



Calgary Pathway and Bikeway Plan

Stakeholder Report Back: What we Heard

July 9, 2018

Executive Summary

The Calgary and Area Pathway and Bikeway Plan was developed in 2000. The plan requires updating. The City of Calgary ("The City") is developing guiding principles for the planning, design, implementation and management of pathways and bikeways. These principles will be used to update the Calgary Pathway and Bikeway Plan. In 2016, The City began updating the Calgary and Area Pathway and Bikeway plan, which included public engagement. In May and June 2018, phase two of public engagement began.

The goal of this second phase of public engagement was to gather input that will be used to help prioritize future pathway and bikeway investments. Input was focused on two key areas: (1) prioritizing the buildout of the pathway and bikeway network; and (2) choosing the pathways and bikeways that participants were most likely to use. Engagement events sought to capture the input from a broad audience of Calgarians, as well as specifically focus on targeted stakeholders, including the homeless population, seniors and families, youth and children, as well as Calgarians who do not identify as cyclists, and members of the general public who may not identify as stakeholders. 180 communities and 14 wards in Calgary were heard from in the course of the engagement.

The engagement was implemented through online and in-person methods. During phase two of the engagement the online portal was visited by over 4,000 participants; the in-person events included over 1,000 participants. With regards to prioritization, participants prioritized the building routes as follows, from highest to lowest priority rank: (1) routes where there are safety concerns and have been collisions in the past; (2) where we'll get the most people walking and biking; (3) social equity (improve areas where people are less likely to own or operate their own vehicle; and (4) spread evenly around the city. Participants valued both walking and cycling infrastructure that would help them get to local destinations, as well as across town. Four major themes were found in the open-ended questions related to prioritization: these were: (1) improving connectivity/connecting to existing pathways, bikeways, and public transit; (2) building more dedicated pathways and bikeways/improving accessibility in areas without pathways and bikeways/expanding current pathways and bikeways; (3) improving separation/barriers between bikes, pedestrians and cars; and (4) improving safety.

With regard to the pathways that participants were most likely to use, participants indicated that they would be more likely to walk on a separated pathway with separate spaces for walking rather than a multi-use pathway. Participants indicated that the top three options that they would be most likely to ride a bike on were: (1) pathways with separate spaces for walking and biking; (2) physically separated on-street bike lanes; and (3) residential streets with a 30 Km/h speed limit designed for slower speeds and fewer vehicles.



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Project overview

The Calgary and Area Pathway and Bikeway Plan was developed in 2000. Many of the pathways and bikeways proposed in the plan have already been built. Some of the proposed pathways and bikeways, however, are now obsolete because of changes to the roadway or approved developments. Additionally, new policies have been approved that impact the plan. The plan requires updating.

The City of Calgary ("The City") is developing guiding principles for the planning, design, implementation and management of pathways and bikeways. These principles will be used to update the Calgary Pathway and Bikeway Plan. The updated plan will provide a proposed city-wide network of pathways and bikeways that will seamlessly connect Calgarians to the places they want to go and will meet the needs of current and future cyclists as well as other users.

Engagement overview

Engagement Background

In 2016, The City began updating the Calgary and Area Pathway and Bikeway plan, which included public engagement. Feedback gathered during the first phase of engagement identified that safety and protection from traffic are important to participants. Due to this, the second phase of engagement focused on what safety means when it comes to pathway and bikeway infrastructure.

Phase two engagement

In May and June 2018, phase two of public engagement began. The goal of this phase was to gather input that will be used to help prioritize future pathway and bikeway investments.

The engagement process was designed to:

1. Provide information about the project, past engagement processes and results and the scope of this phase of engagement so that all stakeholders had a common understanding of what we were collecting feedback on.
2. Gather feedback from all stakeholders by consulting them on criteria being used to prioritize the build-out of new pathway and bikeway connections in order to identify which of the potential pathway and bikeway connections should be built first.
3. Gather feedback from all stakeholders by asking them about their willingness to walk and/or ride a bike on a variety of pathway and bikeway facility types.

Engagement events sought to capture the input from a broad audience of Calgarians as well as specifically focus on targeted stakeholders, including the homeless population, seniors and families, youth and children. Furthermore, the engagement activities and events were designed to hear from Calgarians who do not identify as cyclists, and members of the general public who may not identify as stakeholders.



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Engagement Implementation

Phase two of engagement was implemented through a variety of engagement methods, including:

1. An online feedback questionnaire.
2. In-person outreach consisting of:
 - a. An all-day presence at a large community festival (The Lilac Festival),
 - b. A targeted session at a homeless shelter (The Calgary Drop-In and Rehab Centre),
 - c. A targeted session at a seniors' centre (Kerby Seniors Centre), and
 - d. Two sessions at recreation centres (Genesis Centre and VIVO for Healthier Generations).

Summary of Online and In-Person Engagements

During phase two of engagement the online portal was visited by over 4,000 participants; the in-person events included over 1,000 participants.

Summaries of what was heard from all engagement opportunities combined can be found in the [Summary of Input](#) section.

Online Engagement

From May 15 to June 11, 2018, a questionnaire was hosted on The City's engage portal page and received 4,450 visits and 1,993 feedback questionnaire responses.

These participants answered questions about which priorities for the buildout of pathways and bikeways were the most important to them. They also indicated which pathways and bikeways, with different safety features and types of infrastructure, they would be the most likely to use.

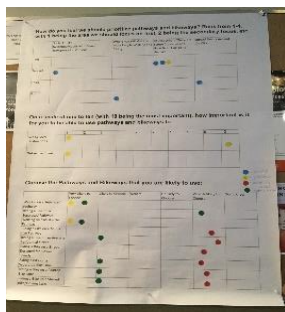
In-person Engagement

From May 31 to June 3, 2018 five open houses were held:

Date	Location	# participants	# of feedback questionnaires received
May 31	Drop-In and Rehab Centre	75+	57
May 31	Kerby Seniors Centre	8	8
June 1	Genesis Centre	45	32 + 1 other written submission
June 1	VIVO for Healthier Generations	47	24 + 10 other written submissions
June 3	The Lilac Festival	855	303

There were over 1,000 participants and 435 people who provided written input.

The in-person open houses were designed to capture both a broad audience, as well as specially focus on targeted groups such as the homeless, senior citizens and families. This was achieved through strategic location, activities and method of recording input.



a) The Drop-In and Rehab Centre targeted session was designed to allow one-on-one completion of the feedback questionnaire with a participant and an engagement specialist, filling out feedback questionnaires together in various locations around the centre as best suited the participants. The session was designed to ensure a safe and comfortable engagement experience for participants and to manage the number of participants at this location. There were further opportunities to answer feedback questionnaire questions by sticking dots on a response tracker poster.

b) The VIVO for Healthier Generations and Genesis Centre open houses were designed to allow both independent and one-on-one completion of the feedback questionnaires. They were anchored around activities for young children, and informational boards. Flashcards were used while sitting with young children, or elsewhere in the facility as was comfortable for participants.



c) The Kerby Seniors Centre open house was designed to allow for independent as well as one-on-one completion of the feedback questionnaires. Engagement specialists were present to assist with the completion of feedback questionnaires either with reference to display boards or flashcards.

d) The Lilac Festival open house was designed to allow for both independent and one-on-one completion of the feedback questionnaire with an engagement specialist. Festival-goers were encouraged to indicate where they were from on a large map of Calgary. Activities were set up for young children and youth, and pathway and bikeway maps were distributed to participants and all those interested.



All sessions provided information on the project through display boards or informational sheets. A subject matter expert was available to provide further information on the project. Attendees provided their comments on the feedback questionnaires and the back of colouring pages designed for all ages.

What we asked

Participants were asked to provide feedback on two key areas. The first area was prioritizing the buildout of the pathway and bikeway network. The second area was choosing the pathways and bikeways that participants were most likely to use.

A. Four questions were asked on priorities. Participants were asked:

1. How do you feel we should prioritize pathways and bikeways? Please rank the following from 1-4 (with 1 being the area we should focus on first, 2 being the secondary focus, etc.):
 - a. Social equity (improve areas where people are less likely to own or operate their own vehicle)
 - b. Where we'll get the most people walking and biking
 - c. Routes where there are safety concerns and have been collisions in the past
 - d. Spread evenly around the city
2. Is there anything more you'd like to tell us about prioritizing the build-out of pathways and bikeways in the city? [OPEN ENDED COMMENT]

3. How important is it for you to be able to use pathways and bikeways to get to local destinations? (E.g. Local school, library, recreation centre or coffee shop) Please use a scale from 1-10 with 1 being not at all important and 10 being very important.

4. How important is it for you to be able to use pathways and bikeways to get across town? Please use a scale from 1-10 with 1 being not at all important and 10 being very important.

B. Nine questions asked participants to choose the pathways and bikeways they were likely to use. Choosing from “Very likely to choose,” “likely to choose,” “neutral,” “unlikely to choose,” “very unlikely to choose” and “don’t know,” participants were asked:

5. Walking on a separated pathway

How likely are you to choose to walk or use a mobility device on a pathway separated for walking and biking?



6. Walking on a multi-use pathway

How likely are you to choose to walk or use a mobility device on a pathway shared by people walking, biking, etc.?



7. Riding a bike on a separated pathway

How likely are you to choose to ride a bike on a separated walking and biking space pathway?



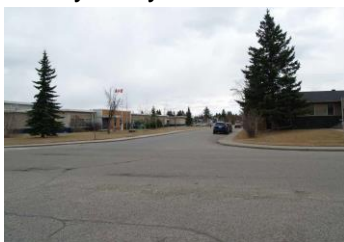
8. Riding a bike on a multi-use pathway

How likely are you to choose to ride a bike on a pathway shared by people walking, biking, etc?



9. Riding a bike on an average residential street

How likely are you to choose to ride a bike on an average residential street?



10. Riding a bike on a residential street designed for lower speeds

How likely are you to choose to ride a bike on a residential street with a 30 km/h speed limit, and designed for slower speeds & fewer vehicles?



11. Riding a bike on a separated bike lane

How likely are you to choose to ride a bike on a separated bike lane that is separated by a barrier?



12. Riding a bike on a painted bike lane

How likely are you to choose to ride a bike on a painted lane on a busy street?



13. Riding a bike on a shared bike/driving lane

How likely are you to choose to ride a bike on a shared lane on a busy street?



All pathways and bikeways had a corresponding image on a display board and/or flashcard for visual reference.

C. Participants were also asked to provide the following general demographic information:

1. Do you have children under 18 living in your household?
2. What community do you live in?
3. What is your gender?
4. What is your age?
5. How often do you walk or use a mobility scooter? (Everyday, 3 or more times a week, 1-10 times a month, 1-10 times a year less than once per year or never.)
6. How often do you ride a bike or wheeled device (e.g. skateboard, rollerblades, etc.) (Everyday, 3 or more times a week, 1-10 times a month, 1-10 times a year less than once per year or never.)

Additionally, at the in-person events, there were colouring pages with two open ended questions for participants to share their thoughts on pathways and bikeways:

1. "What I would like to see in the future..."
2. "Where I would like to be able to go..."



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What we heard

In interpreting these results, it is important to note that this engagement was open to all interested Calgarians and cannot be interpreted as a representative nor statistically significant sample. While this report uses percentages to describe the engagement results, it's important to note that these percentages are based on the number of respondents to the feedback questionnaire and in-person engagement. Therefore, findings in this report should not be interpreted as formalized research and are not a representative sample of Calgarians, and therefore cannot be extrapolated to a larger group.

Prioritization

Participants prioritized the building out routes as follows, from highest to lowest priority rank:

1. Routes where there are safety concerns and have been collisions in the past
2. Where we'll get the most people walking and biking
3. Social equity (improve areas where people are less likely to own or operate their own vehicle)
4. Spread evenly around the city

Participants valued both walking and cycling infrastructure that would help them get to local destinations, as well as across town. When looking at the importance of being able to use pathways and bikeways to get to *local destinations*, the mean score was 8.3 out of ten. For the importance of being able to use pathways and bikeways to get *across town*, the score was 7.2.

Open-Ended Questions

The top four themes found in the responses to the open-ended question, "Is there anything more you'd like to tell us about prioritizing the build-out of pathways and bikeways in the city?" and the open-ended sentences on the colouring pages starting "What I would like to see in the future..." and "Where I would like to be able to go..." were:

1. Improving connectivity/connecting to existing pathways, bikeways, and public transit (339 comments);
2. Building more dedicated pathways and bikeways/improving accessibility in areas without pathways and bikeways/expanding current pathways and bikeways (243 comments)
3. Improving separation/barriers between bikes, pedestrians and cars (169 comments)
4. Improving safety (167 comments)



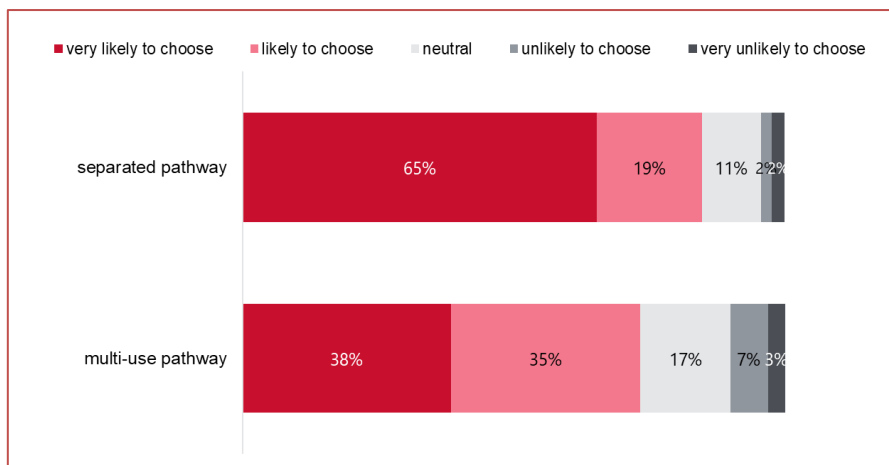
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Walking Infrastructure

When walking, participants indicated they would be more likely to walk on a separated pathway with separate spaces for walking and biking, rather than a multi-use pathway. More than eight in ten said they would be likely to choose to walk on the former and three quarters saying they'd be likely to choose to walk on the latter.

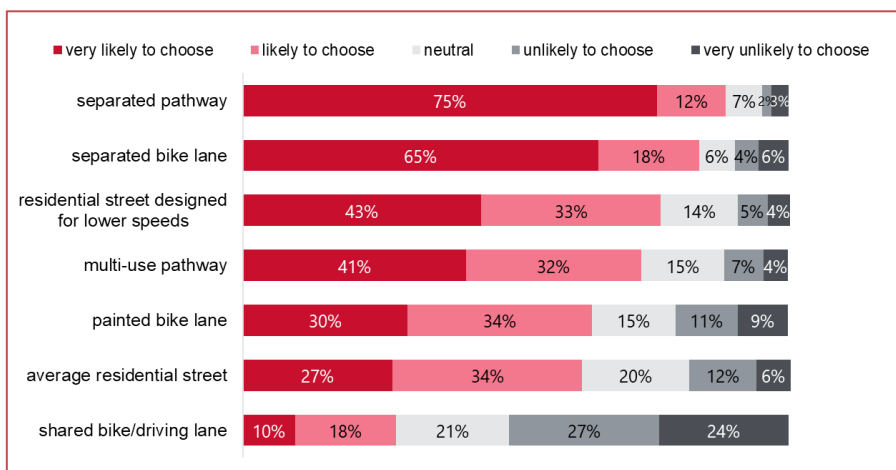


Biking Infrastructure

Overall, the top three options participants indicated they would be likely to ride a bike on were pathways with separate spaces for walking and biking, physically separated on-street bike lanes, and residential streets with a 30 km/h speed limit designed for slower speeds & fewer vehicles.

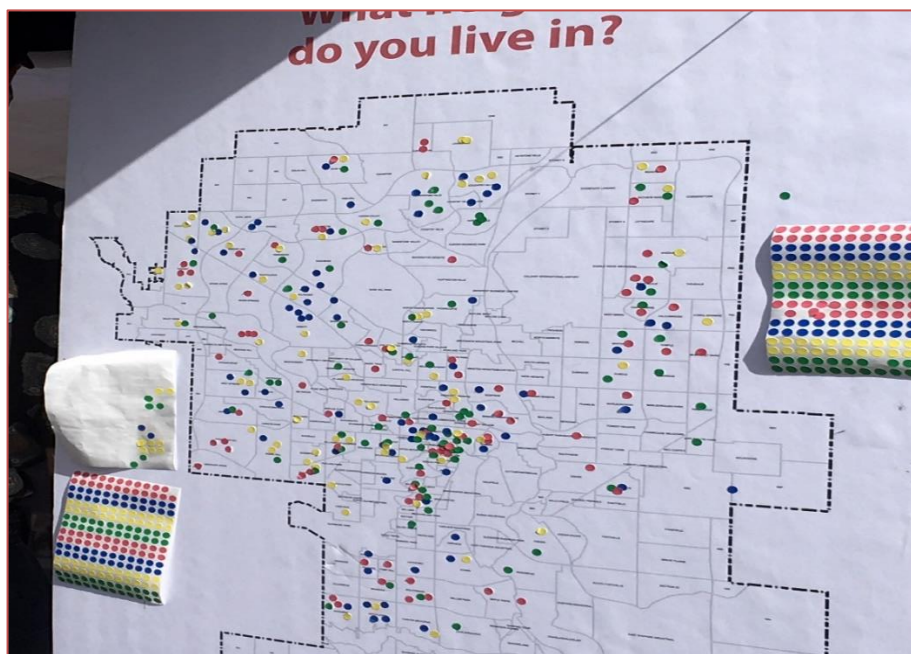
When biking, participants indicated they would be most likely to bicycle on a pathway with separate spaces for walking and biking, almost nine in ten said they'd be likely to do so. The separated on-street bike lane option was also quite popular, just over eight in ten said they would be likely to choose it.

About three quarters of participants said they would be likely to choose to ride a bike on either a residential street designed for lower speeds, or a multi-use pathway. A painted bike lane or using an average residential street would be a choice for about two thirds of participants. Sharing the road with other traffic was the least preferred option, with less than three in ten saying they would be likely to choose it.



Who we heard from

Participants indicated they are from 180 communities and all 14 Wards within Calgary, as well as three communities outside of Calgary.



Participants ranged in age from 6 to 99, with an average age of 41. Women and men were equally represented. Just over a third had children under the age of 18 in their household.

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

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

Next steps

The input gathered in phase two of engagement will be reviewed by the project team. The information will be used to help The City prioritize pathway and bikeway investments and will be reflected in the updated Calgary and Area Pathway and Bikeway Plan.



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Summary of Input

The results below combine input received online and at the in-person events.

Prioritization of build-out

Question:

“How do you feel we should prioritize pathways and bikeways? Please rank the following from 1-4 (with 1 being the area we should focus on first, 2 being the secondary focus, etc.):

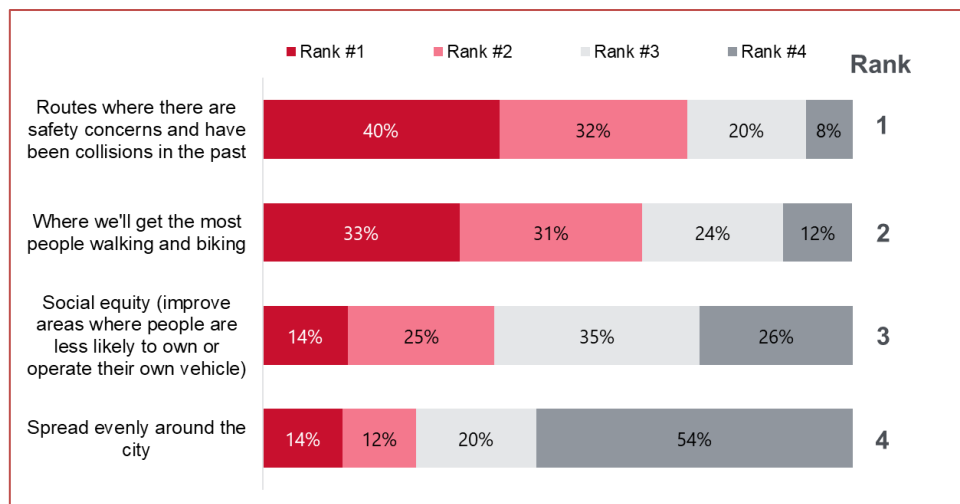
- Social equity (areas where people are less likely to own or operate their own vehicle)
- Where we will get the most people walking and biking
- Routes where there are safety concerns and have been collisions in the past
- Spread evenly around the city.

Findings:

Participants were most likely to rank routes where there are safety concerns and where collisions have happened in the past highly. Four in ten participants ranked it number one and three in ten ranked it number two.

A third of participants ranked cycling uptake as number one and slightly less ranked it number two.

Comments received by participants on the two top-ranked priorities include: *“Put safety first. Some existing pathways are built that are not that safe”* and *“if we get more people walking and biking, there will be a greater push for better infrastructure for a diversity of reasons as a result of having more people engaged in active transportation.”*



Social equity was the number one or two rank for four in ten participants, while it was ranked third for about a third of participants and fourth by a quarter.

The option of evenly spreading routes across the city received the lowest rank from a majority of participants, with another one in five ranking it third. Only a quarter felt this was in their top two rankings.

The ranking question was followed by an opportunity to provide clarification or additional input on this topic.

Question:

“Is there anything more you’d like to tell us about prioritizing the build-out of pathways and bikeways in the city?”

Findings: The top four themes found in the verbatim comments were:

1. Improving connectivity/connecting to existing pathways, bikeways, or public transit;
Example of this theme: *“Ideally a seamless bike-walk path circumnavigating the city as well as connecting paths into other city regions”*
2. Building more dedicated pathways and bikeways/improving accessibility in areas without pathways and bikeways/expanding current pathways and bikeways;
Examples of this theme: *“build more pathways and bikeways...”* and *“Would like more bike lanes in the suburbs”*
3. Improving separation/barriers between bikes, pedestrians and cars;
Examples of this theme: *“It is important to me to feel safe biking. Not super confident on the roads or even bike lanes on roads. Separate paths where possible”* *“Separate bike paths from cars with a physical barrier”*
4. Improving safety
Examples of this theme: *“Safety should always be first”* *“ensure they are well lit and maintained.”*

The following table is a summary of the themes identified in the responses, along with the number of comments falling into each theme.

