Biking from 5th street to Britannia Plaza. Quiet enough street, but the crossing to the plaza is hazardous. Even the lights seem not to deter heavy traffic.
Quiet enough, but there are a lot of cars parked along the side that I worry about when biking with my young child. It would be easy to pull out in front of a child and/or open a door unexpectedly. There needs to be a barrier between bikes and vehicles on this route.
Crossing has improved slightly but is still a bit confusing and dangerous, particularly with young children.
Bike through Meadowlark Park Community - quiet and safe.
Both the 50 Ave and 38 Ave connecting the Elbow River pathway to the Altador are too steep to ride on comfortably. There should be a more gradual bikepath along the River Park embarkment that also protects the bank too.
Needs a dedicated bike lane to on text elbow river bike path to 5th street cycle track.
Needs a dedicated and safe bike lane
Riding safely along 5st
Encourage you to think about connecting this point to your proposed route.
This is a great east/west pathway but it ends abruptly here and crossing 24th isn't easy (no light).
Accessing the reservoir pathways from the south requires navigating this intersection or the one at 24th St. Both are busy and getting busier. Can we plan to improve access?
Biking through the off-leash area is always exciting ;). You never know if/when a dog is going to chase. Is there an alternative for bikers?
Improving access to this bridge over Anderson would be valuable for those biking North out of Fish Creek.
Great for cycling through Windsor Park

Q2: 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 its hard to cross the street

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

Please tell us why.

This dangerous intersection could be made more efficient and safe by replacing it with a dutch style roundabout.
Replace this dangerous intersection with a dutch style roundabout instead.
This bridge does not accommodate cycle traffic well, as the lights at the end result in traffic backed-up and cyclists going north on the road are unable to pass. The sidewalk as an alternative is not ideal as it's quite narrow.
Cars are often two wide at the west side of the intersection, making it unsafe to cycle in the road. Sidewalk should be widened along 38th ave to get cyclists off the street and leading them onto Crestview road (very little car traffic) to rejoin the pathway along the river
semi-permanent pathway in the road is great!
Love this part of the pathway going through the forest!
Blind corner when exiting south, it's also very narrow. Sharp corner at the top is also dangerous,
Pathway is fairly well used and could be separate for walking/wheeling like the section to the south
This is a very steep hill and would be difficult for those with mobility issues
Very car-focused intersection that has long waits for walking/wheeling
crossing over the tracks here takes you off the pathway unless you dismount
This is a city-recommended east/west cycling route, but you sure wouldn't know it riding through here. Willowpark Dr. from Andersson Station, through Anderson Rd. and Bonaventure Dr.
This road is a noisy race track for man-children going vroom vroom in their adult Hot Wheels. As they say in the planning business- "you get what you invite."
It's so difficult to get anywhere around here by any means other than an automobile. These interventions you are proposing are like trying to soak up a lake with a sponge. Would you like people to walk and cycle? Complete Streets principles, including rezoning.
The only links across Anderson Road are the two train stations- Anderson and Canyon Meadows. As they say in Sim City- "you can't get to here from there." Avenida shopping centre is so difficult to get to from the west side of Anderson Road.
The multi-use pathway overpasses are inadequate. They're too narrow, too steep. Thoughtlessly designed. An afterthought by people who would never have to use them.
No one marker does this hellscape justice. This entire area is completely hostile to anyone not in an automobile. Where does one even start? Have you ever tried navigating this area without a car? I hate driving and yet I have to around here, a stone's throw from where I live.
Fence blocks the sidewalk and bike path. Forces pedestrians and cyclists through a busy parking lot to reconnect with the path again.
Sidewalk approach is a square curb instead of a sloped approach
The diagonal crossing is great, but the beg button to activate it is in the mud. Also, crossing northbound has no protection from the drivers illegally turning right from 58th

Going from a short wait with a hard-to-reach button to a long wait and a hard-to-reach button is a step backwards
People driving around this corner often don't slow or stop for pedestrians crossing
I have been run off the road here, drivers are often rushing to the lights and pass cyclists too closely
I don't even consider accessing the station from this road because of how tight and dangerous it is.
There is absolutely enough room along this stroad to expand the sidewalks into wide, safe, protected pedestrian lanes / bike lanes. Not only would this improve access to the Heritage station, but it would improve access to all businesses along Macleod trail as well as giving an opportunity to beautify this well-trod thoroughfare of our city in the process.
Needs improved bike access to the Bow River pathway
All the roads from this intersection would be ideal for some sort of bike lane or improved bike access. It would benefit students getting to Beaverbrook or Fairview schools as well as anyone accessing the community center, swimming pool, or tennis center.
Could cycling lanes be put on Southland Drive
Could we get sidewalks on both sides of the road please?
This is the worse intersection for cyclists. If I'm going east bound from heritage park to the designated bike path, I need to cross to the left hand side, wait for a signal, cross 14th , wait for a signal to cross southbound over heritage. See the shifter episode on YouTube.
The entire "pathway" along heritage drive is pretty terrible to cycle on as it is a sidewalk with a yellow line painted on it. There is risk for conflicts with pedestrians and cars at the numerous crossings and parking lot exits. This could be a real great connection if it was done properly
An easy obvious connection between woodbine and the glenmore reservoir. The current bike route is confusing and convoluted.
Difficult to cycle anywhere from train station.
This neighborhood needs sidewalks and the people in this neighborhood can then clear the sidewalks in winter.
A pathway on 19th street would provide a link between the schools and the leisure centre with the reservoir and glenmore landing. This could be further linked to woodpark blvd providing a faster route between glenmore reservoir and fish creek park. A bike lane would make it safer for children from the schools to consider biking.
Hard to cross 90th
Unless it's physically divided from vehicle traffic, I will never use it. The downtown and beltline cycle tracks are wonderful. Add barriers to this route to make it a true bikeway.
Drivers trying to turn at this intersection don't look out for pedestrians waiting to cross, it's way too busy.
I was in a car accident here trying to ride eastbound on 33rd. I don't trust this intersection as it currently is.
The 33 ave bridge over crowchild is not bike friendly, almost every cyclist who takes this route rides on the sidewalk. Given the amount of stuff in this area, I think separated bike lanes is the least that could be done here. I think paths are getting constructed east of here along 33rd, and if that's the case, I'm eagerly anticipating them.
people should be able to walk across the tracks to reach the LRT platform on both sides. This whole overpass building thing and having people take all those stairs just to walk back down again is so inconvenient for no reason whatsoever.
this isn't really the city's fault but for whatever reason Google Maps seems to think that this turning lane on Glenmore is somehow a bikeway, and, it's realllly not.

Due to the lack of safe places to lock a bike in the area, my bike almost got stolen from this spot when I went to run errands in the mall for a few minutes. Given more than enough warning, the thief refused to stop trying to pick my bike lock until I actually dialed 911 on him. The mall and/or LRT station here desperately need secure locking facilities.
I'm trying to get downtown, So great - fairly direct northbound path but then - boom! Turn right on a weekend and you are navigating through people trying to enjoy the park, turn Lt and then cross on the bridge side walk (for shame, bad biker!) or on the road (you stupid cyclist, get off our road). I feel like the city isn't serious about bikes as a method of transportation. They think we are just using them to go out and buy a latte.
I want to be able to commute on my bike and I often choose Elbow because I don't have time to meander. Motorists are often intolerant of me being on "their road"
This is the only safe way for a cyclist to get to the SW from downtown when it is dark - there should be a dedicated cycling lane.
Can't get safely to and from the bike path to Stampede grounds (I cut through on my commute)
How would anyone get to this part of the pathway? Riding here from the east or west on a bike is very dangerous because of Southland and Macleod - there need to be connecting pathways running east/west to the residential areas.
There is no safe way to bike to Southland Station from the east. There needs to be dedicated infrastructure here.
There is no connection between 11 St, which has a bike lane, and the Heritage bike path.
Having a walk way underneath the Southland Drive over pass would improve access to the C-Train and to Southwood and Haysboro communities.
This would provide better access to our train stations and also avoid walking all the way around the appartments in order to use the LRT.
The crosswalk remaining closed on the south side of the intersection requires cyclists and pedestrians alike to take an unnecessarily long time to cross 14 St SW between Heritage Park and the community.
Opening this space up for a pathway is an excellent opportunity for many stakeholders. 1.) Cyclists and pedestrians can access the Heritage LRT station 2.) Haysboro and Haddon Arms residents would benefit because of increased visibility and surveillance. By opening up a space and creating pathways can increase visibility and foot traffic, which tends to deter illegal dumping and other illicit activities. When an area is more exposed, people are less likely to engage in behavior that could be easily observed. 3.) LRT staff would feel more safe due to natural surveillance. This is when a space is open and easily accessible to pedestrians, it benefits from natural surveillance. Passersby can observe and potentially deter any suspicious or unwanted activities, contributing to a safer environment overall. This can reduce the need for physical barriers like fences that might create a sense of isolation or confinement.
This area is the end of the off leash dog park. However it could be a continuation of having a pathway continue , the alley way could be paved and a cyclist lane way could be added to share the space with the odd vehicle traveling in the alley.
It is possible to have a pathway connect from the Southland LRT station, along the LRT tracks? This way cyclists and pedestrians can avoid using the dangerous and lengthy crosswalk at Southland and Haddon Road.
It would be excellent to have a pathway connect Haysboro, Southwood and the LRT station by simply having a pathway that connected underneath Southland Drive. It would make sense to continue the pathway along the LRT tracks and connect to Heritage station.

It is very dangerous to cross this cross walk with bicycles or by walking. There is a small island to stand on as traffic on Southland Drive speeds down the hill from both east and west directions. It would be wonderful to have a path way that travels underneath the Southland railroad track overpass. This could connect people to the Southland C-train station to and allow pedestrians and cyclists to safely travel to and from Southwood and Haysboro.
This is a terrible corner if you are pedestrian or cyclist. Vehicles travelling north on Bonaventure, planning to turn right...often don't look and see people there. There is a lot of traffic. vegetation makes it tough to see...Always scared there that a driver won't look and see me. Add signage, or maybe NO right turn on red (but I hate those too).
No crosswalk on south side a huge pain, and only clear if you know it. okay, cross here on north side, cycle up a ways, cross at one of the pedestrian crosswalks to get back to the other side...
Elbow drive is not fun for biking. Have to bike on the sidewalk. 😞
There is no pathway available here.you either have to ride on the sidewalk, or get run over by local traffic (I live in Braeside and would like to bike the Glenmore Resivior and back)
The corner of elbow and south land right by the library has an awful sidewalk. It is not friendly for anyone who is not very mobile, is walking with a pram or in general during the winter
No true path on this part of the road. I live on Haverhill and have had near misses with bikes and pedestrians who use the road instead of the sidewalk on this section of pathway. Limited visibility around the corner due to hedge as well. Dangerous for all.
Also this crosswalk people frequently speed and don't stop.
It is remarkable how often people just don't stop at this crosswalk for pedestrians. Some enforcement would be nice. Almost got hit by a car here last week... lights flashing and all
I assume someone asked for lighting in this section... I actually like how it is unlit. A little less light pollution is nice.
A crosswalk on the south side of this intersection would link the bike path to the Glenmore reservoir instead of making people cross the street 3 times... it also used to be a crosswalk
Nearly been run down multiple times. For some reason this is a trouble spot
Narrow and dangerous for cyclists. The low speed on Elbow is ignored by vehicles and they swerve around bikes. Needs dedicated bike lane from downtown to at least Southland Dr
Very slippery and the water or slush stay there for a long time. Need better engineering design to drain water. I have witnessed a few people slip & fall there.
Very bad (and very narrow) and broken transition between pavement to the road on both South and North sides. Many days it's a puddle of rain water or snow/slush there. Need to widen for accessibility
More cross walk needed
Narrow road with lots of traffic.
Very very slippery, not well-maintained path in winter. Please help snow removal on this particular stretch. It's dark and covered there so snow stays there for weeks/month.
Better signage for vehicles entering and leaving parking lot to avoid collision with cyclists.
Should have stop sign for East/West travel
The pedestrian button is designed too far off...it's very inconvenient to bike there, get on the side walk in order to press the button.
the bike signal doesn't go on, often have to wait for 2-3 lights before it goes green. And it was too short, I barely got on my bike and it's already turning yellow.
Bike path

