



# 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

## Project overview

The City is proposing to upgrade the existing shared driving and cycling lane on 2 Street S.W., from 10 Avenue to 26 Avenue to provide a connection from the Elbow River Pathway to the 12 Avenue S.W. cycle track. Four to five curb extensions are also proposed along the street to make it safer for people to cross the road. The work is being done to improve the walking and cycling experience in the area, provide better access and connections to key destinations in this area, and connect to the existing cycle track and pathway system.

## Engagement overview

The engagement consisted of two sounding boards placed on 2 Street S.W. at 23 Avenue and 2 Street S.W. at 13 Avenue. These two boards were in place for three weeks from October 29 to November 16, 2019. There were also three pop-up sessions at the sounding boards on November 1, 8 and 14, 2019. Online engagement ran from October 29 until November 16, 2019. Over 1000 submissions to the online engagement were received. Twenty-four submissions were left at the sounding boards.

## What we asked

For this phase of the engagement, we asked for input on two different options for 2 Street S.W. As well, participants were asked if they lived, worked or went to school directly on 2 Street S.W.; if they lived, worked or went to school nearby (within 3-4 blocks); if they used the area often; or if they were just interested in providing feedback. On the sounding board and online, the two concepts were shared with the public. We asked if they supported the new concept and to explain why. Participants were also asked if they supported the original concept and to explain why. Lastly, we asked participants if there was anything else we should take into consideration when revising the design.

## What we heard

During this phase of engagement participants told us that:

- Many of them live, work or go to school either on or near 2 Street S.W.
- Over half of the participants do not support the concept of one-way traffic on 2 Street S.W. for a variety of reasons
- Generally, participants support some form of cycling infrastructure
- They have concerns about changes to 2 Street S.W. impacting existing congestion on 4 Street S.W.

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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### Next steps

Thank you to those of you that provided your input. Your feedback will be considered and reviewed by the project team when selecting the final roadway design. No further public input will be solicited.

The City of Calgary will inform the public of the selected design concept and construction details in Spring 2019. Project construction is scheduled for late summer 2019.



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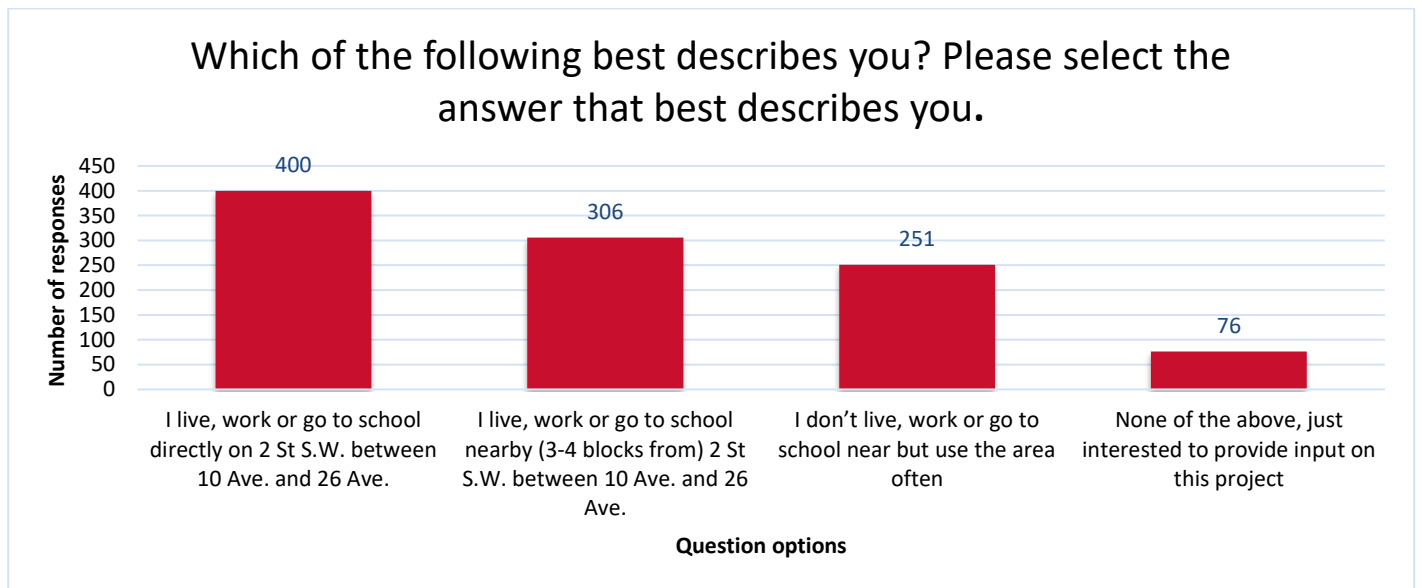
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## Summary of Input

### Summary of Input – 2 Street S.W. Complete Street

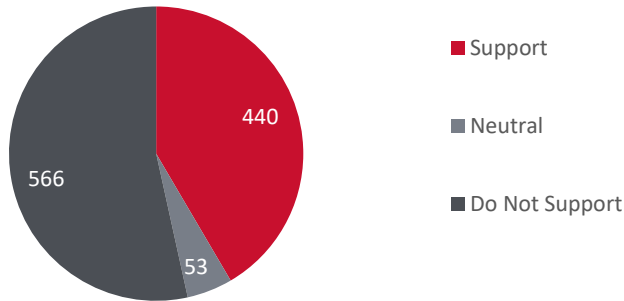
The following section includes key themes from the feedback collected online.

**Question #1: Which of the following best describes you? Please select the answer that best describes you.**



**Question 2: Do you support the new concept which can be found at the top of the page?** (1065 Respondents)

Do you support the new concept which can be found at the top of the page?  
Please explain why.



**Please explain why.** (971 Responses)

The following top themes and subthemes emerged from the data. This information is **not** statistically representative. These graphs are a snapshot of the over 1000 pieces of feedback shared online and in person at the pop-up events. One comment can be represented in numerous themes as well.

