



42 Avenue S.E. Complete Streets Project

Stakeholder Report Back: What we Heard

August 2019

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1 Project overview

We are currently reviewing 42 Ave S.E. between 1A St S.W. and 12 St S.E. to understand how to improve the walking and biking experience, and provide better access and connections in the area.

This 2.25 km section of roadway currently lacks continuous and comfortable facilities to walk or bike on. During public engagement for the [11 Street S.E. Corridor Improvement Project](#), Calgarians identified 42 Ave S.E. as an area for improvement due to its connections to important destinations. Council received numerous letters and a collection of over 400 signatures in community support of improving active mode facilities along the corridor.

In November 2018, [Council allocated \\$5.5 million](#) to improve mobility along 42 Ave's streets and pathways, and other priority pathway connections.

The new facilities will:

- Provide improved access to the 39 Avenue LRT station, the future Green Line Highfield station and other public transit locations
- Create travel connections between the Elbow River and the Bow River
- Link to destinations such as the Calgary Food Bank and local businesses like those that make up the Barley Belt (10 craft breweries within a 7 km stretch)
- Eliminate sidewalk gaps and missing links that currently exist in the sidewalk network along 42 Ave S.E.
- Improve accessibility along the corridor for all users
- Not impact the number of vehicular lanes or access to businesses
- Connect to a new multi-use pathway on the north side of 42 Ave west of Macleod Trail, with connections to Stanley Park

We anticipate that Calgarians will be able to use the new facilities in Fall 2020.



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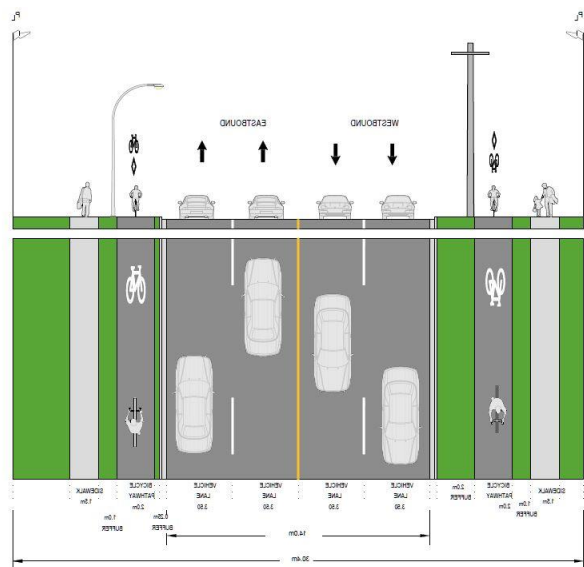
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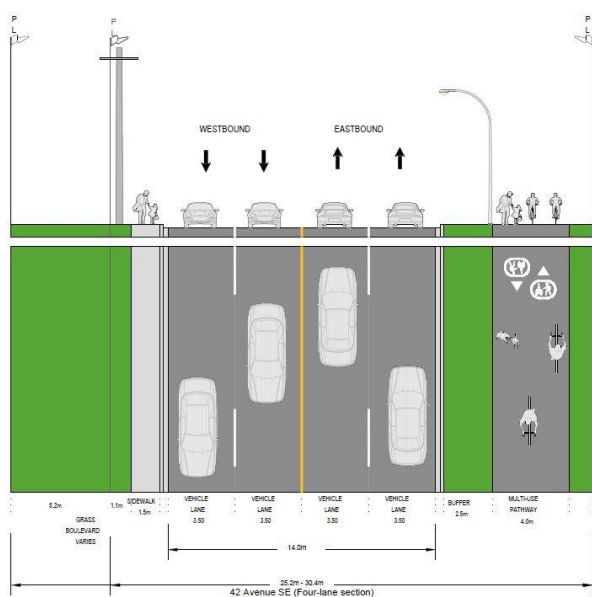
2 Engagement overview

During this phase of engagement, we asked for Calgarians input on four possible design options. These included:

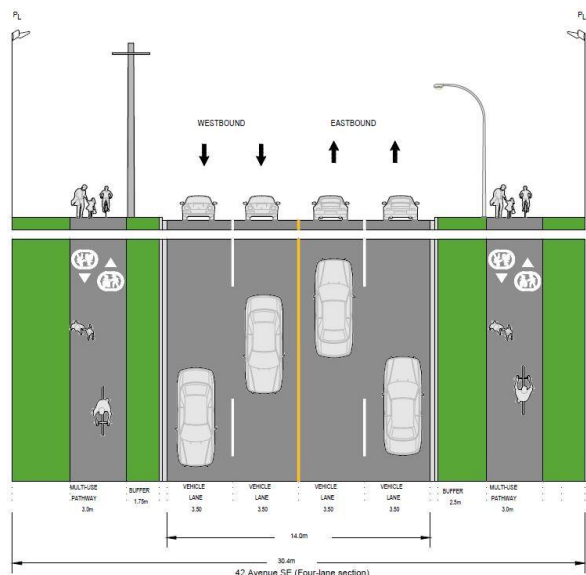
Option 1: One-way bike pathway with separated sidewalks on both sides of the road



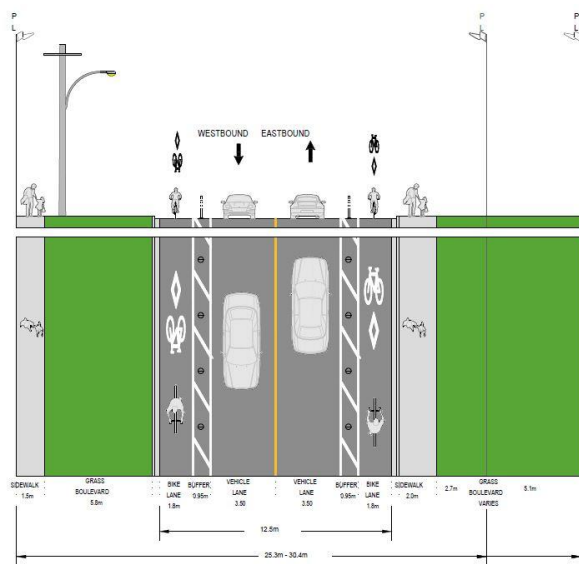
Option 2: Two-way multi-use pathway on south side only



Option 3: Two-way multi-use pathway on both sides of the road



Option 4: Protected bike lanes with separated sidewalks on both sides of the road



We also asked Calgarians to provide their input on current barriers to walking, biking or taking transit in the project area, and for feedback on what could make this area of 42 Ave S.E. a more inviting destination.

Engagement for this phase of the project was primarily conducted online. We collected feedback on the City's Engage Portal from June 24 to July 19, 2019.

In addition to online engagement, we hosted a series of in-person sessions. These included:



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- In-person engagement session at 42 Ave SW and the Stanley Park pathway on July 10, 2019
- In-person engagement session at the 39 Avenue CTrain station on July 11, 2019
- In-person engagement sessions at bus stops near the Calgary Food Bank and Village Brewery on July 12, 2019
- Meeting with Barley Belt stakeholders and area councillor at Banded Peak Brewing on July 2, 2019

We provided similar information and asked the same questions at the three in-person engagement sessions as was available on the Engage Portal. The Barley Belt stakeholder meeting included an overview of the study and proposed options, and included a discussion regarding current challenges in the area, such as existing rail lines and service.

In addition to the feedback received both in person and online, we received a letter from a local business headquartered in the area who chose their current location with the understanding that The City was looking at adding improved pedestrian and cycling infrastructure to 42 Ave S.E. They provided their support for the project and shared their preference for options 1 and 3.

3 What we asked

We asked the following questions both online and at our in-person engagement sessions.

3.1 Design options

We asked the following questions for each of the proposed design options:

- What do you like about the option?
- What would you improve?

3.2 Barriers

We provided a map of the study area, and asked participants to highlight locations along 42 Ave between 1A St S.W. and 12 St S.E. where they currently encounter barriers to walking, biking or taking transit.

3.3 Area improvements

We asked participants the following question:

- What additional improvements could we make to the area (e.g. public seating, wayfinding signage, etc.) to make 42 Ave S.E. a destination for Calgarians?

4 What we heard

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.



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5 Next steps

We will use the input we received from Calgarians, along with technical expertise, to refine and finalize a design option for the study area. We will present it back to the public in the fall.

We anticipate that Calgarians will be able to use the new facilities in fall 2020. **Updates will be shared at calgary.ca/42ave.**

6 Summary of input

6.1 Option 1 – One-way bike pathway with separated sidewalks on both sides of the road: What do you like?

The following table provides an overview of the top themes we heard during this phase of engagement for what people most liked about Option 1.

Theme	Description
Separation of pedestrians and cyclists	Participants liked that cyclists and pedestrians had separate paths, which would lead to fewer conflicts than on a mixed-use pathway.
Separation of cyclists from traffic	Both cyclists and motorists liked that this option separated traffic and cyclists.
Pedestrian and cyclist safety	Related to the previous two themes, participants indicated this would be the safest option for cyclists, pedestrians and motorists.
Access to both sides of 42 Ave	Participants liked that there was both pedestrian and cyclist access on both sides of 42 Ave.

6.2 Option 1 – One-way bike pathway with separated sidewalks on both sides of the road: What would you improve?

The following table provides an overview of the top themes we heard during this phase of engagement for what people would improve for Option 1.

Theme	Description
Cost	Participants did not like that this was the most expensive of the proposed options.
Separation of cyclists from traffic	Participants indicated they would prefer a barrier or some other type of additional separation between traffic and the bicycle lane.
Pathway design	There were two key suggestions for pathway design: that the bike and pedestrian paths be made wider; and that the bike path be made two-way to avoid cyclists needing to backtrack to reach destinations on the opposite side of the street.
Intersections	Participants indicated that improvements to intersections along 42 Ave are required to make them safe for pedestrians and cyclists. Participants provided specific details regarding problem intersections, including Macleod Trail, Blackfoot Trail and Manhattan Road.

6.3 Option 2 – Two-way multi-use pathway on south side only: What do you like?

The following table provides an overview of the top themes we heard during this phase of engagement for what people most liked about Option 2.

Theme	Description
Cost	Participants appreciated that this option is less expensive than options 1 and 3.
Separation of cyclists from traffic	Both cyclists and motorists liked that this option separated traffic and cyclists. Motorists also appreciated that this option does not remove any travel lanes, especially given the amount traffic congestion in the area.

6.4 Option 2 – Two-way multi-use pathway on south side only: What would you improve?

The following table provides an overview of the top themes we heard during this phase of engagement for what people would improve for Option 2.

Theme	Description
Intersections	Participants indicated that improvements to intersections along 42 Ave are required to make them safe for pedestrians and cyclists. Participants provided specific details regarding problem intersections, including Macleod Trail, Blackfoot Trail and Manhattan Road.
Access to both sides of 42 Ave	Participants preferred there to be bicycle access on both sides of 42 Ave, as cyclists could not access amenities on the north side, including the 39 Avenue CTrain station.
Safety	Participants were concerned about conflicts between pedestrians and cyclists due to both sharing a pathway, especially with cyclists travelling both directions on a single pathway.

6.5 Option 3 – Two-way multi-use pathway on both sides of the road: What do you like?

The following table provides an overview of the top themes we heard during this phase of engagement for what people most liked about Option 3.

Theme	Description
Access to both sides of 42 Ave	Participants liked that this option has access for both cyclists and pedestrians on both sides of 42 Ave, and that cyclists can travel in both directions on both sides of the avenue. Participants also indicated that this would reduce their need to cross 42 Ave.
Safety	Related to the first theme, participants felt this would be the safest of the proposed options, as it reduced the need to cross 42 Ave for both pedestrians and cyclists.
Cost	Participants felt this option offered the best cost benefit.
Business access	Participants liked that this option provided the best access to businesses along 42 Ave.



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6.6 Option 3 – Two-way multi-use pathway on both sides of the road: What would you improve? The following table provides an overview of the top themes we heard during this phase of engagement for what people would improve for Option 3.

Theme	Description
Separation of pedestrians and cyclists	Participants indicated they would prefer if this option included separated bike and pedestrian pathways to reduce conflicts and further improve the overall safety of this option.
Crossing improvements	Participants highlighted areas along 42 Ave where existing sidewalks should be maintained or improved, or where an additional sidewalk is required. In addition, participants showed preference for multi-use crossings to be used for this project.
Intersections	Participants indicated that improvements to intersections along 42 Ave are required to make them safe for pedestrians and cyclists. Participants provided specific details regarding problem intersections, including Macleod Trail, Blackfoot Trail and Manhattan Road.

6.7 Option 4 – Protected bike lanes with separated sidewalks on both sides of the road: What do you like?

The following table provides an overview of the top themes we heard during this phase of engagement for what people most liked about Option 4.

Theme	Description
Separation of cyclists from traffic	Participants liked that there was a physical barrier between cyclists and traffic, which they felt was the safest option for cyclists.
Cost	Participants liked that this was the least expensive option.
Separation of pedestrians and cyclists	In addition to the previous point, participants felt that this would be the safest option for pedestrians as well, as there is ample separation between cyclists and pedestrians.

6.8 Option 4 – Protected bike lanes with separated sidewalks on both sides of the road: What would you improve?

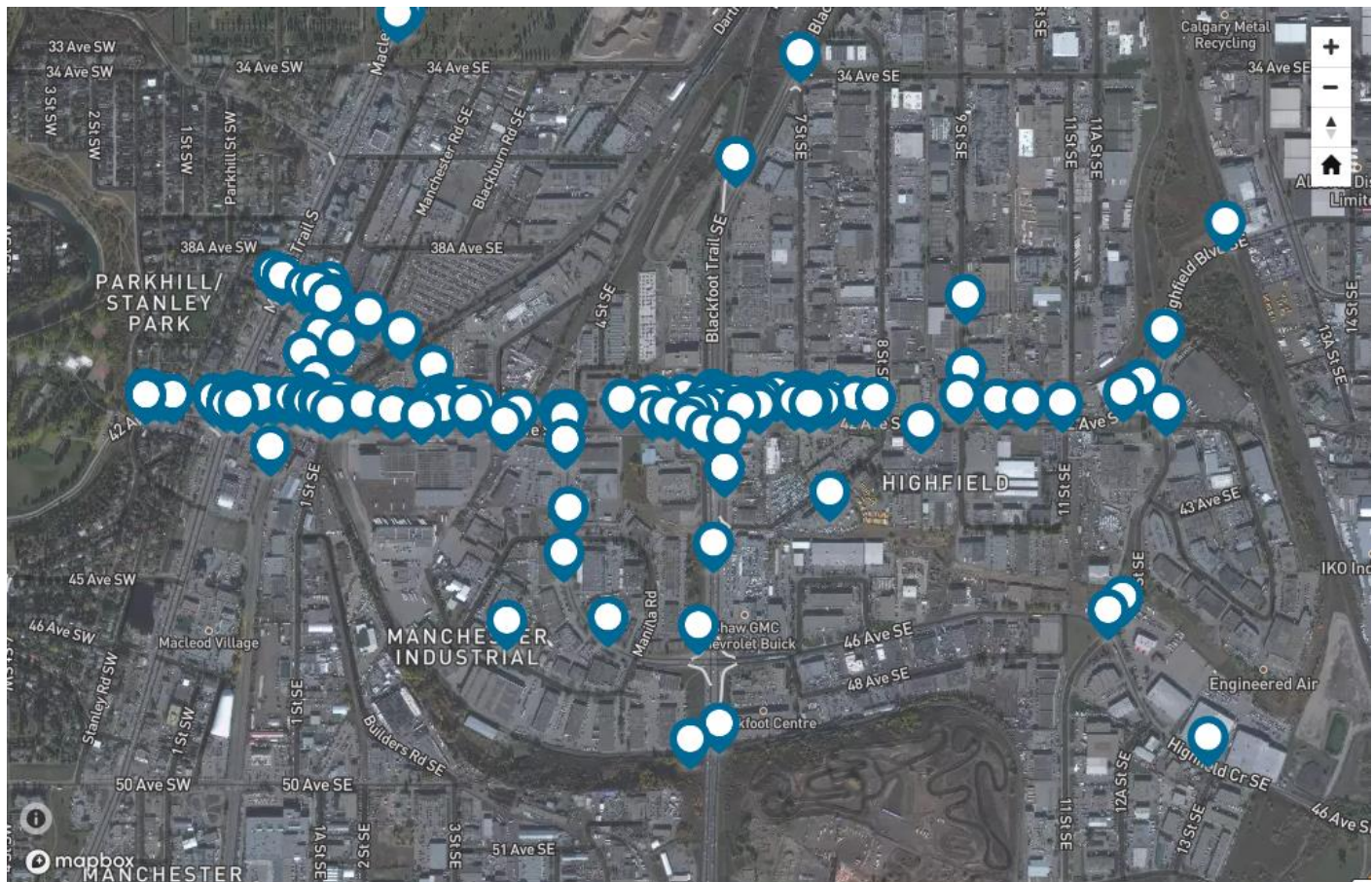
The following table provides an overview of the top themes we heard during this phase of engagement for what people would improve for Option 4.