Needs some ramps on this corners
You to get into Kingsland here. Need some more ramps.
Southland drive connects to the river pathways, but there is no good way to get to those pathways. Southland is too dangerous, and the neighborhood roads here wind a lot. The most straightforward path is the sidewalk, but that's illegal. We need a bike friendly means to get to the river pathways.
There is no connection to the 11 St bike lane from the Heritage multi-use pathway. The 11 St bike lane is also rough, half cement and full of potholes plus always filled with debris, and would be much better as a bikeway.
Need separate walking and cycling paths
Horrible sidewalk. Tripped many times
Common connection to reservoir bike paths
Would be nice to have a cross walk here if possible
This intersection is confusing and dangerous for cyclists with traffic coming around the corner and down the hill from the traffic stop. Why not have have cyclists go straight through across Crescent BLVD/lansdowne then do a cut over to 4a on a busy street.
Having a solid north-south connector for commuting to downtown for work and play is 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 such as Elbow Drive where the plug up and slow down traffic.
Need another east-west connector further north then heritage or 89th. 42nd seems to be a good fit as it connects to through to Ogden Rd and the Bow River Pathways to the east
While not a regular issue, there have been instances where cars are parked on both sides of this road resulting in hazardous conditions for cyclists. The sidewalk on the North side is right along the road and vehicles cut it pretty close to pedestrians and cyclists. A dedicated cycling path would provide safe access and encourage cycling and pedestrian use.
U-turns, this particular T-intersection is a regular site of U-turns (which is understandable given the nearby school, church and future day home), improvements to this intersection are required to discourage using this intersection in this way. Especially with larger vehicles they cannot do a quick u-turn and almost always end up blocking or disrupting pedestrians or other vehicles.
People accessing and leaving this alley (virtually blind to pedestrians, especially on the east side) drive crazy fast. With kids and others using these sidewalks we should have signage or mirrors to help with visibility and encourage slower traffic here.
Tons of kids use this daily and people in vehicles use Hollyburn versus 89th avenue due to the school zone, so speeds are much higher, left turns, no cross walk signage and just a yield sign for those driving from Hollyburn to 89th Avenue. This needs to be improved for pedestrian and cyclist safety
lots of pissed off people going a bit too fast for a 30km/hr road in a rush to pick up kids
Frequently folks speeding on Springwood despite 40km/h
Bike lanes needed along Southland drive, especially at 14th St
A designated bike lane would be great. Motorists often aren't sure how to properly share the road, leading to frustration and unsafe maneuvers. Currently pavement along the curb is poorly maintained, making it hard for cyclists to be as far to the right as possible.
Bike lane on Southland, please!
Bike lane on Elbow, please!
Please consider raised crosswalks / continuous sidewalks along Heritage Drive. This would make things far safer for walkers and wheelers.

MUP suddenly disappears... Why?
Please make a walking, wheeling, and transit bridge over the valley. This would be very helpful.
Bike lane here is a must!
Needs a bike lane here. It's very unsafe for me to slow down going up a hill with cars coming up behind me.
It's difficult and frustrating to navigate this area on foot. Please redevelop to be more people oriented.
The bike side here needs to be more distinct from the pedestrian route, people get mixed up and confused because the paths look the same.
Too dark through here. We need lights.
This intersection makes no sense. We need a button that allows people wheeling to cross from the MUP to the MUP, instead of increasing how many crossings we make, making it more dangerous.
These businesses are dying, and it's clearly due to Macleod's lack of pedestrian infrastructure. I walked here not too long ago, and found in front of an abandoned building a massive pile of cigarettes -- Nobody has any reason to come here except to hide from public view. For anyone not currently experiencing houselessness, Macleod Trail is the most uncomfortable place to be.
Walking 200 meters to the crosswalk is frustrating and wastes time. We need crosswalks on both sides of the track here.
Bike lanes here would be a nice to have for the north-south route through the city.
Extend this MUP parallel with Haysboro to connect directly into the Heritage Dr Regional Pathway.
Extend this MUP parallel with Haysboro to connect directly into the Heritage Dr Regional Pathway.
The bike path side of the sidewalk on heritage is the opposite side from the crosswalk that crosses 14th, so I often end up missing a light waiting to cross heritage so I can cross 14 th so I can cross heritage again to get to the path.
Pathway all along 14th from southland to heritage is heavily used by families, bikers and dog walkers. This pathway is in complete disrepair making it impassable with ice and melt water and creates congestion and dangerous interactions for pedestrians and bikers.
blind intersection, often people get t-boned here in their cars
Lots of speeding cars and close passing.
Lots of cars rip through this playground zone.
There should be more lighting through here.
This is dangerous crosswalk with cars turning off Heritage and speeding.
This is a very dangerous crosswalk with cars turning off 90th going too fast and not looking.
No cycling infrastructure to access this crosswalk.
This crossing is terrible to access from either side. Tight bend and narrow.
Bonaventure, particularly this section, is bad for cycling as it is narrow and people speed. There isn't a great north-south bike corridor on the east side of MacLeod - I wish this were.
Yes, this area is bad for cyclists currently - lots of traffic, and few places to lock up securely - the Acadia Rec Centre bike rack is a joke, not even secured to the ground. Would be nice if cyclists and pedestrians could get to the ARC via a back route to avoid 90 Ave if it can't be easily made safer.
There's a spot along this pathway where there is a hidden driveway for an apartment building that always scares me as a cyclist as cars pull out unexpectedly. There are signs to indicate it, but the problem could

be solved if the big fence that blocks the site line were removed. I may not have the location exact, might be slightly farther east.
Would be awesome if there was a way for bikes and pedestrians to cross the tracks somewhere between Glenmore and MacLeod - would really connect the neighbourhoods on both sides of the tracks. Perhaps this will be part of that huge new development idea for this area that was recently unveiled
Awkward how there is no sidewalk right along the west side of MacLeod here linking to the sidewalk that starts just south of the overpass. I saw a lady trying to walk along this section the other day - she gave up and had to get down the hillside and cross the service road to get back on the sidewalk. Maybe the problem is that it's not super clear where to go as a south-bound pedestrian on the west side of MacLeod.
We live within walking/biking distance of Chinook Park School but because of this very busy/ dangerous intersection we hesitate to let our kids cross without adult supervision.
Wouldn't it be great if there was a cut-through here? This long unbroken block from 69th to 75th is such a barrier to east-west foot and bike traffic, especially to get to the businesses on MacLeod Trail.
Needs a cutdown here for bikes please
Would be wonderful if this intersection could be made more pedestrian-friendly as a lot of people cross Elbow here but the light is so slow to turn when the signal is pushed, and the pedestrian-controlled lights a block south are inconveniently far away.
Yes, these awful old barriers need to be removed or replaced with a simple bollard if you need to keep larger vehicles out. They are very effective at excluding bike traffic, and should be removed all over the city if we want to encourage more cycling in neighbourhoods
Please consider removing the old yellow metal barriers preventing vehicles from entering this alley, as they are quite effective at making it inaccessible to bikes. They are at numerous places along this pathway and throughout the city and feel like leftovers from a time before bikes were accepted as a legitimate transport option and were considered a nuisance to drivers. A single bollard would prevent larger vehicles from entering this pathway, but would allow bikes to use the route.
need a bike lane as 90th is too busy but there looks to be lots of room
Maze gates should be replaced with something else, signal arms or whatever is the current standard.
Narrow stretch of sidewalk is supposed to be the multi use pathway? Just creates safety issues mixing bikes and pedestrians in a small space. Must be widened.
Snow removal here in winter is unreliable and makes this set of intersections hard to use.
Too many stop signs are bad for bike routes. This one could have diagonal diverters?
Too many stop signs are bad for bike routes. This could be a roundabout.
This sidewalk behind the sound fence along 14th street is heavily used and needs to be fixed for bikes and walking. It's a direct route through the community, safe from cars, great connection to retail, and is in disrepair.
This could be a scramble ? It takes way too long to get from heritage park to the East side -3 crossings!
Why can't the pedestrian/bike signal automatically activate? If you miss the signal slightly, you have to wait a long time for the next rotation to cross with the next signal, or take your life in your hands and just cross, hoping you have enough time.
I really hate this intersection as a cyclist! Just wanted to add to the chorus of comments, which describe the issues well
Corner is too sharp, especially if towing a Chariot with kids inside!
Would be lovely to be able to walk through to 73rd here. Remarkably hard to get the businesses on MacLeod on foot if you live in the neighbourhood to the west.

This is a busy and dangerous intersection for pedestrians, as drivers often don't notice them when they are turning and there isn't much time to cross the street. Also, that weird road running parallel to MacLeod just in front of Yummy Russia adds to the confusion, as drivers turn onto/out of that, adding to the complexity of the pedestrian intersection. Also, some are the old school pedestrian buttons, prob not great for accessibility. Can I also say how I wish as many pedestrian controlled buttons as possible could be phased out in favour of pedestrian signals that activate automatically? Why do pedestrians have to beg to cross major streets? And wait a full rotation if they don't hit the button in time? Let's make our streets more pedestrian friendly in any way we can, and make walking a viable alternative to always driving.
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.
Very busy intersection for pedestrians and drivers, and doesn't feel safe to cross, especially with people pulling into/out of the Shoppers parking lot from/onto 75 Ave SW. I bike to my work at Mount Royal University regularly and I always say that this intersection is the most dangerous part of the route, as it's just so busy
Could really use a cyclist-activated crossing light.
Agree with the bumpiness of the road for cycling! And not a great place to cycle past in the morning when people are dropping off kids in front of Wisewood - gets hectic and sometimes a bit scary as I bike in with my kids on the back as they aren't looking for bikes. Would be wonderful if the sidewalk between Wisewood and Chinook Park could be widened with a bike lane so we could get off the road during those busy morning.
The school crossing guards do a great job keeping kids and parents safe, and traffic moving. When the guards leave and the school drop-off morning traffic hasn't ended though, it's a bit of a zoo - super busy and pretty chaotic with people rushing on foot, bike, and by car.
This is an awkward crosswalk, right on a corner and poorly marked. Not sure what can be done to improve, but would be good to emphasize there is a crosswalk for drivers in both directions, as lots of people are taking it to get to the 14th Street overpass to the hospital.
Agreed that this pedestrian overpass is too narrow - I find the tight switchback when you're getting on to it from the east side really hard to navigate with my long-tail ebike (with kids on back), and basically impossible when towing a chariot. The turn is just too tight. And you can barely squeeze by another cyclist or pedestrian on the bridge.
It is very hard to reach the pedestrian-activated button on the south side of the street when the snowbanks build up, especially when pushing a stroller. I reported this to St. Andrews but they said it wasn't their issue. I agree with all the other comments re this crosswalk/intersection. People really speed on Heritage and blow through this even when the pedestrian signal is activated.
Dog park and cycle path needs better lighting
Delivery vans roar down this alley at higher than safe speeds - I know that Google Maps routed drivers down this alley (which was marked in Google Maps as a continuation of 80th Ave), which is maybe part of the problem.
Cars sometimes drive too fast at this intersection where there are multiple crosswalks (the one the east of 4A is new and excellent, the one to the west is unmarked and poor). I noticed that the yield sign here was recently replaced with a stop sign, which is an improvement, but the signs on this NW corner of 78 and 4A are always overgrown and hard to see.
Why can't think underpass include a sidewalk? Would be nice to have a way across MacLeod that didn't involve pedestrian-controlled lights. Needs better light
Hard to cross MacLeod here with cars turning and limited time to cross

Need a crosswalk here to safely get to green space and bus stops
Difficult to bike on road. Too busy. Need path for biking only
Bring the bikeway up to here - connect it with the bike route that is on this side. Maybe this would encourage people to park on their properties instead of in the street. I would support eliminating parking on one side of the street to support a protected bikelane. It would also slow travellers down!
This entire portion of Sacramento should be part of the bikeway. Right now it's going to start/end at a random spot but it should connect with the pathways that traverse the off-leash areas and the pedestrian crossings over anderson.
Improved lighting in and around the entrance to the off leash area is always desirable, especially in the winter months when the pathways may be icy.
Would benefit from having defined crosswalks. Junior high students will cross the street any which way and their desire line is often a diagonal crossing.
Very busy area during the school year. Parents speeding to get their kids to school on time because they're late. Makes for an unsafe setting which deters kids from choosing to walk or wheel to school.
The crosswalk here is one of the worst in the area. The lines are never painted and signage is covered by trees. Needs to be a beacon crossing as there are several seniors and youths that cross here.
Many vehicles speed in this area - there's a blind corner, its congested with parked cars, and is a playground zone. There is a crosswalk that can be a challenge to see.
Sidewalk needed on the north side of the bridge. Or better yet, turn the north side into a wheel pathway as this would offer a direction connection to the two bikeways.
The bridge over the tracks is horrible and the least desirable crossing.
A dedicated bike lane/path along Elbow Drive would be incredible.
Cars turning off McCloud travelling up 75th are going way too fast. The next intersection of 3 residential complexes and a side street is a common spot for pedestrian/bike vs car accidents
TBH when I'm coming south I avoid the crossing at 5th, do the pathway up to Elbow, then deke over to Phil's and use 7th all the way to Heritage. The official route is a hassle.
Adding to the support I've seen for a bikeway paralleling the CTrain tracks — a level and largely protected commuter route that would serve all the TOD that's already been built and much more that's planned. It wouldn't have to be too fancy, especially to start with - a few links between existing routes, designating existing paths and lanes with signage & some basic upgrades, and building some links would get most of it done. Trickiest parts would be where the train enters tunnels. But even a half-assed route would show its value pretty quickly, I think.
Apparently the official route is 7th st? Bizarre. The shared-use pathway should continue along east side of Elbow to connect more directly to 5th St (North and south sections) and 26th Ave to 2nd St. The park pathway is a nice meander, but not well suited as a commuter route. This is a fairly major missing link.
This needs to be better. Even a "cyclists go slow, everyone share, be respectful" would go a long way here.
Cracked, uneven sidewalks
Fairmount is the only link across glenmore and terrible to bike on.
the crossing routes particularly for bicycles is insane. to cross 14th street headed into heritage park area requires three road crosses to maintain connection to the designated cycle path. that's just unacceptable. creates frustration for cyclists & in turn drivers as cyclists try to navigate the crosses safely & quickly.
Dangerous crossing across Elbow Drive at 61st Avenue. Need lights or larger pedestrian crossing signs.
This three-way stop interferes with bike flow. Either convert it to a mini roundabout (which will allow smooth biking and slow traffic down too) or make it a Stop only from the side street