Theme	Detail
<b>Bike Infrastructure (650)</b>	
Support Bike Infrastructure (335)	<p>A large number of respondent’s support bike infrastructure with the preference for cycle tracks over shared lane markings (sharrows). It is assumed that those who prefer cycle tracks support bike infrastructure although this was not always mentioned.</p> <p>Some responded that the painted bike lanes and the current infrastructure was sufficient.</p> <p>Other supporters wanted more access and connection to other cycle tracks and locations (e.g. Elbow Drive, 5 Street S.W.) in the city.</p>
Prefer Cycle Tracks (206)	<p>For the respondents that preferred cycle tracks over two-way painted bike lanes, they cited safety reasons and convenience. Painted bike lanes are not sufficient to protect cyclists from cars.</p> <p>Separated cycle tracks are thought to be easier to maintain in the winter.</p>



	<p>Cycle tracks would encourage more people to ride their bikes.</p> <p>Adding a cycle track on 2 Street S.W. would increase connectivity to other cycle tracks and destinations (Elbow River, downtown, 17 Avenue S.W., 12 Avenue S.W., etc.).</p>
Against Bike Infrastructure (69)	<p>Respondents commented that bike lanes encourage cyclists to disregard pedestrians and vehicles. Others felt that enough had already been done for cyclists with mentions of already existing bike lanes on 5 Street S.W.</p> <p>Respondents also thought that the bike lanes are not used enough to justify the costs.</p> <p>Seasonal use was mentioned, as well as non-residents dictating the usage of their community streets.</p>
Other subthemes included:	<i>Concerns about Bike Infrastructure (28), and Painted Bike Lanes (13).</i>
<b>Access &amp; Connections (420)</b>	
Traffic Flow – Negative (188)	<p>Respondents felt that parking and bike infrastructure were higher priorities than vehicular traffic.</p> <p>Road construction has been disrupting traffic flow for a long time.</p> <p>Aggressive drivers competing with cyclists.</p> <p>Changing to one-way traffic results in more traffic on 4 Street S.W., 5 Street S.W., and Macleod Trail, all of which are already too busy.</p> <p>Some comments regarding traffic calming measures will worsen traffic flow leading to congestion and longer commute times. Conversely, there is the opinion that without traffic calming, traffic flow will be negatively affecting pedestrians with high speeds and pedestrian crossings.</p>
Decreased Access/Connectivity (108)	<p>Respondents have concerns about residential access being decreased.</p> <p>Emergency services, funeral processions and delivery trucks would be negatively affected if the road becomes a one-way.</p> <p>Connectivity to adjacent streets/avenues will become difficult for both drivers and cyclists.</p>
Increased Access/Connectivity (81)	Responses included drivers, cyclists, and pedestrians. The second (or revised) plan maintains the lanes of vehicular traffic.



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	<p>Better connecting routes for cyclists, adding to the strength of the network. Connection to Elbow River pathway is important.</p> <p>2 Street S.W. is an essential access road. Maintaining two-way traffic is essential.</p>
Other subthemes included:	<i>Traffic Flow - Positive (26), Transit (8), Emergency Vehicles (8), Work Vehicles (1).</i>
<b>One-Way Traffic (343)</b>	
Against One-Way (291)	<p>Concerns include: residential access and parking, 4 Street S.W. is too busy to turn left, and blockages in alleyways.</p> <p>Turning 2 Street S.W. into a one-way converts it to a commuter road with higher speed limits and not a neighbourhood street.</p> <p>It cuts off access to 17 Avenue S.W. and increases traffic to the already congested 4 Street S.W.</p> <p>It would divide Mission and is dangerous for drivers and pedestrians crossing the road, because a one-way street encourages speeding.</p> <p>A two-way street helps with congestion. Respondents wanted to know if 5 Street S.W. would also become a one-way.</p> <p>Concerns about negative impacts to staff and patients at Holy Cross Centre were expressed. Examples of concerns received are: traffic would worsen, limited access for employees and customers for local businesses, responses from Fire, EMS and Police to the Holy Cross Center will be hampered, delays can be life threatening.</p>
Support One-Way (32)	Some respondents felt that changing 2 Street S.W. and 5 Street S.W. would streamline traffic and that one-way traffic increases pedestrian and cyclist safety. It has worked on 14 Avenue S.W. and 15 Avenue S.W. Easier to go northbound.
<b>Safety (253)</b>	
Cycle Safety (115)	This subtheme is implicated in <i>Bike Infrastructure</i> as well. Two-way cycle tracks are safer than sharrows/painted bike lanes as shown in the original plans. Safer for families and recreational cyclists.
Safety (General or Other) (67)	Streets should be safer for all types of transportation.
Pedestrian Safety (53)	One-way roads would provide safer pedestrian crossings, conversely cars speed up and down the street endangering pedestrians.



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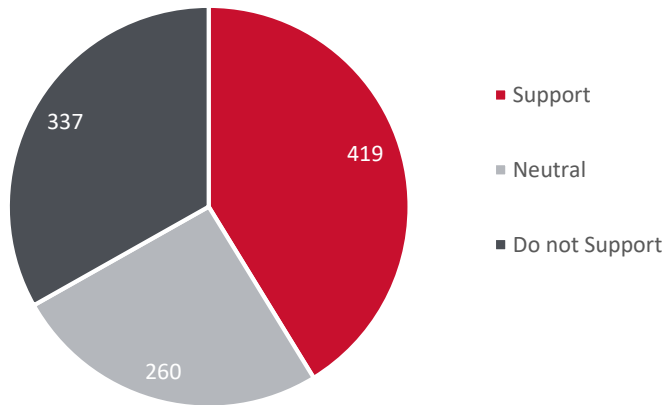
	<p>Curb extensions help with pedestrian safety. Need more traffic calming measures.</p> <p>Some concerns that Calgary is not a safe place to walk overall.</p>
Other subthemes included:	<i>Pedestrians (20).</i>
<b>Traffic Calming (104)</b>	
Speed Limit (60)	<p>Respondents commented that they want lower speed limits. Speed reduction is safer for everyone. Speed bumps were also mentioned under <i>Traffic Calming</i>.</p>
Lights/Signage (21)	<p>Some respondents felt that there were too many traffic lights on 2 Street S.W. Concerns that signage is not enough.</p> <p>Some like the bike specific signal heads, others do not. Comments also included: dedicated left turn signals.</p>
For Curb Extensions (16)	<p>Respondents liked the curb extensions both for traffic calming and pedestrian safety. Curb extensions can be problematic for cyclists.</p>
Other subthemes included:	<i>Against Curb Extensions (5), and Speed Bumps (2).</i>

Other themes included *Community Stakeholders (94)*, *Parking (67)*, *Climate (41)*, and *Miscellaneous (175)*.