Theme	Description
Separation of cyclists from traffic	Participants preferred a more solid structure such as a cement curb or cement barrier instead of the flexible posts shown in the rendering to separate cyclists from traffic.
Reduction of vehicle lanes	Participants did not like that this option narrowed the vehicle lanes on 42 Ave. Issues with this included increased traffic

Theme	Description
	congestion, impeding the turning radius of large trucks, and that the area includes mainly businesses to which people drive.
Bus stop conflict	Participants indicated that the rendering for this option showed a bus blocking the bike lane at a bus stop. Participants felt that this was unsafe, and that busses should not block bike traffic.

6.9 Barriers

The map below shows the distribution of comments within the study area. Click the map to visit the Engage Portal page, where you can click on the pins and read individual comments.



Of the locations above, the following received the most comments from participants.

Location	Summary of Comments
42 Ave and 7 St S.E.	Participants expressed multiple concerns at this intersection. They shared that the crosswalks are poorly marked and that many drivers do not recognize pedestrians are present due to the



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Location	Summary of Comments
	confusing intersection configuration. These issues are made worse by the missing sidewalk links on the south side of the intersection and the buildup of plowed snow in the winter.
42 Ave and Blackfoot Trail	Many participants expressed interest in adding a crosswalk at the north side of this intersection. Others indicated that drivers do not always yield to cyclists when using the slip lanes to turn onto Blackfoot Trail from 42 Ave.
42 Ave and 1 St S.E.	Participants commented that this intersection is dangerous for both pedestrians and motorists. Concerns included the need for better lighting, issues with visibility, the need for either signals or pedestrian crossing lights, the proximity of 1 St SE to both the rail lines and unnamed road west of the rail lines, width of sidewalks, the lack of connections to 39 Avenue CTrain Station and the speed of traffic in this location.
42 Ave and Macleod Trail	Participants shared multiple concerns with this intersection, including short timing for crosswalks, drivers aggressively cutting around cyclists at the slip lane going from westbound 42 Ave to northbound Macleod Trail and poor signage for vehicle lanes.

6.10 Area improvements

The following table provides an overview of the top themes we heard during this phase of engagement for participants' suggestions on how to improve this area and make it a more inviting destination.

Theme	Description
Intersections	As with the proposed options, many participants commented that improvements to intersections along 42 Ave would be key to creating a safer, more inviting corridor for pedestrians and cyclists.
Pathway connections	Participants stressed the importance of using this project to connect the Elbow and Bow River pathways.
Wayfinding	Participants liked the idea of adding wayfinding signage to help cyclists and pedestrians find businesses, pathways and other destinations.
Feature Barley Belt	Some stakeholders were interested in specifically highlighting the Barley Belt breweries through wayfinding and other signage as a means of driving tourism in the area.
Landscaping	Stakeholders were interested in improving the landscaping along 42 Ave, including planting more trees.

7 Verbatim comments – Online

7.1 Option 1 – One-way bike pathway with separated sidewalks on both sides of the road: What do you like?

This is great, opens up both sides of the street and separates modes of transportation
It doesn't affect car traffic but still gets the cycling and safe walking infrastructure in.
I like that bikes and pedestrians are separated and access to businesses on both sides.
I like that bikes have their own space
It seems like a good option because cyclists move with traffic.
Safe cycling and walking
Separation of bikes, pedestrians and vehicles. Likelihood that crossings will be done properly for bikes is cycling-specific facilities built.
Test
I don't like this option. Impacts both sides and costs more. Why is this project being contemplated when we are talking about reducing essential services.
As a frequent biker on 42nd, I like that there would be less pedestrian/bike/car conflicts; turning cars on corners are dangerous for bikers and this design should mitigate those risks somewhat; good for efficiently biking to and from work
That bikes have a space and they are separated from pedestrians. But honestly, there aren't that many pedestrians here. I currently avoid this road on my bike commute due to the scary-ness of it.
The one-way cycle tracks separate peds and bikes, which is good, and seems easy for cyclists not having to cross traffic lanes unnecessarily, like would be the case in Option 2. Works well with Option 4.
I like the ability to cycle on the side of the road I would be traveling on normally, but off the road.
Everything. Best option. This is best practice and is safest option and fixed both sides of road.
Nothing as I do not understand why it is needed this is a commercial lane all the way up and down blackfoot and east and west on 42nd. There is no need for bike lanes as there is sufficient space on the road if one wants to bike.
Nothing
Separation of cyclists and pedestrians is great, but cost is pretty high on this one.
I like the idea of providing space for cyclists separate from pedestrians and off of the roadway, potentially suitable to a wide age and ability range. This seems best option for accommodating all modes appropriate to their needs.
Separation of pedestrians and bicyclists.
This is the best of the 3 options, as it separates all three modes of transportation.
The gold standard for how bikes should be separated
Best option for pedestrians and bikes. Also separated from the road.
Like the buffer on the westbound side. Like bi-directional cycle tracks to make turning more natural
Separation of cyclists and pedestrians from both car traffic and each other
Pedestrian and cyclists are separated. The narrow lanes to reduce the travel speed of commercial traffic.
separate space for bikes and walkers
Separated bike lanes
Best option. Multi use pathways are a 'quick fix' but creates potential new issues of pedestrian and cyclist conflicts. Separation prevents this from happening.
Dedicated space for bikes



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Bike lanes separated from pedestrian traffic work better for commuters and could lead to more bicycle commutes. Bike traffic in the same direction as car traffic is predictable and easy to understand.
To high of a cost in economic slump. To much land use and future maintenance costs.
Although the most expensive, the separation of bike and pedestrians is a must.
Doesn't involve complicated road crossing decisions for cyclists to get to cycle lane. Bike lane separated from cars by green space (paint? Grass?)
This is the best option. By a longshot. I ride my bike on this road frequently. It is the scariest part of my ride. There's no sharing of road or path.
No bike lanes at all no one bikes here you will only make traffic worse and spend more of our money Everything.
Separated bike/pedestrian traffic on both sides.
Bikes moving with traffic flow, separated from pedestrians.
Simple, clear for everybody. Cheaper. Looks nicer.
The separation of pedestrians and cyclists.
I would prefer to keep cyclists and pedestrians separated. I don't like the mixed use paths.
- practical use on both sides of 42 Ave
The best option besides 4.
- Lanes on both sides of the road
- Separated bike and pedestrian lanes
Separation between bikes and pedestrians
Separation of pedestrian and cycling traffic. Clear separation of bicycle and automobile lanes. Logical and predictable movement of bikes in same direction as traffic.
probably the best option, since most cyclists disregard any laws, try to run down pedestrians, cyclists should be fined for using walk pathway & road, need traffic cameras to catch cyclists , constantly blowing red lights and stop signs
Excellent for commuting. Not quite as good for visiting local destinations (depending on spacing between roadway crossings). But if there are crossings at least every 4-6 blocks, cyclists can quickly backtrack as required.
Because it makes more sense, then any other options
Good, safe separation between motorists and those using active modes of transportation - whether they're going east or west.
Nice to have 2 bike paths.
I do not like option 1.
looks good
Separated bikes/tandem trailers makes this a feasible, safe option.
Bicycle access on both sides of the road.
Proposed tradeoffs are fairly low impact (private property impacts need to be in greater detail for me to provide helpful feedback:)
Separated bike lanes make transportation easier for everyone.
It gets bikes off the road and has a curb that may help deter cars.
Like bikes moving with traffic flow, and separation of bicycles and pedestrians.
Easy riding. Best ability to accommodate long term traffic growth
If there really is enough bike and foot traffic to support it, this is the safest option for drivers, walkers and bicyclists. It would minimize potentially dangerous interactions between these groups and expedite travel by all.

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All modes have separate lanes.
Separation of bike from pedestrian pathway is great, as is compatibility with option 4.
It's a grass and grade protected cycle track, snow clearing, bus stops would be awesome for bikes!
Safe for bikers and walkers and keeps 4 lines street.
It's gold standard and great. No conflict with pedestrians. Future forward, I feel it will accommodate higher volumes in the future best.
It's ideal to have separate bike lanes going in separate directions and to have pedestrians and cyclists isolated.
Level of separation of bicycles from both vehicles and pedestrians is great. I think this is the best of the options.
Contain of bike lanes
nothing
It makes 42nd street safer for bikes.
Increases safety for bike/pedestrian collisions and peace of mind when walking. Although I don't think this area will have enough traffic for this to be an issue.
This option builds the infrastructure we are going to need in the future. It separates bikes and pedestrians and prevents conflict on a mixed use pathway. It separates bikes and cars and the traffic can be heavy on 42nd. Snow disrupts 42nd.
Separation between cyclists and pedestrians. Pathways on both sides of the road.
I like the separation of cars, bikes and pedestrians.
I like that bikes are off the roads, this seems much safer, possible a little to close to pedestrians but there aren't a lot on here.
DO NOT WASTE MONEY ON THIS HAIR BRAIN IDEA! I grew up in and still live close by and there is limited pedestrian/bicycle traffic due to the fact this is almost totally industrial area with almost NO RESIDENTIAL! Just fix the sidewalks!
No change to travel lanes, separation of bike pathway.
It keeps bikers off the sidewalks, when bikes are on the sidewalks it can be a danger to folks with disabilities
Option one seems pretty decent but given most humans are bbn idiots best of luck
I like that cyclists are out of the way of both cars and pedestrians and it's very clearly a separate path.
Provides safe bike access to destinations on both sides of the avenue, even if you have to cross 42 Ave and switch directions at intersections / double back.
Separated bike lanes are key... big trucks and pickups going fast make that key
The whole idea
Dedicated biking facilities in the direction of traffic.
Nothing
It's super!
I like the safety of this option. Separate bike and pedestrian paths on both sides reduce conflict there. Having it on both sides means less crossing of a busy road. It may cost more but I think the cost is worth it,
The visual separation of the bike and pedestrian lanes. Moving the bikes off the road makes it safer for everyone, and especially further separating bikes and pedestrians.
Bikes will always travel in the same direction as the cars.
I walk with my three year old daughter often from the train to my husband's business. I don't think she could safely stay out of the way of a cyclist on a shared path. I like the path on both sides. Crossing 42ave is terrifying.

Safest for everyone
Option one will find the best safety for all people.
With the drivers, cyclists, and pedestrians each have separate space on the roadway, this seems the safest option especially since Macleod trail is usually very busy for cars.
I like option 1 since it allows pedestrians and bikers on both sides of road to allow most flexibility
Separate space for people walking is important as part of this is a hill as people on wheels can get fast (downhill) or swervy (when climbing)
Seperate from car traffic
Pedestrians and cyclists should never mix
The separation of cyclists and pedestrians
the separation of cyclists and pedestrians is good for safety and efficiencies.
Seperation between the different modes of transportation
the fact that bike lanes aren't on the road, there are paths on both sides, and there is a separate walkway for pedestrians, so everyone feels safe and less stressed about other types of traffic. Option 3 is the next best thing.
side walks are needed on both sides and keeping bikes off this heavy use road is much safer.
A very tiny improvement over options 2 and 3.
doesn't reduce traffic lanes
This protects the bicyclists and pedestrians the best.
separated bike paths, bikes in same direction as traffic, minimal impact
Separate sidewalks is nice, but I'm not sure this is needed in this area
It covers everything reailly
Some bike access on the north side (even though it is one-way), nearer to 39 Ave Train Station and most Barley Belt businesses.
My favorite option given the separation of bike/pedestrian lanes.
Will avoid user conflict between cyclists and walkers. Designated bike lines will improve adoption
Some bike access on the north side (even though it is one-way), nearer to 39 Ave Train Station and most Barley Belt businesses.
My favorite option given the separation of bike/pedestrian lanes.
Will avoid user conflict between cyclists and walkers. Designated bike lines will improve adoption
I like that the bike pathway is separated from the sidewalk and that bike traffic moves in the same direction as vehicular traffic.
Creates separate space for bikes and pedestrians - safer for all
Most logical option which allows cyclist to travel in the same direction as motorized traffic. Cyclists will not have to cross the road just to get to a separate bike lane. Safer as a two-way bike lane as motorist often only look one way.

7.2 Option 1 – One-way bike pathway with separated sidewalks on both sides of the road: What would you improve?

I would for this to be improved because this area is always busy 7 days a week no matter what time the day is, I feel like like there should be more lanes in that area plus bike path, and safer crosswalk, add some lighting to it
Not an improvement but curious to know how the infrastructure would help facilitate left turns on a bike.
Kind of boring look to it.
seems to be ok.