Very difficult to cross the CTrain bridge by bike due to no dedicated bike path or multi use path. Please make the sidewalk wider and allow for bikes.
Pole removal requested on busy cycling connection
Repairs required on pathway connecting Glenmore landing to the Reservoir. Often floods/ices over during the year.
Speeding around corner with crosswalk. Braeside Dr is a cycle connection and should be reduced to 40 km/hr
Sidewalks very uneven
very dark at night
Bike lane intersects with a sidewalk, there are no markings, it's unclear if cyclists should dismount .
The advance bike light is really confusing if you are heading north, there are no lanes on the road or signage. Can you cross the intersection diagonally from the bike lane on the west side of the street to the lane in the road on the east side of the street?
I've almost been hit many times by vehicles turning left from 50 av onto elbow drive. An advance pedestrian light would go a long way to making a safer crosswalk. Also there is a day care, two school and a seniors centre within a block of this intersection, and it is seeing more foot traffic around Lina's and Sunterra
Cars from outside the community of Windsor Park are definitely using 5th Street as a shortcut where they can easily be using Elbow or Macleod. Limiting 5th to local traffic would be great. A minor inconvenience to community residents but with great benefits in terms of vehicle flow. This would also address the concerns that some have expressed about cycling this stretch by reducing traffic flow. Don't punish local residents by putting up barriers that restrict our ability to park curbside.
I don;t even know what the barriers are for along this stretch of 4th. It certainly doesn't seem to have any broadly useful function as a bike lane. The 5th Street route is only 2 blocks away. 4th doesn't connect up with any network on the south end. This section is not a good use of resources.
I walk along this stretch of 5th, between 50th and 59th, daily and observe the flow of bikes and cars. It appears to work relatively well with the cars generally respecting the playground zones and passing though at controlled speeds. There are also two speed bumps that curtail speeding. Bikes don't appear to have any problems. 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 parking more difficult is not reasonable. This is becoming more of an issue with densification and rowhouses as there is less parking available on site and people need to be able to park on the street.
Cars and trucks are not abiding to the playground zone speed. A speed bump on 55th near 6th Street would help. Also, Goodwill seems to route their large delivery trucks down this narrow neighbourhood street, including a daycare and a school, as a shortcut from Elbow to Macleod. These trucks cut through multiple times a day and 7 days a week.
A stop sign is required coming south on 4A street. People take the corner too quickly. Also too many vehicles parked along both sides of the road make visibility very difficult when crossing the street
Defined pathways in the greenspace are missing
Pedestrian and cycling access across the bridge and connection to McLeod Trail is poor. There are always pedestrians trying to navigate the intersection of Horton and Southland. Circulation around this whole area could be made better to encourage walking and cycling.
I see a car speeding excessively on Haddon on a weekly basis
Not a great way to cross here as a cyclist going northbound.

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
Agreed with others, this is an awkward bike crossing N-S at these lights if you are coming from the bike path and going north.
Quite a blind corner here as a cyclist. Can you put a convex mirror to be able to see around the bend?
Very challenging to cross here as a cyclist as cars move fast/do not stop at the crosswalk
This spot gets SO busy. You have people on bikes who just flew through the separate bike/pedestrian lanes to the south. Then it's jam packed with pedestrians on weekends, holidays, and whenever weather is decent. If we're trying to make Glenmore Paths a major active transportation hub, these areas need to be addressed
Unbelievably busy spot, involving cars trying to make lights, cars turning, bikes for active transportation, and pedestrians, and casual bikers. Busy and tough to navigate for all users.
This is a tough spot, there is no visibility at all, and the bike turn styles make it seem more dangerous coming around a corner. You also have bikes speeding through and coming onto Paliswood Road into a busy neighborhood road that has a speeding problem. I've seen multiple near misses here with cars, bikes, pedestrians, children, and adults.
To allow for year round use for pedestrians and active transportation, CoC should consider lighting the entire Glenmore path system
This is another really used spot for casual users and active transportation. Yet, it has really terrible visibility. Bikes flying through, pedestrians can clog up the area, winding path and narrow.
This is a super busy area along the Glenmore pathway system. And yet, there's no sidewalk for pedestrians. And you have people coming into a busy neighborhood street with no designated spot. Slippery in winter, busy when weather is good and there's lots of pedestrians
Super busy, major access spot. Pretty sketchy. Bad visibility. Super steep. Have had people fly by either direction on bikes.
If this is supposed to be a major bike / pedestrian active transportation mode, we should have lighting along the pathway.
Speeding / tough to cross 90th Ave.
This is a multi use pathway but many think that it is just for walking. It is also along a dog offleash area so there may be dogs around the pathway. We need some clear signage about who should be using the pathway and how it should be used
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
There is a lot of parking on both sides of the road and the curve makes it hard to see ahead or to be seen
Move the powerlines to this side of Horton Road and improve streetscape adjacent to London Towers and future redevelopment of Bonzai waterpark site.
I am not a traffic engineer, but I question if this right-turn access from Horton to Heritage is appropriate. It is very close to the Heritage/McLeod intersection and motorists like to dash across to head south on McLeod Trail, increasing congestion. With high-density development (approved) on Horton, we should reconsider if this access is needed. Route traffic through Hull Ave instead, reduce traffic and speed on Horton - making it better for development, and increase efficiency of Heritage / McLeod Trail intersection. Please conduct a traffic study and look at this.
50th is routinely used as a drag strip, especially at night.
This crosswalk is chaos, but is used frequently, especially in the mornings, as there is a major bus stop just east on 50th

Would be favourable to have a ped/cycle route behind Safeway to avoid the 90Ave light crossing when many are trying to access the Glenmore Reservoir paths but cutting directly through the Glenmore Landing shopping centre is problematic.
Could we use the transit lanes as additional cycle/pedestrian connections between Heritage Park and Glenmore Landing? The pathways along the reservoir are packed on weekends and a lot of the time commuters are trying to go between SW/Heritage Park and an alternative built on existing infrastructure that seems underused and available would be great. I often see people walking on the road and think if only we added a path along the route there would be so much use out of it (from Palliser to Heritage Park, including a connection from the pedestrian crossing at 90th Ave north to Heritage Park.
Avoid the Southland and Haddon Road intersection - go under Southland by using this space beneath the bridge and take a small strip from the Roads depot to connect on the other side. Much safer!
There is no connection on 30th ave between the elbow drive and premier way multi use pathways. This forces me to interact with vehicles on the road or ride illegally on the south sidewalk of 30th ave.
the connection between the path and the road is crazy narrow and steep and I see kids crashing all the time here. Super dangerous.
Eagle ridge road should be plowed in winter
bridge is too narrow and turns are impossible on bike. would love a bigger wider bridge
road is extremely bumpy making cycling very difficult and uncomfortable
consider making this a 4-way stop to minimize risk of car blowing through and hitting cyclist.
crossing here is tricky. often busy during rush hour times.
Should be more effort to keep this gravel free when there is no snow. It is dangerous with the steep grade.
Re-used old bridge is too narrow for cyclists to ride with passing pedestrians - same with strollers and kids passing Side-by-side is very tight. the bridge should be replaced with a modern wider crossing.
This road is a frequent cycling route - wondering about the connection to Haddon Road being on this road as opposed to south of the High School / Junior High?
Very high speeds (speeding in 30km zone) happen here, also this is a key corner for high school and junior high school walkers, along with a key walking and cycling route for people in North East Haysboro headed to towards Community Centre / Heritage Park / Glenmore Landing - could use more cycling/ped safety improvements (large flashers)
Pathway criss crosses from south to north side and then has a missing pedestrian crossing... at a very busy high speed intersection. Islands are not large enough for more than a few people making it uncomfortable to stand at lights with small children/pets
a connection somehow to the 89th avenue/haysboro pedestrian bridge EAST/WEST would be amazing. I normally ride on the McLeod trail sidewalk here to connect to 90th avenue.
Placing the cycling pathway adjacent to the LRT line, rather than on Haddon Rd. makes more sense. Sections of this already exist. Also, a major problem with using Haddon Rd for the pathway is the high volumes of traffic that are already there during school start and school letting out. Taking away street parking for the people on Haddon is not a fair tradeoff.
seems like a good place to have a pathway as well separated from cars etc.
fix the fencing around here so people can Bring bikes into the park. right now it's created in a way you cannot bring a bike close to the park.
would suggest a crosswalk here for preschool/daycare most parents are jay walking here to cross the street. there needs to be signage or a proper crosswalk here for a high volume area for crossing a child or parent will get hit here soon

have seen people biking here - is this allowed? seems like a nice separated space would love for the city to lean into this separated space for cyclists.
home owner here doesn't believe this adjacent sidewalk is his to mow or shovel. this has created a very restrictive, tight and dangerous crossing to get to the amazing pedestrian sidewalk. would suggest this get's widened.
poor visibility here - again as suggested this is a major active route people are biking north here and cannot see people entering. in addition the home owner here doesn't shovel in the winter it's a complete skating rink here and have fell on my bike here due to the icy conditions.
have seen near misses here anytime an old person/young person crosses here. you need to be vigilant, fast, and aware while crossing if you are slow or distracted you might get hit.
pretty tight here for cyclists who use e-bikes and can't legally go on the pathway around Stanley park.
love the idea here but the timing of the bike light doesn't make sense - so I usually skip it, and accessing the bike light signals is too far so I just go with vehicle traffic. Good ideas here but just not executed properly.
issues here with cars turning from Horton onto the far left lane on heritage. have seen many cars backed up here because of traffic on heritage. dangerous for pedestrians and bike as people are not looking at the sidewalk but how to navigate into traffic
the grade change/sidewalk to road transition needs some work here it's not aligned well with the crosswalk. Hitting the crosswalk signal and the weird angle here is a bit awkward it needs to be looked at.
People often speed through this area, even though it has a reduced speed limit and speed bumps
It's so hard to cross Elbow here (after getting off the bus). There are crosswalks at two intersections but they are not well marked and people often do not stop.
14th street
This crosswalk at playground is at blind corner and traffic speeding. I've almost been hit a few times and I know to be careful at that corner. This is also common area where vehicles hit park fencing driving too fast for hairpin corner. I'm sick of ctrain traffic morning and evening speeding thru my neighborhood
Both drivers and pedestrians at this crosswalk need to pay better attention-dark dangerous blind corner
Busy alley and no set pedestrian path. Needs better lighting and better tree trimming
Visibility of activities on pedestrian overpass is poor. Frequent site still for drug use and creates bottlenecks for foot traffic including of families and commuters along with grocery shoppers.
Trees at fence line overgrown with too much growth at base and too much of low hanging canopy with poor lighting. It's creepy and often intimidating. The people sleeping overnight isn't so much the issue as the open drug use, fires and drug paraphernalia left behind in busy playground. You want people to walk to transit but it doesn't feel safe without proper lighting
This retaining wall is below street level and shadows from the wall make it impossible to see if something happening from train or superstore parking lot thus making it easy for pedestrian to get grabbed and pulled down walking ramp. Frequently targeted for expensive spray paint vandalism. Dark & dangerous so much so I cross road and walk on residential side if dark.
Hillside blocks street lighting on pathway. Too dark before sunrise and after sunset for pedestrians
U-turns multiple times a day every weekday and sometimes on weekends. I'm guessing it's transit traffic as it's typically during morning and especially evening rush hour. I live nearby and see it all the time. Coupled with blind corners and speeding traffic. Young families moving into area with kids, soccer games - tragedy will occur if something not done to make park zone safer
Blind corners at playground and playing field with vehicles speeding. At least 1-2 every year vehicles can't negotiate the curved road esp if speeding and go thru park fencing or hitting light post