Themes Represented in Open-Ended Answers	COUNT
Improve connectivity/connect to existing pathways/bikeways/connect to public transit	339
Build more dedicated pathways and bikeways/improve accessibility in areas without pathways and bikeways/expand current pathways and bikeways	243
Improve separation/barriers between bikes, pedestrians and cars	169
Improve safety	167
Focus on downtown area/improving access to and from downtown area	83
Improve maintenance to pathways and bikeways/fix damaged pathways and bikeways	78
Stop taking up road space to build bikeways/consider impact on drivers as well	53
Improve public education regarding pathways/bikeways	51
Keep bikes away from traffic as much as possible/avoid having bikes cross traffic/reduce auto speed limits	47
Create and enforce laws for pathways/bikeways	41
Improve signage/maps/wayfinding	35
Make pathways/bikeways wider	33
Improve directness/speed of routes	32
Finish building current pathways/bikeways	31
Have pathways and bikeways near parks/green space/rivers/scenic areas	29
Doing a good job so far/satisfied with pathways and bikeways	28

Focus on commuter/transportation routes instead of recreation	26
Bikeways and pathways are important/increase funding/increase ridership	26
More analysis needs to be done/need more information about bike usage	21
Fewer bikeways/waste of money/stop funding	19
Provide amenities along pathways and bikeways (e.g., bathrooms, benches, water fountains)	16
Focus on recreational routes	15
More pathways going to shopping/entertainment destinations/commercial areas	14
Problems with construction	14
Improve accessibility for scooters/wheelchairs/strollers	13
Improve pathways in and out of suburbs	13
Improve ease/comfort of routes (e.g., fewer hills, fewer sharp turns)	10
Other (misc. comments)	80
Don't know/refused	34
None/nothing	4

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

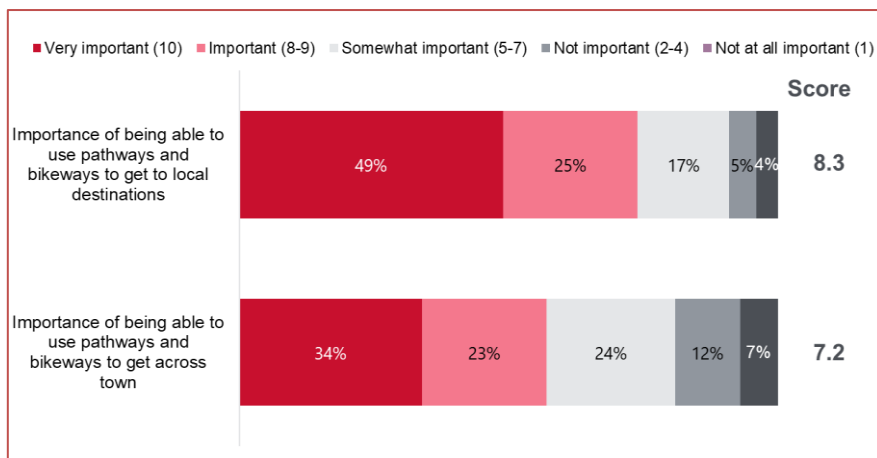
Participants were also asked to rate the importance of using pathways and bikeways to get to local destinations and to get to areas further away.

Question: "On a scale of one to ten (with 10 being the most important), how important is it for you to be able to use pathways and bikeways to:

- Get to local destinations (e.g. Local school, library, recreation centre or a coffee shop?)
- Get across town?"

Findings:

Half of participants rated local usage as very important (10 out of 10), with another quarter giving it an eight or a nine. A third of participants rated pathways/bikeways to get across town as very important, with just under a quarter of participants giving this option an eight or a nine. Being able to get to a local destination received a mean (average) score of 8.3 out of ten, while getting across town received a 7.2.





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Comments indicating the importance of using pathways and bikeways to get to local destinations include, *"Make it bike friendly in the suburbs so there is less driving to the local store."* Comments indicating the importance using pathways and bikeways to get across town include, *"The city needs an effective bike lane system for commuters that allows for fast and efficient travel... The city must ensure there are no gaps/barriers that prevent route connections."*

Types of Pathways and Bikeways

The questionnaire asked participants questions about the likelihood that they would walk or use a mobility device on two different types of pathways.

A weight was assigned to each of the answer categories, as follows:

Very likely to choose = 2

Likely to choose = 1

Neutral to choose = 0

Unlikely to choose = -1

Very unlikely to choose = - 2

Each answer (percentage) was multiplied by this weight, after which an average was calculated. This average is the score for each question. Findings below on types of pathways and bikeways show these scores for all participants, as well as for various sub-groups.

Question on walking:

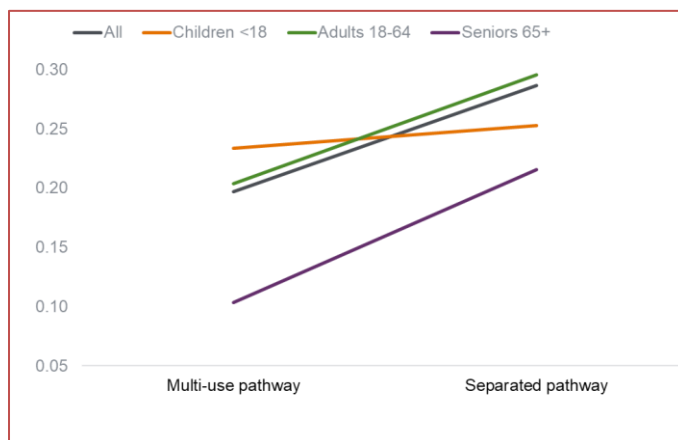
"How likely are you to choose to walk or use a mobility device on:

- a. A pathway separated for walking and biking?
- b. A multi-use pathway (shared by people walking, biking, etc.)?"

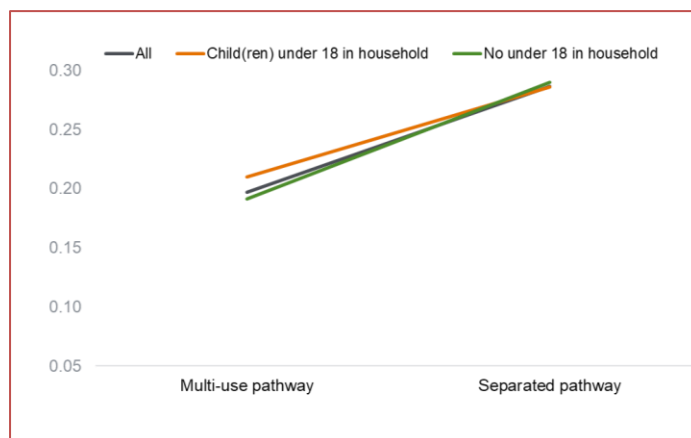
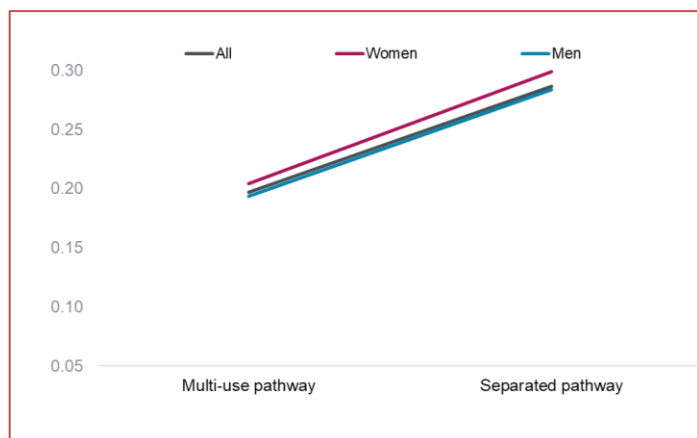
Findings:

Separated pathways (score: 0.29) were more popular than shared pathways (score: 0.20) for walking. This is true among all sub-groups.

Seniors were less likely to walk or use a mobility device on either of the two types of pathways.



Differences in opinions between women and men and those with and without children living in their households were negligible.



Question on riding a bike:

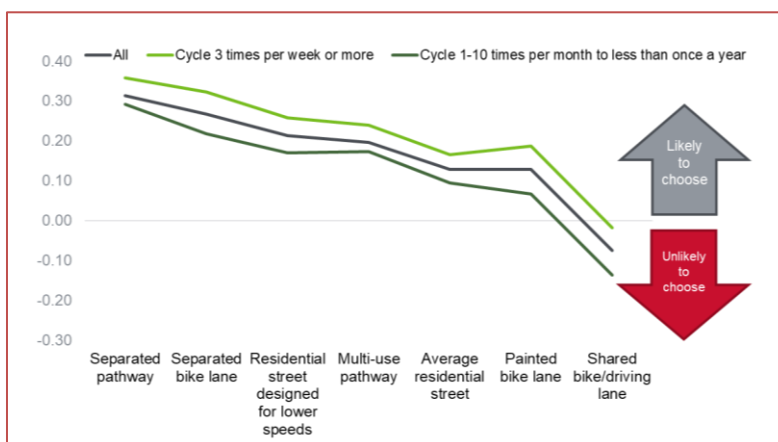
“How likely are you to choose to ride a bike on:

- A pathway separated for walking and biking
- A pathway shared by people walking, biking, etc.
- An average residential street
- A residential street with a 30 km/h speed limit and designed for slower speed and fewer vehicles
- A separated bike lane that is separated by a barrier
- A painted lane on a busy street
- A shared lane on a busy street

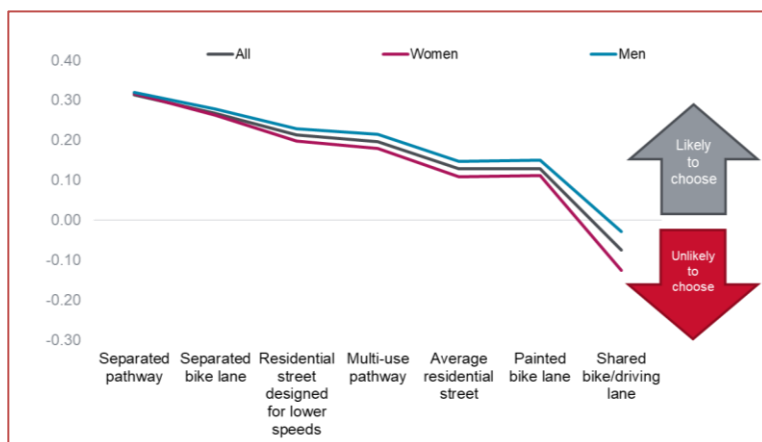
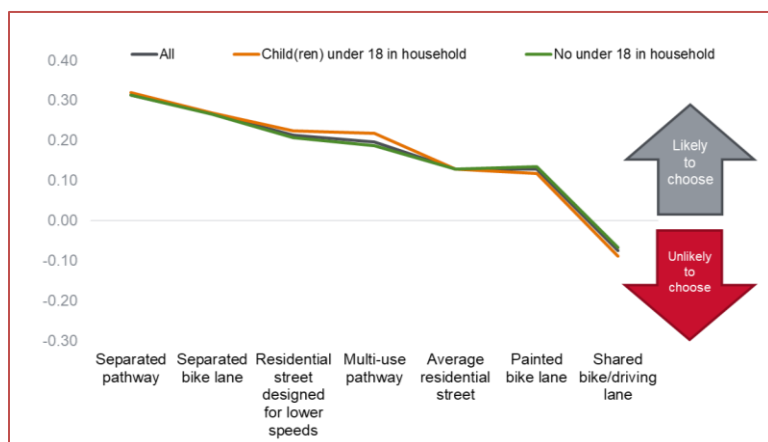
Findings:

The highest scores were for separated pathways (0.31) and separated bike lanes (0.27), followed by residential streets designed for lower speeds (0.21) and multi-use pathways (0.20). Average residential streets (0.13) and painted bike lanes (0.13) received markedly lower scores, while the lowest score was seen for shared drive/bike lanes (-0.07). The negative score for the last option signifies that it is quite unlikely to be a choice for participants.

Participants who reported less frequent biking (1-10 times per month to less than once a year) reported that they would be less likely to use all types of infrastructure compared to those who ride a bike three times a week or more. However, all types of users followed the same trend line of preferring separated and traffic-calmed infrastructure to average residential streets, painted bike lanes, and shared driving/biking lanes.



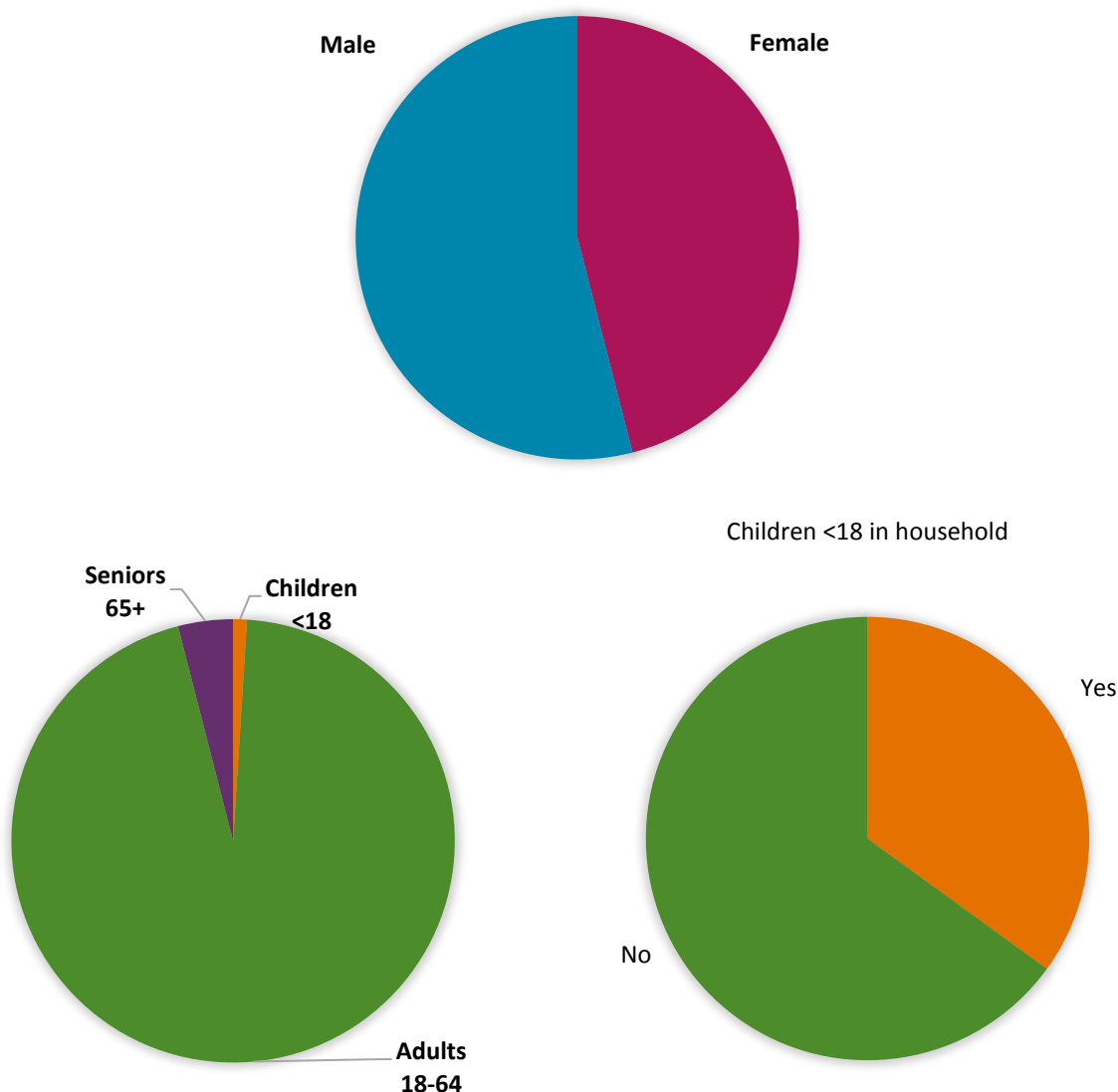
Seniors were less likely to choose any of the options for bicycling, while women were slightly less likely than men to choose the more unpopular options in particular. There are virtually no differences in opinions between participants with or without children under the age of 18 in their household.



Demographics

Results of demographic questions:

Men and women were almost equally represented in the questionnaire. Thirty-five percent of participants reported having children under the age of 18 living in their household. Forty-three percent of participants reported walking or using a mobility device every day, and 82% of participants reported walking or using a mobility device at least once a year. Only 22% of participants reported cycling every day, with the majority (72%) of participants cycling between 3X per week and less than once per year.

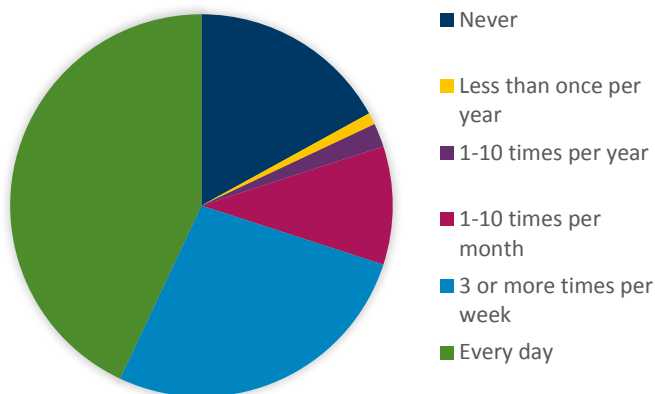


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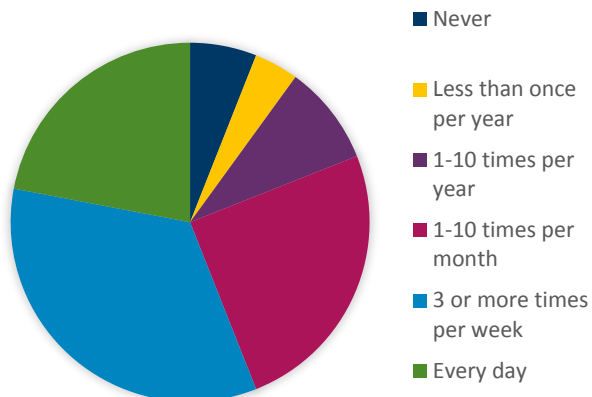
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Walk frequency



Bike frequency



Question	# of responses	Category	Total		Online		In person	
			Count	Percentage	Count	Percentage	Count	Percentage
Gender	2205	men	1189	54%	1011	54%	178	51%
		women	1016	46%	845	46%	171	49%
Age groups	2106	children <18	20	1%	20	1%	0	0%
		adults 18-64	1994	95%	1714	95%	280	91%
		seniors 65+	92	4%	64	4%	28	9%
Average age			41		41		42	
Children under 18 in household	2271	yes	797	35%	719	37%	78	23%
		no	1474	65%	1210	63%	264	77%
Walk frequency	2263	Never	383	17%	338	18%	45	13%
		Less than once per year	13	1%	11	1%	2	1%
		1-10 times per year	49	2%	38	2%	11	3%
		1-10 times per month	229	10%	186	10%	43	13%
		3 or more times per week	619	27%	415	22%	204	59%
		Every day	970	43%	932	49%	38	11%
Bicycle frequency	2257	Never	129	6%	71	4%	58	17%
		Less than once per year	91	4%	68	4%	23	7%
		1-10 times per year	210	9%	162	8%	48	14%
		1-10 times per month	573	25%	471	24%	102	31%
		3 or more times per week	759	34%	659	34%	100	30%
		Every day	495	22%	492	26%	3	1%



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Quotations on pathways and bikeways from participants, representing different demographic groups

Senior Citizens

A female senior citizen who bikes three or more times a week said, *"shared walking/biking has in our experience been dangerous. Keep them separated if at all possible."*

A female senior citizen who uses a mobility scooter said, *"I would love to see more bike paths with trees. Also make sure they are wheel chair accessible. I use a mobility scooter."*

A male senior citizen from the Drop-In and Rehab Centre said, *"prioritize access to amenities."*

Drop-In and Rehab Centre Participant

A male participant from the Drop-In and Rehab Centre said, *"Focus on areas where there are new housing developments, working in construction, it can be a mile or more to get to the job site – no bus."*

A female participant from the Drop-In and Rehab Centre said, *"Cameras for safety reasons, help buttons."*

Person with Children Under 18 in their Household

A person with someone under 18 living in their household said, *"Please make separate bike lanes with a barrier. A huge factor in not biking [my]self or with my kids is that I don't feel comfortable on the road with cars or even on a separate lane. I think there needs to be a barrier in place."*

A female participant, with children under 18 living in her household, who bikes and walks infrequently (1-10 times per month), said *"Add winter washrooms along existing pathways."*

A Female who Walks Frequently and Rides a Bike Infrequently

A female participant who walks three or more times per week, but bikes less than once a year, said *"separate them. Bikes are hazardous to pedestrians."*

A female participant who walks three or more times a week, but bikes 1-10 times per week, said *"Just making sure there is safety being a priority. Specially some areas where as a single wom[e]n biking late in the evening can be scary."*

A Female who Rides a Bike Frequently

A female participant who bikes more than three times a week said, *"Finish areas that are not complete – especially along Stoney Trail."*



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A Male Frequent who Rides a Bike Frequently

A male participant who bikes three or more times per week said, *"Dedicated lanes! No sidewalk-with-a-yellow-line business. Separated from traffic! Safer and more appealing to new users/women/kids."*

A male participant who bikes three or more times per week said, *"Perhaps more extreme colouring to provide safety (bright yellow or orange)."*

Where participants are from

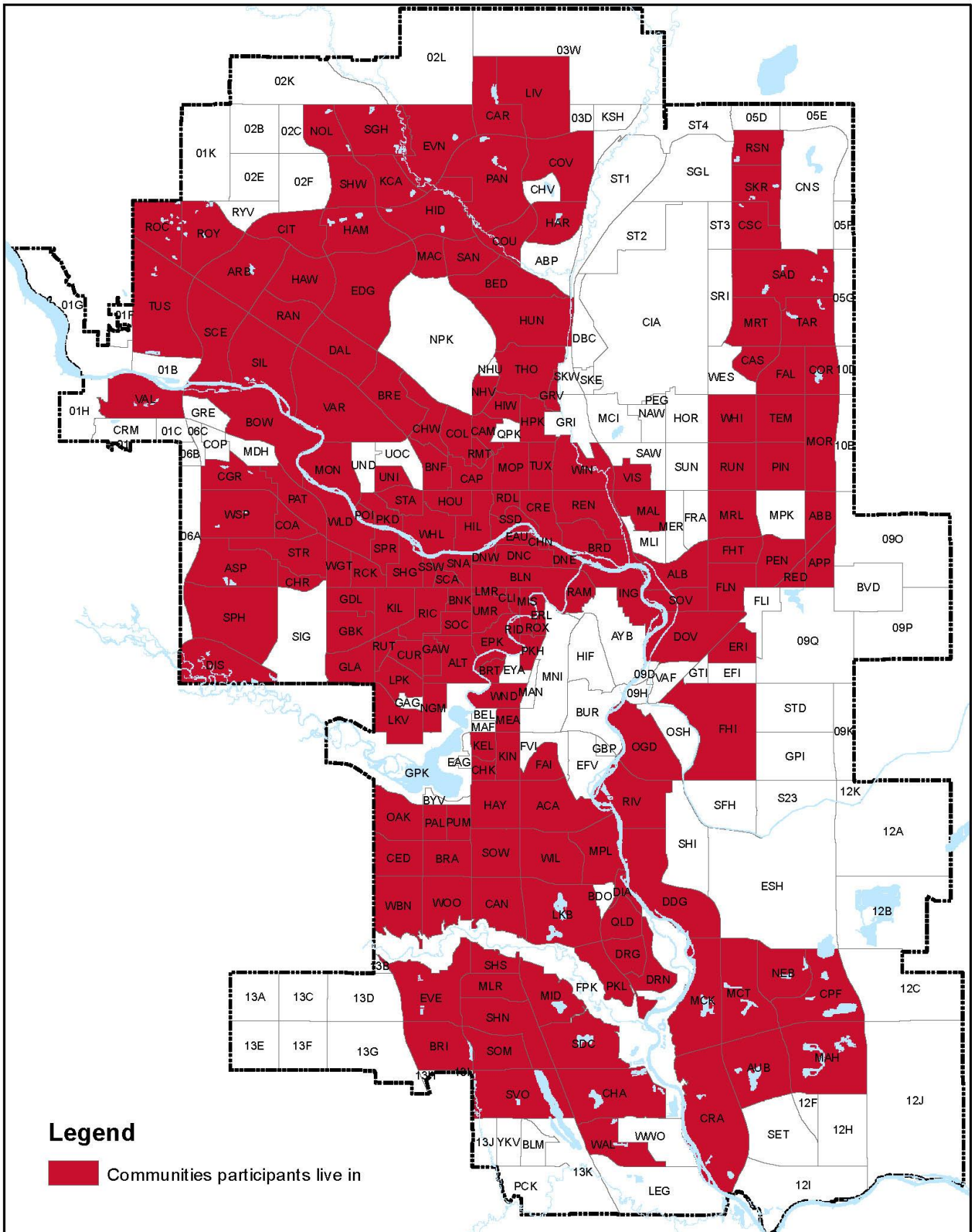
Participants indicated they are from 180 communities and all 14 Wards within Calgary, as well as three communities outside of Calgary. The communities highlighted in the map below are communities that participants indicated they are residents of. Some additional locations identified are: Airdrie, Rocky View County, outside Calgary and the Zoo.