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Keep costs low if need to relocate power poles.
Consider how width of roadway and location of destinations may influence wrong-way riding.
The impact on the private businesses - industrial supply type businesses - does not seem to be addressed. There are large trucks & commercial vehicles that need to work across these pathways. I think those vehicle need more priority
Think carefully about business access and intersections, as right turns into bikers do happen on that street (it happened to me last week actually)
it's only visually separated from the cars, there isn't any real protection.
I own a business on the north side of 42nd at Brandon Street. I don't see how there would be enough room on the north side for this. Our parking lot is 5 ft from the street already! This would end up INSIDE OUR BUILDING!!
Add a tactile/physical separation between the bike pathways and separate sidewalks to try to prevent people from thinking the entire width is available for either mode of travel.
widen the sidewalks.
You are wasting tax payer dollars to work on something that is not necessary or required as in the ten years we have been in this location not once have I seen a bike on the street from 6am to 9pm. What has your department been smoking.
One way bike paths will no be obeyed so don't waste money on this
Is there really significant ped/bike volume expected to warrant separate facilities on both sides of the roads. Prefer Option 3 over this one as I don't think there are high enough volume to warrant the extra \$M.
42nd Ave is a wide 4-lane road, so consider the logistics of travelling one direction, but wanting to access an amenity on the other side of the street. Intersections will need to be supportive.
The image makes the path and sidewalk look close together, like 4 St SE underpass, where the separation isn't respected and may as well just be a multi-use path, voiding what I liked as mentioned above.
Reduce travel lanes for cars to 2. Have a separated, protected bike lane.
This is obviously the Cadillac version the City should follow when roads are being refurbished, but recognize this as the most expensive option may not be optimal.
Nothing
Too expensive and potential to infer with traffic more than other options.
Build buffer on the eastbound side
Since the cycling is one-way, I would improve street-crossing options for all to be able to make use of the appropriate infrastructure
Ensure all crossings of roadways are turned into multi use crossings so that bikes have right of way. Better clarity about snow and ice control plans. The design will encourage salmoning.
South side bike lane buffer is too small.
Width of bike path to be dual way on the south side only. If one wants to turn around, they have to cross 42nd ave to start their return? This seems like a major inconvenience, and one ppl will ignore, and just use in opposite dir anyway
Very costly for the length of bikeway
My concern is with the amount of separation between car and cyclists. I would like to see a curb at minimum instead of just painted lines.
Delay until economic situation in Calgary improves, not a priority project, just a nice to have.
Nothing, this is hardly a high pedestrian corridor...pay the downtown tax deficit with the money you save.



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Physical separation (e.g. barriers) if possible. Make sure whoever is planning this addresses terrible intersection at 42nd Ave and 7th St SE where EB 42 goes from two lanes to one. Somebody is going to be killed at that crosswalk.
The only problem is that this hasn't already been built.
This option is great!
Move north (westbound) cycleway to curb adjacent / .25m buffer. Sidewalk to run where cycleway is diagrammed - less impact to property.
Maybe put a sign or 2 to make it even clearer who should use which path
Also improve Manhattan and Manila roads. They are very busy and have no sidewalks, crosswalks or bike lanes. it is very hard to turn left and cross the street safely.
Anything that can be done to enforce physical separation between cars and cyclists would be better. Perhaps bollards or posts or fencing.
- people will not obey the 1-way rules or travel method designations - use of 2 construction materials (asphalt and concrete) may increase long-term cost
The cost is too great for this stretch of road when there are other options with a lower price tag.
Protect the bike lanes better from traffic (as in #4). Due to the heavy industrial traffic in the area and often poor visibility, it feels and is dangerous riding a bicycle down 42nd, even with a curb.
A barrier to separate bikes and cars, though this design seems to make a very clear delineation already.
build a bridge for traffic to go over railroad tracks, presently the only option to bypass RR is Glenmore Trail
Wider sidewalks, lighting, public gathering or trees
Nothing. This looks great!
2 bike paths seems excessive. Bikes here aren't recreational, they're commuter. I doubt there's enough bike interest to make 2 paths.
Nothing it works perfectly for me as is....
I would cancel this project and return the money to taxpayers. We are losing enterprise to other cities because taxation levels are excessive. STOP IT!
think the price tag maybe a bit high. Don't see the traffic that requires 2 stand alone lanes but if its there I would use them
Better delineation and separation would be more
More protection on eastbound bike lane.
More distinction between cycle and pedestrian pathways. This changes the mix from cars/bikes, pedestrians, to cars, bikes/pedestrians - helpful but still a mismatch.
The price!
Unclear how the bike and walking lane are separated - will people tend to take the whole width?
Make sure that there are structures to park and lock bikes against along the way, as well as trash cans.
Lower the cost
Keeping 4 "travel" lanes for cars is not necessarily a benefit. This option adds 4 travel lanes for non motor vehicle traffic. This will hopefully offset some motor vehicle traffic. Limiting motor traffic is good. Remove lanes.
cross rides at all intersections :), no dismount and walk... perhaps keep the walkway and bike route elevated at driveways to parking lots... creating speed bumps for cars.
Nothing
Concerned about winter snow removal, especially on south side where pathway is closest to street -- my fear is that lane will become snow storage. Concern about the price tag in this political climate.



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There is t much room between the one cycle lane and the road. Is there a level difference to stop cars and trucks from going into that lane?
The width of the bike lanes seems insufficient for passing.
Bike lanes need to be protected with, at a minimum, plastic bollards.
This isn't the best option because the bike path seems very narrow, meaning that bikers would naturally want to encroach on the sidewalk so they could bike next to each other.
absurdly expensive for pathways that wont be used
There is no safe space for pedestrians. I run along 42nd street on a weekly basis and would like to be able to run the length of the street without having to use the grass/off road or go onto the street.
If the bike lane is 2m and single lane, may cause problems if bikes are trying to overtake people in mobility scooter or slow cyclists. May be difficult to get snow clearing equipment in if there is a curb between sidewalk and bike-way.
Redirect railroad and put transit under or over ground. Phenomenal shortsightedness with rail and transit. Build what we are going to need with greater density in this area. Rezone old Safeway distribution centre for housing and a green spa
Make sure there's some real separation between the road and the bike route. A 4-lane road is never pleasant to ride beside, so some separation is key to safety and pleasure.
NA
Relocation of power poles and streetlights sounds expensive. Only bike transport considered (versus multi modal).
I'd make the sidewalk space a wee it bigger to accommodate power chairs/scooters AND a companion to be able to walk side by side
I'd want pedestrians to know very clearly that its a bike lane and wouldn't be able to wander into it.
Add detail about intersections. Please don't build another pathway that then gets degraded to a painted crosswalk at strange angles at intersections, so cars can speed through right-turn lanes.
Slow speed. Noise and pollution and stress from fast traffic make this unpleasant to the point of avoiding
Nothing
As the highest cost option, I wonder if the bike lane could be implemented into the road, with barrier separation via medians on both sides. Would that reduce cost at all?
Do not put in any bike path!
Add a pedestrian crossing light at around 1st St. East as there are frequently pedestrians crossing there and it feels unsafe.
I would be curious how you cross 42ave safely over the bike path to the pedestrian walkway without being in the way of a bike . The more greenery the better! Trees! Lights for nighttime
Add second lane or widen bike lane
Make the bike lanes work in both directions to avoid buker complaints.
I really like this option, but the cost is high and it may impact private property so this option might not be possible depending on the budget available.
What about the elephant in the room wrt train tracks? The CP level crossing discourages pedestrian, bike and auto travel a long this route. IS there any plan to build an underpass to bring the train below grade?
Add some curb cuts mid block to allow people to get onto the bikelane if they haven't seen it in time or to get off it if they need to pass. Also the right turn lane onto Manhattan is currently deadly.
Make it two-way pathways instead of one-ways
Intersection links
The bike lane needs to be protected and separate from the traffic in order to encourage riders of all ages and abilities.

The bike lane needs to be protected and separate from the traffic in order to encourage riders of all ages and abilities.
I worry about the ability of cyclists to easily turn and or access other sides of the street, proper transitions and crossings that are intuitive, and safe are important.
no side walk on south side but a very wide bike path marked ped/bike lane.
This doesn't look like actual separation, it just looks like the "walk" and "bike" part are a different colour. The dangers aren't addressed: cycling through intersections is the dangerous part.
Don't worry about bike lanes, just eliminate sidewalk gaps too expensive
Time to licence bicycles again to offset costs.
One way bike lane in this area is unlikely to be followed all that well, and there may be some issues with people riding the wrong way
It is overkill for the amount of pedestrian traffic in the area at this time.
Two-way bike travel on North side of 42 Ave. Bikes will have to cross 42 ave to bike a couple blocks east, then back again to the north side if using 42 ave to visit businesses on the N side.
The cost is a bit high compared to option 3 and I'm not sure if the number of walkers in the area warrants the separation of bike/pedestrian lanes.
barriers between traffic and cyclists for safety
Two-way bike travel on North side of 42 Ave. Bikes will have to cross 42 ave to bike a couple blocks east, then back again to the north side if using 42 ave to visit businesses on the N side.
The cost is a bit high compared to option 3 and I'm not sure if the number of walkers in the area warrants the separation of bike/pedestrian lanes.
barriers between traffic and cyclists for safety
bike lanes without separation aren't that safe. add a curb and bollards
It would be nice not to have to move power poles and streetlights.
Intersections are the pinch points. East of Blackfoot there is more width and less traffic. The majority of attention should go to the stretch between Manhattan Rd and McLeod Trail. There needs to be lots of educational signage.

7.3 Option 2 – Two-way multi-use pathway on south side only: What do you like?

less money. less on-going maintenance cost. not much food traffic anyway so conflicts shouldn't be a big concern
Less costly and could benefit both walkers and cyclists more.
Potentially more space for pedestrians. Cyclists are off of roadway.
Still not sure I agree with whole project, but this would minimize impact on most of the commercial and industrial companies, cost less, and still provide the corridor you seek. Keep impact to one side.
The cost effectiveness. I feel like the current situation (sidewalks on either side, 4 lanes) is enough to accommodate traffic and pedestrians. The issue is no where for bikes to travel. Must separate traffic from bikes for safety reason
This option is Ok, better than current but I like a dedicated bike lane (cycle track) better. With the increase in people coming to the barley belt, this is a good stop gap.
I like Option 2 as I do not like people with bicycles on the road, the bikers should have their own path - as well as the walkers.
The price tag is good on this one, basically anything to allow better bike/walking access would be much appreciated as a person that frequently bikes in the area, currently low volume of walking/biking traffic may not justify expensive opt



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This is the only option that makes sense. Leaves businesses on the south side unaffected, accomplishes the goal, and minimizes the cost. The semi-trucks and other vehicles going in/out of the south side should not be affected by this at all
Much better than the current setup, anything would be an improvement.
This seems like the best option from a cost perspective and in terms of driveway interruptions, etc. Make sure it's safely connected to destinations on the north side (Stanley Park, 39 Avenue LRT) by dedicated crossings.
Cheap simple
The pathway is very wide, which is awesome!
It keeps the bikes off the roads. Bikes on roads are dangerous.
Nothing.
This option is the best. You need to consider the amount of tri-axle and semi trucks coming constantly in and out of Brandon street to service the companies on that street. They NEED room to make their turns safely. Eastbound bikelane only.
The design looks best for the street. Please have someone contact me to discuss business hours as my business (Alloy Restaurant) has different hours on the street and we can't have our parking lot blocked off during our busy days/nights.
Cost and efficiency. being on the corner of 42 and Blackfoot I do not see a lot of bicycles but would be nice to have that option.
Simple and effective plus preserves roadway.
Cyclists get space & it's off the street. Option seems cost-effective, which is an important consideration, especially now.
Not much.
No crossing the avenue
Best balanced option
Separates you from the traffic. South side only, should have a minimal impact on business. Few walker currently.
Better option, so drivers stop crying about bikes taking away their road space.
MUP is probably appropriate for low numbers of pedestrians
Sidewalks on both sides
Large buffer between traffic
Like best due to cost if the project must get done. Best solution is to delay the project until economic situation in Calgary improves. Not a critical project.
This is the more affordable and the remaining budget of the option 1 can be use in another projects
minimal impact and lower cost
A nice wide path for cyclists
- best option considering balance of cost and ease of use
Costs less than Option 1 & 3. Does not affect the number of travel lanes.
Nothing. This is the worst option. Pretty much the status quo with some paint on the sidewalk. Good way to waste \$2.4 million.
Cheaper, somewhat improves cycle-friendliness of this corridor.
It's better than nothing.
We don't need 2 recreational bike paths. 2 walking paths & 1 cycling area is right mix.
I do not like option 2. I do not like this project. I see this wasting money when taxation levels exceed anything reasonable by free enterprise standards. Stop it now.



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This to me seems the best solution
Meh.
Cheaper
Makes a way to get bikes off the road and offers some protection from distracted/garbage drivers.
Easy, lower cost. Single wide path is pretty much standard and works well if traffic is projected to be moderate
Best option to keep 4 vehicle lanes with lowest cost. Not enough pedestrian traffic to warrant separate lanes for bikes. Less unpack to businesses.
Seems like a reasonable mix for all modes with a more appropriate cost.
better than status quo
It's our most financially sound option in this political climate. I don't think it's necessarily the best choice but getting the job done is a very good thing.
Wider MUP than option 3, fewer driveways on south side
Lower cost and probably less challenge to traffic during construction.
Separation from cars.
Separates bikes from traffic
lower cost...less impact to vehicle traffic which makes up the vast majority of use here....one pathway that no one will use should suffice
This is the best option. I work on 42nd Street and Blackfoot trail and frequently run and bike along 42nd street. There is not a safe way to get down 42nd presently. I was actually hit by a car while on my bike this year.
I think the cost is the only benefit of this option compared to the others.
Cost
No impact to road flow while providing pedestrian and cycle access at a reasonable cost
Lowest estimated cost.
Meh. Multiuse pathways fell like a temporary fix. As soon as they get busy, there will be conflicts.
You still don't have to share the road with cars that's good.
This is my favourite proposal - and it comes with a reasonable cost. It will easily handle the bike and pedestrian traffic, and allow bicyclists to stay out of car traffic - much safer.
Multi use pathway, no change to travel lanes.
It's more affordable. It still gets the job done for the amount of commuters and it gets people off the actual roadway. There are large trucks and commercial vehicles on this road, so a non bike lane solution is best
Excellent 2-way access for people walking and biking on both sides of the avenue, and cost-effective.
I think given the few people likely walking and no one strolling this might work well enough
Nothing.
Nothing
Feel the lane on one side of the road makes most sense as long as blackfoot can have a crosswalk.
This seems like the happiest balance to allow 4 traffic lanes and not slow to congest traffic, BUT also allow safe biking and walking at a minimum cost. Walkers may also still walk on the other side of the street as well.
I like that it costs almost half as less as option 1 and that cyclists are not on the road with the cars on Macleod Street.
I like the two way traffic on the pathway but am concerned about access to the north side and conflict between wheels and heels.
It's better than what we have now

I do not like option 2 at all.
Nothing, this is terrible.
Doesn't reduce traffic lanes not a dedicated bike lane
lower cost than option 1, MUP separated from roadway
Lowest cost, but vastly inferior option to either 1 or 3
It's the cheapest,
Will result in walker / cyclist conflicts.
Will result in walker / cyclist conflicts.
Less space vs option 3 and still allowing cyclist to be independent from traffic
Nothing, this is a stupid option offering no benefit to pedestrians or cyclists, and it does not improve the appeal of the area.
I like all of the benefits.
People who bike can travel in either direction without crossing the avenue.
As a long time (16 years+) year-round commuter I would likely not use this option as easily as Option 1. But I am sure less seasoned riders would appreciate to be on a pathway-like trail.