Need safe access to Fish Creek park bike paths
School zone needs speed bumps
need speed bumps in playground zone and school zone.
Traffic too fast on 14 St, can we add a bike/sidewalk alongside so we can access Fish Creek?
Need a bike path through to the north. Currently can only use small walking path along the dog park or force east to Elbow
Speeding and general disregard for parking enforcement by parents at school pickup times
Easy access north to reservoir
Stop sign added for minimal traffic. Every year an additional stop is added to the cycle way from Stanley Park to Glenmore. STOP adding stop signs. Put in traffic circles or other cyclists friendly measures
Bike signal doesn't get priority once pushed. It is positioned in horrible spot and isn't worth the effort to push. It seems like it was developed by someone who has never ridden a bike
Needs wider path
Improve connection and wayfinding to the Kingsland park space through here
Build a paved pathway through here please - give cyclists pedestrians access to McLeod Trail shops via 4A St. SW
Consider a dedicated bike route along 4A St. it could connect to the Kingsland dry pond area to the south, through the old elementary school site. 4A would connect cyclists to the business on McLeod Trail and the many higher density condos and apartments. I believe this to be a better route than 5 St for a separated bike path.
Need a path here to connect cyclists between the existing pathway south of the Southland station, Anderson station, and the cycling network to the south.
Why not pave the laneway, add a few lights and signs to retrofit the laneway to create a new 'greenway'. It could connect all three LRT stations, provide safe an open space for cyclists, connect two park spaces and a dog park, with no change to Haddon Road (no impacts to parking)
Agree with comments about a safe pedestrian level crossing to Horton road here. New development at London towers and the old water park site is bringing 1000 more units. These people need access to green space to the west
Crosswalks at this intersection are inadequate for the amount of foot traffic. Tiny porkchops, very long wait for lights
Very narrow sidewalk on one side of bridge only. It's a barrier to walking across the train tracks. Sidewalk gets extremely snowy/icy in winter
Advanced pedestrian crossing required as drivers mainly turn left and right (eastbound and westbound). Narrow island for pedestrians in SE corner.
The "employees only" sign is new and it is because Calgary Transit plans to create a Calgary transit employee parking compound here bound by security fencing. The Haysboro Community Association previously shared concerns with this plan as a missed opportunity to create a more open space or a node where transit users, cyclists, and pedestrians from the other London towers convergence. Our questions: Why waste opportunity to better this space? Why do CT employees need another parking space here (there is already one for bus drivers)? Why does it need to be fenced and secured - open the space up and share with other Calgarians! There is an opportunity to create a pathway connecting via the lane to green space / dog park / etc. Please - we need a better vision for this space!

Missing connection from pathway in park to 19th street pathway (routed through parking lot with chain fence)
Missing connection from pathway in park to 19th street pathway
Main cycling connection where cars drive too fast (speed limit should be lowered to 40)
Cyclists are forced through an off-leash dog park. Can fences be added on west/south side of path?
Greater separation between dog park and cycling paths required
Bike path is missing curb cut
Missing bike path from 19th street to Bayview. Official signage directs cyclists onto busy 90th st, which is unsafe. Alternative is using sidewalk (see tire marks on grass parallel to sidewalk)
Bike path is cut off by fence. Current crosswalk has no curb cuts and forces pedestrians/cyclists through a busy parking lot.
Advanced pedestrian signal required as drivers predominately turn left (eastbound) or right. I've almost been hit many times crossing here, and the fence in the SE corner is dented from a car. In NE corner, small area for pedestrians could be expanded (large right turn lane behind), and sign on concrete area has been knocked over by drivers.
This stretch of Bonaventure Dr. would benefit from a bike path as it connects many businesses and apartments. It would make a great alternative to biking on the sidewalk near Macleod Tr.
This road has high use, and has considerable traffic, increased density with limited parking, and poor visibility. Not appropriate to narrow
Dodge and no formal paths
Hard to get from west to east
Poor/no sidewalk
Traffic frequently blows thru the four way stop
Need to cross the road from the cycle trail/track to cross 14th on Heritage to join the rest of the network. This is an awkward transition!
No place to safely cycle across the bridge. Cars drive very quickly down the Southland hill and over the bridge. There is not enough space on the sidewalk for the many pedestrians and bikers moving between Southland station and the store and services on MacLeod trail.
Very long wait and busy cross walk. Not ideal for both bikes and pedestrians - space is limited on the island.
Chinook Centre is a major barrier to both pedestrian traffic and cycling. For example, I walk and bike between Haysboro and my work east of Chinook Station, and I have very limited options.
Not central to the communities. I can understand that this appears logical because of the real estate available for establishing a cycle connection, but it is "out of the way" for much of the SW community (ie: communities to the west), though can see the potential for a "Macleod" alternative which would serve communities further to the south and north. I see this as a possibility as a commuter route, but less as a community recreation, all ages/abilities, option.
Cycling through the c-train station and across the tracks challenging, indirect, and with significant potential for conflict.
Remember slopes!!! Especially if you are thinking of these improvements in the spirit of accessibility and inclusivity - slopes are challenging for many users.
As a primary north-south connector, would like to see dedicated cyclist (or multi-use pathway) infrastructure.

Signal timing is poorly considered. Currently it is set as all-time access for north-south bus traffic, with pedestrians needing to trigger (and wait) for an east-west crossing BUT the frequency of pedestrian/cyclists crossing FAR exceeds the bus traffic. Basically no one pays any attention to the signal as-is. It should be an east-west priority (ie: always a walk signal) UNLESS there is an approaching bus.
Poor link for both cyclists (who have no ability to trigger the east-west signal crossing) when coming from Heritage Park. Current condition requires crossing in three locations, rather than straight across.
Huge potential for an improved Heritage Drive, pathway infrastructure included. This is a major connector between Heritage Park (city landmark), Glenmore Reservoir network of green spaces and pathways (and beyond along the Elbow River and to Fish Creek Provincial Park) AND the Bow River on the other end. Also connects to the Heritage CTrain station. There is an opportunity to consider Heritage Drive as a 'complete street'. The City lacks safe, efficient, logical, east west connectors that are pedestrian and wheeled users first. Currently the Heritage pathway is discontinuous in alignment, surface condition, suffers from too many crossings and drives, pathway visibility for vehicle drivers is not always evident. Operations and maintenance - ie: gravel clearing - is not prioritized.
Glenmore Landing is a major barrier to connectivity with the Glenmore Pathway system (and beyond to the Elbow River Pathway, and south to Fish Creek). Opportunity for better physical and visual connection through Glenmore Landing and to/from the reservoir (unless you know of the connection already, it is a missed opportunity).
A pathway connection should run east of the hospital, parallel to the rapid bus route, up to the pedestrian overpass to 75th and Eagle Ridge Dr. The pathway on the west side of the hospital is a bit dangerous in places.
Please upgrade 75th at the same time as the North/South route being proposed.
(also a cycling/missing link item); Horrible pathway connection off of pedestrian bridge. Poor pathway connections (do not align with desire lines), stairs are incredible steep and not very safe.
Definitely consider a BC-style ped-activated stoplight here; the road is too wide & well travelled for this crosswalk to be safe.
The city should strike an arrangement with the CG&CC to provide public access to the existing paths through the golf course & connect the Glenmore side of the Elbow River pathway to the Britannia side via the S-UN zoned strip of land here.
Sidewalk is too narrow and uneven, and quite close to the street
Hardly any cars stop for this crosswalk and my son uses it to go to school
No boke path/sidewalk between the footbridge and the apartments and businesses nearby.
No sidewalk here. :(
Insanely sharp corner with no warnings or markings. I've seen cyclists actually crash into the railing when riding south on the overpass.
Narrow and dangerous pathway. I have had several close calls on my bike in the past few years.
No bollards or any protection for bike lane. Only a bike traffic light was installed. Bikers have to share vehicle lane at this high traffic intersection. Not safe.
Too dark
Speeding, constant illegal turns, running 4 way stop, specifically between 8-9 am an 3-5 pm
People drive too fast while there are kids outside playing. The road, Oakwood Dr, is smaller and the speed limit is 50, while the bigger road, Pallister Dr., has speed limit of 40. What's up with that?

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 and there is no sidewalk.
This is a busy path/sidewalk that needs improvements and widening. It runs parallel to the off leash park. There are tripping hazards, roots exposed and aging repairs
Center Street is a busy route for cycling commutes, and is treacherous.
Safer dedicated cycling connection required from here to Macleod Trail crossing options (i.e. pedestrian bridge)
Elbow River Pathway needs safer bike lane connection to Riverdale Ave
Ped Sidewalk by 14th wall is much too narrow -with parking signs jumping out in middle of wee sidewalk to give you a concussion!
I have died a few times pulling my dog back from cars that don't expect crosswalk as they zoom north onto 14 from heritage
Too many cars parked, very busy
would never in a million years ride my bike on Horton road it's too narrow cars speed like crazy and the road is not maintained. if this is considered for bike transit it needs to be completely rethought how this road functions.
not able to edit my previous marker meant to say need a sidewalk here !
desperately need a crosswalk here - have seen people walking technically on the road here near misses because no crosswalk exists.
Protected bike lane is needed to ensure safety of cyclists
Not a protected bike line and this area is notorious for almost getting clipped by cars. Separated bike lines is the only way to feel safe here
Cut through is very narrow and uneven. In wet weather it has big puddles and in summer the vegetation is overgrown making it feel unsafe.
Too narrow for multi use.
As a major connector this sidewalk should be increased to a pathway to allow effective 2 way traffic
This playground zone is consistently ignored, 60km/h has been witnessed. Multinova has been deployed with no change. Speed humps may be needed. Have seen children nearly get hit in crosswalks to the schools.
The ramps at the crosswalk are positioned such that bikes and wheel chairs need to veer into the lane to access them.
Cracks in the pavement cause very harsh bike ride, visually it's hard to see but on a bike it's unbearable.
Left turn lane from southbound elbow to east bound 75th Ave is not marked for vehicles to stop back from the crosswalk a good distance. Often drivers are stopped in the crosswalk or right up to the white line. This makes it difficult for pedestrians and for vehicles turning left from 75th onto elbow. Also, students do not obey do not walk signal and run out at the last minute. This intersection is an accident waiting to happen.
Pedestrian signals should be automatic. A pedestrian should not have to push a button.
no cycling connections over the bridge. Have to go a long way around. barrier to cycling use.
This is a terrifying crossing, especially on a bike. Can't ride on southland, can't ride on the sidewalk. no way to cross Macleod unless you go to heritage, no way to get back down here.
Four-way stop is ineffective and needs to be enforced more often for pedestrian safety.

This is an extremely dangerous intersection, especially for children walking to school.
This crosswalk is extremely dangerous. Often dozens of cars drive by before anyone stops. Please install pedestrian crossing lights.
Lots of speeding through the playground zone
It's a playground zone and marked 40km/h after this and people speed like heck through here all the time
There's no official north/south connection here, but a desire path has formed where people walk/bike to the 90th/14th intersection from Patton Road. Consider paving a path
Remove this road access. Drivers will use this instead of waiting at the light. And will turn left from heritage into the parking lot.
Remove this access to the parking lot. There are lots of access points already. It makes walking harder, especially getting into the pub. It also reduces the number of parking spots.
Why not connect the bus stop on the north side too? Coming from north of the overpass you have to go all the way around. Sure, it's only an extra 3 minutes of walking, but the lack of access is inconvenient and petty.
This wants a "yield to bikes" sign for cars on Malibou.
Bad pavement here
I like the idea, but this is not easy for users to understand. Needs better infrastructure / layout / wayfinding / signage.
Please do not take away our parking along this road
SO STEEP!
Travelling north, no signage here to indicate route.
What about a "4 way stop except bicycles" intersection?
Stop sign should be for east west traffic instead.
I don't understand what's supposed to be happening at this intersection at all, so I just push every button & go if there's a walk or bike signal. Seems to work.
A hike crossing is needed here for safety reasons.
Incidents on 50th Ave make me nervous to use it as a cycleway
No signage here when travelling northward to tell cyclists that the bike route continues on the pathway instead of the roadway.
No one will ever want to walk next to Macleod trail. Without a tree barrier it will always be unfriendly. This area with shops would be an ideal place for people. Instead it's a warren of random access roads, and odd single lane roads.
This is a main thoroughfare, and with parked cars it's difficult to cycle. This could use a bike lane.
No way to walk from Havenhurst Crescent to Haddon Rd.
The nice pathway is blocked by a fence.
The sidewalk has a light post blocking travel
Please don't use traffic calming devices anywhere on the proposed route. They just push the bikes into the cars, and it feels very unsafe.
Multi-use pathways in this whole area are literally nonexistent.
Snow removal along the sidewalks here is horrible. Makes it very difficult for me to get around on my mobility scooter in the winter.
There is no sidewalk to cross Macleod Trail.
I would love a bike path that goes to Okotoks!