Miscellaneous concerns included: *Costs/Taxes (37)*, *Multi-modal Transportation (22)*, and *Education & Enforcement (13)*. Some respondents wanted *No Changes (47)* while others saw this as *Not a Priority (2)*.

**Question 3: Do you support the original concept which can be found at the top of the page?**  
(1035 Respondents)

Do you support the original concept?  
Please explain why.



### Please explain why. (577 Respondents)

The following top themes and subthemes emerged from the data:

Theme	Detail
<b>Bike Infrastructure (485)</b>	
Concerns about Bike Infrastructure (157)	<p>Cycling without lines or lanes is dangerous.</p> <p>5 Street S.W. cycle tracks are too congested.</p> <p>Paint is not infrastructure.</p> <p>Dislike two-way bike lane traffic on one side.</p> <p>Other comments included: moving bike lanes to 5 Street S.W.</p>
Support Bike Infrastructure (141)	<p>This subtheme is also linked to those who <i>Prefer Cycle Tracks</i>. Respondents agree with the improvements for cyclists and believe that bike lanes are good for the city.</p> <p>Other commenters want more bike infrastructure. Safety for cyclists is a strong mention throughout.</p>
Prefer Cycle Tracks (106)	<p>Respondents stated that physical bike lanes or cycle tracks were safer than painted bike lanes. They were also easier to maintain during winter months.</p> <p>Painted bike lanes disappear under layers of snow and gravel</p>





	Painted bike lanes are not considered infrastructure by many.
Other subthemes included:	<i>Against Bike Infrastructure (29), and Painted Bike Lanes (52).</i>
<b>One-Way Traffic (191)</b>	
Against One-Way (156)	<p>Better traffic flow and business access with two-way streets. Less congestion. Many are okay with loss of parking to maintain two-way traffic.</p> <p>Emergency Services needs two-way access, one-way affects responses times.</p>
Support One-Way (12)	Support for the one-way is based on making 5 <sup>h</sup> Street S.W. one-way as well.
<b>Safety (173)</b>	
Cycle Safety (77)	<p>Cyclist safety is predicated on cycle tracks.</p> <p>Maintaining two-way traffic was seen to contribute to cyclist safety.</p> <p>Upgrades in the second design will make it safer for cyclists.</p> <p>Good bike infrastructure legitimizes cycling as a form of transport.</p>
Safety (General or Other) (55)	<p>A one-way road means that drivers only have to watch for cyclists coming from one direction, less risk of them coming from the “wrong direction.” Some stated that this was still not safe enough while others felt it was a “safe, functional design.”</p> <p>Cycle tracks in front of parkades was seen to be dangerous. It also doesn’t make it safer to get to local organizations – specifically the school.</p>
Pedestrian Safety (23)	<p>Curb extensions are seen to enhance pedestrian safety.</p> <p>A pedestrian walk light should be included at 26 Avenue S.W. because of the high senior demographic.</p> <p>Concerns that parking on the east side is not safe for pedestrians.</p> <p>This design facilitates an increase in jaywalking.</p>
Other subthemes included:	<i>Pedestrians (17).</i>
<b>Access &amp; Connections (74)</b>	



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Traffic Flow – Positive (30)	<p>It allows cyclists to travel at the speed of traffic. There is hope that these changes will increase traffic efficiency.</p> <p>It increases mobility options for residents and local businesses.</p> <p>Maintains two-way traffic and slows vehicular traffic down.</p> <p>Over all, it combines traffic calming, cycling measures and access for residents.</p>
Increases Access/Connectivity (17)	Provides cycling connections to the Elbow River pathway. There is better access to cross avenues.
Traffic Flow – Negative (16)	Consider the community’s needs over the commuters. One-way traffic will clog up traffic on all routes.
Other subthemes included:	<i>Traffic Flow - Positive (26), Transit (8), Emergency Vehicles (8), Work Vehicles (1).</i>
<b>Traffic Calming (58)</b>	
Speed Limit (26)	The majority of respondents support the 40 km/h speed zone as a traffic calming measure.
For Curb Extensions (13)	Curb extensions are believed to be safer for pedestrians.
Against Curb Extensions (13)	Curb extensions are believed to be dangerous for cyclists.
Other subthemes included:	<i>Lights and Signage (5).</i>

Other themes included *Community Stakeholders (51), Parking (62), Climate (34), and Miscellaneous (198).*

Miscellaneous concerns included: *Costs/Taxes (20), Multi-modal Transportation (10), and Education & Enforcement (7).* Some respondents wanted *No Changes (40)* while others saw this as *Not a Priority (11)*, and while others *Prefer New Concept.*

### Question 4: Is there anything else we should take into consideration when revising the design?

The following top themes and subthemes emerged from the data:

(560 responses)