7.4 Option 2 – Two-way multi-use pathway on south side only: What would you improve?

divide the multi-use pathway into two sides: one for walking, one for cycling. cycling may scramble between two directions.
I would add more pedestrian infrastructure like shade trees, benches, etc to make it a more inviting pathway overall.
I have no confidence City can design boulevard multiuse pathway crossings that adequately accommodate cycling as this capability has not been demonstrated in existing settings. Shared use could create issues between cyclists & pedestrians.
Like 4 lanes, so keeping disruption to one side is best. Also keeps everything more visible to improve safety.
Make sure cross walks are improved and well signalled/signaled
seriously, plant some trees or shrubs. This street is a bit grungy and could use some greenery. Also the number of street crossings- keep those to a minimum if you want people to actually use this and cycle commute.
Sidewalks are highly important. Get the cyclists off the road where the cars are
Less efficient/annoying to be biking and to have to cross intersections from across Macleod, etc. to access the path, no access to south businesses (and bus stops), overall a bit clunky for non-car options but workable
Sidewalks right next to the road (north side) are unnerving due to large number of fast-moving trucks. You trip and fall onto the road you're immediately dead.
It's the least-good of the presented options - the one-side pathway forces cyclists to cross the roadway at either end. Doesn't jive well with Option 4 - would be a 5-St-north-of-17-Ave type of situation again, which really isn't ideal.
Put it on both sides
Add 0.5 m to North sidewalk width if possible.
The grass strip between the pathway and the road is so narrow that it is probably just a maintenance problem. It may as well be paved too.
Fix both sides of the road and protect people cycling more.



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Proper pathways from macleod to 42nd. when i take transit and walk east from macleod to 42nd, I am moving from sidewalk to parking lot and some parts walking on grass. reconfigure 42 and blackfoot lighs pedestrian crossing to North side
Nothing.
Intersections would have to be designed appropriately to accommodate cycling, something the City has not generally demonstrated in other areas. Pedestrian bike-conflicts might occur. No access to amenities on north side.
Both sides should be accommodated to reduce crossings and so businesses on both sides can benefit from the fact bicyclists spend more money than motorists.
Mixed use pathways beside 2 lanes of car traffic are dangerous with cars traveling at high speed and potential pedestrian/cyclist conflict.
Reasonable compromise.
The LRT is on the north side of the road, so not having a trail on that side will force many people to cross the road twice.
Do not see the need to add extra crossing as there are lots and the bikers can easily travel the extra distance on the existing Northside sidewalk
Crossing lights LED at each intcection.
Needs to be on both sides of the road with a buffer
I don't like the lack of separation between cyclists and pedestrians. I would also want the city to take care to provide sufficient safe crossings for cyclists to use the appropriate infrastructure
Ensure that all road crossing are marked as multi use crossings. Increase the number of safe crossing opportunities to the north side - eg. crosswalk with RRFBs. (This is a bigger deal east of Blackfoot)
MUP are less than ideal - mixing walkers and bikers should not be the plan for new infrastructure. Made even worse by the two direction MUP with bikes going both ways.
Conflict between cyclists and pedestrians
Try and further reduce cost of project.
More signs where the people cross the Avenue
There are too many possibilities for collisions between pedestrians and cyclists. Also, I would not want to have to cross 42nd Ave in order to travel west bound
<ul style="list-style-type: none"> - upgrades to existing crosswalks - addition of more crosswalks - flashing lights at crosswalks
<ul style="list-style-type: none"> - Add lane on other side of the road - Separate bike and pedestrian lanes - Protect bike lanes from cars and trucks speeding down 42
Access, by bicycle, to destinations on the far side of the street. This is my least favourite option.
I think this option will lead to people biking on the non-MUP sidewalk when they're westbound, which would be less safe for pedestrians than option 1.
I do not like option 2. I do not like this project. I see this wasting money when taxation levels exceed anything reasonable by free enterprise standards. Stop it
Not much
This seems like a cheap compromise.
Missing access on the north side of the road.
concerned about cyclist/pedestrian interactions and lack of pathway connections; too many street crossings may ruin overall usability. not sure 2mil savings worth it for increased impacts to users (compared to option 1)

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Can't have people and bikes on the same lane. Make bike lane bikes only.
Not combine pedestrians and people on bikes.
Would prefer dedicated bicycle path. Lack of connection to the north is a problem, leads to confusion, sudden stops and creative road crossing.
Keeping 4 "travel" lanes for cars is not necessarily a benefit. This option adds 4 travel lanes for non motor vehicle traffic. Limiting motor traffic is good. Remove lanes. Incompatibility with option 4 makes this option lousy.
Raised crossings for MUP at intersections is an absolute must for any of the MUP options.
Add multi use crossings on south side so that cyclists dont have to dismount at each intersection
It's challenging to share space between cyclist and pedestrian. Is there opportunity to add more cycle lanes later as demand grows?
Should have facilities on both sides. I don't like that pedestrians and bicycles have to interact.
Bike and foot traffic have to share
This is my least favourite option because it leaves an entire side of the road inaccessible to bikers and pedestrians.
Cross directional traffic with pedestrians especially cyclists coming down a hill, might cause problems. Cyclists may remain take the vehicle lane west bound causing confusion or unpredictability wrt cars
Access to North side needs to allow for riding bikes across safely.
Keep the existing curb-side sidewalk on the north side for pedestrians and keep the new pathway on the south side for bike both directions rather than multi-use.
Choose another option.
I like this option the least, because I don't think its practical to be confined to one side of the road only.
Flashing lights at crosswalks to cross 42nd Ave.
I think there need to be business connections on both sides. Not sure Road is designed (in terms of speed) for the additional pedestrian crossings that may be required to the south side.
Add detail about intersections. Please don't build another pathway that then gets degraded to a painted crosswalk at strange angles at intersections, just so cars can speed through right-turn lanes.
Slow traffic down. Noise pollution and stress from large vehicles going fast will Make this unpleasant to the point of avoidance
Do not put in any bike path!
Sharing the same pathway between bikers and walkers is not safe unless you make it much wider. Biking on only one side would be a disaster
Option 2 accommodates the most needs for the least cost without impacting traffic congestion
I think there could be conflicts with pedestrians and cyclists. Is it possible to have cyclists only move in the same direction as cars to make it more predictable for pedestrians?
Make sure all crossings are well marked, turning motor traffic needs to be slowed - perhaps priority lights to get people through the intersections before the cars.
Put safe seperated infrastructure on both sides
The bike lane needs to be protected and separate from the traffic in order to encourage riders of all ages and abilities. Pedestrians and Cyclists need to be separated to avoid conflict and confusion.
Multi use pathways are excellent for leisure use but can be impractical for cyclists for transportation especially with the city's prohibitive speed limits.
Looks the same as option 3, and is terrible for the same reasons: it makes the street MORE dangerous for cyclists and pedestrians.
Don't worry about bike lanes, just eliminate sidewalk gaps too expensive



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crossing to businesses or cross streets on north side sounds difficult
If you want to continue having bikes illegally riding on the North sidewalk and/or slowing traffic on 42 Ave, this is a great option. If not, please go with something else
crossing 42nd is difficult, will need to make sure there are beg lights at all intersections especially pathway to get to the path going north at the train tracks and 39th Ave. I don't really like this one
Relocate 2-way bike travel to north side, nearer to most Barley Belt businesses as well as train station. This option would be under-used on the south side of 42 Ave.
Seperated lanes for walking/biking
Relocate 2-way bike travel to north side, nearer to most Barley Belt businesses as well as train station. This option would be under-used on the south side of 42 Ave.
Seperated lanes for walking/biking
concern with two way traffic and mix of bikes and pedestrians. separate bikes and pedestrians.
I don't like the potential for conflict between walking and biking traffic on a shared pathway or more street crossings to reach businesses and pathway connections on the north side of the avenue.
As with Option 1, we need connections. Now it is a "black hole" for bike infrastructure. Connect with Ogden Rd and beyond using 38 Ave SE, to 19 ST SE, to Stanley Pk,, to Mission Rd. etc. Right now that all is sketchy.

7.5 Option 3 – Two-way multi-use pathway on both sides of the road: What do you like?

Cars move very quickly on this road and there are minimal opportunities to safely cross the road - this is the best option. I like that it spans the distance of the avenue, not just one part.
Seems like a good middle ground option
Just 2 w/capacity on both sides. Concern about impact on commercial and industrial users is high. Creating any barriers to semi-trailers and large commercial trucks that need to work through the cyclists and people is safety issue
That there can be travel for bikes on both sides of the street.
Good compromise between options 1 and 2 and mitigates many of the issues with option 2, less expensive than option 1 and would accomplish most goals, should be efficient way to travel by bike
Lots of room to pass, separated from road. Access on both sides of road.
Only option that allows for 2-way cycling on both sides of the street, which is good.
Wide pathways on both sides is really nice.
I'm in favor of Option 3 since it provides bike access to both sides of the roads rather than in option 2 where the MUP is only on the southside. It saves you the effort of crossing the street to get to the MUP especially since there's no t
Not much.
Protects road
Provides access to both sides of the street and most flexibility in travel directions. Cost still seems reasonable.
Even though it is a shared path, the fact you can travel either direction on either side is very beneficial. Imagine pedestrian usage will be small enough that there wont be much conflict.
Least desirable, doesn't strike the same balance as 2, though would be a good start for when a full retrofit happens.
This has become the standard path setup in Calgary, so people are used to it. Bike lanes on such a busy road are not great.
Both sides of the road have buffered and separated tracks
MUP is likely fine for low numbers of pedestrians



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That it offers safe infrastructure for cyclists and pedestrians on both sides of the road.
Preferred as it treats both sides of the road as first class citizens so that regardless where redevelopment happens or where people want to go they can be on the correct side when they need to be.
Pathways get cleared.
Large buffer from traffic
Over priced not required, worst of the three options given the city's current budget problems.
Same as option 2, but both sides of roads so dont have to cross.
Easier to travel east & west on 42nd Ave
- access on both sides of the street
Less expensive than option 1, but it's bike and pedestrian friendly.
That it has lanes on both sides
Green space, pathway makes it look busy
Excellent access to local businesses, ability to plan the shortest route (at the expense of commuters who are just 'passing through').
There needs to be sidewalks continuous on both sides of the 42 avenue.
I like how bikes can go east or west on the either pathway.
Only 2 paths are being built.
Keeps the cyclists off the main road. I don't believe there is enough foot traffic to justify a lane way for each. Cyclists and pedestrians can share.
Safe space for bikes on both sides of the street that is separated from pedestrian traffic.
The MUP on both sides is realistic to how people get around, and would be easier to clear in the winter.
It seems like the middle of the road option, and I think it accommodates both bikers and people walking with access along both sides of the road.
I like that you would be able to easily bike or walk on either side of 42nd Avenue. It is currently a bit scary riding my bike along 42nd on my way to work.
Option 3 looks great. It looks like the safest and provides the most flexibility for use on both the EB and WB sides.
I want more cycle paths throughout the city; for us to be a forward thinking city/leader in this.
Option 3 gets us a good set up without the highest of costs, I would hope that money will go to another bike path related project.
A better compromise than Option 2
This option removes traffic conflicts more than any other. Fewer road crossings required by cyclists to get to their destinations
There is little impact to existing traffic. It is getting busier every year. we need to avoid restricting lanes. I definitely prefer option 3.
It makes the most sense. People ride on the side of the street that is most convenient for them regardless of what kind of lanes and paths are set up. By having options on both sides of the street people and drivers will be safer
both sides of the road is good- better reflection of how people are using the area! ie. they walk/ride TO the area, but also need to leave FROM the area
Better as it provides more space for active transportation than option 2.
Flexibility of biking on both sides
Accommodation on North and South side.
Compatibility with option 4 is a plus.



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Easy snow removal, well it's at least MUP-style which contractors are familiar with and there appears to be a solid amount of room for windrows which is important as currently the south sidewalk is a essentially a giant windrow in winter.
It's nice to not have to cross the road to get where you're going. Capacity is double option 2.
Connections on both sides.
This summer's to be the best option so far
This is my favourite option from options 1-3 because it would allow people to bike side by side as they visited breweries and it opens up more network connections to both sides of the road.
Looks like it would be easier for snow-clearing. Dual direction is easier for people not familiar with the area navigating. So far only areas where mixed use pathways are an issue are very high traffic pedestrian areas.
Separated from vehicular traffic sufficiently. Cost favorable to Option 1.
Seems the safest. Such a good idea!
Easier for travel than option 2.
paths on both sides of the road. Good for all users
It will be able to allow growth alone that are for businesses and pedestrian traffic, will also help reduce people having to cross a busy road to get to a safe bike lane
I like that is on both sides of the road.
Connection to businesses on both sides. Minimal infrastructure relocation. Multi use pathways encourage multiple modes of transport.
This appears to be the safest option, keeping pedestrians and cyclists further away from traffic. Considering the large number of commercial trucks on this road, I believe this is the best option.
we believe that opposition three give the most value with the least impact on all business in the area
I think Option 3 is the safest (furthest distance between cars and pedestrians/cyclists) and it seems it would be the cheapest (only asphalt for paths).
Excellent connectivity on both sides, provided intersections are handled well.
I like the idea of making it a pathway so it's mixed use. This will help provide connectivity on both sides of 42nd street so folks can head north or south afterwards.
Given the number of users is day one bike lane will do... no one is going to stroll with trucks burning thru right next to you
access on both sides is important if really are serious about encouraging pedestrian/biking/ and activating the area. i like option 1, but choose this one as it is a bit cheaper.
The multi-use pathways
The south side of 42 Ave SE has fewer roads and driveways to deal with, although it will be more difficult to connect with 42 Ave SW by StanleyPark, because that path is on the north side. A pedestrian light near the train tracks is needed
Best option. The bikes and pedestrians share the same expense. The dont need to be individualized.
Transportation network connect and business access available on both sides
Better than nothing
I like that the bike pathway is on both sides of the road.
I feel it's the best balance for multi-modal transportation solutions and provides benefits for cyclists, pedestrians, and drivers.
Costs, safety and alignment with normal use.
Best. Most access for people; not most expensive

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Both sides is better than one side - allows the opportunity to get to the side you need to be on whenever you can.
I find Option 3 is the right balance of for the pedestrian/cycling traffic for the area as well as a compromise on total cost.
Access to businesses on both sides. Good connectivity
Looks to be the safest and the most common sense design
Safer and more convenient
This option allows bicycles & pedestrians to travel on both sides of the road. As 42nd Avenue SE is a major thorough fair, this option does not take away any lanes of travel for vehicles.
Option 3 seems to be the safest option and takes up less room than option 1.
Both directions of travel on both sides of the road.
Bikes can move in the same direction as traffic. Creates a safe space for riders who are not as confident. Lanes are separated which makes it safer for cyclists. Those out for a leisurely ride more likely to use it rather than just commuters
Nothing. This is terrible.
Doesn't reduce traffic lanes not a dedicated bike lane
Pedestrians and cyclists are both protected from the road traffic by a grassed median. Currently walking on the north side sidewalk, a pedestrian feels very exposed to the road traffic which is busy, noisy and fast. Any separation helps.
MUP on both sides, lower cost than option 1
Seems like the best option. Having two way lanes on both sides of the road is pretty necessary
It gives access going north if coming from the east. sometimes we bike on the sidewalk to avoid traffic. There is so little pedestrian traffic at this time that i don't think we need more than a multi-use pathway. I think i prefer this
Travel on both sides + access to businesses on either side
I like the opportunity to walk or bike on either side of the street which will reduce my need to cross a 4 lane road.
Makes the most sense and best bang for the buck!
This is the best option, allowing 2-way bike travel on the north side. This facilitates bike travel between most Barley Belt businesses and facilitates access to the train.
Options to travel on both sides. Nice to have the option to walk with a friend who might have a bike.
Best option
Good balance between cost and flexibility for pedestrians. Given amount of foot traffic in this area I doubt there would be many conflicts between walkers/bikers on this pathway.
Will reduce conflict and allow cyclists to maintain speed.
I like the opportunity to walk or bike on either side of the street which will reduce my need to cross a 4 lane road.
Makes the most sense and best bang for the buck!
This is the best option, allowing 2-way bike travel on the north side. This facilitates bike travel between most Barley Belt businesses and facilitates access to the train.
Options to travel on both sides. Nice to have the option to walk with a friend who might have a bike.
Best option
Good balance between cost and flexibility for pedestrians. Given amount of foot traffic in this area I doubt there would be many conflicts between walkers/bikers on this pathway.
Will reduce conflict and allow cyclists to maintain speed.