Speeding cars is an issue here.
Sidewalk is cracked and uneven here.
Sidewalk is cracked and uneven here.
The sidewalk is cracked and uneven all along this stretch of Elbow Dr.
I like the scramble corner / diagonal crossing for bikes. Do more of this type of signal please.
Put the bike lane along Elbow Dr. instead of along 5th St. SW. This makes more sense. It would be a more direct route with less stop signs.
Do not reduce width of road with a dedicated bike lane along 5th St. SW. Do not take away any street parking along 5th St. SW
A crosswalk or signal upgrade here would be good.
It would be great to have a crosswalk between 80th and 75th with lights to slow down traffic on Elbow
remove barriers from this cut-through to allow bicycle traffic to pass through
This is a very steep hill to climb southbound. Is there a better street with a lower slope?
Bike crosswalk button does not give a fair opportunity to cross, programming gives extra cycles to car traffic even when button is pressed. (E-W traffic gets priority)
Routing the cycle route on the sidewalk creates interaction issues
Missing link from Haysboro to Southwood. Especially important considering the schools on 12 St, and the Southwood Library.
The bike path turned into a sidewalk between Harcourt Road and Haverhill Road. It should be continue as a bike path
The side alley is not paved. It is hard to bike on it, even walking.
Anderson Road could use a MUP running along it. It creates a large divide in the city and segregates communities.
It would be great if the path just ran parallel to the train tracks and bypassed the garage on the east side. It would give everyone a straight line to follow to the station instead of having to deviate so far away.
The speed limit on heritage drive is 60. This is too fast for vehicle to stop at this crossing. Not safe for a bike crossing.
A stop sign on 49 ave, allowing through biking on 5 st would be safer than the way it is now
The markets 'bike path' is often very icky in winter. Could the city regularly sand/gravel this ?
Uneven and broken sidewalk on 4a
Biking in this area is so dangerous and difficult. Need better connectivity
Frequent speeding makes crossing the street, walking and biking in this area dangerous
This pedestrian controlled crosswalk is dangerous as cars speed through while people are trying to cross 4 lanes. Needs more enforcement and marking, possibly an elevated crosswalk?
No cycling connection along Elbow Drive from Riverdale Avenue to 34 Ave SW, the sidewalk is wide enough that a bike path could share the space with a walking path
bike crosswalk button is very awkward to get to by bike. re-look at this design and add better sidewalk/ramps/curbs.
there is a new bike path crosswalk button, however, they did not build the sidewalk curbs property to allow a bike to press the button easily. Relook at this design please.
I believe it's 67th ave or 68th that has no stop signs for cars going East/West on that road, so as a main bike path it is very dangerous. A lot of time there are parked cars and you can't see cars coming.
need a bike friendly crosswalk or stop sign for cars. I never feel safe crossing here

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!
crossing this busy intersection to get to the train is frustrating and long. Consider a pedestrian/bike bridge.
missing bike path link to access local stores.
difficult to bike on elbow without using sidewalk which is too narrow for both bike and pedestrians
narrow sidewalks
not a great crosswalk for bikes
a bit dark at night
sidewalks are narrow and not big enough for bike and pedestrians plus a lot of dogs.
Crosswalk to get to city park
Make a more visible crosswalk
Missing North sidewalk over bridge
Cycling up 94th. Would be nice to add dedicated lane for safety
Adding more crosswalks with visible painted lines would be great on Haddon Rd.
Although the speed limit was reduced on this road to 40km people are still driving really fast. I have a small child and park my car on the road and never feel safe.
Consider installing traffic calming infrastructure in several spots along Elbow Drive. Speeding is a problem along this road.
Please consider a link / path the connects to the Bow River pathway / Bow River.
Please consider a link / path that goes to major parks like Fish Creek Park.
Cars speeding on Elbow Drive near Sabrina Rd is a problem. They speed up right after the 30km/h school zone.
Re-open south crosswalk! The pathway along Heritage Drive is on the south side of the road but there is no crosswalk on that side!
Horton Road is very unfriendly, unsafe for pedestrians and cyclists. Cars speeding, no sidewalks and lack Sufficient street lighting.
The golf course & Bel Air cut off what could be an excellent route east of the river, staying out of the valley and avoiding steep hills, that could connect Glenmore Landing and Britannia.
Missed opportunity to twin the dedicated/protected BRT route with a cycle path here. Something to consider for future BRT.
Imagine if 90th Ave east of Macleod connected to the proposed 89th Ave route.
Missing an E-W connector somewhere between Heritage and Southland to connect Elbow to Macleod. Could/should be 5A-only; drivers can use the existing arteries.
Opportunity to re-grade this link between Horton Rd and Macleod. Current infrastructure where 94th Ave is also a parking lot is ridiculous. Creating 5A E-W connections to the high street should be a priority when redeveloping Horton.
Getting across Heritage and/or 14th can be quite an obstacle.
There's a barely-legible crosswalk somewhere around here that would greatly benefit from a button and some lights.
Instead of pushing cyclists and pedestrians to the lights at 89th, why not provide a push-button crossing to Hoover Pl and send the path through the community green space? I can't count the number of times I've been stuck waiting for a light at 89th with no traffic coming the other direction, and with the school zone already in place, as a driver I don't think I'd resent another crossing here.

Horton Road is brutal, even for drivers. The whole road needs to be rethought.
Southland drive between elbow and Macleod is one of the most human-unfriendly segments in the whole city. Considering Southland station and the vast amounts of shopping & services in the area, it is in desperate need of a reboot.
Not a great intersection for bikes - lots of opportunity to create a friendly crossing somewhere for easy-west travel.
Consider this part very carefully, I can't imagine with things as the 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
This is a frequent jaywalk spot, and I can understand why! A missing link to the pathway that carries on north.
I know the original design of the station wasn't built for this, but seriously, allow people to exit here. The Employees Only sign is insulting. When walking south after exiting a train, it saves a minute if you don't have to walk up and around the ramp for the bridge!
The electric pole in the middle of the sidewalk here is a hazard when you're trying to access the level crossing for the CTrain station
Crossing at this intersection on a bike can be a little hazardous since it's the main way into the shopping center with lots of traffic from all directions
If you plan to make this the official east-west route, please consider the high traffic volume and speeds on Elbow drive. Separated infrastructure and good crossing signals are a must to avoid this little north-south section from becoming a dangerous missing link!
Because of the downward hills on both sides, leading to very high car speeds, crossing north/south at this intersection, or trying to turn left (deities preserve you!) is very hazardous when wheeling
The residents at 141 often have 5 or 6 huge trucks parked, and they park some of them in the street, severely restricting visibility right at this important crosswalk in front of the school. You should consider removing street parking here along Haddon. Sorry 141, but it's a selfish use of public space
There's no official way to walk up through here. There is a slippery and steep climb up the hill via the hole in the fence, but a staircase or ramp system would be much safer
The sidewalk just ends here, forcing you to cross twice if you want to access businesses to the North! The lights on Southland prioritize east-west traffic, so crossing it twice like that takes forever
Biking down here in the winter is hazardous, when you combine the windrows of snow, and then people parking, there's very little room left to move safely
Seconding the idea for a pedestrian/wheeling connection here, half way between Heritage and Southland Drive. Ideally a level crossing, but a bridge if CP Rail refuses to add a level crossing. The tracks are hard enough to go around in a car. When walking it's impossible, and there's loads of businesses on the other side I could just walk to instead of hopping in the car all the time!
The sidewalks are far too narrow between the CTrain station and the high school. During peak school hours pedestrians spill off on both sides. Consider doubling or tripling the width!
This area is a war zone with very low visibility during school pickup and drop-off. This should be a No Stopping zone, not just a No Parking zone. Make the students use the school's parking lot around back!
The transition onto the pathway here is really narrow and awkward around the corner. If you're going north you kinda have to just throw the rulebook out of the window and drift across
The sidewalk here is super narrow, and makes it very awkward to wait here on a bike when using the pathway. A curb extension would be a possible solution
The closed southern cross-walk severely harms usability, since the pathway is on that side of the street!

There should be a connection from the reservoir pathway to the multiuse pathway that runs parallel to Heritage drive. Having that crosswalk closed makes no sense, and having to cross the road three times to get back on the path is very tedious
Accessing the Bow River path using the Heritage Drive MUP is awful, confusing and dangerous.
Pretty self explanatory. Narrow lanes, curves and a pedestrian crossing are all present here, yet Bonaventure is an incredibly stressful road to drive and walk along due to congestion and speeding
Closing the crosswalk on the south side of heritage at 14th Street has made it a laborious process to legally cross 14th Street on a bike. A lane that extends across 14th, with bike specific light signals, would make a lot of sense, especially to connect the divided pathway that runs along heritage to the pathway around the reservoir
Dark. There's a (unofficial?) streetlight lighting up this alley / pathway / sidewalk but it's been semi-broken for years now.
The Aspira Britannia Retirement residence is just west of here. I see residents using walkers and wheelchairs sometimes making their way east along this sidewalk. 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).
The Chinook Communities LAP booklet "draft" map indicates that this area could potentially be developed with 12 storey buildings including apartments and offices. That needs to be kept in mind when planning any bikeway improvements here.
Lately it seems that more and more people are parking on this section of 5th street. It might be the case that people who work in the businesses along Elbow Dr have started parking here (and along 50th) - although I can't say for sure. If cycling infrastructure is added here (i.e. posts, cement barriers) it could result in more people parking on the "green" space - utility corridor - which is already causing erosion in some areas.
Sidewalk/pathway in this area is uneven. Pathway should be widened and raised. Water and snow and ice pool in multiple places here.
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. Depending on the infrastructure used to delineate the bike path, it may complicate things for pedestrians and add to the frustration I see exhibited by some drivers at this intersection during those drop off and pick up times.
Dark, narrow. Not well suited for multi-use (bikes and pedestrians don't coexist well here)
Speeding on Sacramento is a big issue from 6th st to the Southland ctrain station
Horton Road is completely unsafe for any cycling or walking.
There needs to be a separated cycle track on Acadia drive. It is the connector that connects Heritage Drive to Sue Higgins dog park and the Bow pathway system. Acadia is narrow with parked cars and speeding, aggressive traffic.
Missing link over the train tracks. There needs to be a dedicated east/west route that connects 89th Ave and goes all the way to the Bow river.
There is no safe cycling route East - West along Southland Drive over the train tracks.
Narrow road with parked cars. Close passing and aggressive drivers.
There isn't an easy way to connect 11th St SW to the pedestrian overpass over Glenmore Trail.
It would be great if there was a pathway link connecting Heritage Park to the Rockyview Hospital path that didn't require using the road in Eagle Ridge.