Theme	Detail
<b>Access &amp; Connections (226)</b>	
<p>Traffic Concerns (General &amp; Other) (99)</p>	<p>Concerns about the left turns across the cycle track.</p> <p>There is not enough space to do everything, others felt they could be narrower.</p> <p>Some felt that cyclists should not be on busier roads. Respondents want The City to look after the wants/needs of the community residents above those of the commuter.</p> <p>One-way traffic was a concern. There was also mention of traffic circles instead of four-way stops.</p> <p>There was the suggestion of increasing density, not making traffic worse.</p>
<p>Other Locations (48)</p>	<p>Responses included references to: traffic on 4 Street S.W., congestion caused by 25 Avenue and Macleod Trail, a potential one-way on 5 Street S.W., and lights running from 10 Avenue to 18 avenue S.W.</p> <p>There are also concerns about excessive traffic funnelled to 17 Avenue S.W.</p> <p>Connecting the cycle tracks to Elbow River pathway and 12 Avenue S. cycle track is important.</p>
<p>Accessibility (General) (34)</p>	<p>Responses included the assurance of business access to 18 Avenue S.W., concerns that turning 2 Street S.W. into a one-way will bisect the community and making sure to improve access and not destroy it.</p> <p>Respondents mentioned they want to connect to 17 Avenue S.W. and connections over the CPR tracks on 5 Street S.W. Community connections and access are important.</p>
<p>Other subthemes included:</p>	<p><i>Increased Access/Connectivity (1), Decreased Access/Connectivity (12), Traffic Flow - Positive (8), Traffic Flow - Negative (13), Transit (7), Emergency Vehicles (3), and Work Vehicles (1).</i></p>
<b>Bike Infrastructure (215)</b>	
<p>Support Bike Infrastructure (87)</p>	<p>Respondents like bike infrastructure but would like more extensions and connections.</p> <p>Curb extensions are counterintuitive to the infrastructure.</p> <p>Many support the infrastructure but not at the expense of two-way traffic.</p>



	Cyclists should be physically separated from drivers.
Prefer Cycle Tracks (66)	Cycle tracks are preferred for safety and efficiency, and there is a need for more city-wide extensions and connections.
Against Bike Infrastructure (32)	Some wanted to keep cyclists off busy roads.  Some felt that the excess signage and barricades served as “visual pollution” and “ugly intrusions” in the community.  Others think that we have done enough for cyclists already.
Other subthemes included:	<i>Concerns about Bike Infrastructure (28), and Painted Bike Lanes (2).</i>
Traffic Calming (135)	
Lights/Signage (77)	Concerns about traffic light sequences and the effect they have on traffic. Some respondents felt there were too many traffic lights in the community, others felt there could be more.  Pedestrian signals and better lighting at crosswalks would be an asset.  Some think that cyclists don’t obey signs or signal lights. The inclusion of four-way stops at busy intersections. Traffic lights make turning left easier.
Speed Limit (32)	Most support the 40 km/hr but there are suggestions of 30 km/hr. Commuter speeds are impacting residential streets.  Some do not find speed to be an issue.
For Curb Extensions (19)	Support for curb extensions comes from pedestrians and drivers.
Other subthemes include:	<i>Speed bumps (7)</i>
One-Way Traffic (127)	
Against One-Way (116)	2 Street S.W. was a one-way before, respondents did not want it to revert back but keep as-is.  Two-way is a complete street and makes the neighbourhood livelier.  It helps with congestion.  One-ways make access harder for residents.  It also increases traffic by 18 Avenue S.W. and the school zones.
Support One-Way (11)	A one-way street is safer for pedestrians. Some suggestions to have it northbound in the AM and southbound in the PM.
Safety (106)	



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<p>Cycle Safety (31)</p>	<p>Left turns are a concern for cyclists.</p> <p>Anything to enhance the visibility of cyclists makes them safer.</p> <p>Curb extensions are dangerous for cyclists.</p> <p>More should be done to slow down the speed of cyclists, this is not safe for pedestrians and drivers.</p>
<p>Pedestrian Safety (25)</p>	<p>Prioritization of local residents/pedestrians is needed.</p> <p>Clearer crosswalks are needed. More lighting and stop signs at crosswalks would help.</p> <p>Curb extensions would also help.</p> <p>Due to the number of pedestrians, a pedestrian overpass might work.</p>
<p>Safety (General &amp; Other (23)</p>	<p>There is a suggestion to bury the overhead power lines, because the trees are growing into them and making it unsafe.</p> <p>Painted lanes are not safe. Excessive use of traffic signs block important lines of sight.</p> <p>Vehicle doors opening and hitting cyclists is a concern.</p> <p>More stop signs may be required to ensure safe turns/crossings.</p> <p>Cyclist crossing signal would improve safety for all.</p>
<p>Other subthemes included:</p>	<p><i>Pedestrians (25).</i></p>

Other themes included *Community Stakeholders (96), Parking (47), Climate (18), and Miscellaneous (203).*

Miscellaneous concerns included: *Costs/Taxes (23), Multi-modal Transportation (8), Education & Enforcement (20), Density (15), Construction (6), and Parks/Nature/Environment (7).* Some respondents wanted *No Changes (51)* while others saw this as *Not a Priority (11)*, and some *Disliked* it entirely (10).



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### Verbatim Comments

Question 2- Do you support the new concept which can be found at the top of the page? Please select your level of support. Please explain why