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Verbatim Comments

Verbatim comments include all written input that was received through the in-person and online engagement.

NB: The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

Question: Is there anything more you'd like to tell us about prioritizing the build-out of pathways and bikeways in the city?

"Riding a bike on a painted bike lane" - its good because cars respect these lanes more... however they are very slippry when wet! so I would rather ride with the cars in the rain.

1. connect to destination such as LRT/transit hubs, employment, schools, parks/recreation areas

1. We need a proper bike path along 19th all the way from the river to Nosehill. A safe option is MUST to cross 16th. The way it is now is a deterrent from biking. Nobody wants to cross 16th on a bike.

11th st SE and highfield road connection to downtown

17th Avenue would be great with just one lane of cars each way and bike designation on each side. Would lead to a lot more random stops by cyclists. Having to go around for the sake of safety stops from cyclists enjoying impulse stops en route

2nd St should be protected bike lanes.

37th street between 22x and 146 ave needs a bike path!! So many cyclists use this and there is no shoulder for people to ride on. Additionally, we need more paths from the suburbs to downtown as this will encourage more commuting, & decrease accident

5th Street cycle track need extentions north to Eau Claire and south to the Elbow river. 12 the Ave breeds extension in both directions

5th Street needs to be connected to the river. 12 the Ave breeds extensions on both ends

75% should be commuting oriented (ie to downtown or other work areas) and 25% to recreational/light commerical areas (e.g. grocery stores, coffee shops etc.)

8-80 principle - designing for most vulnerable users makes a better network for all. Consider regional pathway connections, such as link to Okotoks through inter-municipal partnerships



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8th Street SW is the missing piece

9 Ave between Inglewood and NMC needs better bike path connections

A better means of getting up the various hills in Calgary

A better route up 10 street in the NW Near SAIT) it's a brutal grind. Create a better path

A link between Discovery Ridge and The Weasel Head would create thousand

A link between Discovery Ridge and Weaselhead would generate thousands more people who would feel invested in the pathway system and many more families would get out and use the system.

A long connectivity is required

A low barrier along bike paths through pedestrian infested areas might prevent unaware pedestrians from wandering onto the path without looking.

A relentless pursuit of safe, separated bike pathways for citizens to move within communities and to connect with other communities. An Amsterdam like vision.

A safe pathway into downtown is key; there are great paths to 4th street from the south, but then bikes share a narrow, broken road with moving and parked cars to 11th. even though 90% of the commute is great, this 10% prevents me from riding often.

A way to leave the city on a bike, Making connections smoother ie. Less sharp turns, gradual gradients, wide overpasses. Replacing old infrastructure that is too tight or steep for bicycles

Acadia connects Deep South to the rest of calgary. Little signs hidden by trees are not enough

Acadia, Fairview, Haysboro, etc are in need of paths connecting us from reservoir to river, as well as a continuous path to get downtown or to Inglewood, etc. Since Elbow doesn't have a bike lane, this is easier said than done

Access to commerce and service hubs

Access to commercial zones

Accessible for wheelchairs + strollers.

Add the missing connections to on street facilities

Add winter washrooms along existing pathways

Adding more to the downtown / beltline, i.e. extending 12 ave into Sunalta



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after the ring road, residents in Discovery Ridge need a safe way to bike North of HW 8. There are a large number of youth that ride their bikes to our designated schools, which do NOT provide bussing. They need a safe exit from Disc Ridge.

All important

All new communities should be considered from the start

All of the above. Keep paths open all year.

All of the priorities (social equity, the most people walking and biking, safety concerns and spread evenly) are equally important

All of those factors should be considered; safety can be built into any location. There should be at least a solid route connecting to the entire city, but more dedicated lanes where the most people are biking

Allowing people to get to interesting places in the city.

Also make maintenance a priority, i.e. sweep up the gravel. No point in having bike paths wandering everywhere if they cannot be kept clean!

Always nice to spearate bikes from cars!

An analysis of the cost vs the actual use should be done. I live beside a Bikeway and it is hardly used as the bikes use the main road and not their bike route area. The cost to clear the snow when the route is not used is an issue

Another priority should be public education about bike safety and how to treat bikes (for drivers) as well as how to treat cars (for cyclists), this would improve safety and constituent comfort with bike lanes

Anything to increase car speeds would be appreciated. My average speed in my car for a trip is typically 35 km/hr. Not very good fuel economy, too many stops and starts. Rush hours are even worse. More attention to drivers please.

Areas where lots of accidents - traffic lights making them more visible

Areas where there is high traffic of bikes and walkers all in the same place should be prioritized to have them separated for safety reasons.

Areas without access now

As a Calgarian now living in Freiburg Germany: pathway coverage is key! Every street here has a bike lane, bikes are prioritized at traffic lights. Due to the great infrastructure its always the quickest mode of transport - its a no brainer to ride!



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As a commuter, my selfish leaning is to prioritize bikeways on roads to make commuting to work faster and safer. I find myself primarily commuting on roads, as following the current pathway system in the SE adds over 20 minutes to a 40 minute commut

As a driver and cyclist I'm concerned for cyclist Crossing intersections and where cars turning left may not be looking for a cyclist going straight. I do recognize that people walking or in also the same danger and wondering how we can raise awarene

As a frequent, avid biker I'd say: Lets avoid a repeat of the 12th Ave debacle - don't install cycle lanes on busy roads. (Move that one to 10th ave if possible). Fix paths that are still in poor shape post-2013 flooding.

As a new resident and bicycle commuter, I was very impressed with the City's snow clearing on bike paths this year (I was able to bike through the winter). It would be nice if new pathways tied into that snow clearance system.

As a non-driver and cyclist, I'd like to see an easier way to get across the north end of the city. For instance, I live in the NE and often travel to the NW.

As a walker, I'd like more attention to people who walk. The biggest risks to my safety are 1 cyclists, 2 Calgary transit running red light's & drivers texting. I don't always feel safe on pathways or side walks. I also cycle on weekends.

As far as I'm concerned, there can't be too many of them... but they have to be separated from cars, and ideally also pedestrians. All 3 function at different speeds, and need to be considered separate. Will not bike on paths shared with cars.

As long as there is always parks to get to when there is room to bike there is a nice balance.

As much as possible, minimize street crossings and avoid moving bike paths onto streets.

As much as possible, priority should be to provide utilitarian routes that separate cyclists from other users

As much seperation between cyclists, pedestrians, and cars as possible

As these giant transportation corridors go in please keep in mind how Cyclists and runners can circumvent these roads. For example the Stoney Trail bridge over the Bow by Tuscany. There is no sidewalk for on Bridge?

As we build even more pathways, we need to improve the dialogue between cyclists and peds. There are too many instances of cyclists not slowing down in transition zones and creating chaos on everyone else using the pathways. Share the pathway!

At this point they are great. There might not be enough space in the future as more people use them (ride side by side to communicate)



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Ban highway and road construction.

Barley belt should gain bike lanes. Continue to build out and connect bike lanes in the inner city, expanding outwards from there.

Be aware that some cyclists can be a nuisance to pedestrians. Pedestrians should come first, that's the foundation of a "walkable" city. There's been too much emphasis placed on cyclists, when it's a lot more useful if people can WALK safely.

Be realistic. Biking is a 3 season activity at best. The 2% should not take precedence over other means of transport.

Be smarter about using gravel on steep slopes. Make wider asphalts pathways with centre yellow line and enforce the use of bike bells and smart cyclist behaviours for all ages (youth (12-19))

Being a new parent and walking around with kids, I think that separated pathways are essential for everyone's safety.

Being able to cycle safely and confidently in downtown calgary has increased the live ability of my neighborhood and made it more hospitable and lovey.

Better assurance for cyclist safety. Drivers are not updated on bicycles used as vehicles. Countless time I have almost been hit while on the road. Police should enforce safety.

Better bikeway maintenance and public awareness campaigns

Better connections between neighborhoods and main pathways would be nice.

Better connections, scenic routes, away from traffic and pedestrians

Better connectivity

Better detour plans. Detours that aren't the equivalent of driving out to Airdire and back

Better detours or at minimum actually have detours that don't reinforce making pathway users second class

Better east-west connections

Better [illegible] and security [illegible]. Better bike path like Montreal.

Better linkage from downtown to Beltline please. And improving separation between bikes, pedestrians and cars in busy areas will help in many ways.

Better maintenance in the winter please. Better signage as well please. It's only when I get to inner city that there are signs that show how far you are away from another destination. Need more rest areas, park benches & water fountains too please!



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Better online maps. Sharing the roads more. (arrow up) Bike transport.

Better pathways, better overall quality of life and health of Calgarians. Marketing the health aspect is very important too

better signage/education for drivers on left hand turns where they cross a bike lane.

Better to have a well connected & efficient system that grows.

Big improvements in pathways/bikeways. This is as good as it gets its good enough. Could be improvements but this is top of the line. Hard to find in other big cities

Big thing is to make sure they all connect without going on on the road.

Bike- and pathways should be distributed in the same way that vehicle roadways are distributed: equally throughout the city to maximize mobility.

Bike carriages. More different kinds of use on the pathways

Bike infrastructure is 20 yrs behind in Northern Hills/ Harvest Hills. No trail connecting Airport Trail + Country Hills Boulevard

Bike lane on Northland is so rarely used that it should be eliminated. I am disabled and must drive. The bike lanes are an enormous hazard at intersections.

Bike lanes should connect to each other. They should finish building the paths faster and give more warning about path closures.

Bike lanes that designated by road markings alone are dangerous. You are often pinned to parked cars by drivers.

Bike lanes that funnel bikers in and out of downtown onto the river pathway

Bike lanes with no protection or physical separation from vehicles are never adequate

Bike path-lane to university across the city

Bike paths along busy streets can be horribly unsafe at times ie: Heritage. Maybe have a divider like the lanes on 5th St.

Bike paths are great, but not at the detriment of losing lanes of heavy traffic areas.

Bike paths around areas like the U of C make sense. But there needs to be a practical flow e.g. it doesn't make sense to build a bike path if leading up to it or after it is not bike friendly/safe. Also, paths should be maintained (potholes fixed)



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Bike paths between Signal Hill/Discover Ridge and Glenmore Park should be considered during the ring road construction. Also along Hwy 8

bike paths built for speed vs shared.

bike paths in traffic cause danger for pedestrians. Being hit by a bike at 40-60km/hr would cause as much damage to person as a car and yet they are uninsured and mostly not policed. If a person doesn't have a class 5 they should be on a path

Bike paths out of Discovery with SW Ring road!

Bike paths should be aimed at creating harmony between vehicles and bikes (currently these two vehicle classes do not respect or understand each other)

Bike paths should be considered between Discovery Ridge and Glenmore Park especially when significant road construction

Bike paths should do best not to impede traffic lanes.

Bike Pathways in residential areas outside of the core are lacking. A designated bike path (ie. no side streets, no main streets) that is fed from various residential areas to downtown should be the highest priority.

Bike pathways or designated paths often get gravel from street cleaning which makes them dangerous. Ensure cleaning or isolation from side of roads.

bike pathways with direct routes to transit hubs (C-train) are important and need more focus. Bike routes for the "main streets" communities need more focus as well.

Bike routes and pathways throughout communities would be helpful for young children to safely get to schools and parks.

Bike routes take too much space away from vehicles. We need the flow of vehicles to improve. Too many parking spots lost to bike routes as well.

Bike Users need to call out a warning for the walkers ahead of them on the path. Number one safety issue for me is cyclists not providing this courtesy.

Bike ways + pathways that are safe speedy + convenient for commuting.

Bike ways DT should req reg plates.

Bikers want to go fast and some are very aggressive. Bikes need their own lanes

Bikes and walkers on same paths or more signs on the path. I've accidentally walked on the bike lanes because the signs are so far and few between



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Bikes everyday. Biking over to 8th Ave not a lot of pathways that link to that area. River paths are excellent

Bikes should be 1st class citizens, how can someone bike to here safely should be mandatory everywhere

Bikes should require registration and insurance if they're going to be on the road.

Bikeways and pathways are used mostly for recreation. So they should not affect roadway as much as they do. Roads are used by hard working residents to get to work or home. Bikeways and pathways are being used 3 to 4 months, roadways whole year.

Bikeways in our parks are fine. No more bike lanes.

Bikeways need clearing from all the gravel early as they are a hazard for cyclists.

Bikeways need separation from cars and from pedestrians to be safe for everyone.

Bikeways need to be physically separated rather than painted lanes which are not working.

Bikeways need to have better outflow from city centre to the north and west. 12th ave just runs out and 5 St does not connect well with the pathway.

Bikeways should always lead somewhere. For example, the new bikeway on Edmonton Trail just north of Memorial Drive would have cost a lot for only 3 blocks.

Bikeways/Pathways dedicated for bikers/walkers. Full network of paths that go through the inner city where lots of people use it

Bridlewood has NO pathways, bike ways. Certain new communities have no safe areas/pathways to bike within the community itself. That should be focussed on first, so families can learn to bike safe close to home first before transitioning onto roads.

Bring the grass back and make residential lanes access to everybody.

Broken links are low hanging fruit. In so many places a key connection of only a few blocks could make a MUP or quiet neighbourhood street an important bike thoroughfare. A few blocks of 4-lane car traffic can discourage use of 10s of km of path

Build a network. Focus on connections & direct routes for practical trips, not scenic routes. Prioritize active modes at stoplights vs vehicles. No more painted lines! Build proper infrastructure, & educate drivers (9+/10 collisions caused by cars).

Build accessibility in areas that would otherwise require bikes to cross at intersections, if at all possible.

Build classic squares like the ones in Paris, Vienna and London and watch a video called "How to build attractive" by School of Life that I REALLY agree with and think others will too



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Build complete networks. Don't build fragments that don't connect to each other safely.

Build for transportation - support cycling as safe, year-round transportation

Build in NE, Without traffic

Build more bike lanes

Build more cycle track like pathways in areas like 17th SW, Kensington, Bridgeland.

Build more pathways & bikeways but also b

Build networks that work between paths and transit.

Build on every street, on every project, everywhere. Active transport must be the default easy options on every single street.

Build on in Mayland across the 8th ave bridge. There is room to put it on the north side with the pedestrian path also plow it. The plowing stops right before the bridge which doesn't maintain the connection from our neighborhood to the path system

Build on roadways and not MUP

Build predictably connectivity with real integrated way finding (current situation is terrible). Use real best practices/principles (e.g. homogenous speed) and not declare a line of paint bicycle infrastructure

Build some parking areas on the outskirts of downtown near pathways.

Build square as in squares where you can walk in old cities like London, Paris and Vienna. theres a great video on YouTube about how to make cities more appealing that I agree with called "How to make a city attractive by school of life

Build the bike lanes going with the flow of traffic, when riding against the flow on 5th st cyclists hit many red lights. Don't build adjacent to busy roadways like the glenmore causway because of pollution.

Build where connections are missing. The downtown network needs to be expanded further south to the elbow river pathways

Building bike lanes on road in a City with months of winter doesn't make sense. And they're still mostly empty.

Cameras for safety reasons. Help buttons (Guard dog ha ha)

Can we please repave the damned busted pathways like Nose Creek, Confluence Park, Canal Pathway? Bang! Ouch! Bang! Ouch! My butt has hurt since 2001.



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Can you please remove the snow and ice on the pathways in Saddleridge/ Saddlecrest so we can actually use them year round and not break sma leg or ankle??

Central areas should get priority as the proportion of people walking and cycling are already higher

Change pathway bylaws to reflect the priorities above.

Choose pathways where there is a lot of traffic and visible promotion of pathway visibility

City maps for bike ways seem quite outdated, I would find it helpful to have a better map on the city website to help plan a bike trip.

Clearly separate bike lanes from auto traffic lanes using temporary and permanent dividers.

Close as many of the existing gaps (Like along Elbow drive) - A connect pathway system to highways so bike riders can get to their rural rides safely.

Communities on the east side of airport can not easily travel to the west side of Deerfoot to major north/south pathway

commute routes, waterways

Commuting into and out of downtown is very important to me.

Complete existing pathways/bikeways to connect to each other.

Complete interconnectivity...try to have no gaps between paths, to avoid having to bike on stretches of road etc to get to next path.

Complete to Hankayno(?) to allow safe biking to Cochrane

concentrate and ask again later

Concentrate on building away from streets. Bike lanes are not being used by streets

Confused by ones DT. Just end with nothing (ie: Edmonton) Lots of places like this

Confusing where road, cyclist, pedestrian options and the street is too narrow In a city that is snowy for 6 months, why is there effort and money on this?

Connect all bike pathways on downtown roads and restrict bikes on other downtown roads

Connect all of the pathways to each other. Gaps result in having to ride on road or sidewalks

Connect Beltline and Kensington via 14st

Connect commuter routes. Please solve problem spots like 5 at 25th sw



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Connect cycle tracks to existing pathways. 5th st to elbow drive etc

Connect cyclists to the c-train and bus routes (have bike rack on buses!) for further our communities. Makes such a difference to be able to bike to a train station vs walking 30 minutes. maybe secure areas to lock bikes at stations too?

Connect Discovery Ridge/Griffith Woods safely across new Highway 8.

Connect existing bicycle pathways and not necessarily through industrial areas. Bike lanes/paths!

Connect existing to permit travel to destinations, current system too often isolated people to a neighbourhood

Connect missing links and add on-street cycling infrastructure got

Connect pathways so there are safe and clear routes to take to your destination. Many pathways lead onto sidewalks on major streets or to no other pathway at all. Transition zones where the user has to find a way to another pathway is unsafe

Connect pathways that don't link up.

Connect pieces already built. Build connections to transit stations..

Connect the dead zone between Stanley Park and the pathway in Ogden: Manchester and Highfield Industrial is full of people with no safe infrastructure.

connect the different systems: put a bike lane on 14th st sw connecting mount royal to marda loop. put a bike lane connecting 12th ave bike lane to sunalta. separated from cars obv.

connect the existing isolated sections!

Connect the pathway deadzone between Stanley Park and the river pathway network in Ogden. People trying to commute in or through Manchester and Highfield have no safe options.

Connect the routes already there; physical separation for safety

Connect them!

Connect to destinations such as LRT/Transit hub, employment, schools, parks/recreation area AND provide good end use facilites AND well-lit PWBW AND safe AND wayfinding AND easy accessible exit to roadways

Connect to downtown.

Connect up the bike paths to the network - fill in the gaps. Maintain pathways - tree root bumps

Connect up the river path and finish construction going south bound.



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Connecting current pathways. Working on pathways in areas with higher speed roads and no sidewalks. Ex. Country Hills Blvd West of Deerfoot and east of Coventry Hills Blvd. Make pathways for recreation in neighbourhoods not just for commuting.

Connecting existing pathway systems

Connecting pathways to suburbs.

Connecting pathways where they aren't connected and bikers need to ride on roads

Connecting up bikepaths so people can have direct access to more major pathway systems. Some paths are very disjointed resulting in use of major road ways.

Connection and directness is key for biking and walking for transport.

Connection of pathways over major intersections like John Laurie and 14th NW.

Connections across quadrants (e.g. from NW to NE), not just routes that lead to downtown. Also, connecting existing paths and quiet routes to the existing network.

Connections between major routes are important.

Connections to existing pathway systems through readily accessible greenspaces away from traffic, e.g. Glenmore reservoir to Griffith Woods to park west along Elbow River

Connections to major city destinations are very important (e.g. zoo, science centre, museums, destination neighbourhoods, post secondary institutions). Also better options for multimodal transport.

Connections. Not floating infrastructure like downtown cycle track network is, primarily. Promoting bike to school & bike to work for major activity centres. Building small hubs that're linked to larger pathways network'll address across town trips.

connectivity

Connectivity between the bike ways and pathways especially industrial and suburban areas to get more users on them

Connectivity for routes is important as a cyclist. Having more main bike routes or fairways will help reduce collisions and make navigation easier.

Connectivity for transportation. Isolated sections of bikeway aren't too useful.

Connectivity is critical! A bike path to nowhere is not going to get many riders!

Connectivity is important- eg lanes to feed into the existing path network from bedroom communities like Capitol Hill



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Connectivity is key to encourage more pathway and bikeway users. Need to effectively connect separated bike lanes to multi-use river pathways. We have a wonderful network of multi-use pathways in the city, the next step is connecting to destinations

Connectivity is key, there are many great bike paths and lanes throughout the city which stop suddenly or force cyclists to ride on roads with little or no direction.

Connectivity is key. Completing pathways or bikeways so they don't just "end" and leave cyclists or pedestrians in unsafe positions. The more connected they are the more people will use them!

Connectivity is more important than new disjointed paths. Weaslehead paths need to connect better with Greenway, Discovery Ridge, etc.

Connectivity is super important, no orphan pathways.