This is a great overpass, but there's zero signage where the pathway dumps you into the Scarlett HS parking lot without any indication of where to pick up the cycling route. There's a strong desire line going SW from the overpass: consider making this into a formal path as well, to connect to the pool.
The "pathway" along Woodpark Ave is so skinny, it's the same as a sidewalk. This should be brought up to a standard width pathway, as it serves as an important connection to Hull Services.
No wheel stops mean that autos park with parts of their auto blocking the sidewalk.
The pathway that goes right in front of St Benedict doesn't connect to the intersection and the continuation of the cycle route, forcing cyclists to ride illegally on the sidewalk. There's also a lack of signage indicating where the cycling route is here.
Needs better signage directing to the cycling route/pathway south of 98th.
Very narrow sidewalk, precariously close to the road with the bus stop at the end of it. No bench or shelter. It's just a post & wire fence, so there's no reason the sidewalk can't be widened, with a segment of post and wire installed between sidewalk and Selkirk Drive adjacent to the bus stop.
There's no curb cut or connection for bikes to access this crosswalk without entering the alley and going across the grass. Signs should also be installed for cyclists to dismount.
The crosswalk is fine - thank you - but the access from Sydney drive is brutal. The sidewalk is very narrow, with a 180* turn and the railing is easy to get caught in, too. Virtually impossible with a single child bike trailer. Could not imagine trying this with a double child trailer, a tandem or cargo bike.
I would appreciate a way to access the library from Sussex Cr by bike that doesn't involve going through the alley, around the gate and attempting to ride the extremely narrow alley. Even getting there by foot is not good from the NW side, as there's no sidewalk connection next to the garden.
There is no east-west cycling route in Southwood. This would be a logical place to establish one, connecting Panabaker, the community centre, Foundations for the Future and St Stephen to the n-s route on Sacramento.
The pathway that starts at the Anderson LRT overpass and ends here should connect to the library, Trico Centre & Safeway, as well as connect to the cycling route on the other side of Bonaventure.
Cycling route comes off Fairmount Drive with no way for a cyclist to access Southcentre shopping centre, or Trico Centre without riding on the sidewalk illegally.
Pathway ends north of the restaurant, should continue to at least Willow park drive or even all the way down to the overpass at Anderson LRT/Southcentre Mall.
This road is horrible for speeding.
There's lots of room: please put a pathway on this road, rather than having cyclists expected to ride on a bus route that only has one driving lane.
90th Ave needs to be a designated cycling route, as it has the Tennis centre, Acadia rec centre, Beaverbrook HS & Acadia pool. Loads of apartments in this area, too, and this is a fairly uncomfortable road to bike on. There looks to be room on the south side for a pathway: that would be better than putting cyclists on the road. More room for pathway on the north side east of the Acadia Rec Centre.
Despite being a cycling route, this stretch of Bonaventure is terrible for cycling on. There's also no signage indicating the bike route turns on 86 Ave. As this road is the closest parallel route to Macleod Trail, this absolutely should be a cycling route but the lanes are so narrow and there's not much space beside the road to put a pathway, and traffic often speeds here, too. It's not pleasant, but it's the only legal option without a pathway beside Macleod
There is no way for a person with mobility challenges or with a stroller to access this complex without using the driveways. Dangerous and difficult!
There is no sidewalk on the west side of Flint road and no place to cross, either. A very difficult place to be a pedestrian.

Despite this being a legal crosswalk, there is no signage or markings to indicate such, and the sidewalk on the west side only extends between the driveway entrance and the south side of Fielding Road. A lot of speeding and blind corner for s.b. motorists makes this a very dangerous place to cross, but lots of residents need access to the shopping centre!
There is no sidewalk along either side of Flint Road, making it impossible for pedestrians to access the businesses.
75th Ave should be a cycling route, to facilitate connections for high school students to connect to the n-s cycling route, apartments near Macleod Trail and the Heritage LRT station.
The button to activate the pedestrian light on the SE corner of Elbow & Heritage is not wheel-chair accessible. There is also not enough room at this corner for pedestrians and cyclists to wait for the light.
The segment of "pathway" along the edge of Haverhill Road is actually a sidewalk. For west-bound cyclists, not horrible to take the road, though few do, but for east-bound cyclists it involves crossing onto the road, then attempting to navigate back to the pathway. What do you even signal, who has the right of way when you're trying to make a weird S curve from the road to the pathway? Just put asphalt on both sides of the trees & post-wire fence to make the pathway continuous. Also widen the sidewalk connection from the crosswalk across Heritage and to the bus stop.
There is a sign here for west-bound traffic which says bike lane ends, which makes zero sense since the pathway doesn't end and there isn't a bike lane.
MUCH better signage, and perhaps a pedestrian crossing light are necessary here. I've seen a number of close calls as it is a bit of an unusual place for a crosswalk.
I'm confused as to whether this section from 14th street to the reservoir is a pathway, because it seems to be a double-wide sidewalk. Tree roots have heaved it really badly as well.
I have often seen people walking in the middle of this street in large groups. There's no sidewalk on the south side west of Pumpmeadow Cres, which doesn't help, but they don't even seem to use the north sidewalk. More sidewalk or directions to go across to the reservoir pathway are necessary.
I appreciate this crossing, but the bike maze at the north end, lack of appropriate curb cut at the south end, poor condition of the very narrow "pathway" between Paliswood Road and Southland Drive is very very unpleasant.
There's a nice pathway on the east side of 14th Street, but then the cyclist route goes north on road and requires riding on the road on Braeside drive - a bus route - before connecting across Anderson. There should be a better way.
There's no pathway on Southland Drive, and no other option for east-west routes between Macleod Trail and these communities, including schools, Southland Leisure Centre and shopping.
There is only a sidewalk the entire length of Haysboro parallel to 14th Street, so cyclists who want to avoid weaving through the community are forced to ride on narrow, tree-root heaved sidewalk.
There is no way to access the shopping complex as a pedestrian with mobility challenges or with a stroller. At Elbow/Southland intersection, there's stairs. Every other point of access is a ROAD with no sidewalk, making it extremely dangerous and uncomfortable for pedestrians.
There is no pathway along Southland Drive at all, making it extremely difficult for cyclists to get from the LRT station to anywhere in west Haysboro or Southwood. With The Nines under construction, a pathway on the south side will be necessary.
Pedestrian islands are too small to hold the number of people who walk through this intersection, going to/from the LRT. Need to open the n-s crossing on the west side and enlarge the islands, too.
Very narrow sidewalk along this bridge, which is also often used by people riding their bikes (illegally). I can barely fit at all pushing my bike trailer as a stroller, there's no room to pass if someone is coming with another stroller or in a wheelchair. Please widen, and add a pedestrian walkway on the north side, too!

There's a great wheelchair cut and painted crosswalk going east-bound across Southport Lane, but there is no sidewalk on the east side of Southport Lane, and the sidewalk on the south side of Southport Road ends at stairs to the business park - this is non-sensical and confusing. The sidewalk should continue along Southport Road or allow for those with mobility challenges or strollers to access the business park.
There is no sidewalk on the east side of Southport Road, so it's very difficult for pedestrians to access these businesses, even with crosswalks from the west side. Bus stops that are an island of concrete with no way of accessing them without going across grass/snow are not accessible for people with mobility challenges or with a stroller.
There is no sidewalk at all in the south part of Southport Lane before it turns east-west. I crossed the overpass at the LRT station with a stroller and had to walk on the road!
A crosswalk should be installed here, and proper sidewalk on north side of Southport Lane, to allow pedestrians to access the Southland LRT/pedestrian overpass from Macleod Trail. Connect sidewalk to pathway on east side of Southport Road, too.
There is no sidewalk on the west side of Southport Road, so it's very difficult for pedestrians to access the businesses on this side. Crosswalks mid-block south of 99 aren't necessary if there's a sidewalk on the west, but without it, pedestrians have to cross grass (or snow) and jaywalk to get to them.
This pathway connects to the Southland LRT station & pedestrian overpass, but ends at an unpaved alley. Seems like a missed opportunity to provide a path parallel to the train tracks rather than pushing people back to the road.
I would love to see part of this giant parking lot turned into a multi-level, automated bike storage facility. I know there's plans for TOD here, but additional, more secure bike parking is essential for those who don't live on site. I live closer to Heritage LRT station than Anderson, but I would ride to Anderson if there was great bike parking!
If you get off the LRT at the at-grade crossing here with a bike, there is no easy way to access Southcentre Mall, no signage to direct you to a bike route and no bike route on this side of the tracks to get you to any of the businesses nearby. Please improve this area as this is a heavily used LRT station.
This bridge is way too narrow, even when walking a bike, which no one does because there's no signage suggesting it's necessary or required.
Please add a curb cut to allow cyclists to access the pathway here.
The bridge access, but more concerningly, the segment of pathway that connects the alley to the bridge is not wheelchair, stroller or cyclist friendly. The hill is steep and has a sharp turn as well as connecting with a gravel alley, so gravel builds up at the bottom of this hill. Having an off leash dog park without a fence here is also a terrible idea: cyclists come down this hill really fast and dogs can easily chase them or get in the way.
There is no way for cyclists, or people in wheelchairs or with strollers to get from the overpass at the LRT station to the Superstore. The stairs at the south end of this parking lot drop you onto the freight train right of way, and you have to walk on dirt/mud/packed snow/ice and get over a retaining wall to get into the Superstore parking lot. I know this isn't City property, but it is a very obvious missing link.
Horton Road is just an overall unpleasant place to be regardless of whether you're in an auto, or a pedestrian or cyclist. Autos speed as much as they can, given the condition of the road, autos turning in and out of businesses interrupt the flow, making sudden stops and hard acceleration common, and there is no sidewalk at all on the west side of the road (not an issue where I've pinned this, but it is an issue closer to Southland where there's businesses).
The cyclist-activated light (north-south) is absolute crap here: it's so far off the road, it's impossible to reach unless you're basically on the curb. This intersection has improved without the stop signs, but it's

still confusing and these poorly placed buttons don't help. (Note my last trip through here was April 28, 2024 - if it's improved since then, disregard)
There doesn't seem to be any connection along the south side of the road for pedestrians or cyclists to move between 5 St & Macleod Trail here: how are residents of Glenmore Place expected to get to 5 Street?
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.
There is no curb cut here which allows cyclists to easily leave the road and get onto the pathway going east.
Cycling route signs direct cyclists to turn left on 67 Ave: this route makes little sense, as Chinook Centre is so close and 67 isn't even a cycling route according to the City map. Where are cyclists supposed to go once they reach 67th & Elbow?
The pedestrian access from Horton Road to the businesses at the top of the complex is absolutely horrid. This needs to be improved, so it's accessible for everyone, including wheelchair users - the hill is steep and the walkway is very narrow. There's no other way to get to this complex for pedestrians on Horton Road, including residents of Pinnacle, unless you go all the way to Southland and around to Macleod.
Macleod Trail needs to have pathway on both sides, now, not when the sidewalk is being remediated for other reasons. Expecting cyclists to detour down the hill to Horton Road or Haddon Road or brave Bonaventure Drive is not appropriate. There's many residences along/near Macleod from Heritage to Southland and so many destinations along Macleod Trail: it just needs to be easier to bike here.
This road is too narrow to allow stopping on both sides, especially when the busses are picking up students. Please make the area between 86th Ave & the alley north of Hogarth Cres a **NO STOPPING** not just no parking zone, both in the morning and afternoon (or all day) and on both sides. Exception obviously for the school busses - however there's no place for the students to wait except on the hill or on the sidewalk, so they often block the sidewalk. Perhaps you could move the bus zone to the area in front of the school - but still no stopping on both sides - to make it safer for everyone?
It's actually a parking issue here: many people use the space between the alley & Akiva's parking lot to park and drop off their kids. This is not a legal parking space and makes it extremely difficult for anyone trying to turn right out of the alley. Can you install some barrier or something to prevent stopping here?
This, and virtually every crossing of Haddon Road, would benefit from painted crosswalks. Despite these all being legal crosswalks, few motorists stop for pedestrians and I have waited at the curb - or standing on the road - for 7 autos to go by in the same direction before there was enough space or someone stopped to allow me to cross. It's really frustrating when motorists ignore pedestrians waiting to cross the street only to stop in front of Akiva to drop off their kids.
This intersection needs to have barriers (see 87th Ave at 11 St) to prevent autos from stopping too close to the crosswalk and enable pedestrians to get farther out to be visible before entering the road way. It is extremely difficult to cross here, despite being in a playground zone with marked crosswalks.
If this is going to be a dedicated route, it needs to have a paved pathway the entire distance between Elbow & Haddon Road and very good snow clearing and ice control in the winter. There's a section at the east end of the sidewalk now with no improvements that water just pours down, the snow drifts onto the sidewalk and it becomes virtually impossible to navigate the alley by foot during the spring when the snow melts during the day and freezes at night. This is the route I use to get from Haddon to Elbow, but it might be easier to use 86th Ave as the connector route, instead of this parking lot & alley. (In which case, something will need to be done on the north side of OLR HS as their entire sidewalk becomes treacherous once the snow melts, due to the shade of the building.) This would also utilize the existing

streetlights to light the route and reduce the creepiness factor of being between a hill & the backside of homes in the dark in the winter.
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The path through Roxboro park is dirt and narrow
The crosswalk is on the wrong side of the street for north bound cyclists. Please consider how going north is to be accessible and safe (I often ride with young children so am slow at starting and traffic is fast with poor visibility)
The west side of horton needs better pedestrian access from the Southland/Horton light and sidewalks!
Haddon road has issues with speeding, drop off/pick up of kids, poor passing. Please consider: traffic diversions, separated, protected bikelane (to keep drop off cars out), and a lower speed limit.
It's very dangerous cycling through this area N-S along Centre St and there are no alternatives east of Mcleod
There is so much room in the Southland ROW for multi use pathways. E-W travel now requires weaving through neighbourhoods and uncontrolled crossings on the main arterial roadways.
You should connect this multi-use path with eagle ridge drive and encourage cyclists to avoid the narrower direct path
This is steep and narrow