- Why is the city wasting time and money on this and not fixing the disgusting Westbrook LRT disaster?
- Provides a traffic-separated direct link from the Elbow River pathway to the Beltline bikelanes
- It takes away from road..It causes more bike traffic which may cause more bike and car problems..Pedestrian vs bikes could also be a problem..Mosts bikers dont follow rules and dont yield to cars or pedestrians..Hate the idea..
- safer for everyone
- Waste of money and dangerous and expensive. The downtown project was ridiculous.
- No need for additional bike lanes. Bikes must learn to share the road with other traffic. Too expensive and disruptive to established traffic and lifestyle patterns.
- I find riding on these cycle paths inefficient and dangerous for me the cyclist. I feel safer and can move around quicker when there are no cycle paths. I avoid them and will ride with the traffic.
- I do not approve if the city's war on automobiles period
- Stop that war on cars really, there is a kind of harassment to whoever want to drive on car being put as second grade citizen with priority over to whoever drive a bike, what if I can't use bike - then?
- Generally support cycle tracks, especially penetrating downtown. I use cycle tracks from the northwest.
- Converting 2nd to a one-way is a terrible idea. I use the Southbound lane of 2nd street often, and it is a safe and effective way to get to the mission area and bordering neighbourhoods.
- Parking moved to east side and 2nd converted to one way North is a radical change taht was never discussed or approved. Leave street as two way traffic, leave parking on west side and separated two way bike lanes on east.
- It is very difficult already to get around this area due to the river. Heading south now will be difficult as I will need to turn left on 4th street. Impossible.
- one way streets mean that I can't get to work. I need to be able to head south on 2nd street.
- It has cycle tracks which I find the most safe solution for cycling in busy downtown.
- 2nd avenue is a bit of a mess for both pedestrians and vehicles. 5th ave and 2nd ave being N/S one way roads while keeping 4th as a shopping road would be beneficial for the community as it would streamline traffic flows.
- cyctle track, and it goes to the river!
- Accomodated bike infrastructure with minimal impact to parking, still nearby roads for car travel.
- Cycle track is an awesome addition, but I would prefer if two-way traffic was maintained, OR, if an adjacent street was converted to a one-way operation.
- I think more bike lanes and protected bike lanes are important in enticing additional users. It also promotes use by children.
- There is no need for bikelanes, I bike very often on 2nd street and have never had a problem. The area is already a mess with 14th and 15th becoming one-way streets, 2nd is a vital road and must remain two way.



- I think we have enough bike lanes. We are a winter city and I hardly see bikes on any of the lanes. By adding more of these bike lanes your congestion get vehicle traffic even more!!!!
- This city does not need more one-way streets
- Cars rip up and down the street. It's dangerous for people trying to cross the street.
- Improve traffic flow and alternative forms of transportation
- Much better use of space, safer.
- Easier to get home, better for cycling, safer streets, nicer street environment. Make sure to put utilities underground and rebuild sidewalks, plant trees.
- I support this, but why isn't this going to be a cycletrack? Painted lanes provide little safety
- Adding a south connector for cycling is long overdue. Taking this instead of fighting traffic on a tiny 5th st. YEEEEEEES!
- I have zero faith in the ability of this City to implement any project at the moment. Will it improve traffic flow? Or is it a pet project of Druh Farrel or some other councillor? Leave it alone!
- I work on 17th and 2nd and travel both directions to clients. 2nd street, as is, allows me easy, consistent, non stop traffic in both directions, unlike the stop lights on 4th st
- I work near 13 Ave and 1 St and I drive southbound on 2 St to get to Elbow Drive. It's the best option. Also isn't one-way conversion done to increase capacity instead of traffic calm?
- I live there. Coming home from work would now involve me going another block east and then another block south to get back home due to it being 1 way.
- 2nd st is a more direct route from the core out of downtown. 4th st serves a similar function but the ammount of commercial frontage makes commutung down 4th an excruciating endeavor on the best of days.
- Separated cycle tracks preferred
- Without 2nd st the east side of the beltline gets relegated to 5th or macleod to leave the core. 2nd provides a slow yet reliable exit to leave my place and venture out of downtown.
- Much safer, more friendly.
- Should be 2 way traffic for both modes and keep separation.
- Not that many bikes on 2nd. Would rather it be 2 way traffic. Inconvient to go south from the alley between 18 and 19 ave, too many cars on 4th street during busy times.
- Separated lanes are much safer for cyclists and allow better integration for different modes of travel.
- We need physical barriers!!! Not paint! Too much speeding on this road already. barrier design is WAYYY better
- I like having separated bike lanes to get down to the Elbow River pathway. 5th st SW is too busy and narrow south of 17th Ave.
- I strongly support the protected bike lanes as part of this design. They will provide a critical connection between 17th Ave/downtown to the Elbow River pathwaysn
- Support the one way but NO MORE BIKE LANES, it's winter most of the year and we are destroying parking...
- I can finally ride in relative safety. Thank you.





- 2nd street is an essential north-south connector for residents, which avoids the congestion of 4th street, and one way portion of 5th street. This will increase southbound traffic on the narrower 5th street, and already busy 4th street
- Happy to see bike lanes. Sad they appear to be painted lines only. I avoid 11 St & 9 Ave because they're only painted lines. Include the green plastic poles for separation wherever possible and you have a winning design.
- My primary modes of transport in this area are walking and cycling, this would make that much easier and more enjoyable.
- The bike lanes should be on the east side of the street as there are much fewer alleys and roads crossing 2nd street, and much less traffic coming from the east. We already had one way car traffic on 2nd street and it was a failure.
- Yes a cycle track is essential connecting the elbow river pathway system to the downtown cycle track is much needed infrastructure
- 2nd needs to remain a two way street so that traffic can continue to flow in both directions. 2nd is a good alternative when 4th is clogged, for both northbound and southbound traffic. The speed limit decrease is completely unnecessary.
- Makes the most sense.
- We don't need to make more bike lanes. Nobody uses them in the summer, let alone winter. It's assinine to take away vehicle lanes. When our economy finally gets rolling again, the traffic in our city will be even more unbearable.
- We have more than enough downtown traffic issues let's create a bigger problem does our mayor have nothing more important to waste money on
- Not practical, especially in winter months.
- Consistent high standard with balance of cycle track network
- Protected bike lanes! That at 26 Ave it's a three-way stop (I hated trying to cross that intersection).
- bicycle lanes are a dramatic waste of tax payer dollars.
- Not needed. Educate riders and require mandatory visible flashing lights for cyclists. Over-complicating travel on inner-city streets is a recipe for disaster. Visibility, education, and common sense is key to rider safety.
- Because you are taking space away for useless bike lanes!
- While not as secure as separated infrastructure the concept is a lot easier and safer to navigate than bi-directional infrastructure.
- Protected bike lanes are excellent
- Most cars in the area will be turning westbound to 4th St. As a cyclist, placing the bike lane on the west side of the increases risk of bike traffic to cars turning westbound. Don't put street parking next to bike lanes by intersections.
- The improvement of cycling infrastructure on this street is important. The N-S route is critical. Unrelated: I'd like to see the 5 ST SE cycle track extended down to Elbow Dr.
- I live on 21st Ave between 2nd and four and my street is one of the few that has pay for parking and not strictly permit. I often need to use the 2 hour spots until I can find something on my street. But I also bike so lanes will be good.
- It is what we need : proper bike infrastructure that goes from the the Elbow river to the 12 ave cycle track. Kudos!
- Painted bike lanes offer no protection to vulnerable road users whatsoever. Please install a cycletrack.