Connectivity is the #1 imp't piece of the strategy. People won't bike to work if a large portion of the trip is on a road shared with cars. It's time we take our roads across the city from cars and use all that road space for an incredible bike network

Connectivity should be a priority as well.

connectivity to existing infrastructure with smooth transitions

Consider a connected network - so it is not just creating isolated areas with paths - and the enjoyability comfort of these routes/connections.

Consider commuter routes beyond the downtown core

Consider connections and keep road projects in mind - 5 St SW & 17 Av is a disaster right now. Give bike lanes priority lights at intersections.

Consider interconnections with other infrastructure (bike lanes, cycle tracks, sidewalks) as well as a network that works for commuting and not just leisure

consider routes that are less hilly if possible. 20th st sw is a designated bike route and its awful to climb beside vehicles.

Consider the ability of people to ride a route from their neighbourhood to work or school. Too much of the current system contains local paths that do not connect with each other.

Consider traffic

Consideration should be given to direct commuter routes. Commuters generally want to have a efficient route to downtown, not necessarily the same as recreational.



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Construction in winter please or off season as much as possible. Licenses for cyclists on pathways would bring in revenue and hold accountable irresponsible cyclists

Continue developing a more intricate downtown cycle track network and also have the cycle track be nicely paved for a more comfortable ride. Would also like to see MUPs connecting to all schools to help improve safety for kids not travelling vehicles

Continue to build out pathway infrastructure from suburban neighbourhoods into the core - in my experience the numbers will continue to grow if you keep increasing access to quality pathways. Marked lanes on streets are a godsend to commuters like me

Continue to connect the main pathways (like Nose Creek) to communities as they expand.

Continue to enhance recreational pathways along river system as well as commuting routes

Continuity! Where paths end, ensure there is direction as to where one can proceed, whether merging into traffic or onto recreational pathways.

could you build a path from 32 Ave NE to McKnight Blvd to provide north south route to the bridge over deerfoot at Fox Hollow golf course

Coventry Hills has a few bike paths that don't connect so people are having a hard time using these areas.

Coventry Hills has a large population that would walk and bike if only our path system was more complete and connected to the city wide path system!

Cracks and holes

Create a continuous and complete network. No disjointed and disconnected pathways as they currently exist.

Create a linked network easy to get to. Do the critical gaps to create those links. EG Northmount and 53rd bike lanes to link the NW to downtown via 10 th through Nosehill

Create a safe and connected network for cycle commuting where users can travel at 30km/h and above. This should encompass a radius of at least 15-20km from downtown. Separate pathways and protected on-road routes preferred. Design for all year use.

Create as many as possible "bike only" paths and "pedestrian only" paths

Create more public spaces accessible by bike paths that create community, hang out spots, etc. Fix spots impacted by flood or along the river.

Creating a complete network is important. Having a path go from nowhere to nowhere doesn't win anything. However if a new pathway connects to the existing network, that is where the benefit is. A train line would never be completed in isolation



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Creating connections is important. So many paths just stop.

Crossing major intersections and roads Deerfoot and Glenmore as example

Train stations. Shopping Centres

Cut across field - no PW small opening in fence; S+N disconnected; Deer foot Trail stops @ 96 Ave; Have to get off bikes; Collector in Coventry Hills, school not connected

Cycle paths should be on secondary streets not main thoroughfares

Cycle Track on 5th st should go all the way to the Elbow River, that last 6 blocks is terrifying

Cycletracks need connections. Edmonton trail and 5th St tracks both end in awkward and dangerous places

Cyclists are many ppl's transport of choice/necessity. Discourage pedestrians on cycling paths - they're not walking paths, they're bike paths. Ppl aren't allowed to saunter down the middle of "car" streets. Too many walkers make bike paths unsafe.

Cyclists on roads are dangerous when cyclists don't know or follow the rules of the road, and right now that's an issues I see while driving

Cyclists sometimes bike on pedestrian way (don't care where they are riding) Cops must use themselves and enforce laws. Large bridge too crowded for walking and biking. More education for people.

Daily bike commuter, not

dedicated bike lanes vs multi use

Dedicated lanes. No sidewalk with a yellow line business. Separated from traffic! Safer and more appealing to new users/[illegible]/kids

Deep South! Connect to major parks via pathways.

Definitely more of a differentiation between bike paths and pedestrian paths.

Designated bike paths along side the walk ways. As a cyclist and someone who commutes via bike, it is incredibly frustration to have to dodge walkers and joggers who do not listen for bells or calls, and do not respect that the pathways are shared

designated bikeways alongside the walking paths. As I cyclist it is incredibl

Designating proper shared road lanes to get from residential areas to the pathway system

destinations...every school, transit stop, rec centre, grocery store, mall should have a connection

Develop a network with signage on pathways and streets



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Develop pathway systems that are safe for walkers & cyclists

direct routes for pedestrians and cyclists to amenities, not meandering pathways (food, recreation, schools etc)

Discontinue all bicycle track maintenance in the winter months (October 1 - May 1). All bicycles should yield the right of way to vehicles in all circumstances.

Discovery Ridge connected to Lakeview, North Glenmore

Discovery Ridge has great pathways in Griffith Woods, but the connectivity to other areas of the city is very poor, and will become more hazardous with the ring road construction on Hwy 8 unless bike paths are incorporated into the plan. Please help!

Discovery Ridge is cut off from the east west links due to the ring road. This goes against the whole city plan to connect all quadrants. Feel this should be looked at again so we can use the pathways to Lakiew area and beyond

Discovery Ridge should be connected to Weasel Head Park by by bikeway. Then we could connect to Reservoir path and to the rest of the city.

Divided lanes have been extremely helpful for me feeling safe as a cyclist. I think cyclists belong both on the road and on shared-use pathways but a lot of Calgary drivers don't know how to share this space so it helps to feel protected by built env

Do it in a way that minimizes vehicle traffic disruption and confusion. The redesign of 12th Ave, especially the West end of it, is horrible. Take YVR's approach of putting bike paths on roads adjacent to the main thoroughfares.

Do it right. Paint is not infrastructure. Networks rather than isolated patches. Follow modern international best practices rather than traditional North American approaches. Consider disabled, poor, kids, women and the elderly too.

Do it! The cycle tracks and pathways encourage me to bike instead of using a vehicle

Do not authorize new infrastructure road projects that do not include provisions for cyclists such as shoulders with bike lanes, or stand alone paths. SW Ring Road is glaring issue that will constrain cyclists.

Do not decrease any of the paths around Griffith Woods.

Do not half-ass it! Make the MUP wide enough for bikes and pedestrians to use them in busy areas and, when building bike lanes, make them go all the way through the travel area. Lanes like 26 Ave SW are ridiculous as the just vanish.

Do not take lines from the streets



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Do roads like Vancouver where they only fit bikeFinish spots where links are missing/paths suddenly end... or how do you get downtown if you're in Mayfair/Britannia , the path suddenly ends and you have to go out on to Elbow drive which is dangerous

Dog friendly

Don't let road construction make pathway access worse

Don't take away from vehicles, not that many people bike or can bike.

Don't use past incident data. Look at preventing crashes. Prioritize vehicle and bike collisions over pedestrian bike collisions.

Don't waste limited tax payers dollars overbuilding bike paths for very few people who use them.

Don't allow bikers on roads where there is no designated bike lane. Way too many close calls with bikers.

Don't always look for the most expensive option! Some walk bridges over Stoney trail are seldom used between communities.

Don't assume everyone has to go downtown. Talk to people about where they need to go within their own neighbourhoods.

Don't emphasize bike commuting to work. Consider all reason people bike equally.

Don't focus just on getting people to/from the downtown core, but also within communities in order to get people to/from community resources (Ex. grocery stores)

Don't follow roadways! 112 Ave NW going east goes 2 blks down to lights, then back to intersection at Sarcee & Stoney. Whereas the bike path should go 50 feet from 112 Ave to the same intersection. Road planners designed this bike path I'd say.

Don't follow the roadway as is the case with many now. Bike pathways are not roads. On 112 Ave nw going east, the path goes downhill 1 block then up 1 blk to Sarcee & Stoney. But 50 ft would accomplish the same thing. Not designed by bike people.

Don't forget about safe/sensible options for merging with traffic at intersections or where the bikeway ends ... don't assume that cyclists want to be pedestrians if there is no bike path.

Don't forget inter-city bike connections

Don't get rid of traffic lanes, there is already not enough out flow of vehicles from downtown. Bowness also has river pathways. Why get bike Lanes to reduce traffic flow

Don't hesitate to put bike lanes in at the expense of on-street parking. Having all that space reserved for unused vehicles is very wasteful.



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Don't impede traffic

Don't just focus on commuters. More emphasis on the missing middle... recreational cyclists who want to explore the city by bike and reach destinations other than parks or work. Cycletracks for the 'Barley Belt' and 17th Ave SW would be a start.

Don't kill business in the effort to create bike lanes - our economy is hurting. REALLY secure bike parking is a problem in Calgary. I would ride to 'destinations' if I have a safer option than a lock & a street/business bike rack. Can't afford loss

Don't know how many people use until you build. Talking lane causes more congestion. Educate drivers.

Don't turn residential neighbourhoods into one-way streets for the sake of building bikeways.

Don't use existing infrastructure to create bike lanes (downtown)

Downtown and inner-city should be the focus.

Downtown first

Downtown routes are great! Time to connect them to outer neighborhoods.

Downtown use existing sidewalks, for multiuse. Outside downtown build multiuse, pedestrian/bike pathways

Driver education about sharing the road to cyclists. Upgrade existing lanes to include barriers.

Driver education about what responsibilities bikers have would be helpful (for other drivers). For instance, 5 drivers have yielded for me randomly in the middle of the road in the last 3 days. It's unpredictable and unsafe.

Drivers and cyclists are best physically separated, however where required optimize by way of low vehicular volume routes.

Ease of use especially for senior citizens

easier to access/crossing to LRT with safe and quick pedestrian/bike pathway

Easing vehicle traffic in the core and inner city is critical to a vibrant community. Start there and then work on connecting communities in.

Easy, direct, convenient, efficient connections to pathway system, employment centers, retail hubs. Road and street signage showing bike active routes, including in parking lots

Educate drivers way more about sharing the road with bikes

educate road officials on the benefits and opportunities active modes bring to the city; invest proportionally on active modes



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Education and guidelines for use of the bike and pathways. Many people don't follow etiquette out of spite for their dislike of cyclists. This is dangerous and people need to learn their rules just like driving.

Education is important to build a balanced relationship between cyclists and pedestrians. Cyclists are treating pedestrians like cars treat bikes. Bikes are not a form of transportation that is equitable so let's not put it everywhere. Pathway for PEE

Education needs to be implemented first: teach people how to ride without special infrastructure and you won't need special infrastructure.

Elbow Dr should be widened and a bike lane put in from downtown to Fish Creek Park.

Eliminate situations that where there is no safe route for bicycles. Reduce speed limits and road diets are a good solution in many cases.

Encourage equal sharing of pathways between pedestrians and bicyclists

Enforce bikes to use the bike lanes downtown and not the road

Enforce the bike speed limits because EVERY bicycle speeds and does not pay attention to biking rules (a bike will be a bike when best for them, a car when best for them or a bike on a sidewalk whenever best for them). No penalty given, ever!

Enforcing that dogs need to be on leash while on the pathways.

Engage cyclists in community, when, continue path E of Coventry on railway line, Coventry Hills Blvd; fix gaps

ensure a balance of safe bike spaces and efficient vehicle/traffic flow. If you sacrifice one for another it creates unruliness. Ensure there is bike parking along the routes for those who need a place to park their bike to conduct their business.

Ensure a cost vs benefit analysis is done. Spending a fortune on paths with low usage does not make sense. Wood chips have been placed in Griffith Woods making paths unusable for bikes and unpleasant for other use. Money spent to ruin paths.

Ensure all new pathways/bikeways are connected to the remainder of the network via SAFE alternatives. A sidewalk beside a highway does not count as "connected to the network".

Ensure as many neighbourhoods are connected to the main path and bike routes as quickly as possible - the more (neighbourhoods the better)

Ensure connections are easy to make to many destinations and for many purposes

Ensure enforcement such as off leash dogs in non-off leash areas



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Ensure existing pathways connect. I bike from Fish Creek Park in the south and can't make it to downtown/city core.

Ensure laws help cyclists on roads. Build the safety measures and more people will bike. Less carbon, which is a junk argument, but nonetheless...

Ensure pathways/bikeways don't dead end or lack connectors between other pathways/bikeways. Currently large swathes of disconnected routes and unsafe areas in between.

Ensure that bikeways are also as convenient for rollerblading as it is for cycling

Ensure that bikeways that cross over pedestrian areas or shared areas are clearly marked and that cyclists yield to pedestrians

Ensure that pedestrian and cyclist pathways are separate.

Ensure that the pathways and bikeways are integrated into the existing network where possible, so they are all connected. Avoid forcing a pathway/bikeway retrofit that creates worse traffic/safety conditions for everyone.

Ensure that there is connectivity to peripheral communities so that they are not left as "islands"

Ensure they are well lit and maintained.

Ensure to have Bylaw officers that can help enforce safety and rules! Safety is a huge concern in pathways and most of the time, Bylaw officers help by ensuring citizens are safe!

Ensuring that pathways are connected between communities.

Establish a proper maintenance plan on existing pathways before you build more. I commute into downtown from SE Calgary daily and the paths are poorly maintained and in some cases dangerous to ride. This whole input page is good for a laugh

Evenly spread them around the city. Right now they are primarily in new communities, downtown, along the river, and north south. I live in between bike routes and I bike east west to work. Tuxedo to the University.

Every new road or expansion needs to include pathways - The new south and west ring road is a priority

Everyone should have them

Everything seems focused on central or high income areas where natural areas and pathway systems are already abundant

existing cycle track great, but gaps need filling for complete connections; Stephen Ave dangerous for bikes without separation. East end DT connection needed for river pathway (Macleod Tr / 3 ST SE)



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expand existing network; focus on connections across deerfoot and in NE where it's flat and bikes would be easy to use

Expanding segregated pathways in the downtown core will check three of the above boxes. Linking dense residential areas to primary commercial areas will go a long way to checking the fourth

Extend the 12 ave cycletrack into Sunalta. Develop 15 Ave S as a biking alternative to 17 Ave

Face to face engagement to discuss. There's currently a distrust as to city survey results regarding cycling. This survey is an excellent example of not inviting comments and results will be interpreted not as the public expects when answering ?'s.

Family, community. Check out system in Munich. Awesome!

Far too much of the build-out to date has been focused on downtown and communities to the north and west. It has largely ignored many areas of the city, particularly east Calgary. Only now is there talk about putting in a cycletrack east of Deerfoot.

Fewer hills would be nice when possible. The path out to bowness is amazing. The one winding past the zoo and Telus spark can be exhausting.

Fill in the gaps in the network.

Filling in gaps between pathway networks. Improving signage, painted signage on community routes. Facilitate multi use path integration into intersection design. (Bike lane transition vs. forced into ped. Crosswalk) ex. 52 st SE

Filling in the gaps that currently exist which force cyclists either onto a road or ride twice the distance.

Filling in the missing connections such as the links from the W,E,S and to a lesser extent N to the cycletracks.

find gaps, close them

Find out who is using what facility

Finding a way to link neighbourhoods that have major road arteries blocking walking and cycling. Improve acces in neighbourhoods that have no direct connection to paths.

Finish areas that are not complete - especially along Stoney Trail.

Finish connecting 5th st sw to the elbow dr path

Finish Matamay Trail along Stoney 17th to Copperfield.

Finish off main routes - 5th Street ends at 17th and 4th. This should be river to river. Also, please remove cars from Stephen Avenue, or provide safe and separate east to west bike lane across downtown.



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Finish off major corridors so the entire city can access a network and travel from the outskirts to downtown.

Finish the first network and connect 12th Ave SW cycle tracks to the regional pathways at Pumphouse Theatre and the Elbow. Connect 5th Street to the rivers.

Finish the gaps in the Bow River Pathway, especially on the west bank between Ogden Road and Glenmore Trail. Also, increase the awareness of recreational cycling loops with directional signs and info on the City's website.

Finish the sidewalks!!!

FINISH THEM

Finish what you started - Carrington has bike paths in it, but no people. Coventry has people, but no completed pathways, and what is there is random and disconnected.

Finishing construction on the closed down parts of the bow river pathway should also be a priority

fix any 'broken' or gaps in connections as a priority.

Fix areas that are damaged. Make sure new paths are wide enough.

Fix bikeways that cross busy roads with no traffic controls. Bikeways in/near beltline & downtown need to be separated from walk paths or they become unusable to cyclists in good weather. Build good connections

Fix broken pathway.

Fix cracks and potholes in paths. Make more sidewalks/paths around city

Fix sidewalks expand bike lanes

Fix the missing gaps

Fixing network gaps should be a priority as should be adding separated pathways in high use areas.

Focus needs to be given to enforcement of rules in areas where dedicated spaces have been created; i.e. riding your bike down the south side of 12 Ave SW when there is a bike lane on the north side should not be acceptable.

Focus new on-street infra. on the River valley communities and the centre city (where biking is naturally conducive). Then let self selection sort populations out.

Focus on areas of safety concerns. Fix these and more people will bike as they will feel safe. Please do not put in any more 'door zone' bike lanes or sharrows (see below). They are unsafe and cause user conflicts.

Focus on areas where existing pathways abruptly end in traffic.



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Focus on areas where there are new housing developments, working in construction it can be a mile or more to get to the job site - no bus

Focus on commuter routes

Focus on connectivity, and cycle traffic flow. Some great improvements have been made on the Bowness Road corridor, but the corridor stops and starts a number of times, and does not consider how commuters ride.

Focus on creating better transitions from bikeways to roads and crossing roads. For example, in multiple places, the pathways ends at a major road and then you have to ride on the sidewalk to reach the crosswalk. This is not safe.

Focus on downtown and connect different areas together

Focus on downtown and inner city.

Focus on ensuring safe and accessible connectivity across the network, and ensure proper design for drainage and ease of snow and ice control.

Focus on feeder lines to the main north south and east west arteries.

focus on flow to path users. also the existing path has several areas that are waterlogged and/or icy for half the year. They're areas with poor drainage. Most have been that way for a decade plus, and only a few inches of grading would remedy it.

Focus on high traffic areas and congested areas like 17th SW and Kensington, Mardaloop...

Focus on improving the inner city the most.

Focus on missing links in addition to the prioritization above; ie. connecting the City to the Clearwater Park and extending the Greenway around the entire City along the West and SW Ring Rd, once completed, just as it is along the east segment.

Focus on neighborhoods outside the downtown core. I would love to bike to work from home in the Evergreen community to Willowpark but there aren't any safe routes besides driving or taking transit

Focus on paths to existing and future LRT stations. Riverbend has a pipeline corridor going through it. This should have a bike path that connects the Bow River pathway to the Irrigation Canal pathway and future Greenline pathway

Focus on plowing in winter. Don't forget about the need to get to the pathways from residential areas. The hardest part of my commute is getting to the pathway.

Focus on recreation - there is a small dedicated group of bicycle commuters who are comfortable riding roads. From a healthy community perspective this is a small group who don't need encouragement.



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Focus on recreational pathways, and off-road commuter pathways

Focus on suburban areas and connect them to pathways

Focus on the communities

Focus on the primary arteries into the core. Expand to support commuters, not just recreation riders.

Focus your efforts to increase cycling use!

Follow 8 & 80 principles. There needs to be more education for drivers - many of whom don't understand safe distances or the rules regarding cyclists on our streets. There should also be more signage/wayfinding and linkages through key areas.

Follow the major through fair, like 16 Ave East to West. Center Street.

For safety of pedestrians and cyclists consideration to separate walking and bike systems should be considered. Electric scooters should be allowed on pathway system to improve safety and away from vehicle traffic. Access points need improvements.

For some reason there is no biking past 85th street sw in the plans. I commute to work on a bike, please include our neighborhood in the plans.

For the buildout, it would be ideal to attempt to create a large city loop of dedicated path similar to the ring road. Bowness to Fish creek is awesome, can you finish the loop through the sw to reconnect to bowness?

Formalization of bikeways on roads with heavier vehicle traffic and moderate to high cyclist usage would greatly increase my likelihood of using them. Perception of safety = lower barrier to access.

From someone who lives in the Southeast, full of developing communities, it would be nice if there was a more direct pathway or bikeway to get downtown. The long commute can be discouraging for those who are interested in cycling to work.

Future pathways need to provide room for both pedestrian and bike traffic. Narrow multiuse pathways are a hazard to all

get rid of all the bike lanes / bikeways bikers don't follow the rules

Get rid of the 12 ave bike path. Very poorly used and very much a hindrance to vehicular traffic.

Get the bikeways off the roadways!

Getting across the city on pathways or bike lanes can be difficult.

getting newer communities connected to existing paths and improving the paths along the c-train



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Give a percentage of the city's budget to pathways and bikeways that reflects a robust vision for the transportation, safety, recreation, health, and social benefits they are capable of providing.

Given the area, it is less likely that commuting by bike will improve from distant neighbourhoods, and spreading around the whole city is the costliest as well.

Go beyond the downtown, somehow we need to get downtown without dying

Go through green areas

good

Good child biking friendly crossings/avoidance of major roads. Safety

Good connection to and from Downtown

Good connections and clear routing. There are many places where a pathway ends but it is unclear where the route goes from there. There are many bikemroute

good connections with existing bike paths/lanes. Direct, sensible routes.

Good.

Grab some low-hanging fruit: there are lots of areas where filling small gaps will make a big difference.

Grab the low hanging fruit where bike paths are close to connected I.e. 5th SW bike path connect to the elbow river pathway. Those five blocks are perilous.

Gravel pathways are not accessible and unsafe, paved pathways are much preferred.

Great initiative for the city

Great job so far

Great safer pathways with fewer blind intersections and corners and better signage so all users know the basic rules, bylaws, common courtesy, etc.

Greater connection. It is basically impossible for me to get from my neighbourhood to places I want to go - downtown, Inglewood, my work in Kensington, breweries in Manchester

hard to go east to west vice a versa currently

Harsher/stricter penalties/enforcement of traffic rules for bikes!!

Hate the bike routes on the downtown streets

Have a proper maintenance plan



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Have bike paths clearly marked and ensure drivers as well as bikers know and follow the appropriate rules.

Have pop up information sessions at Malls and Parks during summer educating bikers and non-bikers about rules and common courtesy of sharing the trails and nature (music on speakers, speeding, yelling etc)

Have routes connect safely and easily. On-road bikelane, to MUP, to cycletrack should all flow as smoothly as possible. Connections that are safe should be a priority!

have some rules for bycical bells to be used or just make a path for walkers and one for bikers. It is very unnerving every min having to look behind your back

Having a connected network - rather than routes that just start and stop wildly-nilly without regard for connectivity - is important.