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7.6 Option 3 – Two-way multi-use pathway on both sides of the road: What would you improve?

More crosswalks in safe locations
Better place making along the way: benches, shade trees, directional signage, art
Impact on commercial and industrial businesses. Impact on their efficiency and flows and use of their private lands to accommodate their flows as a result. Paying taxes on possibly less productive lands.
Doesn't separate pedestrian/bike traffic but low volumes of both traffic options may make this ok to deal with, need to think about traffic calming at business and road intersections to mitigate driver/bike collisions
Not great for transitioning to Option 4, but still the second-best option overall, after Option 1. All of these options are an improvement, but I'd also like to see a grade-separated crossing of Blackfoot somewhere along here.
what do you mean impacts to private property?
Nothing
Provides options for Bike Accessibility
Fix both sides of road and protect cyclists riding in both directions.
Don't need both sides
Intersections would have to be designed properly to accommodate bikes, i.e. safe and efficient cross-rides, otherwise pathways will just be sidewalks cyclists are invited to use, not a bike facilities.
Please make sure intersections are treated properly when crossing (dashed crosswalks).
Still think there is value in separating bikes/peds.
Not busy enough to require both sides. Do the southside and if volumes increase go back later and do it. They needs to watch their spending.
Not much
Safety by Separation of cyclists and pedestrians should be more important than drivers' convenience by saving parking spaces and travel lanes.
Intersection treatments need multi-use crossings in all directions. With the loss of poles or other visual cues speeding along the stretch will likely increase.
MUP are less than ideal - mixing walkers and bikers should not be the plan for new infrastructure.
Conflict with pedestrians
I would improve the project by not building it.
Leave it to one side.
I would prefer to see a yellow divider line on the path for easier two-way traffic
- paint lines to separate directional rights of way
Bike and pedestrian lanes need to be separated, especially with the hills on each end (fast speeds). It's always a trade-off biking down 42 between losing all your speed due to a pedestrian with headphones or risking your life on the road.
Needs a smoother road surface
Like this design, would add clear signage for slower traffic (bicycles, pedestrians, etc.) to keep right.
Mark all pedestrian crossings clearly in white paint on the road so that drivers and pedestrians are clear on where people are supposed to be crossing.
Although this looks like the most convenient option, separation between bikes and walkers would still be safer and allow bikes to travel through more quickly and efficiently.
Who will clear the snow in the winter?
This one looks great to me.
The walkway to the 39th ave station needs to be brightened up, cleaned up and maybe landscaped.

A corresponding traffic light plan, allowing easier crossing, this area is a difficult one in this regard.
think the price tag maybe a bit high. Don't see the traffic that requires 2 stand alone lanes for cycling but again like option 1, if its there I would use them
Intersections will be hard to manage in the industrial traffic. I worry about safety here.
Possibility of bicycle / pedestrian conflicts.
1. Ensure this is combined with Option 4.
2. Add cross walk signals at intersection of 7St SE and 42nd Ave.
I do not see in your plan but pedestrian crossings at blackfoot and 42nd need to be on both north and south side. It is awful walking from our business on north side to businesses west of blackfoot on north side.
The pedestrian crossing at Blackfoot and 42 Avenue
similar to option 2 but multi-user pathways cause for issue (especially when pictured user is distractedly walking with cellphone :))
More distinction between cycle and pedestrian pathways. This changes the mix from cars/bikes, pedestrians, to cars, bikes/pedestrians - helpful but still a mismatch.
Path is bit narrow.
Keeping 4 "travel" lanes for cars is not necessarily a benefit. This option adds 4 travel lanes for non motor vehicle traffic. Limiting motor traffic is good. Remove lanes. Bike and pedestrian infra should be separated.
Raised crossings for the MUPs at intersections.
Can this option be added later when demand grows.
I don't like that pedestrians and bicycles have to interact - I prefer options 1 and 4.
Shared space for bike and foot traffic
seems like too much when pedestrian/bike use isnt guaranteed (again, who will walk two km from park hill to nothing?)...i drive here all of the time and see minimal bikes...wait for demand rather than trying to preempt it
If pedestrians and bikes are going to be sharing. It's important that the pathway is wide enough so you can pass pedestrians at ~20km without alarming them. I would rather have no grass, strip and widen the pathway all the way to the curb
Put a line down the middle of the multi-use pathway
Can't think of anything.
I think it's the best option.
i would find a way not have to remove the power poles, to save costs and effect to businesses
May be overkill to have full pathway on both sides, and makes it harder to design intersections appropriately. PLEASE don't ruin this project by having pathways be crosswalks at 45 deg angles across car right turn lanes.
Slow traffic down. Noise pollution and stress from large vehicles going fast will Make this unpleasant to the point of avoidance
include potted plants along the way. its industrial area..and could use some sprucing up.
Having a MUP on both sides is not necessary. Though it would be nice, it is an unnecessary extra cost. The additional money could better be spent on option 4 or on another project.
No matter which option you choose, the crosswalk between Stanley Drive and Stanley Park or 1A St SW badly needs a pedestrian light. Drivers never stop. Visibility is bad. At least extend the playground zone to include these crosswalks.
Costs sound inflated.
Separate the walking and cycling



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I'm not sure if sharing the road between pedestrians and cyclists is a good idea. This is why I think the best improvements is by going with option 1 if The city has budget.
I would love to see separated bike lines available for the whole distance to minimize cyclist/pedestrian conflict. Option 4 seemed like a shorter distance and I'd trade shorter separate lanes for more miles of MUP
Depending on costs, would there be a net benefit to burying the powerlines that will be relocated (safety, consistent service, etc)?
Make sure all conflict areas (driveways, crossings) are well marked so people are attentive to potential dangers.
The bike lane needs to be protected and separate from the traffic in order to encourage riders of all ages and abilities. Pedestrians and Cyclists need to be separated to avoid conflict, increase safety and increase travel efficiencies.
Nothing. This looks super.
In the artist's rendering the person on the cellphone may or may not be distracted by their cell phone. Hopefully the pedestrian doesn't get hit by a cyclist.
Multi use pathways are excellent for leisure but can be less useful for cycling transportation, especially due to the prohibitive speed limits on mups in our city.
Include signage for the rules of a multi use pathway to reduce conflict between cyclists and pedestrians.
the lower cost would benefit adding a ped. bridge over blackft trail.
Re-labelling the sidewalk as "a pathway" doesn't help anyone (and statistically makes the street more dangerous for cyclists and pedestrians).
too expensive
Although there is potential conflict with pedestrians and bikes, I believe that the traffic in the area is low enough that this will not be a huge issue
Try to make a way for bikes to cross 42nd on either side of the tracks if there is a train.
Widen space to separate pedestrians and bikes
N/A
Improved signage to notify users that both cyclist and pedestrians can use the route
Designated walking and cycling seperation
Designated walking and cycling seperation
Nothing to change in regards to this rendering
separate peds and bikes
Mixed use paths are fine for recreation, but I also would like to be able to commute by bike through this area, and that is not a safe option when mixed-use pathways have the delays associated with crossing intersections from a MUP
I don't like the potential for conflict between walking and biking users due to the shared pathway.
Change the rules about having to dismount and walk. Need extensive work to prevent cyclists from being run over at intersections. This option is overkill for the section east of Blackfoot; Option 1 is preferred there.

7.7 Option 4 – Protected bike lanes with separated sidewalks on both sides of the road: What do you like?

I like this idea

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I don't like any part of option. In the way of doing business in this area, which is industrial and commercial. 42nd already too narrow in that stretch. Making it 'effectively' narrower will create problems for trucks and safety issues
This is my favorite of the options. It protects to cyclists the best, because honestly people aren't really walking here (the bus service blows), they are bike commuting to work cause that takes less time than a bus.
Mitigates drivers turning into pedestrians/bikers better than other options, as drivers are more aware of bikers being on the road
I really like this option, it preserves the existing separate sidewalks as much as possible, and makes better use of the existing pavement. The current road is way wider than it needs to be for 2 lanes. Works best with Option 1.
Lower cost, accomplishes the goals of the study and can be done quickly compared to the other work. Can it be started now?
nothing; this is an insult-how do you think that a 100 kg cyclist will fare against a 20 ton truck? if it doesn't feel safe it won't be used!!! that is a principle of design. this facility only works on 30kph roads that are not truck routes
least expensive option
I like nothing about it. Roads are for motor vehicles. It is safer to keep the bikes on pathways wherever possible.
You need the connection and there is excess road space. Shouldn't be an option. All is great.
Nothing.
More human-scaled (narrower) road than other options. Inexpensive. Accommodates all modes according to their needs and does not push bikes into pedestrian realm.
Tight, but could be the low cost option that makes the most sense. Reduced speeds on that road are a bonus, not a hindrance.
The fact that it is a separated and somewhat protected bicycle lane.
By far the best option
Cheaper is good. Good balance with option 2 for that area. Not sure of the traffic volume in that area if it is worth while.
Very simple that provides enough bike protection while brining down (slightly) vehicle speeds. Both directions in separate track is great.
Everything!
Separated on-street bike lanes
Reduced speeds on the road
Physical barrier
Cheapest but still safe.
Separated bike lines always feel more safe and add the benefit of separating potential issues with pedestrians.
Safest for cyclists and least impact to pedestrians. Also cheapest option
On-Street is the best option. Otherwise, people on bikes on pathways won't be seen by mortorists as part of traffic, creating conflicts at intersections and driveways. On-Street facilitates all users to respect each other as traffic.
Offers low cost option with included traffic slowing measures. Seems like a win win to me.
everything
nothing
The low cost is appealing, and doesn't affect travel lanes.



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This is the best option. Protected bike lanes are essential in this area due to the industrial traffic and also the direction of the road, which often makes it difficult to see against the sun in the morning and evening rush hour.
Safer and faster for biking through intersections. Separation of traffic by speed (car/bike//foot) Road complexity is likely to slow vehicles and reduce car-bike and car-pedestrian conflicts plus better perceived safety for new bikers.
NOTHING
Cheap, without compromising quality of cycling and pedestrian and motorist experience (assuming it is easy to cross at the north and south ends of this corridor), other than possibly some backtracking by cyclists to reach local destination
narrows streets and individual lane width, gives good protection to cyclists, form of traffic calming, eliminates cyclist/pedestrian conflict
I really dislike this plan because it's a one-way street plus bike lanes and transit stop, there might be accidents there so No!!!!
Clearly marked bikelane separation on what is an overly-wide stretch of road will help with traffic calming in the area - which is sorely needed.
THis is the best option. It gives both the riders and pedestrians the safest paths. I have had several close calls with bikers speeding or not paying attention to pedestrians on the dual path options. Not a good plan for either of them.
Good balance between four options, and shows to be the most cost effective
Best option. Separates cyclists from cars as well as pedestrians.
This looks safer and will help connect with the Green Line.
Brings separated bike lanes to the SE and out of the core. I think that's needed more.
Cheapest is always good, but increased safety for cyclists is FANTASTIC.
physical barrier!!!! speed reduction!! lower capital cost huge plus
Helps to reduce cost of Option 1, which has the most flexibility for cyclist and pedestrians.
PROTECTED BIKE LANES ARE THE BEST BIKE LANES.
Protected sprayed bike lanes are always the best choice. Lowers costs for the other options!
Lanes like this work well but are a pain in winter (snow clearing). If it works for the City and saves money, seems OK to me.
Agree with lowering overall cost. Also not sure this area will get much bike or pedestrian traffic
Narrow travel lanes for cars and on street bike lanes are good as long as there is a barrier of some sort. Encourage reduced speed and awareness of bicycles. Cars don't see cyclists on pathways.
The cost is appealing in this political climate, but otherwise I don't like this (sorry, not constructive at all!).
Keeps sidewalk for pedestrians, less impacts to permeable space (boulevard), lower cost
Not much to like. Those little sticks don't provide much protection with a 3000 pound car or 20,000 pound truck heading at you when you're in a bike. It's useless.
Separation from traffic and pedestrians. Integration with road surface enables better interaction with turns and better visibility to cars.
The low cost and separation of bikes from both cars and pedestrians
As a point I will always say that separated protected bike lanes should always be the way forward if possible. Allowing bikers to have their own space makes everyone feel safer.
I like the lowering of costs. I also think feel a similar level of security with a on street bike lane with physical barrier compared to fully separated as a cyclist. Separation from pedestrians is also nice
Cost. Reduced speeds.