- Need physically separated bike lanes
- Provides better protection for cyclists and pedestrians.
- This needs real cycle tracks. The painted bike lanes are dangerous and not appropriate for a winter city like Calgary.
- Painted bike lanes are bad, painted bike lanes next to parked cars are the worst and should not be in the City's toolbox. Dangerous year-round and full of the plow's snow all winter.
- I support a protected bike lane or cycletrack and a one way street.
- Separated cycle tracks will improve pedestrian safety and bring much needed traffic calming to my commute and the commutes of others.
- Protected bike lanes are the best!
- I bike on 2 St SW every day and am stunned at the inefficient use of road space. A separated bike lane is a total no brainer, especially with the hookup to the 26 Ave and Beltline bikeway
- As a driver, I think this option will be safest for the cyclists. As a busy intersection, the previous design with cycling on both sides will add more avenues drivers will have to monitor. This update seems a lot safer for everyone.
- I am an intermediate biker and am seeking safe ways to access more of the city. I live adjacent to the 12 ave cycle track and it has improved my abilities greatly.
- better than the first
- Wow, this looks awesome! This area is kinda scary to bike on now because the cars are right behind you all the time. Now I can bike safely home and to work. Also the cars on this road always seem to be speeding. Hopefully this helps.
- Separated cycle track is critical to make this project work for all users. Connection to Elbow pathways is critical. Traffic calming/speed is important.
- Area needs separate bike lanes for students and people. 4th street cannot support this but 2nd street can!
- I spend a lot of time in this area, and pass through during rush hour. I do not think you you have taken into account what this will do to school drop-off / pick-up congestion at the 3 schools in this area.
- Yes to cycle track but no to west parking being off-peak. As a resident w/o a parking stall, street parking after 5pm is a challenge because parking isn't enforced in evening.
- The city needs a full length seperated bike lanes between 10th Ave and the Elbow River to service Mission and the shops closer to 25th Ave . Provides an alternative option for accessing the Elbow bike paths without going through the danger
- I'm tired of seeing the city design roadways for cyclists as opposed to actual vehicles.
- A south feeder for cyclists to downtown is needed, especially linking it to the elow pathway. The noew concept also maintains the lanes of vehicle traffic currently provided along 2nd street.
- I would rather see you get rid of the bike lanes. They're too big and it makes it really tough for actual vehicles to drive. Please do not add a concrete barrier.
- I strongly support the new concept. Making streets usable and safer for everyone!
- HUGE negative impact on traffic in the area. It's bad enough already
- Works fine as is. Drive and cycle it. No problem with speeders: speed isn't in top 4 causes of accidents anyway. Focus on them.
- Need to keep traffic flowing, until you make transit easier to use cars will still be needed.

- I don't think bike lanes are effective for this city. You have to drive to really get anywhere and now the actual roads are being restricted because of cyclists. I would rather see money spent on enforcement for cyclist traffic violations
- Yes, I do support the new design including reducing the speed limits.
- Would rather see money go towards enforcement of cyclists who break the law (run red lights, weaving between traffic, using the sidewalk to get around). The road was fine before all the cyclist nonsense came into play
- Provides a better experience for pedestrians, cyclist, and vehicles. However, I would suggest moving the cycle track to the east side of 2nd. Less left turns from cars going to 4th St and is closer to the connection to Lindsay Park.
- Cost for project vs benefit to number of people (cyclists) that will use is not good use of taxpayer \$\$\$.
- Support the north bound one way on 2nd street, the south bound oneway and cycle tracks on 5th street SW should also be extended up to the 26th avenue south as part of this project or immediate extension of this project
- I support the one-way and the bike lane. I oppose the 40km/hour. Just remove the speed limit reduction and all is fantastic.
- I frequent a few of the businesses in the area and will not be going to them if this goes through. The area is already extremely congested and parking and sightlines are an issue.
- It is hard enough for vehicles to maneuver in Calgary already, and the bike lanes make it worse, and 2nd street does not seem to be busy with bikes.
- Why are the needs of the relative (VAST) minority (bicyclists) constantly prioritized by the needs of the (VAST) majority (car drivers)? Calgary's design (sprawl and concentration of work downtown) require vehicles. End of story.
- I don't think that 2 St should be converted to a one-way street. I support protected bicycle lanes, but I do not support converting a heavily-used street to a one-way street.
- 2nd street is a heavily biked street with very narrow bike lanes, this would be a great improvement.
- Much improved over previous concept, progressive and safe consideration of all road users.
- The existing bike lanes are not used enough.
- I cycle 2nd street every work day on my bike commute, it works just fine the way it is, please leave it alone. 5th Street bike lane is too slow, congested and too many lights. I can travel safely and quickly on 2nd street.
- I am a fan of the bike lane but not the one way street. I fear turning 2nd into a one way would harm my ability to get around. Traffic on 4th is already slow and a car is my only way to get around. I am not physically able to bike and need
- 2 St is one of the only and best ways in and out of the area, so a one-way NB removes the option of entering the area SB. 4th is slow w ++traffic and lights, 5th is narrow and busy, and Macleod is far and the intersection at 25 is awful!!
- Makes better cycling connections to the elbow river pathway system
- cycle tracks make it easier to get to and from downtown
- I do not support one way street or separated bike lanes, as this limits access to condominiums, apartments, school and the church.
- 2nd street should be a 2-way. The best option here would be no parking on 2nd street then having bike lanes on each side with 2 lane traffic. Other south bound routes are brutal. 5th used to be good until they put 40 lights on it.