Having a connection to Glenmore park would halp with safe commuting and creat a wonderful interconnected network

Having bike specific pathways for int-adv riders, important best pathways are when there is a walking lane and biking lane is separate. i.e. Glenmore Park.

Having logical connected pathways, would be nice to get from one end of the city to the other on pathways.

Having proper pathways increases safety for cyclists and drivers

Having the separated bike lines downtown make me feel much more safe and I will go out of my way to take those roads

Having them connected in a large network would be helpful! On the safety front, making them clearly divided from vehicle traffic (concrete barriers, etc) is important for us and our young kids.

Having these downtown was a very bad idea. I come downtown often and these lanes are rarely used. Just a waste of space and parking for others that want to come downtown

Having walk lanes seperate from bike lanes in higher traffic areas

Help people get between neighbourhoods.

Helping people commute from by bike where possible. Example closing the damn without a viable alternative is distributive to a commute.

Hi. I am very concerned that there is no plan for cycle access on the new ring road from 69 AVE. This is a very popular cycling area and many cyclists live in the area but there are many more who commute or access the roads from this area. Keep safe.

High priority near higher density and transit, especially LRT stations



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High traffic roads should be a priority to improve safety for cyclists.

Honestly... relative to any roadway (e.g., a single big bridge/exit ramp) bike lanes cost nothing. Go big and make Calgary an end-to-end cycling mecca! There is no losing here!

How the system all links together is really important to make the entire commute/trip safe and enjoyable.

Hurry up!

I agree with splitting people and bikes on different pathways

I am a regular cyclist - choosing to ride my bike to work as often as possible from April - Sept. I use the separated bike lane on 12 Ave but I do NOT support building any more. Paint lines on the roads instead and encourage safe sharing.

I am concerned about Discovery Ridge's connectivity to the bike path system once the Ring Road project is completed

I am concerned that my community of Discovery Ridge will be isolated due to the construction of the south west ring road. It is very important that we retain a connection to other areas to the north, east and west of our community.

I am new to the city and new to city biking. I would love to know about the basic road rules and expectations for green bikers such as myself

I am opposed to bicycle lanes to begin with - bicycles belong on the sidewalk. They cannot deal the damage to a pedestrian that a car can do to them. What's also ridiculous is that they cannot be used on the C-Train in the hours they are most needed

I am opposed to separate bike lanes in the city for the few bikers who use them. They are a risk to themselves and restrict the space for the many cars on the road.

I am unable to walk in my neighborhood of Rossbarrock because of the crime and aggressive homeless population coming out of the Westbrook LRT station. So far in 5 years the city has ignored this issue.....

I believe "The barley belt" in the SE, could really use some bikeways.

I believe that 10th NW needs a dedicated bike lane as it is really busy and quite dangerous with the fast moving vehicles. There always seems to be gravel from vehicle debris on the bike lane which makes it quite dangerous.

I believe that there should be separate supports for separate modes in the busiest areas - as routes get less busy there can be more shared mode facilities.



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I bike to work but it is really complicated when the bike paths stop and then start again a couple meters in the front. It should be continuous.

I cannot ride and must drive or take transit

I commute by cycling every day year-round and wish there was more infrastructure in the inner city with separated lanes to make it safer and quicker to bike everywhere.

I commute to Max Bell Arena area (Deerfoot&Memorial NE). There are unused rail tracks. Are they possible to turn into pathways/bikeways in the future?

I cycle all year but you need more budgetary restraint! eg1 rebuild of EauClaire when path was in excellent shape?why? eg2 53St NW 3 way stop rebuild for a simple left hand turn ?why? very little potential usage (none in fact) or problem there.

I don't expect or need separate bike lanes on every roadway, but a series of direct pathways or bikeways to allow cycling as a reasonable, safe and practical mode of transport for commuting from all quadrants to the core would be very beneficial.

I don't like how slow the speed limit is. I'd love more water (potable) and bathroom access

I don't ride because the difficulty to get to the pathways is dangerous due to vehicles not respecting cyclists.

I don't think it's reasonable to isolate Discovery Ridge and Griffiths Woods park from the rest of the city when constructing the swrr

I don't want to ride my bike to work on the road because I don't feel safe.

I find the end point of the 12 ave bike lane odd, why not take it all the way to 14th St.?

I go downtown often and I see that these lanes are not used and are a waste of space and parking. They have decreased the amount of traffic for those depending on people coming to downtown

I had a really hard time arranging the 4 items. I'd like to see connectors from the dt core to other areas of the city but also primarily use 5th st. I feel selfish to say I would like to expand the network where it would benefit me the most..

I have a hard time riding from Royal Oak into the city because the pathways are disconnected

I have chosen the logical prioritization for these based on maximizing the rate of use.

I know downtown is a high priority but in other areas of the city, I find there are pathways but no links in between like Sarcee pathways between Bow Trail and Glenmore not linked to Glenmore reservoir.

I like the improvements in bike access to the core. However, for people commuting cross-town, there are often few good, efficient cycling routes.



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I like using the path on the N side of the Bow for walking to downtown from Parkdale but avoid using it during rush hour. Speed enforcement is lacking. Kids are not safe on the multi use paths.

I live in Canyon Meadows and like the bikeway system to get downtown but it has places I feel unsafe still

I live in Discovery Ridge where we need to be able to access pathways to the south without driving across a major roadway to get there!

I live in Discovery Ridge, where there seems to be 'disinterest' by city planners to connect our pathways to the west and east of us. How can we 'use Calgary's pathways and bikeways to get around' if we're not connected??? That makes no sense at all.

I live in the NE and find the pathways compared to other areas to be not as nice and not as well maintained

I live in the NW part of the city. I think it would be really cool if all communities would be connected. So I could bike from my house to Downtown Calgary almost directly.

I live just east of the Deerfoot where there is a distinct lack of bike infrastructure which discourages people from biking. The NE should be prioritized because of this and because less people own vehicles and transit is worse.

I live outside of downtown, thus use paths until I get downtown to use bike lanes, would use bike lanes earlier if we're available further out in city limits

I love Calgary's pathways but I want to see them maintained like they are now. Cracks and holes always need to be fixed and snow removal on winter is

I love Calgary's pathways but they need to remain as well maintained! Cracks and holes must always be fixed and snow removal in winter is a must!

I love the off road network. Shared with cars on road is never the same and does not create a total sense of safety. I've ridden my bike in shared roads in London and it's not great. I love the riverside networks. More of these!

I mostly use pathways for exercising, so paths that run through and around parks are preferable to ones that run alongside roads, even if that makes the overall route longer.

I prefer to walk whenever I can, I love that I can walk to Saddletown and it would be nice to walk to Cross Iron Mills. If there was a sidewalk it would take only 30 min. We need more sidewalks in the NE. It is sometimes risky to walk on the road.

I rarely ride my bike within the city because I have serious concerns about the entitlement of drivers. I ride to train and race, so the pathways aren't safe for my kind of riding, and the roads aren't safe for me. I run on the pathways.



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I really appreciate 12th Ave's bike lane, but the intersection of the bike lane and Safeway parking lot is so dangerous. We need more than a sign that says "yield to cyclists"

I ride my bike alot all around the city, one way you could extend the bike paths and save money is by utilizing more road ways with a bike lane painted on it. As a frequent rider we dont need a huge piece of the road for it to be effective.

I ride my bike from Mahogany into the downtown core several times per week, this trip would be much quicker and safer if there was a better connection to the cycle track from the South.

I suggest focusing on routes where you may get commuters to switch from cars to bike

I think all of the above are important. I chose social equity first because I know how expensive it can be when you can only afford to live somewhere where you need a car to get around.

I think development seems to follow transportation availability. Because pathway infrastructure always seems to be an afterthought development always seems to be very automobile-centric.

I think Discovery Ridge has poor linkage heading east to the glenmore reservoir.

I think focusing on the areas where there have been bike versus pedestrian accidents is important.

I think if the city is going to spend significant \$ building a bike pathway system then there should be strict rules about using the bike lanes - why are cyclists riding in car lanes 1 block away from bike lanes

I think it is great that the city is looking into increasing the number of walking and biking lanes. This will only encourage people to use alternative modes of transportation to getting to work.

I think it is important to start working in an area and expand from there. It could be counter productive to start in different parts of the city as then it will seem that it will never be complete

I think it's important in making a vibrant Calgary that attracts & retains people to stay here, move here & make a life here

I think it's important to make sure the path will be of real use. If there's already something nearby, chances are most cyclists have a shortcut/route developed.

I think more protected cycle lanes are key. It is too easy to get doored while cycling on an unprotected bike lane. Drivers aren't always great about ensuring the bike lane is clear before opening their doors.

I think some of the bike lanes in the city should be temporary. They should revert back to an extra vehicle lane in the winter where some lanes are rarely used at all for bicycles during the winter and could really improve traffic.



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I think that it would be great to have all pathways connected so that if you're in the furthest corner of the city, you can still easily bike to a park at the cities center.

I think that the city generally does a good job and that most areas in the city are safely accessible by bike. I think the biggest area for improvement is signage/maps.

I think the city should consider more bikeway/bathway combos (see the netherlands), where rather than building a bike lane on the road, the sidewalk is built wider with a proprietary bike lane. 17th AVE SW would be perfect for this.

I think the greater the access then the grater the ridership

I think the pathways should be made as safe as possible

I think the priority should be connectivity. Creating usable connected routes from all parts of the city.

I think there should be a clear bike way asa commuter route from all four quadrants to downtown.(from the outskirts of all quadrants)

I think there should be a separation of bike lanes and major traffic roads. My main case is the 10st NW bike lane. It is right beside traffic moving at 60 km/hr and going down hill. The road still gets a lot of gravel so it's very dangerous.

I think they should utilize a bike path through the old train tunnel in mayland heights. Maryland needs a bike path that is safe to be connected to the main bike path. Going over the 8 ave bridge and 16 ave is scary

I think we should aim to maximize the number of people biking to work everyday

I think we should look at prioritising bike pathways to train stations or main transit arteries. This could reduce the need for sububran buses if people could bike to trains and BRT routes.

I think you are doing a great job. Please keep up the good work and build more pathways . Thank you.

I think you need to continue to respect that all citizens have access to the roads. In an attempt to provide safety to cyclists, people trying to get home to their families in their cars (ie there is no reasonable transit to the deep deep south)) .

I think you should put fences or gates on road bike lanes. People are very inconsiderate and don't share the road making it very dangerous for bikers and walkers. I would feel safer with a barrier between the road and path or bike way.

I was originally sceptical of bike lanes, having been mostly a pathways user (which is still a great network). No longer. We need more.



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I will not ride my bike anywhere I cannot take a separated pathway. It is simply too dangerous to share a street with vehicles.

I work in the 104th avenue SE area and I bike on daily basis to work. Safety is a real concern for me as this is an industrial area, there are no bike paths and when there is snow I have real problems. I feel a little bit under the water there.

I would ensure your decision isn't solely based on data collected through the survey. Considering equity, those who may need it most may be the least able to respond to an online survey.

I would like bike paths to be separated from walking/running paths and streets, I ride my bike to city hall each day and one problem is walkers and runners have earplugs in and don't hear the bell:)

I would like it to be less downtown focused. Many people work outside of downtown, and the ability to move east west rather than in and out is limited.

I would like to see an emphasis on completing or clarifying bike routes which are broken up with road sections and sidewalk. Too often I have to take a road, the signs are confusing, and then I lose the path. Or the ramps up sidewalk parts are rough.

I would like to see better connectivity from one pathway to the next to often the link is broken and it becomes dangerous to bike to the next section of safe pathway.

I would like to see bike pathways or mixed use routes through industrial areas

I would like to see bikeway not be in the door zone of cars. I would also like to see some sidewalks changed to MUPs where there is enough room.

I would like to see fully separated bike lanes that parallel transit lanes on many areas. I don't want to take a meandering route from the SW to downtown for work. I want a linear, straightforward route.

I would like to see more art along the routes and/or opportunities for users to learn about the ecology or neighbourhood they are travelling through along routes.

I would like to see more options for the north east and south east quadrants of the city

I would like to see more places by my bike in my neighbourhood

I would like to see more protected bike lanes

I would like to see more routes, especially with all of the current closures. I bike from Southview every day and there is really only one route into downtown. More bike friendly lanes would be helpful



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I would like to see neighbourhoods be connected safely to the bike network without having to go through miles of busy streets. Being in Discovery Ridge and by the river, I would like to see the trail extended over to North Glenmore Park. Thanks.

I would like to see residential road design changed for better pedestrian and bike protection and to reduce speeds. Features like sidewalk outcrops at corners to prevent parking and allow better vision also reduce vehicle speed at corners.

I would like to see them have a physical separation and not just separation with painted lines.

I would love a cycle path down to the industrial area (53rd st.) Lots of businesses and scary roads

I would love to not have to go on any main roads.

I would love to see more bike paths with trees. Also make sure they are wheelchair accessible. I use a mobility scooter.

I would suggest that there should be some focus on locations where pathways intersect with road. There is often not a clear right of way for cyclists to transition from pathway to road. (eg; Riverfront Ave and 1st Street SW)

I would suggest that walking and biking is not confined to parks system. For walkable neighbourhoods.

I would urge consideration of time sensitive speed limits for pathways- commuting hrs (fast)-midday/weekends (20k); You will not get Calgarians commuting at 20k/h, especially on the Bow River pathway

I would use more a bike and less a car, if there were enough bikeways. Bikes can be used for entertaining and as transportation and I seriously believe people don't use them more frequently for lack of bikeways.

I'd like to see a priority on areas near schools to provide safe alternatives to busy streets, and making communities more walkable/rideable.

I'd like to see more safe pathways downtown, I feel there's only 12ave and along the bow. We need more cycle path to go downtown, I'd like to go to work without using my car

I'd focus on bikeways.

I'd like regular maintenance and patrols to make sure that pathways are in optimal condition, and being used appropriately.

I'd like to see an improvement focus on the 40 year old "Blue Routes" They really need to be more accessible to "interested cyclists"

I'd like to see more options to cross over Deerfoot Trail.



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I'd like to see more protected bike lanes along major road ways

I'd like to see the missing links prioritized, especially on or to the Greenway.

I'd love to see a truly interconnected system of bikeways and pathways, separate from vehicular traffic. I think the lack of a city-wide system leaves a lot of people not biking because no one wants to share the road with a car while they're biking.

I'd prioritize the link to the Crossiron pathways.

Ideally a seamless bike-walk path circumnavigating the city as well as connecting paths into other city regions. Minimize road crossings.

Ideally all Calgarians have access to pathways and bikeways and are encouraged to use them

If it does not impact current vehicle parking.

If the infrastructure doesn't accommodate children riding their bikes it's useless to us as a family.

If we get more people walking and biking, there will be a greater push for better infrastructure for a diversity of reasons as a result of having more people engaged in active transportation.

If we know communities that would benefit from them more the better the system is the more likely they will use it

If you are going designate certain roads as the cycle route when there are no other options such as 5 street sw to downtown, then at least plough it in the winter!!!

If you build a bikeway, don't do so until you have enough money to complete it. Many bikeways currently "end" right where you need it most. That's almost more dangerous and inconvenient

if you build it, people will use it. But it must be relevant, go somewhere, connect with other cycle tracks

If you build it, they will come....

If you insist in providing bike lanes they should be in low traffic areas, not on main roadways. Most bike riders do not follow traffic laws and they should be licensed just like vehicles - that way they can help in paying for the lanes.

If you're going to take out lanes of traffic to add cycle lanes, figure out a way to be less disruptive to existing traffic that uses the infrastructure (see 12th Avenue downtown).

I'll just wait and see what other beauty will be built

I'm appalled by the lack of bicycle facilities in the northeast and east. Trying to cross 17 Ave SE (at 19 St SE) on bicycle to detour around the Cushing Bridge construction is a nightmare for both pedestrians and cyclists!



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I'm biking almost every day because it's environ. friendly and I can get to places faster than using transit. Most of the times I am forced to bike on sidewalks because there's no bike lanes on the road. Pedestrians are angry but it's still safer.

I'm disappointed the focus for next 4 years is related to pathways and bikeways. We need more new cycletracks downtown, suburbs.

I'm tired of having to bike around marathons that haven't posted signage, or when the city does construction and fails to notify the public in a timely manner and without consultation. East Calgary is not well connected to the rest of the city.

Important to focus on access to lower income families who do not have the means to rely on cars.

important to have connections between paths. Places where the path abruptly ends, only to start again a few blocks later are frustrating.

Important to have fences between pathway and big roads (Memorial Drive!!). Downtown core is most important, as well as the connection to University of Calgary, SAIT and Mount Royal. Also connection to 17th Ave is important.

Impro. deficiencies in ex. paths: surface, width... some paths in the city are unsafe/uncomfortable for walkers/bikers. a larger range of speed limit (12-35km/hr), more enforced/advertised. more bylaws, bells, illegal/unsafe passing, lane infringement.

Improve connectivity between over pathway and bikeways.

Improve connectivity.

Improve links where pathways disappear into sidewalks and then reappear as pathways.

Improve older areas that don't have the infrastructure, improve access to downtown. Maintain current infrastructure.

Improve safety of existing pathways and bikeways then increase coverage.

Improve the current paths first i.e. on the north side of Memorial Dr. N.W. - also, separate pedestrians and cyclists more, more signage

Improve the directness of travel. Sometimes I find I have to go out of my way to stay on the identified bike network

Improve the markings of the ones that exist and have been worn - Stephen avenue for example



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Improve the routes to Foothills Medical Centre from all areas of the city. This location is very busy and we need to do something so less people drive there. Other busy places like the airport, malls, etc also need to be considered.

Improve visibility at blind turns and underpasses

Improve wayfinding.

Improve/educate user etiquette (to pedestrians & motorists as well as cyclists)

Improving bike-ability of the core should be a high priority as part of increasing density

Improving cyclist and pedestrian safety

Improving existing connections needs to be considered as well. I live in Inglewood and have to cross 9th Ave. to access the pathways. It's not fun or encouraging.

Improving snow removal on walking and bike paths during the winter would be great.

Improving transit, 3 transfers, inter-community connectivity, not just to downtown.

In a city of more than a million, with anti-motor vehicular sentiment being the norm please take the percentage of users into account. i.e. don't disrupt thousands of cars and create jams for twenty cyclists.

In a park, pathway ok

In Coventry we used to have a pathway to the core. With 96 Ave that has been cut off. We have no way to get to paths to parks. It's ridiculous with our population that we have no pathway system!

In Discovery ridge we cannot access south pathways ie WEASEL HEAD etc without driving there.

In Discovery ridge we cannot access south pathways ie WEASEL HEAD etc without driving there. Our neighbourhood has been ruined and is a blight on the landscape - give us something back!!!!

In order to realize the benefits a view of the whole system of pathways needs to be considered. Far too many pathways lead to nowhere or have gaps forcing pedestrians and cyclists onto busy roadways. We wouldn't build half a bridge for cars?

In the NE where I work, there are hardly any sidewalks. When there are sidewalks, they are right next to high volume roadways. And I don't feel particularly safe walking there. It would be great if pathways could be added to these areas.

Include inside off-leash areas in the plan. Sue Higgins Park is tough to get around with a walker or stroller

Include streets. Don't just consider pathways, it's about the connections between them. Also consider upgrade low-quality suburban paths to serve wider audiences (e.g. priority crossings, faster, more efficient)



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Increase outreach to drivers is very important as they are either ignorant or uninformed on their need to yield to bike traffic. Also, improve safety at intersections containing bike lanes/paths.

increased driver education

Increased fines and penalties for bicyclists who increase danger to pedestrians. Bike riders are becoming too emboldens and put walkers at risk, especially on sidewalks.

Increasing awareness of pathway safety, etiquette, and bylaws for cyclists, drivers, pedestrians, and people with dogs or little kids

Increasing probability of people commuting - connecting pathways.

Infrastructure must be consistent in order to be a safe. The 12th Avenue bike lane is unsafe and a great example of a one off that doesn't work. I witness weekly near misses at my office parkade entrance. As a cyclist & a motorist I hate the pathway

Inherently it feels bikeways will need to be for social equity reasons where pathways don't make sense and pathways will be where complete streets need lipstick on a pig of a redesign/fresh design.

Insure that these pathways are well maintained. There are many paths currently in need of repair. (e.g. Crescent Hts curling rink path)

Interconnectedness of pathways to on-street bike lanes would be nice.

Interconnecting routes with safe passing

Interlinking communities to existing bike paths. For example Mayland Heights has no bike path access through the community to the existing nose creek pathway system. Only way is down 8th avenue hill on the road or down 19th street through max bell.

Invest more into cycling

Involve the public in suggesting where bikeways should be built and seeing where suggestions have been made (possibly an option to up-vote or down-vote suggestions?)

Is there a place to provide feedback on where better biking transitions are needed? Is it possible to make this process clear for the public?

Issue of linkage

It is a very useful and important part of or society!

It is important to me to feel safe biking. Not super confident on roads or even bike lanes on roads. Separate paths where possible



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It is ridiculous that bike lanes are installed at the expense of accessibility for others. Before a person in a wheelchair could park anywhere, now there are blocks & blocks inaccessible due to the curb away from the sidewalk. Boo hiss bad manners

It is shocking to anyone new to Calgary how difficult it is to get around without a car. Biking (or walking) should be an option, even at great distances. We shouldn't have to say "you simply can't get there from here without a car...".

It isn't just the people who live close to downtown that want to ride their bikes - out edge communities have needs too. Also it is transportation not just recreation - make it efficient to get places.

It should not be done at the expense of vehicle traffic. It is good to build bike infrastructure but not as a means of eliminating the ability to get around in a vehicle. Both forms of transportation are important.

It should ultimately be possible to cycle safely to anywhere in the city

It would be beneficial to all to not have bike lanes that end abruptly, leaving both cyclists and drivers in dangerous situations.

It would be great if you would work to connect existing pathways to facilitate safety. For example, I can cycle from Sandy Beach to downtown w/o crossing a road. However, from my home in Discovery Ridge, there is no connection to Lakeview or Sandy BE

It would be great to finish areas that have pre-existing pathways - by this I mean there are some areas that have a partial pathway then people have to bike on the sidewalk or road and then back to the pathway.

It would be great to have main, direct route throughout the city. Also some Lanes like 8 Ave are being destroyed by construction

It would be great to have pathways that connected my community, Discovery Ridge, to ClearWater park on highway 8.

It would be nice if developers or whoever puts paths in new areas would join to all existing paths and all main roads had MUPs instead of sidewalks.

It would be nice to have a pathway from Griffith woods to weasel head park

It would be nice to have things integrated so you could go as far as possible without safety concerns. Pathway networks to areas where people work and shop and play would be great.

It would be nice to link pathways and bikeways with ctrain stations where possible.

It would be nice to stop at the cafe promised for Poppy Plaza on my commute each day. When is this ever going to happen?