Speeding
Not sure why this just ends here. so frustrating to building connections when this plan just stops short of school and huge barrier that is anderson road.
The school and facilities in green space should all 4-season access with a pathway cross the greenspace. This could improve recreational options for seniors and wheelchair, adaptive cycling at school.
This is a hugely busy pedestrian area with students and buses. sidewalks should be wider, pedestrian advance lights are needed and improved lighting. No right on red also required.
Combo comment for speeding in playground zone and aggressive pick-up and drop-off traffic.
I think it would be beneficial to add a 5A connection north of Heritage on the east side of Macleod to both Fischer Street and Flint Road north of Fielding Rd, maybe connecting through to a separated facility along Centre.
Nobody ever looks right here when turning from Horton onto Heritage.
There needs to be a 5A connection here.
Narrow, curving, and busy pathway around hospital creates dangerous conditions for all users
Desperately in need of a separated cycle lane, at the very least for the uphill direction. Median creates unsafe conflict in both directions when vehicles cannot safely pass someone on a bike.
I came to suggest a diverter on 5th st at this point and others, but I am not the first to have this idea!
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.
If one is going through this area and wants to stay east of Macleod, centre street is the route - but between 58th ave and Flint Road is especially dangerous and badly needs separated infrastructure.
For being a primary cycling route, the wait at this light is frustratingly long, especially at times when there is little cross traffic on Southland.
Lack of a crosswalk on south side means to get to the pathway directly across, you're forced to cross with lights 3 times. Huge annoyance reducing usability.
Protected cycle lanes are useless if our intersections are dangerous to anybody not in a vehicle
We have so many opportunities to provide cycling infrastructure on our overbuilt roads. Please connect train stations with protected cycle lanes
There should be protected bike lanes to every train station
We should make easy cycling access to train stations
Unexpected 3 way stop, some drivers don't realize its there and run through the intersection
Some speeding in playground zone
No crosswalk on the south side of the intersection, adding time and making the connection from Heritage Pathway to Reservoir more difficult
Crosswalks at the Multi-use path (south side of Heritage) are not well marked or defined causing conflict with cars.
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Crosswalks at the Multi-use path (south side of Heritage) are not well marked or defined causing conflict with cars.
Sidewalks are too narrow for people to pass. Lots of use between Schools and LRT Station
"Pathway" between Haddon Rd and Horton Rd is choppy and poorly defined
Horrible narrow sidewalk

Connect pathway along Elbow Dr to SW Neighborhood Bikeway for seamless connection into downtown (to be improved by an extension of the 5 St SW cycle track). Upgrade Elbow Dr pathway to cycle track to improve facility type.
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. Would be great to upgrade the pathway on Elbow to cycle track for a quicker, designated (not shared with peds) facility.
This spot is very awkward to navigate
during the winter the sidewalk slope is not cleared and I have slid down into 5th
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.
very dangerous crosswalk as cars never slowdown and look for you
Steep sidewalk and crosswalk button right beside the road make it dangerous with small children, strollers and wheelchairs. There are also bushes that hide pedestrians from the view of drivers. I have seen many near-misses here!
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.
This road is too busy to cycle on. Cyclists come through Meadowlark Park - Meadowview Road - instead.
A bit confusing for pedestrians / cyclists here. Needs a bit more thought and markings / signage.
Please consider options for creating 5A quality connections to businesses and employment east of MacLeod Trail S. Maybe through the Local Area Plan process.
Love how this section of the route can function as a pathway, alley access for residents, and waste and recycling pickup. Shows how little pavement is needed to accommodate those things. Could be a model for future residential streets!
Please consider adding a speed table and/or a narrowing feature to the road, together with signage, to alert drivers that they are entering an on-street bike route.
Please include Hull Road and 86 Avenue SW in the scope for these improvements, providing a protected 5A facility between the pedestrian bridge and Bonaventure Drive SE.
Please improve the wayfinding, lighting, and surface quality on the connection between Canfield Road SW and the pedestrian overpass across Anderson Road SW.
Please add a pathway along the east side of the former Kingsland school site, between 73 and 75 Avenues SW.
Please add protected 5A infrastructure along Haddon Road SW on the approach to and through the Heritage Drive SW intersection, maybe from 86 Avenue SW northward?
Please add protection along the approaches to this intersection and reduce its size and hazard to people walking and wheeling. Please also eliminate the permissive NBL and SBL that are synchronous with walking and wheeling having the walk signal.
Please provide a continuous 5A connection between the Anderson LRT station overpass and Willow Park Drive SE east of Bonaventure Drive SE
Please improve the street/pathway transition at Sacramento Drive SW and improve lighting and wayfinding along the west side of the transit garage.
Please provide a safe 5A connection along Southland Drive between Haddon Road/Sacramento Drive SW and at least Bonaventure Drive SE (east of there can transition to nearby residential streets).
Haddon Road SW definitely needs a consistent facility for walking and wheeling. Consider making it a pathway on one side that runs the whole length, with a sidewalk on the other?

Fantastic, please do it! 1- Please do a good job protecting things at the intersection with Elbow Drive SW and along the east side of Elbow Drive between 89 Avenue and Hoover Place SW; 2- Please extend this route eastward via the Heritage Station rail overpass, a fully protected (pathway?) along the south side of Hull Road SW to MacLeod Trail, and some kind of protected cycletrack or pathway along 86 Avenue SE from MacLeod Trail to just east of Bonaventure Drive SE, improvements to the engineered walkway at Fairmount Drive SE, and then via Arlington Drive SE to the signal at Blackfoot Trail SE, which could then have a pathway connection leading to the businesses and employment there and down the hill to Deerfoot Meadows; 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 Avenue SW. Please consider adding protected lanes on each side of 5 Street SW between 55 and 58 Avenues SW. Love the signal that accommodates diagonal cycling here. Please add some more pavement on the SW corner so that reaching the push button is more accessible. Love the half signal and easy to reach push buttons here. Please do this type of installation in other locations on the 5A network, it's great. Please add some flex posts, pavement markings, and/or curb extensions to prevent on-street parking that blocks or obstructs the visibility of the wheelchair ramp that connects the pathway with Rideau Road SW. Please adjust the crosswalk on the north leg of this intersection to be aligned with the pathway, both vertically and horizontally. Would provide better traffic calming and be safer and more efficient for people cycling. 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 Avenue SW without having to cross to the channelized EBR island. Delete the SB variant of the bike route here that uses Brunswick Avenue and 4A Street SW. It's not necessary, it's confusing, and it routes people cycling to an unsignalized crossing of Lansdowne Avenue SW when there's a flashing just to the west. Curb to curb on these roads here is so wide; consider if the corners at the intersections could be adjusted to reduce vehicle speeds. Great opportunity to reduce pavement and better manage stormwater here too. Please consider making this a four way stop or reorienting the stop signs to face east and west, improving the efficiency of the cycling route. Please consider a diverter at 55 Avenue SW to reduce through traffic on 5 Street SW between 50 and 58 Avenues SW. Consider working with CF to see if they would be interested in partnering with The City on providing secure (card access, sheltered) bicycle parking for employees and customers (maybe these are two separate facilities). Also consider if CF would be interested in employee transit passes (like what TransLink does in Vancouver), which could help reduce vehicle traffic in this area. Please reorient the stop signs so that they face east and west and the cycling route doesn't require stopping every block, thanks! For 6 Street SW at 67, 68, and 69 Avenues SW. A bit of additional wayfinding between the 5 Street SW overpass and 5 Street SW south of 69 Avenue SW would be helpful here. It's a good route, but needs just a little more signage please. Heritage Drive has so many destinations west of Macleod, it would be great to to access these via protected bike lanes. I'd like to see a connection from 5th St Sw to the elbow river pathways here.
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It would be nice to see Canfield Rd get protected lanes added as well so that we have a protected route parallel to Macleod
A path around the mall parking lot would make accessing different businesses easier than trying to navigate the lot without getting run over.
Replace this abomination of an intersection with a Dutch-style roundabout and route the cycle lanes up Elbow Drive or Landsdowne instead of 4A ST SW to connect to the paths on the south AND north sides of the Elbow River to create a much more cohesive network. This will also create safer routes along the busier streets.
It would be nice to have a link northbound from this path connecting to Sacramento Drive near Shillington CR SW so that you don't have to backtrack if you heading northbound after leaving the LRT. Alternatively there could be a connector up Sabrina Rd SW
Can we get a bike lane leading into the Chinook parking lot to keep cyclists safe from drivers at the mall itself? As well as bike lockers.
What is the point of the route on Horton Rd SW if there is no connection on Southland Dr SW to the other bike lanes? We need to add a proper connection here.
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.

Q3: What else do you want The City to consider when improving the area for walking, biking and wheeling?

We need more paths and wider paths. People of all ages in the area ride bikes. Especially more of us elderly folks with these ebikes.
This is a terrible study. I know my family already finds the bike paths way too busy. My mum was knocked off her bike. Terrible idea.
Start looking at cities that already have well managed and used cycling infrastructure and use those models. Dedicated cycling lanes
Would it be possible to make the bike path safer and more family friendly by moving it closer towards the space along the LRT tracks?
Gaps left in commuter bike networks are frustrating and dangerous to navigate. If safety is an afterthought, biking will be an afterthought.
As they say in the planning business- "you get what you invite." Presume that people will walk and cycle if it's convenient; they will.
Haddon Road is busy, congested with parked cars on both sides people driving not enough space for a Safe bike lane. Add to the mix children
Utilize space between Heritage LRT, Train Barns and Haddon Arms parking lot to join, back alley that joins a urban path Southland underpass.
There is ample room along the length of Macleod Trail to expand the sidewalks into protected pedestrian / bike corridors. Beautify this area
Without an easily navigable, connected, and above all else SAFE bike route network, we dissuade the inexperienced from biking in our city.
Please fix the 14th and Heritage intersection and make it make sense for walkers and wheelers.
For the love of god please fix the road potholes first. I don't use many of the bike lanes as scooters use them improperly during the summer

Using quiet roads for cycling feeder routes makes lots of sense BUT in order for it to work, they must be high priority for snow clearing
We need a complete network. Gaps make the system useless.
Focus less on cycling for recreation and more as a means to get people to places. Paint is not infrastructure. Dedicated bike lanes.
Sharing a road with motorized vehicles is not a safe biking route. Keep it divided, safe, and way more people will use it. Do it right!
I want an efficient way to get around that is well signed and doesn't suddenly end (looking at you, southbound 5 St at 17th Ave)
Ensure the pathway blends seamlessly with the pathways adjacent to the reservoir, and consider a pathway along south Anderson Trail.
Snow clearing bike/pathway that parallels 5th Street on the west side of Chinook Centre, including the paths to crossing lights.
Please put sidewalks/bike paths down McLeod Trail south of Southland to the city limits where possible
Fix the potholes They are the worst I've ever seen them - very dangerous and damaging to cars! Improve infrastructure for water delivery!!
Plan ahead with development when planning better accessibility rather than after the fact.
A better connecting system for bikes to the river path by Deerfoot. Enforcement of safety rules drivers just aren't paying attention.
Please add a bike path along Anderson Trail. It is really problematic to ride east from Woodlands and Woodbine.
Use the grassy east boulevard of Elbow Dr to create a dedicated bike lane for commuting between downtown and outlying communities
This survey is a waste of time. There are already sidewalks and pathways on this route, no need for more.
Going up and down on the ramps is hard on my joints in my old age. Can we have these raised crosswalks for bikes and sidewalks?
With our ageing population, there are more walkers and wheelchairs being used. We need wider sidewalks and more raised crosswalks.
Many of my elderly friends have e-bikes. Protected lanes would help us get out more.
Replace the cracked and uneven sidewalk along Elbow Dr with a multiuse bike path instead. Good for walking+biking, won't disturb traffic
Integrate improved cycling measurement metrics, we have measured vehicles for decades but are new to measuring cycling, data support!
89th Avenue is a perfect connection to the pedestrian ramp crossing 14th street. I would love to see a proper cycling lane here.
Please make sure the bike paths that include schools in the journey are safe and protected... paint won't protect my kid.
More bike lanes will reduce strain on our roads, reducing traffic and cost to tax payers.
We need better wayfinding for cycling. I always get turned around and sometimes end up in dangerous situations because of no bike network.
Please create a distinction between cycling and pedestrian infrastructure. Make it more clear.
Protected intersections with nearside signals should be standard practice to make bike lanes and sidewalks safer and actually useable.
Paint is not infrastructure. Please build quality, protected bike lanes that can be used by all ages.