- I live on 19th ave between 4th and 2nd, I frequently turn south on 2nd st to utilize businesses in our neighbourhood. Making this a one way would keep me from ever doing that as 4th is near impossible to turn left on.
- Safest way for cycling.
- Separated, protected cycle track is excellent. Reduced speed limit also an improvement.
- NO MORE BIKE PATHS!!!! THEY ARE NOTHING MORE THAN "WINDOW DRESSING" FOR A CITY THAT SPENDS MORE TIME SNOW BOUND THAN SNOW FREE (AND MUCH OF THE TIME IN SUB ZERO TEMPERATURES. STOP PANDERING TO A SMALL, VOCAL MINORITY !!! ENOUGH ALREADY!!!
- The one way traffic on 14 and 15 has been positive for walking and driving in neighborhood and this change to 2 St. make sense.
- I used to commute by bicycle from north of downtown to Haysboro. 2nd street was the worst part of the ride. I had a few close calls with cars. This is a big improvement in safety.
- the alternative route of 4th St. SW is already extremely congested. 5th St. SW and MacLeod are not viable alternatives.
- It provides safe, reliable, direct transport for everybody between Downtown and the Bow in Mission, both good for commuting and tourists exploring the city.
- construction upon construction. very quiet road doesnt need any extra work
- Our household uses 2 ST to travel both North + South every single day and converting into a 1 way will extremely limit the options for a large part of the community and greatly increase S bound traffic woes worsening the already busy 25ave
- Second street works just fine as a two way street and provides good alternate access to the Holy Cross site and the 4th St corridor while still allowing room for cycle lanes. Proposed lower speed limit not necessary due to playground zone.
- I drive both directions on 2nd street regularly. I do not support one-way traffic on this road.
- I prefer 2-way traffic on 2nd St as I use it a lot to return to Mission from the downtown area. If traffic control to get from 5th St to 2nd St via 25th (or 26th) Aves. could be made smoother, I would support 1-way traffic on 2nd St.
- We have zero parking as is. There is no need for more bike lanes as they are rarely used as is. Making this a one way is a mistake
- I support bike lane but not the one way.
- would only support if traffic is 2 way. cbc reporting a 1 way road - not in favor
- This makes no sense, who wants this and who is pushing this forward. What are the costs? I feel that it is a fete accompli no made how vocal the against side might be. Correct?
- Having access to 2 street north and south is far more convenient for short trips to businesses just off 4th street rather than needing to make a left off of 4street to access 26 avenue or cross to 5 street.
- I would like to see cycle tracks on this street so that it connects protected bike infrastructure from the river to the downtown cycle track network
- I like that the new bike track is protected and better integrated in the street. I also like the presence of bike specific signal heads that permit phasing that protects cyclists.
- I commute through the area by bike, and separated bike lines will be so much safer than the existing routes, especially during the winter.



- I cycle to work and take this route. A dedicated bike lane would prevent the close calls that I have had and would increase traffic speed in the winter as the snow build up on the shoulders require bikes to ride down the middle of the road.
- Cyclists don't use the current cycling lane along second, they choose to ride on the side walk, so upgrading would be a waste. Turning 2nd St. into a 1-Way would COMPOUND the current traffic issues in the area.
- The shielded cycle track would be much better than the current one, and preferable to riding on 4th St.
- Very few bikes in Calgary. Existing sidewalks should be used and off roads. We do not need more lanes disappearing downtown to bike lanes. We need more lanes available for vehicles.
- Not enough traffic to limit to a 1 way street. Only 1-2 peak hours per day and then almost no traffic.
- This will make getting around the area more difficult for my household. We live on 19th and 2nd. Getting left on 14th is already a nightmare so making this one way would make our daily commutes more difficult and potentially time consuming.
- We do not support the one way northbound concept but DO support one way southbound.
- I live on 22nd Avenue and 4th street and commonly use 2nd street to travel both south and north via automobile. I currently see no traffic congestion issues that would require ending all south bound traffic.
- I support this design because I feel safer cycling in cycle tracks, separated from car traffic, and now it will be possible to safely ride in cycle tracks from the Bow River, through downtown, to the Elbow River.
- Finally!! I bike near here often with my kids and it's a huge gap in safe bike transport south of downtown. Also means we have to avoid the hell that is MacLeod and 25th crossing going from Inglewood to mission and further.
- I support the bike lane twinning as I am a current bike rider to the downtown core. On 2nd ave sw it is very busy traffic and when both sides have parking and there is 2 way traffic it does not leave much room for cyclists.
- traffic snarls and no one using the lane most of time waste or pavement for a few cyclists not to mention the cost associated again for a few cyclists compared to 1000's of cars .. live in area and is a real pain to drive here now
- This would disrupt at least several trips per day to and from my office. The neighbourhood has already become quite difficult to navigate with many one-way streets.
- Love the protection for cycling. Love that this slows traffic. It looks a truly lovely and inclusive street.
- I don't support the one way northbound concept. It makes more sense if it was southbound. We live in the south and work downtown. I use 2 St to exit downtown since Macleod Tr gets congested in the afternoon. No such problem in the morning.
- The new concept is safer than cycling down parallel streets or the current 2nd St SW.
- If we want people to actually convert to riding bicycles, we can't have them competing with cars. It's safer for drivers, cyclists and pedestrians.
- I love the bike lanes, hate one way streets. Why can't we do a combination of One and Two where we have separated bike lanes on one side of the two way street?
- I completely disagree with 2nd street becoming a one-way street. The alternative for people travelling southbound in the Mission are would be 4th street, which is full of busy intersections, or 5th street, which is too far west.