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It would be nice to travel more efficiently between areas of the city. I'd love to be able to cycle from downtown to the SE without having to detour down the bow river pathway - I'd love a bike lane parallel to mcLeod

It would be valuable to have pathways built so that cyclists can avoid major intersections or highways while maintaining an efficient route.

It would be wonderful if they followed the C-train line.

It's important to me to make it convenient and commonplace for more people to choose walking or biking rather than driving

it's not only about bikes. don't forget about people who walk. maybe eliminate right turns on red. safety first. we also need to eliminate the no bike hours on ctrains. it seriously impacts ones ability to travel around the city. unfairly.

It'd be nice if the paths connect to each other. It can be confusing when a path ends and it's not obvious as to where it might continue.

Its about providing options for people to get about. As a parent to a small child living in the inner city i am unlikely to ride with my daughter on a painted or shared bike lane; vehicles don't always respect my space, can be aggressive commuters

It's all important! Build it all right away please!

Its going too fast! And a lot of cyclists are not following rules of the road and going through red lights etc. Enforcement of Bike safety and traffic needs to be a priority for safety of all.

It's great when I can get away from the stink and noise of cars and trucks. Also. it's frustrating in the winter when the snow gets pushed off the road onto the bike lanes. Can side streets be used as dedicated bike routes to a greater extent?

It's important to make sure that pathways connect. There's a lot of places where the paths just kind of end and you're hooped, especially in construction areas.

It's more important to build quality facilities, not lots of cheap facilities

It's much safer to have protected bike lanes, as I have been run off the road many, many times in shared bike lanes.

It's not enough to just build pathways and bikeways, people need bikes also. Consider bike-share programs for all abilities or a bike subsidy program.

It's not necessarily the pathways that is the problem, it's the people who don't know how to use them. I have been walking/biking/rollerblading on the pathways for 18 years, people need to learn pathway etiquette



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It's time to stop listening to the noisy naysayers and get on with doing the right thing to build a safer, more equitable city with viable transportation options for all.

Just if you build anything, make sure it's connected to the network.

Just making sure there is a safety being a priority specially some areas where as a single woman biking late in the evening can be scary

Keep bikes off pedestrian walkways.

Keep bikes separate from pathways - the bikes decrease overall pedestrian use because people feel unsafe around them, whether or not there have been collisions. We should not be considered an obstacle course.

Keep bikes separated from pedestrians, allow for higher speeds and enough room to pass without going into oncoming traffic

Keep building them.

Keep costs low and keep cars on the road too

Keep cycle tracks away from where vehicles drive. Cyclists should be able to get cycle tracks, allowed on pathways and allowed on roads. There needs to be more accountability for cyclist, give tickets when they disobey traffic rules and be licensed

keep cyclists off sidewalks and enforce it. Should have a separate survey for pedestrians as the needs are very very very different

Keep developing the bike as a mode for transportation, rather than recreation.

Keep new technologies in mind. I.e. Bird Scooters

Keep on Main roads - easier for people from Calgary to get around

keep pedestrians safe; consider needs of affected community

Keep shared bike lane painted lines maintained and better markings/directions when bike lanes go from a road to a path and vice versa.

Keep the bike lanes on paths and off of the streets.

Keep the bike pathways free flowing. The downtown pathways where you have to stop every block deter cyclist from using them.

Keep the bikeways off the roads, bikes have no right on the roads.

Keep them multipurpose, walk & cycle



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Keep them safely away from cars or where someone could be hit

Keep trying to make the city better! Great job!

Keeping bikeways and pathways as separate as possible and clearly marking which is for which.

Lack of safe paths keeps a lot of additional cyclists from getting out more. Safety is key for recreational users.

Lanes through parks should be wider to accommodate the mixed use. Have lanes for foot/cycle traffic in each direction

Larger more noticeable safety signs that tell bicyclists to respect pedestrians right of way. Right now cyclists think pedestrians should get out of their way and can be very disrespectful.

Learn from other cities in Europe. They have the experience, research and capabilities. Learn from the best please!

learning riders aren't welcome anywhere. Too slow for bike commuter lanes, pedestrian paths, roads or sidewalks especially along Bow river pathway

Less bike lanes. Downtown and on busy roads!

less cars and more pedestrians friendly in the downtown core.

Less detours

Less interruptions in road cycle paths. Improve entry and exit points on all cycle paths.

Less on road paths and more paths through parks and through nature

Let's have more. Cyclists pay taxes too, the overwhelming number of cars are single occupant. Increase spending on cycling infrastructure please.

Lets not be afraid of narrow, safer streets with separated cycle tracks. There is so many lost opportunities to make biking safer for all. Example: Northmount Drive, kids everywhere, they all ride on the side walks, road is not safe.

Lighting is important for safety - do not know who is roaming around at night

Like roads, bikepaths should allow you get (almost) from anywhere to anywhere safely

link the stuff together

link them better - they are currently much too segmented

Linking actively used areas and routes and including ancillary amenities like water fountains, repair stand, rest stops.



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Linking existing pathways would be awesome. For example Discovery Ridge has great paths but would be great to have a path that connects in to the larger city bike system in Glenmore park. #8 hwy extremely dangerous to bike on

Linking NW to Glenbow Park

LINKING, access & egress of bike ways is also EXTREMELY important. A bike path that ends at a sidewalk and Blackfoot is asking for bike, pedestrian, vehicle confrontation

Look at pathways that are incomplete in small sections. There are numerous in the community I live in and just adding a small piece of pathway would make a big difference.

Look for easy fixes like paving the shoulders of Ogden road

Look for small missing links that would complete a BIG system, please add wayfinding

Look to link existing bikeways. For example the Elbow Drive pathway pushes bikes on to the street on a busy stretch around 32 Ave. Extend that path to Stanley Park.

Look to the unsafe routes first, especially ones where there are no parallel alternatives to busy arterial streets like Elbow Drive south of the Elbow River.

Lots of 'isolated' bits of bike routes existing around the city; try to connect them rather than making distinct 'corridors'. Focus on areas like interchanges that are hard for cyclists rather than residential roads which are easy to cycle on as-is.

Lots to look - redesignate @ w sep bike lanes, painted bike lanes

Main multi use pathways are getting too busy. Start separating bike and pedestrian traffic like river walk along both sides of the bow and elbow multi use pathways.

maintenance of current pathways needs to be considered, restoration is required - not just expansion.

Maintenance.

Make all of them just a little wider, passing and sharing would be so much better.

Make and maintain a safe, convenient and attractive system of pathways and they will get used.

Make attractive for everyone. Use don't abuse. Everyone should have bells and helmets. Need more washrooms on pathway system . Patrolled often for safety. More bells on bike.

Make bike routes safe transportations routes. Would like to see bike path parallel ctrain down McLeod Tr. Signage in suburbs often very hard to follow.

Make bikeways more convenient- e.g. no sharp turns and huge detours; more direct routes



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Make it bike friendly in the suburbs so there is less driving to the local store.

Make it easier for kids to bike to schools in the suburban neighbourhoods.

Make paths to and from schools safe and available

Make paths wider to accommodate wide loads. Put more weight on designing pathway systems then roads.
Plot pathways and sidewalks in TODs before roads.

Make pathways and bikeways connect better. Prioritize on creating safe easy ways to cross roads such as overpasses for cyclists.

Make pathways and bikeways safe & accessible for children then they will be safe & accessible for adults,

Make pathways more visibly marked.

Make plenty wide for safety

Make priority to connect existing pathways.

Make public aware that bike are welcome on the roads and are part of traffic not blocking traffic. They need to be educated about safety and etiquette. Don't pass unless it is safe to do so.

Make routes that are direct to the places where people live work and play (maybe something like a bike route along Macleod trail for those living in the south, for example)

Make sure either path ways connect i.e. 5th st would have to bike the last block on the road which is narrow and busy in places to get to the Elbow drive bike path make 5th ST one way all the way to Elbow drive extend the bike path

Make sure all different parts of the city have access to them.

Make sure are all connected

Make sure it connects the outlying areas. Increased pathways in the suburbs and new communities is desperately needed. More pathways further out = more people using them to get into the city.

Make sure it's easy to connect from bike lane to pathway

Make sure maintenance is considered - sweep the on-street bikeways as a priority to make cycling a safe choice!

Make sure that we are building a connected network. Consider multiple modes of travel on a trip.

Make sure they connect and not just short paths going nowhere.



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Make sure there are good connections for cyclists. For example, the 5th Ave NW and 10th St NW bike lanes don't connect to the Peace Bridge. Fix Bow to Bluff Corridor & connect to 9th St traffic light via 1st Ave laneway, for example.

Make sure they are clearly marked so people stop riding on sidewalks

Make the busiest pathways the largest and most attractive

Make them all protected, and STOP MIXING PEDESTRIANS AND BIKES

Make them as family-friendly as possible, and remove any safety concerns. If you make them safe enough for kids, everyone will feel comfortable using them.

Make them protected.

Make them separate from walkers and joggers. They run on designated bike paths for biking

Make them viable transportation networks - connected to each other and useful to get to shopping areas, etc.

Make them wide and put them where people will use them. Once build maintain them

make them women and kid-friendly and safe at all times. Prioritize bikes over cars.

Make this happen as quickly as possible. I have a bike currently on storage because I am a chicken about riding in traffic. Once there are more safe alternatives available the bike will come out of storage. So I walk.

Make use of dead spaces, green zones, "desired paths", shortcuts, tunnels, overpasses

Making connections so that all pathways are connected and there are no dead ends

Making safer for bikes and people walking

Making sure everyone has the option to walk in a safe place

Making sure the biking topographyisnt harder than the car on more

Making sure they are connected to the existing pathways/bikeways

Many current pathways randomly disappear or pass through conflict zones. These intersections should be a priority as we seem to have an issue with intersection infrastructure (usually all infrastructure and paint disappear at the intersections).

Maximize use and keep riders safe

Mayland heights could really use some bike paths!



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mayland heights has very little bike pathway access except for the 8th ave bridge that is very unsafe for biking on and the 16th ave pedestrian which is not user friendly at all

Memorial to deerfoot connection pathway request.

Mid & far NE has a shortage of walking paths. Wider sidewalks, 2 people walking abreast and meeting a pedestrian coming the other direction with no one needing to step off the sidewalk. Sidewalks on both sides of the streets in residential areas.

Mimi

Minimize building pathways that remove road lanes. Road Traffic is too bad as it is.

Minimize impact on existing heavy vehicle traffic and provide alternative for bikers / pedestrians. Public education, especially for motorist and bicyclists about sharing the road required.

Minimize short, discontinuous bike paths and bike lanes in areas of higher car traffic

Minimizing the massive barriers that are major motorways, especially Deerfoot.

Missing connections in between 8-80 segments... ie connect 5st sw cycle track to the elbow river path away ASAP

Missing links: signal hill park/north westhills shopping center to north glenmore park, canyon meadows drive protected bike lane from mcLeod to deer run blvd, protected bike lane on 26 St SW from shag gold course to 26 Ave SW

Mixed use pathways create frustrations and safety hazards for everyone. Consider "high speed lanes" (17km/hr+) and "recreational" lanes. (max 17km/hr). Type of locomotion is matters less than speed

More access to the riverfront please from all quadrants.

More bathroom s

More benches and showdow area.

More bike lanes in the suburbs!

More bike paths means more opportunities for young & health-minded individuals

More bike paths through downtown.

More bike paths with lights in the south

More bridges over major transit ways. Please see ongoing pedestrian involve accidents on 36st NE

More clear signs



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More complete network in the inner city, along with identifying barriers such as crossing arterials.

More conectiviiety in new/existing communities.

More connectedness/safe transtitions between existing pathways

More connections between existing paths.

more connections into industrial and commercial parks.

More connections so routes can be safe the whole way

more cross town routes (east/west) without having to go downtown

More direction routes specially from out lying communities

More downtown and near 17th ave

More downtown cycle tracks

More dual bike / walking paths. Better east to west connectors south Glennmore trail.

More even pathways for safety for seniors

More fully fenced off leash dog parks. Priority

More garbage cans

More information stands - where they go/connect to

More light, and night light.

More maps - better directional maps

More of both please

More on road infrastructure is prefered

More paths [*illegible*] communities.

More paths in northern hills.nose Creek pathway system to continued north of beddinington

More paths in outlining communities that connect to the bow/elbow path system

More pathways

More pathways from the suburbs to larger arteries or LRT stations



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More pathways you have, the more people would use it

More priority on sharing the roads, education especially. So many extra projects wouldn't be necessary if it was safe and acceptable to share.

More promotion on social media to spread announcement and improvements

more protected lanes, please!! this should be top priority to be making everyone feel more comfortable commuting, especially downtown.

More safe crossings for major arteries, ie. Deerfoot Trail. Either in the form of additional pedestrian overpasses or sidewalks that are attached to existing overpasses.

More separated bike lanes down town as well as more non separated bike lanes on surface streets throughout the city.

More separated bike lanes should be prioritized

More sharp deposit boxes "harm reduction"

More sidewalks.

More split pathways for pedestrians and cyclists.

More straightforward pathways, less 90deg turns. Better transitions from pathways to road ways.

More toilets and garbage bins would be great

More walk path and bikes in city downtown.

More water fountains and benches

More, more, more bikeways. Please!

More. Everywhere. I'd like to see more on roads which would not have a speed limit. Many cyclists head west or south and must go on slow pathways to get to their road routes

Most paths are only viable with a bike has the condition & health of the path make other modes of transportation difficult or not viable at all

Must be easier access. Some pathways ve lengths were we need to ride on roads. Look at Amsterdam for examp'e Or paris. Very user friendly

My biggest priority would be to finish missing links. They are all over the City and the worst part about cycling on the network.



Calgary Pathway and Bikeway Plan

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My community (Discovery Ridge) does not have walking or biking paths that connect with paths to the east or west of the community.

n/a (8 mentions)

NE has been neglected. Clearly, there is very little recreational investment past Village Sq. Leisure Centre.

NE is left out in the cold. Poor routes across Deerfoot and on north edge of city past beddington trail. Lots of partial paths that go no where and are no completed plan. Lots of road use required

need better connections from NW to NE

Need education for drivers and cyclists

Need it throughout the city to normalize cycling for transportation and to connect all parts of the city. Need separated infrastructure as much as possible (not multi-use), particularly where no low-speed roadways nearby or busy crossings.

Need more bikeways access in NE

Need more vendors on trails, buskres (legal), people are in too much of a hurry with biking and they are entitled (walkers have the right of way). Cars don't come up on sidewalk (not a problem) but bikers do. Bikers often intimidate walkers.

Need pathways that are will connected to residential neighbourhoods with business and transportation corridors.

Need some rules for shared paths w/ cyclists + walkers; biggest concern: nobody using bells

Need to be connections across busy roads that are safe

Need to figure out what the pathway system is being used for. Is it commuting or just going for a walk/bike ride? Is there a desired destination or simply getting exercise?

Need to have improved connectivity over busy roads and freeways to encourage more people to cycle. As well, increased connectivity to major bikeways. Furthermore, allow free CT bus trips up hilly areas of city to encourage more people to ride more

Need to have pathway lanes wide enough to accommodate wheelchairs and hand cycles

Need to prioritize improvements to network based on safety. Many bikepath/bikeway intersections are poorly designed - bike paths and lanes randomly end or feed into crosswalks

Need to prioritize keeping pathways open - there have been way too many closures for work on roads etc that have made the existing network much less useful. Quality of pathways (potholes, rough pavement) also need to be addressed



Calgary Pathway and Bikeway Plan

Stakeholder Report Back: What we Heard

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Needs community citizen advisory council - bring back

Needs to be better access across freeways in the city and link neighbourhoods where there are schools to those where children can bike commute from.

New developments should include road based bike lanes on major roads

no (20 mentions)

No cycle tracks!! Focus on paths in more natural areas, connected along edges of the city and within communities.

No more bi-directional on one side of the road. They're unsafe. Take less space from both sides of the road where possible so bikes can flow in the same direction as cars.

No more bikeways.....listen to your citizens!

No need for a separate bike traffic light if the light is just going to follow the same schedule as the motorized vehicle lights. Just seems like a waste of tax dollars and energy.

None (3 mentions)

North east part of the city is generally the poorest served for bike infrastructure

Northeast is lacking pathways compared to the rest of the city

Not a good investment.

Not downtown or on main routes.

Not interested! I live in Braeside & it's almost IMPOSSIBLE to get a bus to the CTrain for work at 7am downtown. Where are the busses we need to get to our jobs? I cannot ride a bike to work & I ride my bike as pleasure only. It's not for all!

Not now!

Not sure

Nothing

now that the pilot is over bike lane directions should be separated on each side of the road. this is safer for pedestrians and cyclist and makes it easier for drivers to be aware. placing car parking between bike lane and car lane is the safest.



Calgary Pathway and Bikeway Plan

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Obvious but wherever possible build out separate lanes for bikes from walkers runners, reduces on street bike lines for more separate bikeways (hard but necessary over time) on street bike lanes are just too slow for real commuting.

Off leash dog owners

On paths shared by bikes and pedestrians do everything possible to restrict fast moving bikes. Sometimes I think I'm walking on Deerfoot Trail on the shared river paths.

On street bikeways should be located on streets that are lower vehicle traffic for safety and comfort reasons, perhaps on a parallel street where possible.

On street cycle tracks are the best and safest way to get the most people biking.

One of the key priorities should be sensitizing drivers to sharing the road with cyclists. This should be included in driver's ed.

Only the "wealthy" areas have things like bike lanes. I live in Pembroke Meadows and just because of the "reputation" the area has there are less things.

Our bike paths do not join the bike path system which leaves limited choices available. We need to be connected to the rest of the city.

Painted bike lanes save lives. Painted bike lanes to get to the u of c would be amazing!!!!

Parking and surroundings

path and ped crossovers of deerfoot should be a priority

Path/bikeways are a wonderful free option for families looking for activities

Paths that goes uphill sometimes could have a smoother uphill path.

Pathwa

Pathway clearing and ongoing maintenance should also be prioritized, especially in areas where people have reduced mobility but do not own vehicles so need to use the pathways.

Pathway system is great. Flood repairs are going well. Downtown Bike lanes are confusing and dangerous - Calgary drivers seem to be oblivious to them, still very risky to ride in traffic. Bikes and cars do not mix.

Pathways and bikeways go to dead end. Riverbend (by Glenmore) 50th - somewhere it comes to ed. No lights for crossing in this area

Pathways and bikeways need to be part of a larger effort to make cycling easier, safer, and more comfortable on existing streets. For example, 2 street NW should be retrofit to improve the cycling environment.



Calgary Pathway and Bikeway Plan

Stakeholder Report Back: What we Heard

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Pathways and bikeways should be prioritized for commuting as well as recreational. Spread evenly around the city to provide bike solutions to get to anywhere in the city.

Pathways are too narrow. When people walking with strollers or dogs are using the pathways in large numbers it is difficult to pass people as you have to go into oncoming traffic. Twin pathways or widen them.

Pathways connecting local neighbourhoods to C-Train stations should be prioritized. I spend 1/4 of my 15 minute walk to the train waiting at traffic lights.

Pathways if you are using them to get across the city to place are often interrupted ie: by highways - need more overpasses

Pathways in communities that have a high frequency of bikes and walkers in the winter time need to be cleared for safety and for children that frequent the pathways on their way to schools.

Pathways not to interfere too much with traffic

Pathways often not well maintained; focus on upgrading / maintaining the pathways we already have.

Pathways seem to have taken a second place to cycle tracks. We still have no signage for people who want to tour our city.

Pathways should be designed to get people places, not for leisure strolls. Make them direct but safe. Humans take shortest routes to save energy. This would also cut costs for YYC. Think in terms of destinations ppl r going 2. Use goat trails as guides

pathways should be direct, not send someone in a circuitous route to get to a destination just to keep them safe. Sink the c-train line downtown , turn that street into a bike only pathway through the heart of the city.

Pathways should be first prioritized to alleviate traffic congestion where people are motivated to bike, such as bike to work in downtown or other neighborhoods with congestion issues. It should then be considered for low income or low parking areas.

Pathways should be independent of existing roads. I prefer continuous paths not just paths that follow existing roads and have to stop at every light.

Pathways should be prioritized in areas with no C-train access.

Pathways should be treated the same as any other piece of transportation infrastructure. Pathways / Transit / Roads

Pathways should connect people to popular destinations, not just other pathways.

Pathways shouldn't simply be a means of getting from point a to point b. They are also an integral part of community and active lifestyle. Please join the Sw pathway to the new Anderson pedestrian bridge. PLEASE!



Calgary Pathway and Bikeway Plan

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Pathways that actually go somewhere. That do not just end. Cross walks to join pathways directly, i.e. Panatella Blvd.

Pathways that allow alternative paths to biking on busy roads but are decently direct routes still. I won't use a path if it is really out of my way.

Pathways TO SOMEWHERE many go regularly. Work, school, groceries for example.

pathways with directions to parts of the city (ie: arrow pointing to downtown)

Pave and widen pathway in Rosedale. Gravel path is too narrow and dangerous for bikes and pedestrians

Pay attention to issues of bike lanes backing commercial centres and creating more safety risks

Pedestrian safety on shared pathways should be put first. Speed limits on shared pathways should not be 20km/h & cyclists need to slow down at crossover points of separated pathways

Pedestrians first; not as much demand for cycling

Pedestrians should have priority over cyclists. Keep them separate where possible.

Pedestrians take priority over cyclists - we need to have that as a principle

People are driving to inner city, parking in our neighbourhoods and then biking. They need to find paid parking and quit using street parking.

People should be encouraged to use bikes as a means to get shopping areas and access must be safe.

Perhaps more extreme colouring to provide safety. (Bright yellow or orange)

Physical barriers are the only thing that work

Physician currently live in Amsterdam. Moving to Calgary means a big life style change. We are looking for neighbourhoods with high mobility and safety. Separated bike paths are what we will miss. Requires holistic culture change of city.

Plan ahead so you're not ripping up or reducing roadways already in place.

Plan and build for medium term view. Immediate needs plus within the next decade.

Plan for the future in places where traffic will grow. Multi use pathways part of the network should separate pedestrians and cyclists. Education for all road users is necessary.

Please connect current pathway fragments

Please add bike and walk access to the infrastructure around the building of the road near Discovery Ridge. There are many residents who cycle into town, kids who would cycle to school etc but it is currently unsafe.



Calgary Pathway and Bikeway Plan

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Please build a direct cycletrack that parallels all the major roads. I.e. Crowchild Trail, Glenmore Trail, MacLeod Trail... Etc

Please build better pathways in Mayland Heights area

Please build more pathways

Please build networks of transport options. Walking, cycling, transit, car share are all viable ways to get around. Connect them.

Please build out the cycle tracks ' separated bike paths network. These separated paths need to be extended out further from downtown to connect to inner suburbs. These cleared paths are critical to providing a safe ride in winter.

Please build them wider. Please clear snow.

Please clean the pathways during the winter time more often

Please consider destinations for entertainment + recreation. I would like lots of options throughout the city to improve connectedness.