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Least preferred option.
Option 4 is a no-brain'r. Lower cost and all vehicles/bikes/pedestrians considered. I use the dog parks daily. Cyclists DO NOT SHARE...so lets not build infrastructure assuming that they do.
Like the separation between cars, bikes and pedestrians. Like the narrower car lanes to reduce speed.
There still needs to be some separation passed blackfoot, as long as there is something I am okay with this design.
Reduced speeds, physical barrier for bike lane, lower capital cost.
Separated Bike lanes are required, in my view. I also like that this is the lowest cost option.
This is excellent. on-road protected bike lanes are the best options, and here it would save money while providing traffic calming and not reducing lanes.
Separate from road both ways.
I prefer this one. It reduces car traffic and visibly indicates that there is a cycle track there. Studies have show that this is the safest option.
Nothing, it's a terrible idea.
This would be great for biking to and from
Nothing. With the large commercial vehicle traffic on this road, encouraging bike traffic would be a waste of money, increased nuisance to the other drivers, and dangerous to cyclists.
Completely idiotic. And to have it cost that much, what a load of [removed] for just paint. The city is getting screwed over by this [removed]. Get these idiotic options off the table
Nothing
that it will lower the overall cost of options 1 -3
Don't like this option
Safest for everyone
Better seperation of bikes and cars.
The cost is considerably lower compared to to options 1 to 4. Also, pedestrians and cyclists have their own lane so no potential conflict.
Will reduce vehicular speeds
If it's possible to do this in conjunction with Option 3 thatwould be best! Cycle lanes make riders feel safer, esp if there are industrial vehicles passing
Slowing traffic along here would be great. Separation needs to be robust - lots of big trucks in this area.
Saves money and provides traffic calming
I love the separation. The bike lane needs to be protected and separate from the traffic in order to encourage riders of all ages and abilities. Cyclist and pedestrians are also separate - avoiding conflict.
Protected bike lanes are good, seperation encourages all age an ability usage.
It's the only actual cycletrack. Yay!
Protected bike lanes here would be the best option as they would calm traffic and seperate bikes from pedestrians
Cost
It is the only option that makes sense. There is a lot of very dangerous traffic on 42 Avenue, speeding commercial vehicles in particular. Cyclists and pedestrians need to be protected.
continued connection to 11th St, lower costs, separated bike lanes
separated bike lanes on both sides
separated bike lanes on both sides
cycle track is great.



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Reduced speed will decrease the conflict involving impatient drivers. The physical barrier will improve cycle usage and also make pedestrians comfortable. It is an inexpensive option.
I like that the number of travel lanes does not change, that the on-street bike lane is separated by a physical barrier, and the lower capital cost.
Cost
Although I ride this section as-is on a daily basis and find it not a bad route, I can see that less seasoned riders find this an improvement. Separation may lead to lower vehicle speeds. Also less chance of unsafe turning and cutting off.

7.8 Option 4 – Protected bike lanes with separated sidewalks on both sides of the road: What would you improve?

As mentioned previously the same place making suggestions I made apply. Otherwise I love this idea. I
Make 42nd traffic 4 lanes. Solve existing problem first. Interaction with big trucks need to be better resolved, but not at the expense of businesses - their needs to get commercial traffic in and out of their businesses.
maybe more cement blocks. And dedicated pullouts for busses. The bus parked at a stop pushes the cyclist into traffic which kinda defeats the purpose of this whole project...no?
Might as well do option 1 instead of this option, considering the price... Option 1 strikes a better balance in my opinion and covers a greater geographical area
Would like to see a grade-separated crossing of Blackfoot in this area.
Nothing.
the whole concept - this is not safe and will not be perceived as safe by hesitant users (the majority) the south side is ripe for a MUP
instead of cycle lane i would spend the money to increase parking facility in the area or widening the road, Kind of businesses on 42 ave does not attract customers using cycle or transit so it will only cause nuisance on the road
I would abandon this. By the way, the number of travel lanes will be reduced. There is room for more than 2 travel lanes now; the paint lines for the lanes are just not there.
The rendering. It makes it look like a skinny single lane which it is not.
This is idiotic. Large trucks need turning radius. This is an industrial road. Keep bikes away from the trucks or the city will cause fatalities. No one wants this here but the 10 people in the area with bikes.
As with Centre City Cycle Track network, facility looks makeshift and doesn't add much to the aesthetics of the street. Bus stop conflicts and associated debris (snow & ice) will have to be considered (i.e. Northland Drive).
Would be good to have more of a better physical separation, but this strikes a good balance.
Cement barrier not flimsy posts. Would make it safer, wouldn't look so cheap, and required less post maintenance as posts are easily broken.
Extend this design all the way along 42nd Ave. Provide a true corridor for cyclists and pedestrians. Add transit bays to keep stopping buses from impeding car traffic.
Perhaps a bit of movable curb or solid paint in bike lane although probably not necessary for the increase in cost involved
Use curbs rather than just flexiposts to separate the bike lanes. Add a sidewalk to the other side of the street. Ensure sufficient safe crossings for users to access the appropriate infrastructure.

Better handling of transit stops - the rendering shows something that is unideal and extremely stressful for cyclists.
Conflict with buses and turning cars
Jersey barrier/concrete curb rather than plastic markers.
Make it the same for the entirety of 42 ave bike project
Build it sooner
Use of cement barrier to separate bike lanes, not just the pylons.
I don't like the bus stops in the middle of the bike lane
- there is too much traffic on 42 ave to make this safe
- by far the worst option
Apply this all the way to McLeod.
NOT THIS OPTION, REDUCING vehicles TO ONE LANE EACH WAY IS A BAD IDEA
implement this in the rest of 42nd ave
As long as these are cleaned in the winter and don't become snow collectors, this looks great.
No need to improve, looks like a good workable plan. Please do not have bike traffic lights, some bikers just about get hit when drivers aren't paying attention and some bikers run the lights if they have to wait. Very dangerous.
Will this eliminate access to the Shell station at Blackfoot & 42nd?
Car turns from 7th to 42nd (eastbound and westbound) are often problems at peak times. Reducing lanes to 1 in each direction will cause severe traffic problems.
You'll need "Watch for Redneck" signs on this stretch to help cyclists avoid all of the impaired drivers in this neighbourhood.
n/a
Nothing. How much would it reduce overall cost of Option 1 would be nice to know.
Increasing how far this extends along the road so that it is everywhere.
How will this stretch integrate with the rest? Not quite clear to me.
The lane dividers are pretty high maintenance
Artist rendering shows bus blocking bike lane. Would be nice if there was room for both. Perhaps move curb near bus stops.
Don't like bikes having to ride through bus zones - huge potential for conflict. Flexi-posts are not sufficient separation here given the speed of travel through this corridor.
Ensure placement of flexible posts to prevent vehicles parking/loading in bike lanes
Instead of little sticks a sturdy curb or 4 foot high cement barrier is needed to separate cars and trucks from the cycle lane.
Would rather see more permanent structures a la the 7th street bike lane rather than flexiposts. Flexiposts are proving to be a disaster on the 8 ave bike lane, where most are damaged or destroyed.
Nothing
i drive here all of the time, i would oppose any "improvements" that slowed or affected the ability to drive...sidewalks seem reasonable, bike lanes absurd....nobody lives here, what are you possibly connecting?!?! its an industrial park!!
This does not address the issues of safely riding / walking between 1st SE and Blackfoot.
If cost becomes an issue as a cyclist I would be happy with an option like this across the whole area.
Separation by pylons isn't ideal. Concrete curbs is better.
Bus stops in the on-street bike lane make this more dangerous for bikers.
Nothing. Great design.



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Permanent barriers between cars and bikes, not those plastic poles.
Nothing as long as there is a separated bike lane in some capacity here.
I see this as a false economy. Sure its cheap, but I see potential conflicts between motorists and bike riders.
I think it's a good option if funds are available for Option 4 at a minimum.
Please put in permanent concrete curbs as the bike lane separators, and not high-maintenance flexi-posts that don't handle winter / plowing well.
Go with option 2. Keep bikes off the roads.
Slow traffic down. Noise pollution and stress from large vehicles going fast will Make this unpleasant to the point of avoidance
Remove the bike lanes and increase the sidewalk/path to facilitate pedestrians and cyclists.
I would not change anything. The road systems are designed to move cars. I drive this road every day and there are not enough bicycles to justifies losing car lanes. There already is a good sidewalk on the north side of 42nd.
Scrap this entire plan
Stop putting in bike lanes!
Choose one of the other options, preferably 1. When I drive along 42nd ave, which is frequently, it is for work or running errands. Cutting down traffic flow to a single lane in either direction will create a lot of traffic congestion.
2 lanes for biking. 1 for traffic Easier to overtake other bikers
Combine 1 and 4
It is only improving a couple of blocks in one area and there will be maintenance costs which could drive up the budget to maintain this option every year.
Make a solid barrier instead
The picture shows a bus stopped in the cycle lane - is it possible to have travel continue uninterrupted to the right of the bus stop? (Bus stop island)
I would be worried about winter maintenance of this section
Extent this for a much further distance and reduce lanes down to 2 all along this area. This is to small of a section.
I worry about connection for cyclists to either side of the road.
very bad plan to much heavy truck traffic here, not safe
Better separation than flex-posts. Extend it the entire distance.
does not integrate well with option 2 (2-way MUP on one side)
Snow clearing is a big issue, and I think this should be avoided
With the heavy truck traffic in the area, will the narrower lanes cause issues?
With the heavy truck traffic in the area, will the narrower lanes cause issues?
adding curb next to bike lane would be good
I would not want the bus to be coming to the curb while I'm occupying the space. Also, it is likely that the same people that currently park in the driving lane will continue to park at the bus stop, and thus block the bike lane.
I don't really like the bike lane on the street even if separated by a physical barrier and narrower lanes possibly resulting in reduced speeds could cause major traffic issues during rush hours.
Need to consider snow clearing and congestion and possible aggression towards bikes if the car lines are too narrow at intersections. Maybe the option that is used at 11 ST SE (middle turning lane) is best?

7.9 Barriers

Comment	Location
Sidewalks needed here (and all up 11 St SE to 58 Ave SE and beyond too)	11 St south of 42 Ave SE
Continue bike lanes to connect with 42 Ave. Add pathway/sidewalk on both side	12 St between 42 Ave and 46 Ave SE
need crosswalk	39 Ave and Burnsland Road SE
need crosswalk	39 Ave and Burnsland Road SE
Building causes a blind spot on the CTrain crossing. After northbound trains depart, people run past the lowered crossing guards, thinking they are about to raise anyway and it's safe. But a southbound train may be just around the corner	39 Ave and Burnsland Road SE
Missing / Narrow sideways especially near rail crossing. Typically snowdrifts in winter.	39 Ave and Manchester Road SE
Should add a clearly marked crossing on 39 Ave here. Sidewalks end on north side. Also, extremely high concentration of dangerous drivers due to impound lot.	39 Ave and Manchester Road SE
road narrow here especially with people parking here to access 39th Ave LRT stop. Can the road be widened here?	39 Ave between 1 St and 42 Ave SE
This steep road is dangerous during winter. During previous years' severe snowstorms, trucks and buses would slide down the slope, risking entering the CTrain crossing at the bottom of the slope. Or they couldn't climb the slope.	39 Ave between Macleod Trail and Burnsland Rd
missing sidewalk on the north side of 39 ave from here to macleod	39 Avenue from Macleod Trail to 42 Ave SE
Add secure bicycle parking (perhaps a cage with card access and video surveillance?) at 39 Avenue station to encourage cycling as first/last mile connection from transit to dispersed employment throughout industrial area.	39 Avenue CTrain Station
Add paved pathway up to Ctrain - currently gravel pathways across rail right of way.	39 Avenue CTrain Station
I need to be better connected to the community.	39 Avenue CTrain Station
This access is much improved by the work done at 39th ave Stn. Thanks!	39 Avenue CTrain Station
wayfinding directing people to mcleod or blackfoot trail	42 Ave SE
I know this area is in industrial area, maybe build more retails, or hotels to attract some business in this area	42 Ave SE
i don't feel this pathway is safe - poor lighting, poor visibility	42 Ave and 1 St SE
Better pedestrian crossing needed here, flashing lights	42 Ave and 1 St SE
Streets narrow....bikes on road cause issues with drivers at this point eastward	42 Ave and 1 St SE
Intersection will require special care to ensure crosswalk and cycle track turning is safe.	42 Ave and 1 St SE
Sharing this road with cars is scary.	42 Ave and 1 St SE



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There is a lot happening at this intersection - cars turning, cars entering and leaving private property and side roads, plus a train crossing at grade. On a bike it is terrifying!	42 Ave and 1 St SE
I drive through here frequently and there are often pedestrians trying to cross at around 1st street. A pedestrian crossing light would be a good addition here	42 Ave and 1 St SE
Improved visibility for cars making left turns off 1st street (acute angle corner) onto Westbound 42nd Ave would help improve safety in this area as well.	42 Ave and 1 St SE
It is not intuitive to have to walk through the Holiday Inn parking lot to get to 42 ave and 1street to cross. Also, with a child it isn't that safe with cars turning in to park. Wayfinding would help a lot. Maybe even a path or sidewalk	42 Ave and 1 St SE
This intersection is terrifying. Cars fly through here across McLeod and they can't see people on the edges. Please add streetlights, not a flashing pedestrian crossing, but a full stop light.	42 Ave and 1 St SE
Good luck trying to get a motorist to notice you want to cross 42nd at this crosswalk. Needs a flasher.	42 Ave and 1 St SE
Turning left onto 42ave is an issue, crossing 4 lanes of fast traffic and navigating the train tracks on bike is a bit of effort.	42 Ave and 1 St SE
Cars turning into and out of 2 separate roads so close together is dangerous. They should be combined together into a single entrance if possible	42 Ave and 1 St SE
Sidewalk ends on this side of the road. pedestrians are required to walk through parking lots and along goat trails. There are no crosswalks. The other side of the road has only a narrow sidewalk where you can't walk side by side.	42 Ave and 11 St SE
It would be nice to formalize a right turn lane here so cars aren't deciding at random to switch over to hug the curb and not paying attention to cyclists that are already there.	42 Ave and 12 St SE
Left turn here is awkward for biker as traffic behind needs to go straight into fasteners or left. Cars come ripping out of fasteners without considering turning left bikes	42 Ave and 12 St SE
This intersection will require work to provide a safe connection between the new E/W 42 Ave route, and existing painted lanes on 12 St SE. Also, a connection to the Bow pathway is badly needed.	42 Ave and 12 St SE
The crosswalks into Stanley Park/ connecting to the pathways on 1A are dangerous at all times of day and year. As noted by someone else, it needs to be safe and accessible for all ages and abilities!	42 Ave and 1a St SW
A lot of ways to get into businesses make it hard to shoulder check every access point when biking, almost got hit here by a car when biking when someone cut through the parking lot to avoid the train	42 Ave and 39 Ave SE
I see too many cyclists hopping up on to the sidewalk so that they don't have to slow down for a red light	42 Ave and 39 Ave SE
Crossing should exist on both sides of 39 Ave	42 Ave and 39 Ave SE