Fairmount Drive desperately needs a bike lane with quality connections at intersections so it can be used by people of all ages.
These blue signs just say "You're less likely to die here than on Macleod." Please add traffic calming and protected bike lanes.
We need a fully protected network. If you build a bike lane in the middle of nowhere... it's useless. The network matters.
Please consider using coloured asphalt instead of paint for bike expressways. It will remain coloured forever and requires less maintenance.
Currently it is difficult for bike users near 14th St SW to access the downtown and the Bow River. Please add bike lanes along 14th St SW.
Please add bike lanes on Elbow Drive to better connect bikers all the way from downtown to Chinook Mall. Supports alternative transit modes.
Please add bike lanes down 14th St SW to better connect SW residents to the downtown and the Bow River :)
Please add bike lanes to further ease vehicle traffic on narrow roads in the communities and important roads like Elbow Drive.
Do not add bike lanes and further restrict vehicle traffic on already narrow roads in the communities and important roads like Elbow Drive.
5th street from heritage drive up to 69th, is a quiet calm street, no need for dedicated bike lanes here, need the parking
Love the return to side roads instead of poorly implemented paint lanes on main roads. Just don't cheap out on way finding
Please provide bike paths designed for higher speed commuting and exercise separated from pedestrian.
More dedicated pathways into downtown from all communities, or connecting to preexisting one
Thank you for asking residents for ideas - I love seeing all the great suggestions and hope it makes our community more walk-/bike-able.
Please make sure the bikeway is next to the sidewalk and parking is on the inside so as to protect wheelers from moving vehicles.
Seeing that Haddon is a bike route, makes sense to make it safer
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
Many support a bike lane on Elbow because it's a direct route to downtown.
Make sure the connections are there. Right now the start of the bikeway in Southwood doesn't help those that live on the west side of Elbow.
A dedicated (hopefully physically separate from car lanes, not just paint) bike lane up and down Elbow Drive would be great.
Please take of the potholes and road conditions in Southwood, especially on Southampton Drive near the Southwood Corner shopping mall.
Bike lanes should not be added to high traffic routes that are main corridors such as Elbow Drive and 50th Avenue.
Make sure you don't make driving more dangerous or difficult.
put major cycling & walking infrastructure on the sunny side of the street. makes snow melt faster in winter months & a safer experience.
A lot of people rely on haddon road for parking, it is already extremely congested please do not add a bike path. Especially by the highscho

Obstacle markers need weather resistant options. Eg using paint on the ground like curb height markers will fade.
Those concerned by loss of street parking haven't realized that proper bike infrastructure means fewer cars will be required in the area
No! Disagree with this idea, we need pot holes and sound barriers between highways before this!!!
5th St. SW should have dedicated, partitioned lanes to ensure vehicles know this is high-volume bike pathway.
Stop this useless waste of money. Calgary has at best 4 months where bike riding is feasible. Use the money to fix infrastructure.
The dedicated bike path that crosses over 50 th ave is still extremely dangerous and ven with the new bike light there.
A dedicated bike lane or multi use pathway on elbow would be great for more accessible walking and biking because many highschooolers use it
I'd love to see a wider sidewalk/ multi use pathway along elbow drive. Please improve crosswalk safety at 50 av and elbow drive
There needs to be clear signage as to types of bikes, scooters etc allowed. Too many pushing beyond the rules. Also your speed indicators
Choking off car traffic by adding bike lanes on Elbow this will push cars through communities. Very negative for local residents.
We have a pretty extensive bike path system. Please prioritize and focus on maintenance and renovation of what we've got.
More enforcement of people clearing sidewalks after snowfall. Along Haddon Rd, sidewalk is a patchwork of slippery parts.
Leave the roads alone! You already have the City screwed up and obviously any money should be spent on old infrastructure, Ex: water main
Focus- Multi use pathways People to schools, green spaces, businesses Lighting Signs Accessible East/west connections Child safety
Make sure this route has infrastructure to keep cyclists safe. More people will ride if they don't get hit by cars!
Two bikes lines on either side of Macleod with old-growth shade trees and a dedicated pedestrian path with snow clearing would solve this
This path should connect from South Centre and feed into fish creek park, the reservoir, chinook mall, down into deerfoot meadows.
Placing a pathway inside a quiet neighbourhood when you already have a dedicated bike path coming into the station is foolish and will anger
Ignore people's false conception that "street parking" should be treated as anything but a high-value commodity unsuited for a community.
The crux of the issue is not treating walking and cycling paths as dedicated economic infrastructure instead of mere pleasure or convenience

If you want people to use bike paths year round you need to implement main feeders and have snow removal on them, if not all main pathways.
Build dedicated bike paths and safe and enjoyable sidewalks not breathing in disgusting fumes from cars like you literally only ever do.
Add traffic calming measures along 50th ave. Traffic calming curbs, or even just painted lines to "narrow" the perception of the road width.
Don't spend a penny of my taxes on any more on street cycle paths!
Elbow Dr. traffic is a highly dissuasive for young families who want to walk/cycle - any and all traffic calming measures should be considered
Have City Councillors be an example and ride their bikes to work! Really! Walk the talk, or in this case, bike the talk. I use this route.
Placing the pathway on Haddon between Anderson and Heritage doesn't make sense due to the high volume of traffic from school start and out.
Placing the pathway adjacent to the LRT line between Anderson and Heritage, rather than on Haddon makes more sense. Sections already exist.
This is still a popular route for cars too - if traffic is diverted, we will also need improvements along Elbow
I have cycled from Kingsland to downtown, year round, since 1988. I think things are fine as is. Don't take out street parking for bikes.
If you are going to add bike lanes, you need to spend the money to remove the snow in the winter.
Kingsland is already dealing with limitation in street parking with the addition of the densification and new multi family low rises.
Kingsland is already under stress for parking and we can not afford to lose more of the street parking.
Route on 5th St. in Kingsland is great, but add one through the park then along 4A St. giving access to McLeod Tr. and high-den apartments.
Please consider completing the pathway between Anderson and Heritage Station adjacent to the LRT tracks. There are missing segments here.
Bike lanes are not a priority for me. Use is limited by the cold, windy Calgary weather. \$56 mill too much. Fix pot holes.
Fairmount Dr. would benefit greatly from a bike lane as it serves as a corridor connecting Acadia, Willow Park to Southcntr and Fish-library
You are going to destroy Horton Road just like you did 2 St SW. A bike lane on Elbow for east west bike lane. 2% of people bike in this city
There should be separate or marked pedestrian only paths as the bikes are often dangerous to walkers. They are often racing along paths
Kingsland already has incredibly tight roads. We do not need dedicated lanes with wheel stops down the road making them tighter
Use Elbow Drive - generally level roadway which would make cycling easier & certainly wide enough to accommodate a North-South cycle lane!
I would love to see continuous cycling infrastructure paralleling the LRT tracks all the way to 42nd st!
We need to prioritize continuity and ease of use for the design. Let's ensure it's not confusing to use!
We need to build with winter maintenance in mind. Infrastructure needs to be wide enough to allow for margin on imperfect snow removal.
While I like the ambition of a continuous north-south connection to downtown, a connection on Elbow drive would be more continuous & legible

I would love to see Heritage and Elbow Drives redeveloped as complete streets - greenway connections for all users (not just functional)
The reservoir path from south Glenmore pump track to 24th St. needs a cycle lane like behind Glenmore Landing.
Put bike paths on secondary roads not the main feeders. Bike are less likely to interact with traffic.
A dedicated bike lane on elbow drive would make bike commuting convenient and safe.
Get the motorized bikes / scooters off the existing pathways. They are going way too fast... it's dangerous and not fun for walkers or bikers
It's already a bicycle path along heritage drive. Why you guys want to destroy our neighbors by adding another stupid bicycle path.
Please enforce pathway speed limits, electric motorized bikes are constantly exceeding safe speeds
Please improve the ability to quickly and safely travel from the Haysboro area to fish creek, sue higgins, and fish creek park.
The gravel strip beside the C-Train tracks from Chinook station to 42 and beyond would make for an amazing and safe bike trail to the core.
- Always have bike lanes moving ONLY with the primary direction of traffic - especially when crossing side streets -
The fact is we have snow for most of the year. Building more bike paths will not change this, will cost a ton of money, & causes congestion.
Have a protected bike line for the route into downtown so bike commuters and families can safely get into the downtown/ to elbow river.
Please make all Bike Roads throughout Calgary 40km speed limit. None should be 50 km
If you are going to make a side street a cycling corridor without a protected bike lane, make the speed limit 30kph. Like Vancouver.
The Idaho stop works, it's been proven countless times. Let's stop forcing cyclists to look like law breakers.
Keep bike lanes away from Elbow drive. There is enough congestion without putting more restrictions on traffic flow. Use side streets.
Elbow Drive could be a wonderful north/south connection. I believe there is room for bike lanes, a drive lane, and a middle dual turn lane.
Please consider separated facilities for pedestrians and cyclists where possible.
Wayfinding signs would be good along whole route. Specifically I don't know how to get downtown from the 4A St portion of the proposed route
Any 5A mobility solution should be complete, we need to move away from designated cycle routes that are path to road to sidewalk etc.
Prioritize a pathway beside Macleod Trail preferably on both sides between Chinook & Southcentre; don't wait for businesses 2 do it!
Please consider 58 ave as an east west corridor for a protected bike lane. I bike on the sidewalks because the road is crazy with cars
Horton road is fine but I would like to see a protected bike lane on Elbow drive. I currently use the side walk because the road is scary
Continuous path on east side 14 street through Haysboro, Southwod, Canyon Meadows exists. Needs improvement.
Consider improving elbow dr sidewalks to include biking.

I live on Haddon rd, Would like to ensure there is space for pedestrian, bikers, and parked cars. consider resurfacing all of haddon rd.
Snow clearing in the winter is not efficient, especially for people who use mobility scooters.
Please consider installing a multi-use path instead of a sidewalk. This would make for a smoother and safer riding experience for everyone.
Wayfinding signs to key destinations in the area would be very helpful.
I LOVE this city for its bike paths. Keep up the good work City of Calgary. This is AWESOME!
why is there no map icon for bikes travelling too fast on the pathways. Needs speed limit signage and enforcing .
Pathways must be separated from roadways to keep all ages of cyclists safe. Navigating roads with potholes, cars/buses, unsafe not enjoyable
I'm seeing a lot of comments around east-west connections & issues, particularly around Southland Dr and Horton Road/Mac Trail.
Frustrations with sidewalk-biking, and and bikes not following "the rules" indicate that the road is unsafe/unfair and needs improvement!
It's so crucial that these bikeways be separated and physically protected from cars. Signs and paint (by themselves) are not infrastructure!
No bicycle lanes on 90 Avenue. During BRT it backed up
Leave Heritage and Southland alone, NO BICYCLE LANES. Also leave 14 St Alone, NO BICYCLE LANES.
In general the north/south corridor has good routes and connections, however east/west access is either non-existent or very poor and unsafe
Road tests and licenses should be in place before taking to the road. It is unsafe for all if bicycles do not follow the rules of the road.
Please install secure bike lockers at LRT stations, preferably bigger ones that can accommodate more than one bike in each.
Need more enforcement of sidewalk-biking bylaw, especially near the high schools.
I know it's expensive, but please find a way to build pedestrian overpasses over the train tracks in the middle, not just at the big roads.
Need to encourage more cycling education for motorists, not just for cyclists. Motorists don't always accept cyclists on the road.
Put the cycle track on Elbow where the route is more direct, there are more destinations, and more people living along the corridor.
Connect the the bikeway to the downtown cycle track network via an extension of the 5 St SW cycle track plus new cycle track on Elbow Drive.
Prioritize cycling links to the train stations and provide secure lock-ups. I drive to the stations because my bike will be stolen.
I would love to be able to ride to the U of C from this part of the city (Windsor Park) on separated, protected bike lanes.
Consider winter! Not many do well doing any of these modes in 12 inches of snow at -30.
it's so disappointing that the city is taking the path of least resistance and putting bike lane parallel to instead of on Elbow.
I use Horton all the time to go N/S. The north end is busy and dangerous, and there are few E/W connections to transit and shopping.



SW Neighbourhood Bikeway

Report Back: Phase 1 What We Heard
August 2024

I don't know why we aren't making trips to transit stations more of a priority. It seems like an easy win to have more transit riders.
Sidewalks / crosswalks need to be made safer, especially the highly utilized ones to Chinook Centre; dangerous for wheelchairs and strollers
We need protected bikes lanes to get more people cycling. A painted line on the street does nothing to protect or encourage cyclists.
Looking forward to investment in this important route that connects so many destinations. Please prioritize safe walking and wheeling here!