Please consider, from a bikers perspective, how one would actually get from A to B in the most direct route. If you want people to embrace cycling, it needs to be easy to get around.

Please continue the trend of separating walking paths from biking/skating/boarding paths. It is much safer for everyone.

Please do not further impact vehicle traffic by reducing lanes

Please do not leave cyclists or pedestrians stranded. Often the bike lanes end on a busy roadway and there is nowhere safe to go.

Please do not ruin/asphalt existing dirt or crushed stone trails. Accessibility is important, but so is soft ground surfaces for kids and adults.

Please do your utmost to LINK the pathways. Uninterrupted cycling/walking/running paths are so important to ensure utilization.

Please don't build on high traffic roads. 20th Street in the SW was already crazy and now it's worse in a car. Could have been pushed a block or 2 east or west

Please don't forget Coventry Hills. We get lumped in with the NE but it seems to be the far NE that gets looked at instead of the north central area.

Please don't forget those of us who do not live or travel in the Core. We also want to stay active and cycle in a safe environment.



Calgary Pathway and Bikeway Plan

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Please finish connecting the pathways in Coventry Hills and The District

Please finish the North end of the Greenway. There is no safe place to cycle here in Coventry Hills. I am a senior and would love to be out on my bike. Thank you.

Please finish the pathway system in Saddlecrest. Please make better connections from the NE to the rest of the city. It currently sucks alot. Please sovel the snow from ALL paths in the NE so we can actually use it yr round and not break anything

Please fix the missing links, improve connections to non-recreational things (eg retail, schools, employment), twin/separate walking/cycling in high demand areas, and add bridges to from Bowness to Bowmont Park and from Parkdale across to the south.

Please fix the ones on the southeast from the flood.

Please fix the paths that have been closed since the flood. It would be really nice to not have to cross blackfoot anymore when going N-s, it easily adds 5-10 minutes to the commute.

Please fix the pathways near the MaxBell center

Please focus on the completion of the Eau Claire pathway and the completion of the Rotary Mattamy Greenway

Please fund active transportation projects and prioritize their construction.

Please have a rent a bike. Exactly the one that London has. Most people who wants to use the bikeways don't own a bike for various reasons (too expensive, no space for bike in their place (dt).)

Please improve Bow and Sarcee intersection. I have to cross 13 lanes to get across, lots of near misses.

Please just stop prioritizing the car drivers. A more diverse transportation system = traffic improvements for everyone

Please keep building out the cycle track network, consider moving cycling lanes behind parked cars.

Please keep cyclists and cars separate from each other as much as possible. The more routes to downtown the better.

please make complete networks - pathways and sidewalks that end mid-block and leave people walking through snow and mud are frustrating

Please make future pathways wider. When there is people walking on the pathway, there isn't much room to pass them on my bike. Or where it is possible, make separate walking paths and cycling paths.



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Please make separate bike lanes with a barrier. A huge factor in not biking myself or with my kids is that I don't feel comfortable on the road with cars or even on a separate lane. I think there needs to be a concrete barrier in place.

Please make sure that all bike lanes are cleared of debris in spring. The gravel makes the bike lanes unsafe.

Please make sure to remember to maintain existing pathways. They are in great locations and could use some TLC, especially in 2013 flood affected areas.

Please place bike lanes in areas where bikes and cars are least likely to interact. I love bike commuting and I want to come home safe every day :)

Please prioritize a bikeway for all of the bikers that use the lower Springbank road for their training. It is not safe for bikers. Need a bikeway from Westhills to Bragg Creek.

Please prioritize a connection between Glenbow Park and Canmore.

Please prioritize funding the build-out of pathways and bikeways in the city. The budget is currently too small and cannot keep up with the importance of building safe & accessible facilities.

Please prioritize the fixing of the Westbrook LRT disaster. More homeless shelter than train station. Dangerous to use and no sign of security anywhere. People literally sitting in it smoking crack in the middle of the day. Help please.

Please provide a bike path from Discovery Ridge to Glenmore Reservoir. Thank you.

Please put signs that pedestrians must yield to cyclists when crossing bike paths. Bicycles should have license plates and use photo radar to enforce speeds. Walk bikes on Reconciliation Bridge. Enforce bike laws. i.e. must have + use bell.

Please reconnect the Bow River pathway in Inglewood!

Please simply continue to make it a priority. I live in the new community of Carrington. I was so pleased when I saw that the R-M Pathway was being built. It allowed me to feel more connected to my city even living so far away from it.

Please spread evenly as I live in the NE and do not more pathways in the more NE area, not like I see Nose Hill, Stanley Park, or Fish Creek...

Please stop making cyclists constantly cross roads to use pathways by roadways. My 10km commute has me crossing the busiest intersections so many times and it adds a lot to my time commuting because I have to wait for long lights. Thank you.

Please stop making such large curb bulbs, they should not stick into traffic or create a barrier in winter that puts a cyclist into traffic.



Calgary Pathway and Bikeway Plan

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Please think of safety for pedestrians.

Please, please differentiate between bikeways and pathways. We can and should repurpose roadways for dedicated bike lanes and peds already have their space with sidewalks.

Pls connect the routes with segregated paths if possible. Segregated from cars.

police enforcement of cycling laws urgently required

post pathway guideline use rules - and more policing of busier routes ie memorial drive - safer to ride on ride than path at rush hour - maniacs on bikes at that time

Practices walking and dedicated walkways/sidewalks

Prioritize a complete inner city bike network. Make it the best in Canada. Then spread to other dense parts of the city over time.

Prioritize access to amenities

prioritize around childrens safety, where children are likely to bike.

Prioritize community pathways

Prioritize commuting- which I think the city has done a good job of. I know multiple counselors were opposed to the cycle track but it's given me enough security that I ride my bike to work vs driving. A lot of motorists are distracted, so it helps.

Prioritize connectivity between existing pathways and cycle tracks (such as a link between 12 Ave cycle track and Sunalta bike pathways)

Prioritize missing connections and proper wayfinding.

PRIORITIZE MISSING LINKS. Why does the 5th street cycle track not connect to the Bow River pathway?? And even the Elbow River pathway?

Prioritize neighbourhood greenways with very good signage and off-street paths like utility corridors (eg Hawkwood, Coventry) Include pathways in off-site levies of new communities. 5 St SW to Elbow. Connect N Glenmore to Discovery under ring road.

Prioritize on street cycling infrastructure. Shared pedestrian / bicycle spaces are DANGEROUS.

Prioritize pathways in the downtown area core; particularly around river pathways and also in victoria park where people go for stampede

Prioritize protected bike lanes, and separate cyclists from pedestrians when/where possible



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Prioritize separate cycle lanes, enforce speed limits for cyclists, and develop ways to keep them off the sidewalks/out of crosswalks.

Prioritize the expansion of the cycletrack into neighbouring communities. e.g. East Village, Sunalta, Cliff Bungalow

Prioritize the main routes (8ave Me between edmonton trail and center st) for snow removal. Many people bike all year round and these small gaps in cleaning are frustrating

Prioritize to upgrade major bike routes of communities to stimulate bike use within the communities, then over time expand feeder and secondary routes.

Prioritize towards underserviced parts of the city with connection to local recreational parks and playgrounds first (missing or underutilized in some neighborhoods) and connection to larger network then. Thank you!

Prioritizing bike paths/lanes to head into major employment areas would be nice. Example - the access to the airport from the east side of the city needs work. I don't mind riding under the Airport Tunnel but a designated bike lane there is needed.

priority for me is getting to work downtown and then to destination parks

Priority on safe cycle commuting throughout the city, rather than recreational cycling.

Priority should be based mainly on projected use as putting in bike lanes with low ridership will hurt public perception and be political fodder for bike lane opponents

Priority should be given to making connections between existing gaps in the system. Also prioritize proper signs (yield, stops) on bike and pedestrian intersections - just like you do for cars. This will drastically reduce accidents.

Priority to inner city

Progress in adding bike lanes, but some bike lanes are not too clearly marked (white paint only) Could you add green color and more signage to clearly mark or even road barriers between bike and car lanes to add safer travels?

Proper signs installed and visible

Protected bikeways are better than painted lanes. I've been cut off so many times in painted lanes.

Provide benches at rest areas.

provide links so that communities can access established pathways. frustrating to be in Discovery Ridge and have to ride on highway 8 in order to get to Weaslehead. More things similar to the Canmore-Banff Legacy trail



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Provide more education about how bicycles reduce traffic congestion

provide them in parks and other areas of public recreation

Providing alternatives where it will have the most impact (such as perhaps a good network into the LRT stations)

Public bathrooms, water fountains, enforcement of speed limits, better signage for lanes/sides of the path to be on/ use of bells or calling out "on your left" when passing other cyclists & pedestrians.

Public education on the rules of pathways, and the rules that cyclist must abide by.

Put [Illegible] on bike [Illegible] on 2nd St. Bike lanes are not safe enough. [Illegible].

Put priority on keeping bikes off the streets to eliminate possible interaction with cars.

Put safety first. Some existing pathways are built but not that safe.

question one won't let me input anything so i'll say it here 1st priority is safety, 2nd=evenly spread, 3rd=social equity, 4th=most people

Questions below are odd. I choose the path I will take based on where I am going

rational connectivity is important. Don't build bike routes that end in environments unfriendly to bicycles.

Recommend Bike bridges similar to Copenhagen's Bicycle Snake to get cyclists from 11ave south to downtown. Think iconic, inspiring, ingenious! Make the commute stress and risk free, and aesthetic!

Remember all the citizens have equal importance and not think that cyclists have all perks

Remember that the pathways are not just for bikers

Remember to also maintain existing pathways, like addressing major potholes, tree root bumps, etc. Bike lanes around U of C/Foothills & Barley Belt (Manchester) should be prioritized.

Remove bike lanes from 15th -> bikes have 12th (10th would be better) if need more bike paths-> remove 15th. Don't repeat what was done on 12th anywhere else.

Repair old vs. new benches and garbage cans - Sundays - worst

Repave and give focus (ie. garbage pick up) to those pathways that are already built. Mostly close to inner city (forest lawn)

Retrofit streets in the inner city where demands is high but redevelopment may make it more challenging each year that goes by

Review bike signs for ease of direction tracking



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Roadway bicycle connections to pathways are extremely important and the connection between roadway/pathway infrastructure is often forgotten due to silos in municipal government. Please remember the user experience.

Routes are particularly bad in the NE and upper SE neighbourhoods. The lanes along 8th avenue SE are great, really like that, but pathways are pretty hard to find.

Routes into downtown so people can bike to work

Routes should act as corridors to most common destinations (grocery, schools, etc.) but ALSO how to funnel people from side-communities to the more built up infrastructure.

Safe connections are important! It's not helpful to have greater pathways and bikeways that aren't clearly, efficiently and safely connected to each other. Make walking or cycling the easy choice from the first build-out of a new pathway.

Safe infrastructure for all Calgarians should not be subject to political decisions. Infrastructure to allow mobility in our city should be provided by right.

Safe pathways in less urban areas WITHOUT damaging the environment as much as possible.

Safer road side pathways downtown with a divider between the cars and cycle paths (like downtown Vancouver) , more commute trails from the suburbs to central hubs, easier access in and out of fish creek (bow river trail) and (elbow river trail)

safer transistions

Safer travel along roadways rather than creating new paths. Prohibit cycling on roads where the speed limit is 60 km/h and higher.

safety #1

safety #1; get the most cycling #2; spread evenly #3; social equity #4

Safety and accessibility first

Safety and maintenance are key. Programs to reduce speed of cyclists. Restrictions on electric bikes.

Safety concerns should not be the first priority, even though safety is very important. The focus should be on the promotion of walking and cycling first (and designing pathways right the first time), and addressing downstream effects as secondary.

Safety first

Safety is a top priority for me, I'll only ride where I feel it's safe with my kids



Calgary Pathway and Bikeway Plan

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Safety should always be first.

Safety should always be prioritized.

Safety! I witnessed a cyclist get hit by a car turning into a bike lane yesterday!

Safety! Surprised s/o hasn't been killed. Enforce bylaws on cyclists! Keep it up with the pathways.

Safety, Safety, Safety

Safety: ban in ear headphones for pedestrians AND cyclists; pedestrians don't hear on multi-use system.
*reminder

Safety measures such as signage - to ensure cyclists are considering their surrounding and biking safely

Secured indoor bike storage makes bicycle commuting much more comfortable and would likely increase bicycle commuters substantially especially off season

Segmented Cycling routes wherever possible. Improved continuity (ie, 12th Ave is wonderful, except that it abruptly ends on both ends). the Zoo bridge eastside cycling lane is a disaster, does not make any sense.

Separate bike and walking paths and increase safe speed limit for bikes, 20 and 10 kph does not make for efficient transport

Separate bike and walking paths in busy areas

Separate bike paths from cars with a physical barrier

Separate bikes and cars with barriers.

Separate bikes from pedestrians

Separate bikeways from walkways

Separate cycling and walking/running pathways to make them safer. Widen the pathways to make passing safer. Adopt a regular practice of repaving pathways when they get too rutted with tree roots. Grade new pathways so they don't collect water/ice

Separate cyclists from cars and pedestrians

Separate paths for cycling + walking should be a priority.

Separate pedestrians and cyclists. Often pedestrians don't understand what to do when they hear a bike bell and will turn to look behind them which results in the shifting in front of the cyclist.

Separate the pathways from traffic as much as possible. Via curbs, planters etc. Very visible paint and signage is also needed for directions.



Calgary Pathway and Bikeway Plan

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Separate them. Bikes are hazardous to pedestrians

Separate walking and bike paths as often as feasible

Separate walking and biking

Separated bicycle paths please, not just bike Lanes on streets. Removal of carstreets for cycling streets?

Separated bikeways should be the priority.

Separated lanes with barriers makes me feel the safest.

Separated paths !!!!!!!

Separated pathways are more important in high-density areas.

Separated/protected space rather than sharing pavement unseparated physically from cars.

Separating bikes from pedestrians should be expanded.

Separation of cyclists and pedestrians should be a high priority. Dogs in particular are very dangerous. High traffic areas should be wide enough to pass other cyclists without moving into oncoming traffic. Some Cyclists go over 40 kph on flat.

Seperate paths for cyclists apart from pedestrians, more inforcement of infractions on the part of cyclists.

seperated pathways are tough for families with kids learning to bike. Mom and dad are walking - kids are biking - which pathway do you use? People aren't happy to have you on either.

Shareability and safety on the pathways shared roads outside Downtown

Shared walking/biking has in our experience been dangerous keep them separated if at all possible

Shared walkways

Sharrows are not bike infrastructure. There needs to be some physical protection for any real safety.

Shortcuts that are inaccessible to cars are one of the best ways I've found to explain to people why I walk rather than drive.

Should be an integral part of new infrastructure build - new communities are sometimes still omitted - for example 85th Street between Bow Trail & O.B.C.R. has been dug up many times over the years, but there is still no bike infrastructure there.

Should be connected to the rest of the grid. Separated bike Lanes are the safest option for everyone and more attractive to new cyclists. Bike Lanes painted on the door zone of a busy street don't feel safe, nor does sharing a lane with buses.



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Should emphasize connectivity to destinations, meeting areas, businesses, and areas of importance.

Should expand outwards from areas of high intensity use.

Should take access to businesses in mind when changing roads/bikelanes

So important that can have access to local businesses and other local destinations using stroller easily it's not just about bikes

Simple: prioritize bikeways and pathways in the same places you would prioritize driving. Either provide infrastructure on or very close to "main streets" like 14th Street SW, 17th Ave SW etc.

Since when do transportation engineers care what people think? You only cherry pick information you want and don't listen to anything/anyone else...

Small [illegible] of water [illegible] a lot!

Social equity is a BAD idea - it will become a self fulfilling prophecy. Just as all neighborhoods should have all types of housing, all areas of the city should have equal access to pathway infrastructure

Some areas need to be wider or twinned for people on foot and on wheels.

Some bike paths in the middle of road ways disappear.

Some busy areas need to be wider or twinned for people on foot and people on wheels.

some form of grade separation on roads is critical, alternatively slowing cars down to similar speeds

some intersections are very confusing, when transitioning on and off of bike paths. E.g. on 12 Ave and Olympic way, if you're biking east into Inglewood. The bike path just stops and it's unclear the legal way to cross to continue into Inglewood

Some is maintenance - ie older pathways in park areas or along the elbow there is overgrowth leaving a 2 lane path the be 1.5 - not a lot of room for users on both sides - wooded areas where there is no where to really move out of the way.

Some of the connectors where bike lanes end are difficult in beltline (due to one way streets)

some of the established intersection designs are baffling and dangerous. Not only are they confusing to the cyclists, but I have seen intersections that direct cyclists to actually stop and park in the direct line of traffic so as to make a turn.

Some of the inner city neighbourhoods directly adjacent to downtown are not well connected to the bike lane system. Sunalta and Mission for example.



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Some short street blocks in the beltline do not need separate bike lanes as traffic moves so slow on them anyway. Valuable parking was removed needlessly. City generally doing an amazing job!

Some signs confused bikers and drivers.

Some sort of bike line on 14th sw similar to 10th

Spell out what bikes can go on the CTrain when. Folding bikes in Bags when? Power assist for those of us with disabilities.

Spend some actual money, please.

Split cycling lanes from walking/running/strolling lanes like the small piece of the Riverwalk

Spread evenly across the city is most important to me.

Spread evenly around the city was my last choice, but a major concern is areas that are currently underserved for instance the industrial parks.

Spread evenly through the city. Can we please have a few places we can walk our dogs without bikepaths? I'm tired of constantly almost being run over by bikes. They have more than enough pathways in this city already.

Start communicating to other road users how far they should be from bikers when they pass by them

Start inner city where it makes sense to to proximity then build outwards so pathways actually go somewhere

Start inner city where we are likely to have bigger gains due to proximity then build outwards so the connections actually go somewhere

Stay off of downtown roads.

Stephen Avenue SW is not safe for biker or pedestrians right now. Pedestrians are used to being able to wander freely in the street and not watch for bikes before crossing. It needs to be separated for bikers and pedestrians or a new east-west route

Stick to major arteries. Worry about the main streets and let people learn to cycle on residential roads. Road speeds dropped to forty km would encourage cyclists

Stick with it, don't lose the grander vision.

stop adding bike lanes and eliminating roadways...improving car traffic efficiency is the #1 priority

Stop it.

Stop making so many bike lanes where cars drive



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stop putting them on main roads, the noise and exhaust is awful. keep aware of our thaw/freeze cycle, inclement weather, winter. utilize residential roads.

Stop sacrificing roads for protected bike lanes like it was done downtown

Stop taking over major road traffic lanes to social engineer cycling. City planners should ensure all forms of transportation are encouraged not discouraged. This survey obviously has a predetermined outcome that has a pro cycling bias.

stop taking road space for bike lanes, vehicles far out number bicycles, more driver and cyclist education required to obey the law and drive together

Stop taking up downtown traffic lanes for bike lanes. Cyclists need to take appropriate precautions.

Stop the deadends. There are numerous paths that abruptly end.

Stop turning roads into bike lanes.

Stop wasting money on building bike lanes on main arteries

Suburban Regional area pathway design standards need a rethink. Riding a bike or walking adjacent to a 6 lane freeway is unpleasant and feels unsafe. These pathways would be improved if they did not lead to multi lane level crossings.

Supporting existing infrastructure will get the most bang for our buck, and help support the case for funding to be allocated to future projects where we can address social equity

Take advantage provided by new construction such as the ring road.

Take the bikeways off major streets.

Target places where recreational cycling for fun can be a focus.

Teach... signs reminding cyclists use the bell upon approaching pedestrians or passing other cyclists

Thank you for trying to ease the incline on pathways in hills. Focus on the scenic views available. eg- McKnight Bv NE from Westwinds to 68 St can be built to follow on the top of the bluff, not beside the roadway.

Thank you. We really appreciate our pathway system and are grateful for recent improvements and bike lanes.

That build-out is balanced with maintenance.

That there are safe routes for residents to access main links to the centre of the city or to main social hubs in their areas.



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The 11 Avenue or 12 Avenue bike lane would be nice if it could sync the lights bike would be faster and more people would use bikes.

The all need to connect and our Coventry Hills needs to be finished so we can access the routes from anywhere in the community and not have to drive to a location, and roads safety concerns.

The area East of McLeod and south of the cemetery is very poorly served but represents a large employment center.

The area from Griffith Woods (Discovery ridge connected to the Glenmore park should be a top priority in light of the ring being built,

The bike lanes should take priority over main road parking that people abuse with 2nd and 3rd vehicles

The bike path around memorial coming in and out of the city seems to need constant repair. Perhaps better materials used in its paving to prevent this or more frequent, fast repairs?

The bike paths in Discovery Ridge should have better connections to the rest of the pathway system. The construction of the SW ring road is an opportunity to build new pathways adjacent to the road that connect Discovery Ridge to the pathway system.

The bikeways and pathways are really close to traffic which is bad. In Edmonton there is always speeding cars which may hit a person on their bike. I would also recommend having cameras set up in Calgary roads especially McDougall Road since drivers sometimes turn where they aren't supposed to. Thank you.

The biking lane on the walk pathways should be coloured to avoid confusion with walking pedestrians.

The Bow river pathways are great because they do not interact with the vehicle traffic in most cases. I would like to see more pathways like this especially along Elbow river.

The City must push the Province to do its share associated with major Highways through and around Calgary (Deerfoot/Ring Road). In particular it is ridiculous that Discovery Ridge will have only one walking/ cycling connection with Calgary. Please!

The city needs an effective bike lane system for commuters that allows for fast and efficient travel. Electric motorized bikes should be restricted from using bike paths. The city must ensure there are no gaps/barriers that prevent route connections.

The city needs SEPARATE bike lanes, in areas where the topography is flat . Please look at the Netherlands, Denmark and the Scandinavian countries for very good models for cycling infrastructure. Please stop doing what the Americans are doing!

The City of Calgary should ensure there are no sudden unsafe gaps in the bikeway system as there are a few at the moment. For instance, there is no safe way to get from Safeway Elbow Drive to the 5 Street bikeway at 17th Avenue SW.



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The city worries too much about expansion, does not seem to care about maintenance and upkeep. Some pathways have not been repaved in decades - cracked pavement is a genuine danger to cyclists.

The commitment to connect city pathways falls down completely at discovery ridge and Griffith Woods park, as well as future Day use area west of the city off highway 8. A pathway needs to be created to connect lakeview/glenmore park and discover a

The cycle track needs to be expanded in all directions outside of the core.

The cycle track was an excellent start but then there has been little done since. Extending the cycle track to reach past downtown would be fantastic!

The downtown bike lane has been a godsend; the more the better.

The downtown bike lanes are fantastic, but it's still hard to get to downtown from the south. The Bow and WID pathways are slow and winding, Macleod is a death trap, and the gridlock on Elbow in the afternoon make a timely commute tricky.