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People unfamiliar with the area have difficulty finding the CTrain station from here. Should add signage indicating direction to the station.	42 Ave and 39 Ave SE
I have seen more cars run this red light than any other red light in the city - especially between, 6 and 7:30am. A red-light camera here would bring in a small fortune. Or plant a traffic cop here now and then.	42 Ave and 39 Ave SE
If you're only going to have one north-south crosswalk, why not have it on the side that doesn't conflict with vehicle left turns?	42 Ave and 39 Ave SE
Going north, I cross here a lot, and I either ride on 42nd with traffic and make a left (terrifying) or bike through the crosswalk which is slow, I hope that the improvements allow for ways to cross 42, not just on 42 itself.	42 Ave and 39 Ave SE
Almost died here, truck turning right didn't look.	42 Ave and 6 St SE
this no crossing - use the other sidewalk is like saying you are less important than any other person that can afford a vehicle or are not trying to be active or are not trying to use transit	42 Ave and 6 St SE
no pathway to walk	42 Ave and 6 St SE
Add a cross-walk here, and eliminate left-turns to 42 Ave east-bound from South exit. If you eliminate the left turn, add a turn around point at Cleveland Cr/Manhattan Rd	42 Ave and 6 St SE
No sidewalk on south side of crosswalk. Road snow plowing blocks access to curb.	42 Ave and 7 St SE
Cars passing left-turning cars not always realizing there's a crosswalk here. Add sidewalk on north side, west of 7 St to Blackfoot.	42 Ave and 7 St SE
Crosswalk is poorly painted and signed. Most drivers do not seem to be aware this crosswalk exists. RRFBS would be ideal for this location.	42 Ave and 7 St SE
The generous intersection design means that cars and trucks go quite fast around the corners when turning right on or off 42 Avenue.	42 Ave and 7 St SE
Crosswalk is poorly marked and it is dangerous to cross street.	42 Ave and 7 St SE
Lane shift creates sightline issue for left-turning cars - perhaps stripe as a left turn lane and a thru-lane. Cars turning left may speed through the turn trying to beat oncoming vehicles and not realize peds are crossing on the west side.	42 Ave and 7 St SE
Lane shift creates sightline issue for left-turning cars - perhaps stripe as a left turn lane and a thru-lane. Cars turning left may speed through the turn trying to beat oncoming vehicles and not realize peds are crossing on the north side	42 Ave and 7 St SE
This area needs an overhead crosswalk light as well as sidewalks. very dangerous for pedestrians.	42 Ave and 7 St SE
Very busy intersection if you are trying to turn left on a bike	42 Ave and 7 St SE



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Extremely dangerous to cross 42 Ave due to poorly marked crosswalk. Lack of sidewalk on south side. Snow buildup from plowing during winter can be >60cm deep on curbs.	42 Ave and 7 St SE
Dangerous to cross 7 St due to lack of crosswalk. Pedestrian field of view impaired by trucks and buses that frequently park near the intersection, worsening the situation. Deep snow buildup from plowing during winter is also an issue here	42 Ave and 7 St SE
Dangerous intersection due to cars turning left onto 7 St and frequent speeding	42 Ave and 7 St SE
I do know this area is industrial area but it would be nice to have a pedestrian overpass to go to and from the 7 eleven to make it safer for people who is crossing the street	42 Ave and 7 St SE
I have seen many near-miss incidents at this intersection. EB lanes of traffic drop from 2-1 at this intersection with both of the EB lanes flowing through (e.g. no forced left-turn lane). Cars often overlook peds in xwalk while "merging"	42 Ave and 7 St SE
The concrete barriers here make this already crowded corner even more uncomfortable.	42 Ave and 9 St SE
You can't cross here! Add a crossing, you have to cross the light 3 times to get across Blackfoot here.	42 Ave and Blackfoot Trail SE
How come there is no ped crossing here? There is an opportunity for crossing when the westbound light is green	42 Ave and Blackfoot Trail SE
Need pedestrian crossing on northside of 42nd ave across blackfoot.	42 Ave and Blackfoot Trail SE
The north crossing of Blackfoot must be opened. An appropriate crossing time already exists during the turning light. Many pedestrians already cross at this time, regardless of whether the crossing is officially marked	42 Ave and Blackfoot Trail SE
Please add pedestrian crossing. It takes forever to go all the way around and back (to get to the train), so nobody does it.	42 Ave and Blackfoot Trail SE
Considering the amount of walkers who cross here even though it's not allowed, the city might as well make this a proper crosswalk with signals. Folks are crossing here anyways.	42 Ave and Blackfoot Trail SE
Why is the crosswalk on the North side of the Blackfoot intersection closed?	42 Ave and Blackfoot Trail SE
Would be nice to see a "cyclist holding area" at the top of the hill, away from free-flow lane (EB 42 to SB Bfoot) that does not obstruct traffic in EB 42 lanes	42 Ave and Blackfoot Trail SE
It is awful when trying to walk/bike north side of intersection at blackfoot and 42nd.	42 Ave and Blackfoot Trail SE
This intersection never gets used as intended and results in unsafe crossing.	42 Ave and Blackfoot Trail SE
If the City is unwilling to majorly rework this intersection (remove right-turn lanes / add separate signal phases), add protected waiting areas, open north crosswalk, this project will fail.	42 Ave and Blackfoot Trail SE

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placement of a ped/bike over pass would be very beneficial for this very congested heavy use intersection also a safety concerns are present here.	42 Ave and Blackfoot Trail SE
Cyclists going straight west run in to conflict with drivers turning North. If the slip lane were eliminated, it would help.	42 Ave and Blackfoot Trail SE
Need educational signage that turning traffic (southbound on Blackfoot) has to yield to cyclists that head east. Dangerous behavior by impatient motorists!	42 Ave and Blackfoot Trail SE
owneres are supposed to clean the sidewalk. the transmsion line owner never clears the snow in winter; I've had to climb over their mess in the last two winters	42 Ave and Brandon St SE
There is a large area of open land just west of 451 - 42 Ave SW. If this area was grassed w Picnic Tables, etc, it would be a great meeting / resting / gathering place.	42 Ave and Brandon St SE
Consider reviewing signal timing to allow for more opportunities for people to cross MacLeod Trail S on foot or on bike. SB left turn could potentially be eliminated (route via 39 Avenue SE, with signage) instead in order to simplify.	42 Ave and Macleod Trail
Restripe EB approach to clearly differentiate between EB left (left lane) and EB through and right (right lane).	42 Ave and Macleod Trail
It is always awkward crossing a lane of traffic so that you can go through the lights at MacLeod. Lots of cars are trying to turn N onto MacLeod Tr.	42 Ave and Macleod Trail
This is a tough spot for people who bike - going from the right-hand lane to the centre lane so we can connect to Stanley Park/Elbow River Path.	42 Ave and Macleod Trail
If there's somewhere car drivers will get impatient with you while you're biking on the road and honk or even give you a punish pass - this is the spot. High-conflict area.	42 Ave and Macleod Trail
The signage at this intersection is a hazard. There is always someone that tries to turn from the middle lane... or doesn't realize they are in the wrong lane until it is too late. It is a short light, so optimizing the time there is import	42 Ave and Macleod Trail
This is a very short light and can be a challenge when walking across	42 Ave and Macleod Trail
Biking from the path at Stanley Park to the Barley Belt is one of the best things to do in Calgary (for families and dogs too!) and the most dangerous part is this part. Please consider cycle track infrastructure.	42 Ave and Macleod Trail
Great infrastructure that provides a safe place for cyclists increases usage and removes cars from the road. Win-win!	42 Ave and Macleod Trail
traveling west on 42nd and crossing macleod for a bit you are pedalling updhil with cars passing you on both right and left depending on if they are going straight or turning right	42 Ave and Macleod Trail



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Visibility south on Macleod is limited at this intersection especially in the mornings. Designated turn right lanes heading North would allow better visibility	42 Ave and Macleod Trail
This is terrifying as people turning North try to keep all their momentum so that people on bikes cannot change lanes to proceed East.	42 Ave and Macleod Trail
Would need to think about how to integrate this sidewalk into the plan, as it eventually ends to the south and is very tight when on the road on a bike (is there a way to allow bike traffic to more easily merge onto Manhattan?)	42 Ave and Manhattan Road
PLEASE remove the right turn lane, or provide a straight / raised connector for the pathway. A diagonal painted crosswalk is not appropriate when cars speed through right turns and don't look for bikes or people walking.	42 Ave and Manhattan Road
Speed at this turn lane is terrifying when trying to cross eastbound by bike or foot.	42 Ave and Manhattan Road
High-speed traffic, often cutting off cyclists heading east when they turn at Manhattan Rd.	42 Ave and Manhattan Road
Whatever improvements along 42 Ave are made (i.e. added pathways/bike lanes) carry them through the Macleod intersection to at least Stanley Park.	42 Ave and Stanley Road
This is a real pinch-point with not much space for bikers on the road (and the sidewalks have annoying square curbs for hesitant bikers), Need to consider this area as well so that it links up with the Stanley Park bike path;a major concern	42 Ave and Stanley Road
Connection to Stanley Park and Elbow River pathway system at 42 Avenue SW and 1A Street/Stanley Drive SW intersection needs significant attention. This should be comfortable for all ages and abilities, year-round.	42 Ave and Stanley Road
Extend playground zone to cover all entrances to Stanley Park. EB acceleration out of playground zone and anticipation of tight signal timing at MacLeod Trail and poor sightlines on curve create a dangerous situation at 1A St crosswalk.	42 Ave and Stanley Road
Provide a safe and dedicated crossing (eg not as part of a busy intersection with lots of vehicle turning movements) from the north side of 42 Avenue (Stanley Park, 39 Avenue LRT) to the south side (future pathway).	42 Ave and Stanley Road
What happened to the promise to convert the CPR/LRT service road into a multi-use pathway? Please design with this as a future possibility.	42 Ave and Train Tracks
Railway crossing lights in middle of sidewalk	42 Ave and Train Tracks
These tracks are jarring to bike over - much rougher than other crossings in the city.	42 Ave and Train Tracks
As noted by other users, I cross regularly coming from the north, and this is the "safest" by cutting through the ctrain parking lot, but it can be really hard and scary to cross 42	42 Ave and Train Tracks



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First class pedestrian and bike crossing of 42 Ave, with lights and protection, is needed for this bikeway project to succeed and connect to 39 Ave Red Line station and commerce south of 42 Ave.	42 Ave and Train Tracks
rail crossing a barrier for cars, cyclists and pedestrians. Any opportunity for a rail underpass similar to the Irt one beside it.	42 Ave and Train Tracks
Cars are reluctant to give you space when passing if you are biking in the driving lane, even when you're on the curb line itself.	42 Ave between 1 St and 39 Ave SE
This is a very dangerous spot for cyclists as vehicles tend to pass very close (much less than 1m). This is true for both east and west bound cyclists	42 Ave between 1 St and 39 Ave SE
It is unsafe riding a bike on the road here due to many large trucks and vans speeding and there's often loose gravel and dirt on the road. The sidewalk is frequently blocked by pedestrians wearing headphones and not cleared in the winter.	42 Ave between 1 St and 39 Ave SE
remove parking from this block of 42nd. There is not enough room for east bound drivers to safely pass a bike and the illegally and legally parked trucks on this blind curve. Drivers are often going 60 by the time they reach this block.	42 Ave between 1a St and Stanley Rd SW
The sidewalk along 42 Ave from 39 Ave to Blackfoot is poorly cleared of snow during winter.	42 Ave between 39 Ave and Blackfoot Trail SE
Missing bike lane. Cars often back up during rush hour, making it dangerous/impossible for cyclists to overtake them, forcing you on the sidewalk.	42 Ave between 39 Ave and Brandon St SE
I was hit by a car while riding my bike on 42nd street in this location. it is not currently safe to bike on 42nd street.	42 Ave between 39 Ave and Brandon St SE
There is a ton of open asphalt for Westbound traffic which for some reason has never been painted, so it's a free-for-all on where cars decide to drive.	42 Ave between 7 St and 8 St SE
Rough patch job on the asphalt here. It's tough on everyone who uses the road.	42 Ave between 7 St and 8 St SE
There is always confusion with vehicles entering and exiting in the proper lanes	42 Ave between 7 St and 8 St SE
Very strange parking lot access means cars take weird angles out and sometimes overlook cyclists/pedestrians.	42 Ave between 7 St and 8 St SE
Construction of a high-pressure pipeline two years ago had left the west-bound lane in very poor shape. Sharp edges, continued settlement, sinkholes. Contractor should be held accountable. Bumpy and unsafe where it was smooth before.	42 Ave between 9 St and 11 St SE
giant potholes everywhere.	42 Ave between Blackfoot Trail and 7 St SE
This area has lots of potholes and a sunken manhole which is pretty tough on a bike when traffic is squeezing you to the curb.	42 Ave between Blackfoot Trail and 7 St SE
there is no sidewalk on this side	42 Ave between Blackfoot Trail and 7 St SE
People turn left headed west into the shell, around barrier. Scary for cyclists heading east	42 Ave between Blackfoot Trail and 7 St SE



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no sidewalk on N side of 42nd Ave	42 Ave between Blackfoot Trail and 7 St SE
Extreme EB cycle hazard - cars in/out of shell parking lot	42 Ave between Blackfoot Trail and 7 St SE
Many cars out of Shell parking lot treat this as a U-turn lane. e.g. turn east out of shell to get to westbound 42nd ave. Should either extend this divider to prevent this, or remove the divider and allow it outright.	42 Ave between Blackfoot Trail and 7 St SE
On the north side, the 3 options offer either a combined walking/biking route, or nothing at all. Could an intermediate option of just a barebones concrete sidewalk be considered? Or at least maintenance of existing (incomplete) paths?	42 Ave between Cleveland Crescent and 6 St SE
Missing sidewalk, very difficult to walk through the snow in the winter	42 Ave between Cleveland Crescent and 6 St SE
I rent at this building on 42 Ave. There is an underground spring at this spot which will be a problem.	42 Ave between Cleveland Crescent and 6 St SE
Adding a basic sidewalk here would help the pedestrians. Also crosswalks at 6 st.	42 Ave between Cleveland Crescent and 6 St SE
Wide curb lane makes this a acceptable uphill bike route. Not in the winter though as there is no curb-to-curb clearing and there is often more that a meter not cleared and cyclist are forced into the path of drivers. Need better SNIC.	42 Ave between Manhattan Rd and Blackfoot Trail SE
South sidewalk frequently has tons of gravel/sometimes glass from an accident on it from the winter that is infrequently cleaned, would need to do a better maintenance job	42 Ave McDonalds site
Car lanes are poorly painted here	46 Ave and 11 St SE
Sidewalk here would be super.	9 St north of 42 Ave SE
There is lots of pedestrian traffic on this road (walking to CBE office, LEgend 7, Analog roasterie) and zero sidewalks. Particularly hazardous in winter when pedestrians need to walk in the road to get anywhere.	9 St north of 42 Ave SE
Extremely difficult to navigate intersection.	Blackfoot Trail and 34 Ave SE
I do wish the city would make this lane wider because especially during a rush hour, won't have alot of congestion	Blackfoot Trail between 42 Ave and Manhattan Road SE
A proper sidewalk should be extended along Blackfoot from 42 Ave to 46 Ave.	Blackfoot Trail between 42 Ave and Manhattan Road SE
why is there no sidewalk here?	Blackfoot Trail between 42 Ave and Manhattan Road SE
there should be sidewalk here	Blackfoot Trail between 42 Ave and Manhattan Road SE
add pedestrian sidewalk Blackfoot and Manhattan Rd	Blackfoot Trail between 42 Ave and Manhattan Road SE
there currently are no connections for pedestrian or bike along boulevard to 42 ave	Blackfoot Trail between Highfield Road and 42 Ave SE
Get rid of this CP rail tracks here	Blackfoot Trail south of 46 Ave SE

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any opportunity to get rid of these rail tracks? Does CN or CP even use this branch rail line anymore? I have seen a train at here specifically for some time.	Blackfoot Trail south of 46 Ave SE
A better pedestrian and cyclist connection to the Bow River Pathway would benefit everyone commuting from communities east of the focus area	Bow River Pathway
Need connectivity to Bow River pathway. Major issue in connectivity from E-W	Bow River Pathway
These guys never shovel their sidewalk, claiming it is not a sidewalk.	Calgary Public Library building
It's very tight in here, would like to see better way of traffic which means no vehicles on the street, feel like this area might have a an accident	Highfield Ave between Blackfoot Trail and 42 Ave SE
Under construction now. Please do not divide into four separate lanes. Leave it as it is further west (essentially one very wide lane in each direction which leave ample room for bikes and cars/trucks to share the road)	Highfield Blvd
Probably out of scope, but please provide a connection to the Bow River pathway along the Bonnybrook wastewater treatment plant, via Manhattan Road/46 Avenue/Highfield Crescent SE.	Highfield Crescent and 13 St SE
Because 39 Ave is relatively small compared to Macleod (a major road), people unfamiliar with the area have trouble recognizing that you need to turn at this intersection to access the CTrain station. Should install prominent signage.	Macleod Tr and 39 Ave
This would be a great place to pilot sensor light timing. Macleod Trail is often empty for minutes while people walking wait patiently (or often don't) for the light to change.	Macleod Tr and 39 Ave
MUP on spiller road?	Macleod Tr and Spiller Rd
Can we please just take a lane on Spiller Rd and build a cycle track to connect to 42 Ave? It is a flat, straight VERY low traffic route that bypasses the hill and connects to Elbow pathway.	Macleod Tr and Spiller Rd
Add a proper sidewalk along Manhattan road from Blackfoot to 42 Ave.	Manhattan Rd between 42 Ave and Blackfoot Trail SE
Consider a 4-3 lane conversion on Manhattan Road SE / 46 Avenue SE as a no-climb alternative to 42 Avenue SE for folks who need to connect to other destinations (11 Street SE, Bow River Pathway by Bonnybrook) not on the hill.	Manhattan Rd SE
Manhattan Road can be a LOT more friendly both as the route to businesses and for those avoiding the climb up to Blackfoot. Calming or a bike lane would be ideal - the road is very wide	Manhattan Rd SE
Manhattan Rd & 46 Ave is a better shortcut to get to 12 St southbound instead of climbing the hill up 42 Ave to Blackfoot. Should consider putting a bike lane along Manhattan & 46 too.	Manhattan Rd SE
You gotta try their burritos!	Manhattan Rd SE



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7.10 Area improvements

Street furniture, trees, street lights, street art dedicated to beer as Barley Belt is in the area.
Bus service
Ensure the new pathways are lit up, not just the road
Barley Belt branding at 39th avenue train station. More bike racks at 39th avenue train station.
Signage indicating restaurants/destinations in the area. Sidewalks that actually function - this area is not safe for walking. The road is very busy - cars move quickly. There is often parking on the side of the road, which makes visibility difficult for both cars and pedestrians.
Trees and bushes!
It's an industrial area. Why are we trying to impose pedestrians and cyclists on this road? I'm a pro cycle person, but we are about to make it harder on the industrial and commercial companies that make up the bulk of vendors. You'll be mixing semi-trailers and other large commercial trucks with pedestrians and cyclists creating more conflicts.
improved signage
I think of it now as more of a thoroughfare rather than a destination.... Improving mobility in this area to connect up with existing bus/bike/walking infrastructure should be the primary concern in my opinion.
TREES!!!! This is the up and coming barley belt, make it visually appealing and a tad less industrial and dirty feeling.
Anything that will help drivers better share the road with cyclists would be a plus in this area. For some reason 42 Avenue has more aggressive drivers than some other busy streets I travel. Better defined driveways would also be nice, as some areas it feels like a huge swath of asphalt rather than defined exit and entrance points.
it is a very bad idea to introduce cycle lane on 42 ave, the area is surrounded by industrial type business meaning big trucks are coming in and out on regular basis, not a safe place for people on cycles. It will increase in accidents and cause issue for the businesses in regards to deliveries. Cycle lane is not required to assist businesses here
Remove or narrow the channelized right turns .
None as it is an industrial area where people come to work and then leave. They do not stay or enjoy. They come to work and then leave. What is so hard to understand.
There needs to be lights on the corner of 42avenue and 7 Street - very dangerous for cars/bikes to turn from 7th on to Blackfoot going east.
It's an industrial road. Not a destination. Don't waste money.
It actually looks like a pretty vehicle-focused, people-hostile street and area in general. Hopefully the City can create an active modes corridor that is safe and efficient on a reasonable budget. Intersections and crossings will be key.
Yes please to wayfinding signage! Good, safe connections to the service road pathway, and to the Bow River pathway further east.
Build and market cycle infrastructure to promote local breweries. This could be a far-reaching tourist destination.
Wayfinding to help people reach other bike infrastructure, popular destinations, and neighbourhoods would be welcome.
Needs better connectivity to the Bow River Pathway to build a proper connection E-W to the most important piece of commuter infrastructure. The access to the Path right now requires you to take 12 St to 11 st (and don't get started on the 'shared lane' on 11 st after Glenmore), and then over on heritage or deerfoot meadows.

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Sidewalks on both sides of the road the whole length of 42nd Ave. Sometimes the sidewalk just disappears. Better snow removal in winter so you aren't climbing over snow banks at intersections or pedestrian crossings. The whole area needs to be spruced up.
Different businesses - an industrial area will never be a "destination" for people.
Connection to the Elbow pathway to make a Bow-Elbow-42nd Ave loop.
Nothing to add
sheltered bus stops
I don't cycle 42nd much, as it's not friendly; so hard to give details. Would like better access from CTrain to south side of 42nd and better access to the cycle-friendly routes north and south of 42nd (possibly both could be addressed with a single crossing?). Glad you are making Stanley Park & businesses more accessible + improving commuting!
Ensure the MUP/bikeway is well-lit and cleaned/plowed in the winter please.
Is it possible to have bicycle lanes on the road and a narrower sidewalk on both side of 42nd Ave between Macleod Trail and Blackfoot Trail?
This project could have been better managed if Council hadn't intervened so much. This should be prioritized and comparable to all the other bike projects in the city.
Like i have said in previous comments please make better pedestrian crossings for blackfoot and 42nd. And go with option 3.
Fix up the train crossings to make it smoother for bikes and cars
Connect 1st St SE to 39ave more directly.
Raised crossings for vulnerable road users. Connect to Bow River Pathway network. Protect 12th Street bike lane to make useful shopping corridor (42nd Ave & Deerfoot Meadows area). Colour coded wayfinding for businesses, eg. brown for breweries, blue for building supplies, etc. Excellent connection to Elbow River Pathway and across Macleod Trail.
Tree planting in appropriate locations
Since it is largely an industrial area I don't know if a lot of money needs to be spent on making it a livable public realm. The biggest draws I think would be brewery tours by bike (so make sure they are easily accessible), and an easy way to connect between the Bow and Elbow pathways.
i mean, who wouldnt want to go for a nice leisurely bike ride through an industrial park? tax dollars being wasted again on "vision" from city admin....the map chosen for this page is difficult to read, not particularly helpful
1a street crosswalk is lethal. Cars use shell garage to Uturn. 39th street needs crosswalk esp with new pharmacy across street. The rail road tracks on Blackfoot why? Manhattan road has huge space to improve for pedestrians and cyclists and is no climb. Snow disrupts approach to Blackfoot and Macleod lights every year. Burritos are awesome!
Flashing lights for pedestrians leaving the train at 42 and 1st St SE. drivers do not see pedestrians very well or ignore that it is a crosswalk
More accessibility for disabled folks who don't use wheelchairs, more buses that go there, better access to the parks nearby, better access to the food bank, public fruit trees
Partner with Barley Belt to add themed brewery wayfinding, as well as connections to Stanley Park (Elbow paths) and Bow River path are needed. The connection from the new bikeway to 39 Ave station, including a crossing of 42 Ave, plus reworks of the Macleod and Blackfoot intersections are needed, otherwise this project will fail to increase safety
Slow traffic down. Noise pollution and stress from large vehicles going fast will Make this unpleasant to the point of avoidance



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Wayfinding is a great idea - we love that Stanley Park is a hidden gem, but signage would let people know that the pathways are essential to the success of our community. It would be great to have more seating along 42, but the traffic is a barrier to stay for any length of time.
Wayfinding at the train station and along the cycle routes celebrating the Barley Belt. Help tourists and locals identify it as a neighbourhood/district like Distillery in TO. Similar maps to downtown. Rename the station to 39 Avenue/Barley Belt?! Uber/taxi parking zones, pedal pub stops and also more bike racks. More garbage cans and lights.
All I know is the City does not have endless money to accommodate every desire. It is important to provide relatively safe alternatives without increasing traffic congestion.
What about the CP train tracks? I often travel that way and unexpectedly waiting for a freight train can add 20 mins to a commute as there are no places north of Glenmore Tr. to connect to Macleod from Blackfoot without the risk of being delayed by freight trains. Since CTrain already has an underpass at this location, add one for CP please.
Wayfinding signage to connect the 11 ST SE bike lanes, the future Green Line station at Highfield BV, and to Stanley Park and the Elbow River Pathway network are needed.
Barley belt wayfinding would be fun as well as indications of how to access the elbow and bow river pathways.
Wayfinding signs is a great idea - to help find local businesses and other pathways!
More connecting sidewalks and pedestrian cross walk lights to alert traffic when there are pedestrians. There are a couple of spots where there is a cross walk, but drivers think the car is stopped to turn left and go flying past nearly missing people. Also between 9th street and Blackfoot heading West, people think it's two lanes and it's not.
Landscaping improvements could significantly improve the aesthetics of the area which is not very inviting for pedestrians or cyclists
better ped crossing of 42 AVE at 1st ST (cars don't stop)
More restaurants would be nice
add some trees or landscape
42 crossing at Macleod trail feels unsafe (east of Macleod). Missing and poorly maintained sidewalk, difficult to cross over railway tracks, especially if you are pushing a stroller. Long waits to cross Macleod as well - a successful plan would involve consideration of changing the timing of traffic lights to allow for better flow from Stanley park
Knowing 42 Ave SE is really the only reasonable east-west connection between Inglewood and Heritage Drive SE, this corridor need a lot of work. Especially the section between McLeod Trail and Blackfoot is horrid. The typical 4-lane, high-speed, high-volume that make these roads a deterrent for most riders. Please consider connections as well.

8 Verbatim Comments – In-person engagement

8.1 Wednesday July 10, 2019 – Stanley Park Pathway

Option 1 Separate all modes
Option 1 Less conflict-similar to downtown

Option 2 Not enough people save money same goals
Option 2 Where do you cross?
Option 3 Area great for both sides
Option 3 multi-use good cost not enough peds for conflict better for intersection sharing
Option 3 comfortable
Option 3 like best both sides

8.2 Thursday July 11, 2019 – 39 Avenue CTrain Station

Option 1 Still under budget, could use remaining budget for additional thing.
Option 1 Would these be plowed in the winter? Now the sidewalks aren't used.
don't like bicycle tracks as road too small & too expensive
Option 1 Should bicycle pathway be 3 meters instead 2 meters?
Option 1 Seems safest as bikes travel same way cars travelling so follow same traffic pattern
Option 1 Keep peds and bikes separated - and on both sides so you don't have to cross the road.
Option 1 Bikes travel too fast - but only put it on one side to make it feasible.
Option 1 Keep people who walk & people who bike separated. Lots of fast bikes in the area.
Option 2 Challenge is having to cross from N to S sides an issue that could be resolved though.
Option 2 Wayfinding would be a great way to tap into tourism. Even at 39 Ave station.
Option 2 Wants sidewalk on both sides. Like & not too expensive.
Option 2 No bike lanes on road so not option 4. No sidewalk on one side.
Option 2 This option pedestrians have 2 options to walk on the road
Option 2 Feasible shar lane with bikes & walkers as cheaper and still have space.
Option 2 Like cost Only multi pathway on one side, but better I see people jaywalking all time.
Option 2 Improve the turning lane as lots traffic during rush hour. Better lane marking on the road.
Option 2 I don't see a lot bicycles on 42 ave so having sidewalks on both sides & one option for bikes good.
Option 2 Like is the cheapest. Would improve the cost if u can.
Option 2 Like this options if easier cross the road on 42 ave for pedestrians, not easy to cross right now.
Option 2 Like the price of this one Like sidewalk & multiuse pathway on one side
Option 2 One multi-use pathway is suffice - would meet the needs for this area
Option 2 Cheaper and easier to maintain
Option 2 Where will space come from on the south side?
Option 2 Allocate the funding to improving side street connections as well
Option 3 Multi like walkers & bikes on both sides
Option 3 More efficiency as biking & walking on both sides.
Option 3 Cost less walkers & bikers can share the road



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Option 3 Allows bikes & walker together
Option 3 Like
Reevaluates sidewalks
Having bikers & walkers separate more trouble
Option 3 Information for drivers
Education campaign on biking
Option 3 If we have education on how bikers/and walkers share the pathway
Option 3 Improve make multi-use pathway from 3 meters to 4 meters
Option 3 Improve
Have pathways with streetlights for safety
Option 3 Has combination of everything. Good for everyone - biking, walking and cars.
Option 3 Multi-use on both sides - show us the stats for peds and bikes
Option 3 Saving money place for walk so good
Option 4 Need to think about this long term i.e. when Green Line is here it will be the first access point for them.
Option 4 Preferred option, even for traffic calming. It's dangerous currently and could benefit from this.
Option 4 That area doesn't affect us too much.
More seating areas!
Very excited to have better facilities.
More power lines underground.
Concerned about trucks hitting peds and street parking
Put another CTrain station between 39th and Chinook - too far to walk.

8.3 Friday July 12, 2019 – Bus stops near the Calgary Food Bank and Village Brewery

Option 1 Flow of traffic
Safety
keep it separate
Option 1 4 million into something else, put 4 million into something more important
Like separate bicycle pathways
Doesn't like being too close to cars when cycling
Option 1 Safer for peds when bikes R separated
Option 2 As like cost and its industrial area and improves biking/walking. If it is different area I would have different opinion like if it was Eau Clair where it is busier for bikers
Option 2 Best value for money, satisfy all needs of walkers, bikers, drivers.
Option 2 As don't think its too crowded for bikers & walkers and this option still improves biking and walking options.
Option 2 Is good as not cutting any car lanes
Option 2 Great for people little children and senior have sidewalk
Option 2 Make more connections safer in the area
Option 2 Multi-use - take funding and do more with it - rather than spending it all on one design
Option 3 Keep it economical for folks and allocate \$\$ to other missing connections
Option 4 Couple blocks of biking & walking
See sidewalk close to fresh fruit market
Save money
No bike lanes keep what you have



42 Avenue S.E. Complete Streets Project

Stakeholder Report Back: What we Heard

August 2019

Option 4 Having overpass helps continue biking experience so don't have make any stops
Option 4 Like have overpass for bikes, plus may save money
Option 2 Can work if cyclists keep to their lane
Capital money, not come from your taxes