The downtown cycle track network has been a success. Continue to build on this network and expand it as soon as possible.

The east/west path along the river, and the north south along deerfoot to beddington are very useful. Building paths that feed into those from non-path accessible neighborhoods would be best.

The fewer vehicle intersections the better

The focus needs to be on residential areas and getting people into downtown. There are already loads of trails downtown but residential areas are lacking and would create the biggest increase in ridership.

The greatest emphasis should be placed on prioritizing separated on-street bikeways within 10 km of Downtown.

The impact on car traffic and commute times should be considered when planning to convert vehicle lanes or change traffic signals - especially during peak hours.

The infrastructure piece needs to be combined education and with CTransit, ALL Calgary Transit busses should be equipt with front bike racks. OR there should be consistency on routes, allowing multimodal connections.

The interconnections between old/new, or where bike lanes start/stop are important - clear signage, how to behave in the intersection, safe for all.

The lack of NE connection due to Barlow being closed has been difficult... the pathways along 36th/Metis area need to be completed!!



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The more pathways, greater sense of community

The more people you get riding and walking, the greater the awareness for the public that 1, we are out there and 2, you can ride too

The only thing I would add would be to finish the paths that have been started. The loop in SE Calgary by the ring road is awesome, but not completed for two seasons. The last bridge to complete the link needs to be finished.

The only way to a vibrant urban city is to build a safe infrastructure of pathways and bikeways. They should all be connected from the inner city-outwards. Think Ottawa!

the painted arrows on the road are useless for bikes if there is parking allowed on that stretch of road... ALSO I am getting older and would like to walk more but the pathways seem mostly for recreation or noontime joggers

The painted bike lanes are so dangerous. There should be some physical barrier or clear marking

The paths need to be connected and take cyclists off main routes. Current paths don't connect and leave you in a neighbourhood.

The pathway along the north side of the bow that goes under a bridge along the zoo is dangerous

The pathway between 14th and memorial to 29th is very narrow and very dangerous, trees have been removed thankfully but path is narrow and in poor condition

The pathway in Discovery needs a clean up at the east end where there has been construction as well as fencing left behind. We are hoping it might be possible to link this end of the pathway to the Glenmore park.

The pathway system has been a revolution for my health and lifestyle. It allows me to commute from McKenzie Towne to the core. I love it and hope everyone has as easy access to the path system as I do.

The pathways are amazing. Getting people commuting and enjoying bikes safely, is an incredible gift from the city. Bike lanes are encouraging people to ride, and pathways are allowing them to do so!

The pathways that go between houses to shorten the pedestrian routes are great!! Ex: to the grocery store...not having to walk the full roadway length

The plethora of alleys and laneways in Calgary should be developed as safe and accessible biking and walking networks.

The priorities should go to long term major infrastructure (ie: bridges and paths over major road ways with care given for the service life and route.

The priority should be on building more separated on-street bike lanes.



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The question below about using a mobility device is very poorly constructed. The picture shows someone biking so the assumption might be that a bike is a mobility device. I think you should check your stats on this question. Should have an N/A

The ringroad plan lacks thought into connecting pathways and sadly focuses only on vehicles, trapping pedestrians and bikes, possibly even creating unsafe scenarios where people will attempt to access new roadways because no pathway exists (SW).

The South from Glenmore has great pathway systems, that just simply end to nothing when trying to get downtown. It would be great to make a cycle track down 2nd St SW.

The stretch of Elbow drive north of Sifton needs improvement. I've been yelled at by locals for riding my bike on the sidewalk but biking on that stretch of elbow is not safe

the suburbs are woefully underconnected

The type of pathway doesn't matter - i will use whatever pathway exists, but it would be nice if street cleaning also cleaned the shared street paths. Also the shared street paths markers are worn and faded.

There are areas in the City that lack any type of cycling facilities, such as Manchester Industrial area and these areas should be high priority. Also City needs to construction cycling connections to river pathways, transit centres, LRT stations.

There are definitely a few random spots that don't connect so seamlessly. I think fixing these would improve the attractiveness and safety of the paths and get more people riding.

There are lots of pathways in our community but they are not all connected. Coventry could have so much more potential in this area, such as in Panorama.

There are places/intersections that are very pedestrian friendly, but need to be enhanced for cyclis as well. One example is lights at 50 ave and 5 st SW - needs bike lights as well. When closing bike routes, ensure safe alternates

There are several spots along the pathway system where there are narrowing or intersections where safety is a major concern, focus there

There are some areas that are 'orphaned' or entirely unconnected. I beleive it should be a priority to get those areas connected to some element of a broader pathway network.

There are some very important parts of the bike bath in very poor condition. Anything west of 14th Street on the river side path has become fairly bad.

There are some very large no-go sectors of the city for cyclists-regions cutting one pathway from another, and no practical way across. Cyclist is faced with dense, very busy roads as a result.



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There are too many white men over 40 making decisions about pathways and bikeways in Calgary. They do not represent women. They do not represent people of various ethnic backgrounds and socioeconomic status.

There has been progress in terms of segregated bike lanes, but there is also much that needs to be done. Until segregated lanes are ubiquitous, the current cycling networks in Calgary are not inclusive as women will always choose a safer network.

There is currently terrible access across the north end of the city. The closure of Barlow trail years ago cut off a main route that has never been resolved. I would love to bike to work near the airport, but the lack of pathways make it impossible.

There is lots of road/highway construction underway - try to construct the appropriate bike paths / bridges at the same time to save cost

There is no landscaping or pathways in Sherwood area. Although we pay tax, not many trees are in the neighborhood, let alone pathways or bikeways

There is nothing more successful for adoption and safety concerns than separating the bike lane from the road.

There is so much that could be done at little expense, Conduct the analysis to ensure that the most people are served by the dollars spent.

There needs to be a shared priority of repairing the roads used by cyclists where a bike lane does not exist as an option. Cycling on a road without dedicated space can be dangerous. Cycling on that same road and trying to avoid potholes is worse.

There needs to be more communication from the city when construction is being planned on pathways. Sometimes there is great communication and sometimes there isn't. An example is last year when a section of nose creek path was torn out w/o warning.

There needs to be more paths that truly connect. For a lot of people it is hard for anyone to get anywhere when they are afraid of being hit by cars having to take the roads.

There needs to be more proper bike paths downtown none of these half measure bike lanes.

There needs to be realistic commuter corridors for cyclists. There is little connectivity in Calgary's bikeways which makes commuting difficult. Also paint is NOT infrastructure. Sharrows are simply dangerous and useless.

There should be adequate routes to get across the city in all directions. Some areas of the city really need improved access

There should be driver education in regards to the new lights and lanes

There should be more connectivity.



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There should be more work put in to make sure people are safe when walking and biking. Slowing cars down should be top priority, especially in areas where cars are forced to share the road with cyclists.

There should not be an implied advocacy for entertaining "impaired cycling" by providing cycle routes to Craft Breweries. Impaired cycling should be an offense the same as impaired driving of motor vehicles

These are essential.

These are rather closely ranked. I consider these all high-priority considerations.

They are vital to the city's expansion and growth for the next two decades

They need to be funded, and protected with barriers. Paint, door zones, sharrows won't get significant numbers. Please update your guidelines, we're falling behind.

They should be connected better. My routes often only are partially on bike paths bc they aren't connected, so i have to bike on sidewalks, or upstream. ie) the 12th ave cycle track not connecting into sunalta.

They should be included in all road projects going forward, example to build a bike lane that runs with the ring road would have been amazing(yes its provincial I know but best example, and less money up front

Think about where you'll do snow removal and build pathways there!

Think it would be great to have connections between pathway systems. For example Discovery Ridge has many paths but no path connecting to the glenmore bike paths and #8 hwy dangerous for biking on

Think of bikes the way you think of cars. Make the city as accessible as possible, make the routes sensible, direct and convenient for cyclists

Thru-routes please. For instance, having 5 st to 17 ave, then needing to switch to 2 st, to come back by 5 st again at 26th/Elbow is insanity.

To create actual MUP not just turn a sidewalk with a painted yellow line on it.

To favour commuting routes

Too many bike paths. Need not to make it "car unfriendly" in Calgary

Too many broken/half finished pathways in the Coventry Hills area. We are always overlooked it seems as we are separated by Deerfoot from the rest of the NE.

Too many pathways are placed in locations where drainage appears to not have been even considered.

Too much focus is put on pathways that lead Downtown. All pathways should be kept clear during the winter months.



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Traffic calming is even more important than dedicated lanes, and less expensive!

Transition zones from bike lanes to - not bike lanes are crucial. Also, while having two directions on one side worked for the pilot (cost effective) it is not safe / viable long term. over time have bike directions go with flow of traffic - safer.

Transitions on and off currently infrastructure is often dangerous, this casues a barrier to use of infrastructure. Example, heading west bound on 12 ave and needing to turn south on a non cycle track road).

Treat the pathway network as transportation, not just recreation. Need better connections to street network and onstreet network. Focus on efficiency and safe crossings.

Try and maximize the amount of segregation between bikes/cars and bikes/walking. Ideally in busy ares you have separated walking and biking paths and separated biking lanes from cars driving on the street.

Try not to impact roads and vehicle traffic

Try to avoid removing cars from the road or parking. Utilize alternate streets. I love biking but majority of city depends on cars. Try to avoid conflicts.

Try to target some areas that are underdeveloped for biking and walking. For example the Foothills industrial park.

Twin or widen pathways where high volumes exist, like the Bow River. Consider what places like Seattle do: paved bike way, gravel walkway beside. Ungap the map - concentrate on filling the gaps. Get rid of sharrows - put in a protected bike lane.

Two things come to mind...Connected systems - even if the connection is not "the same" improving signage and a way of getting from one pathway to another improves usability. Other is simplicity - some of the road and cycleways are hard to figure out.

Understand business riders/rec riders

Undertake a public service announcement program to remind bike users to use their bells to announce their arrival and remind them that is the law. Create separate bike and pedestrian paths in heavy use areas.

Ungap the map. Make connections where pathways nearly meet up.

Un-separated on-road bike routes don't promote cycling to new people. More separated infrastructure please! I also find sharrows to be basically useless, as drivers seem to have no idea what they mean.

use proper materials for pathway ... le the "fancy patches that are realy just square potholes now.

Use recycled asphalt shingles and reuse waste aggregate.

Very keen to see some of the "missing links" focused on first. Big impact with smaller individual projects.



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Waste of money

We are getting better but have a way to go.

We have a great grid that connects all of the city (streets) but cyclists are not, or at least don't feel, safe riding there. A car costs \$8600-\$13000/yr (w/ depreciation), so using some of that space for bikes helps people spend less to live here.

We have a lot of pathways, and focus should be on improving quality rather than just more pathways. So make sightlines better, improve design so there is little chance of ice buildup and prevent user conflicts (e.g. twinning).

We have an incredible pathway system, connecting our urban landscape through accessible greenspaces, bringing people together from all over the city. Let's ensure that everyone has access, and ensure wheelchair ease and access for wheelchair users.

We have to make our roads more safe everyone, especially those choosing active transportation. Painting a bike lane is not enough.

We live in Coventry Hills and feel very limited in our path options compared to other areas of the city. We would also like access to downtown and NE for commuting (currently difficult until Nose Creek, and E of Deerfoot).

WE live in the NW and there are few safe routes across the QEII highway corridor. Also, most paths tend to cater to the downtown crowd, but I work at the UofC, and find there could be more accessible pathways to/from the UofC and Foothills Hospital

We live near Stanley Prk and Elbow Dr where the path is very busy. Heading north, the path ends at Lansdowne/Elbow Drive and doesn't pick up again until about 32nd Ave so commuters cyclists ride on the busy sidewalk. A connecting pathway here please!

We need a bike/walking path from Discovery Ridge to Lake View to further access trails in place. We also need a pedestrian overpass from Discovery Ridge over Glenmore to 69th as there are not only adults crossing but kids accessing schools up 69th

We need as many bike pathways as possible. More people on bikes-- environmental health happiness connectivity

We need effective commuter corridors to get to the bike lanes downtown... for instance on Elbow dr... straight line to downtown that could serve people from fishcreek all the way to mission... when commuting it is not convenient to meander on back ro

We need more bike lanes that are truly separated from cars. No more cars stopping in bike lanes, swerving through bike traffic on left turns, etc.



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we need more north to south linking from beddington trail NW to Country Hills for example. On paths were there is a high use as downtown, wider paths or separate paths to separate walking with pets from bikes would be good.

We need more public education about right and duties of bikers

We need not just recreational pathways, but off-street direct bikeways to popular destinations, such as downtown, chinook centre, market mall, etc.

We need pathways to completely connect. The pathway above signal hill should connect going south through the shopping area, across to the path that leads across sarcee trail. It is dangerous having to weave through the signal hill parking lot.

we need this to keep people moving safely

We need to be able to get to the core of the City without riding on roads.

We need to have better/more north/south routes, specifically across Glenmore Trail. Right now the only bike route is the pedestrian bridge at Crowchild/Glenmore. Commuters need more direct routes, not scenic recreational pathways.

We should try to balance out the infrastructure so that all Calgarians have easy access to the network.

We want our OFF LEASH AND PARK BACK...I've lived in Millican my entire life and Lynnwood Ridge was not developed but instead left as park land for the Community. I've walked my dogs off leash my entire life until SILLY HALL turned it into a bike path

We would like paths that connect Discovery to areas outside of the community

Well maintained pathways and groomed areas

Well marked for pedestrain and autodrivers

Wellness and nature

What about waterways? Waterways are not being considered but are the closest in the city - access to the river - not working launch access.

What we have is great, but I can see lots of gaps in the network, and a huge potential for where people would be more likely to ride or walk if the network extended just that little bit further.

What you are doing is great.

Whatever gets the most people out of their cars and on the paths.



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When Bowness road was repaved you carefully put in bike lanes - that hardly ever get used. Cyclists take routes closer to the river!

When building new areas, seems like sidewalks are laid down before the buildings are built. Why not just lay down a bike path instead? People will use the bike path to commute and connect different areas right away. No one walks.

When planning bike routes where they are shared with cars, attention should be paid to the width of the street and the speed limit should be lowered. On narrow streets, cars tend to pass cyclists regardless of clear signage indicating they should not.

When possible, routes off of roads are much nicer.

Where bike paths cross streets, where it makes sense I'd like to see more multi crosswalks (elephant's feet) like we see on Milligan Road SE.

Where people would go if there was a pathway in the future. Between Crossroads Market and Inglewood, along 11th street SE.

Where possible provide dedicated bike lanes/paths to support use

Where the pathway is a shared use (pedestrians and bikes) the speed of the bicycle is too high!

Where there is greatest risk for safety esp with vehicle cyclist interaction. Focus on areas that impede access to downtown or common gathering locations for events.

Where there are trees to define the edge

Where there is room to have separate pedestrian and bike lanes

While infrastructure is being built is the best time to add those pathways....please consider Discovery Ridge and surrounding communities as our community is already severely compromised by the building of this enormous road. There are many residents

Why are some bike lanes built where people rarely use them? Northland drive is a complete waste.

Why are we not prioritizing the on street bikeway network with a system of routes and signage so people can more easily find their way from their home to shopping/schools/MUP connections? Seems like the lowest hanging fruit out there.

Why are you avoiding the north central section? 50 km on the east side but nothing up here. whatever happens

Why bother? You transportation engineers don't listen to anything that doesn't conform to your activist vision. We saw that on Northmount when your supposed PM went into hiding and wouldn't talk to anyone.



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why isn't there a path on the bridge over the river into bowness via crowchild - i have seen people walking along the narrow cement strip because there is no sidewalk for pedestrians - all bridges should have sidewalks for pedestrians to cross

Wider! And make all public transit bike friendly.

with destinations in mind (Core shopping centre, city hall, c train stops, etc.)

With the ring road construction, we in Discovery Ridge won't have an exit from the community for bike access. This needs to be addressed

Without adding specific bike paths or bike lanes, the city could encourage biking (and acceptance of biking by drivers of cars) by putting up prominent bike/car "share the road" signs along roads.

Work routes. Inner city as these people are most likely to walk or bike to work and it would reduce congestion.

Would like more bike lanes in the suburbs.

Would like more direct but safe routes along major roadways like Macleod Trail, etc

Would like to see a better route for residents of the upper west side to get down to edworthy park. That road that cyclists and motorists have to share is SKETCHY!

Would like to see pathway where could leave the city - safely, not busy. Big thing is how much traffic is on the street. Bikepath to Cochrane - complete street. MacLeod Trail too busy

Would like to see the paths in Glenmore reservoir connected to those of Griffith Woods (Discovery Ridge) in the SW

Would love one in south side of hiway 8 (behind the wall in discovery ridge)

Would love to have a safe path to bike down on McLeod Trail from downtown.

Would love to see them automatically included in connecting brand new outlying communities to the core

Would love to see this a top priority - connect the whole city

Would prefer separated pathway

Yes - don't make the bike lanes so extensive that they cause business owners undue stress. We cyclists do NOT, I repeat do NOT need every street and avenue downtown to have a bike lane. And I LOVE bike lanes.

Yes especially in summer we have too much problems for construction.

yes fix the small inner community walkways/bikeways that link to the main pathways



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Yes spend more time & money on building and improving Public Transit (which benefits way more people) and less time on cycle paths that accommodate such a very small percentage of the population in Calgary.

Yes, for bike commuting to be safe and effective, the network of paths and routes needs to be fully connected with multiple ways in and out. Person experience shows too many areas are isolated or you are forced to go way out of your way.

Yes. I think paths have to be wider to encourage seniors who use trikes and parents who have a wide load transporting kids. Future designs should take this in to account. Also would love a cement barrier on 10th Street include a way to travel nw-se

Yes. NW Calgary

You can't just take out 2 lanes of traffic for 1 bike lane. That just adds to the congestion during busy times. You need to think outside the box and have different transportation on different levels. A sky train, under ground roads... something

You have a lot of pathways under construction that have been that way for years it seems - through Eau Claire, around Fort Calgary, East Village. Finish those before starting anything else.

You need to find a way to educate and then enforce keeping joggers and pedestrians off of paths designated for bikes. This is a serious hazard for potential collisions as well as confrontations.

You need to make the connections between communities. I'm thinking in terms of commuting to and from city centre. It's so frustrating when paths just suddenly end or don't connect to another path the next community over.

You need to spend wisely. If a bike lane on a busy street will cause traffic jams why would you put it there. Where a majority of people are walking and biking should be the first priority. If there is a lot of pedestrians put in two pathways,.

You should focus on schools! Getting accessible , safe routes will get kids/parents to consider biking. Eg. In Canyon Meadows, public school is in Southwood, but only path goes through HS parking lot. GET them riding early, ride for life!

You should update the path that parallels 14th street SW along Haysboro and Southwood with wider, asphalt path that accommodates bikes and pedestrians.

Question: What I would like to see in the future...

1. Bike paths leading out of Coventry that go downtown or North without travelling Country Hills Blvd or Harvest Hills (major intersections)



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2. Pathways that join up - not leaving the rider stranded in a neighbourhood

3. Links out of neighbourhoods to paths

4. Pathways lead to nowhere.

5. I want these now not 20 years from now

5. Engagement sessions on weekends, not mid-week.

1. Bikes on regular roads

2. Pump tracks, bike skills parks in city parks (3 per city quadrant) (similar to Chestermere Family Bike Park)

3. Dog lease free area signage by paved pathways with clear reminders to dog owners, paved pathways are not part of any leash-free area. (i.e. Please always leash your dog when on a paved path)

1. under passes for cyclists where new construction can accommodate for less than the cost of a blue circle.

Better crossing paths through dead zones like the heritage shopping/industrial area

Bikeways should be developed with minimal grade change (slope/hill) for energy (rider) conservation. Minimal Stop and Go Bikeway Flow

Lane division for traffic direction flow is important for safety

Winter months snow clearing on major routes add value as some people still ride bicycle in the winter.

Local housing developments should not impair or disrupt pathways

Connections between different areas of the city.

Higher priority on safe road crossings i.e. @Panatella Blvd pathway on both sides of road with no crosswalk. Designed with the ridiculous notion that people will walk to the corner to cross and then back again - goes against human nature.

I like to be able to bike to different areas of town. I would like to be able to cycle with my kids - and it is currently not safe to do so on the roads - however the pathways do not connect up efficiently.

Pathways connecting to the NE

In Coventry Hills - complete bike paths in our neighbourhood so everyone - bikes, pedestrians - can safely travel around our area.

25 years is too long for this to be completed! New neighbourhoods with 0 residents have bike path networks established already.



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More (because my mom lets me go further away from home if I 'm on a safe path)

More scenic walkways (like East Village)

proper connection Coventry to the District Shopping Centre

District Circle pathway is not connected to downtown pathway - has great workout area by does not connect properly

94th Avenue - crossing from Harvest Hills to downtown - not planned well. I usually jaywalk to save time.

someway to ensure bike and walking options on major East-West routes across the North part of the City specifically 32nd Ave and McKinght BLvd. I drive past one individual using 33rd Ave every morning on her bike and she often seems to be in danger of being hit or run off the road. She travels from about Whitehorn towards Deerfoot (at least that far). I would like to be able to go by bike and or walkways from Martindale to the Nose Creek pathway easily without having to go so far south to cross Deerfoot. The only two options currently North of Memorial Drive appear to be 27th Ave on 8th Ave N

Where I would like to be able to go...

Along the major community routes such as deer foot trail this is an alternative to driving on such a ridiculous managed roadway.

Pathways provide a means for escape from the stress of traffic and business of city rush around. This should not be compromised.

everywhere.

from one side of our neighbourhood to another. We live near the ravine and cannot safely bike to Vivo.

Also connect our neighbourhood to other trails. We have no access to the Trans Canada Trail / downtown or the Rotary / Mattamy Greenway.

Go to the district shopping centre with my kids (SAFELY) from Coventry

Green belt pathway "paved" along (bordering on) Covewood Close - is only partially paved and stops at Public school green space. Would like completed.

Full TransCanada Pathway complete

Ring pathway ("Green") done.

I commute to the airport industrial area (WestJet hangar) from Panorama Hills. Currently there are not great options to get from Nose Creek Pathway to McCall Way. Either have to cut off at 64 Ave (what I do) or ride



Calgary Pathway and Bikeway Plan

Stakeholder Report Back: What we Heard

July 9, 2018

an extra 5 km to the pedestrian overpass by the Sun building. Either option requires riding busy side roads to connect to the new path along McKnight between 12th St. & Barlow. Still ride single track along S airport fence line to avoid busy crossing of McKnight Blvd.

Playground

grocery store

ice cream shop

convenience store

Mac's

Zoo

Science Center

Bow River

To grocery store, to/from downtown

To a bike skills park / pump track by bicycle in under 30 minutes throughout the city. (Not just in Fish Creek Park)."

under passes for bikes everywhere probably for new construction. Why doesn't Nose Creek Bike Path go under 96 Avenue N.E.?