- No one asked for Second Street to become one-way during the previous engagement. Why is this a change in the new concept?
- I wholeheartedly support this project. This is a much needed link between the elbow river pathway and the cycle network. Furthermore, having protected/separate bike lanes is key to biker safety from car doors and moving traffic
- Families and communities which call the dense areas of Beltline/Mission home deserve safe streets, with protected bike infrastructure. Making 2nd St W one-way is an easy tradeoff to achieve safety, with 4th St 1 block away for SB traffic.
- I like the seperated bike lanes. Neutral on the one way.
- Love the separated bike lanes.
- I cycle this route often between my home and downtown and there was no way to do so safely before.
- Although I want to see more bike infrastructure, I'm not a fan of two way tracks on one side of the road. Prefer single tracks moving with traffic
- I support everything EXCEPT the change to a one-way street. To come southbound if this change happens, it will be much more difficult since 4th St is so busy and 5th runs out of the way
- Enough with the one ways! This will turn 4th street in to a parking lot! Every single car that used to head south on 2nd st, will now have to take 4th.
- More comfortable with vehicle separation when riding my bike. Also with 5st bike track ending at 17th ave gives me a I feel safer alternative.
- The side in which the cycle path is located (i.e., west or east is not indicated). If it's anything like twelfth Ave, than cycles will lose something going one way or another. Cycle track should be on both sides.
- We desperately need a North/South connection to the Elbow River pathway system.
- Cycle tracks are fantastic. BIG issue though, when building curb extension, you MUST put in dual WCR. No reason not to.
- Becomes a one way street which is proven to reduce access and wayfinding compared to two way. Temp parking is often confusing, would prefer this is a travel lane in opposite direction. Would prefer separate cycle lanes on either side.
- I believe facilitating safe bicycle and pedestrian movement through YYC, particularly downtown is important for modernizing the city.
- I cycle commute down 2nd street every day. The street is wide enough for 2 way traffic and cycling. Simply adding painted on cycle lanes would be sufficient. The 2-way cycle lane makes the right (Eastbound) turn onto 12th more difficult.
- Good physical separation of cars from bikes.
- A cycle track is safer than painted lanes and is much preferred for ages/abilities users.
- I don't believe another cycle track is needed so close to the 5th street track. Why not extend that track to 26th Avenue rather than create a brand new track 2 blocks away.
- Because it's not 5th street and does not go through the tracks.
- This is my bike commuting route. I think the separation of a bike lane benefits all involved as I get the sense that drivers are very pre-occupied along this route due to the many distractions along it.
- all vehicles going in 1 direction.



- I walk to most places, but I do find that the bike lanes help keep some distance between vehicles and pedestrians. I have found Calgary to NOT be a suitable place to walk. I've been almost hit by vehicles on several occasions.
- Cycle track is much better than painted lanes to promote ridership. This will be a critical connection between downtown and the Elbow path system and should be treated as such. Still too much parking
- Yes, I'd rather see 5 St protected bicycle lane extended to river, but much better than paint.
- I very frequently use this as a bikeway and find it connects effectively to amenities such as Memorial Park Library, the east end of 17 Ave. SW, Holy Cross Centre and the Elbow River Pathway
- Dedicated bike lane, rather not have a one way road though.
- Permanent separated bike infrastructure - much safer for users!
- I bike this area frequently, and I support the conversion to one way (assuming appropriate lane width reductions), and the addition of a 2way cycletrack with winter maintenance. there was a huge gap in all year bike infrastructure here!
- Getting tired of spending millions for bike lanes that are used so little at the expense of vehicles
- Cycle tracks need to go to the next level, like in this example.
- More bike infrastructure is always good.
- The bike lanes are great and will be so useful to connect the 12 Ave bike lanes to the river pathway and Mission!
- A proper protected cycletrack is great; proven to work and improve safety for all users!
- creates a safe way to get from city centre to the Elbow river that does not impact vehicle traffic as much
- safety
- Access to 18ave from the north will be really difficult. It is practically impossible to turn left (east) on southbound 4st onto 18 Avenue during rush hour traffic. It is also difficult to cross 17 Avenue at center st to access 18 ave.
- There is already too much roadway given to cyclists to the detriment of vehicular traffic. Until bikes are required to have licenses and cyclists are required to have insurance, I do not wish my tax dollars being spent to accommodate cyclists
- Existing conditions and/or original concept adequate. No need for additional expense and inconvenience to cycles to have the cycle track. I currently cycle to downtown on 2nd Street most days and feel safe and have sufficient room with cars
- Parking is so restricted in that area of downtown - it is impossible to find places to park to go to events and stores in the area, especially during weekends. More parking needs to be added to this area to accommodate.
- I am an avid cycle commuter. This update would make me feel safer and more comfortable, especially during high traffic hours.
- Why would you do that when there are three schools accessed by this st. It is no way beneficial and the traffic in the early morning on 2st will only get worse, I already wait ten to 15 mins just to get on 2st from 18th ave.
- I rely on my bicycle to get around the city. I regularly bike from downtown to my home via Mission. The cycle track has an abrupt end on 5 Street at 17 Ave. This route would improve the connections from 12 Ave cycle track into Mission.
- City mandate (it's top priority) is to make it more difficult to drive, not provide cycle track or safer pedestrian movement. This concept eliminates one vehicle lane and converts road to one way traffic, making it more difficult to drive.





- I'm a year-round cyclist and fully support separated cycling infrastructure.
- I am a cyclist who routinely travels through the core, and more options for cyclists help us move faster and reduce congestion. More bikes on the road is fewer cars, this is necessary.
- I am excited about having a separated cycle track from 10 Ave to 26 Ave. I would shop in the area much more with this cycling link completed. The curb bump outs and new signals would be an improvement as well.
- There are hardly any routes to go from downtown to South if 17th Ave. 1st Street cuts off at 17th, 5th St also, and there is bus traffic on 4th. 2nd St is fine as it is!
- I commute via bicycle from the SW (Woodbine) to the downtown core and use 2nd St on a daily basis. This route sees a very high volume of cycle traffic and is very dangerous in the current configuration. I would support any improvement!
- One way North? How idiotic - so you plan on doubling the traffic on 4th street going south every day? A street with lights on every block and tons of pedestrians? Nice plan - quadruple the travel time on 4th street...
- Why would you have permanent parking on the east side of 2nd which is in the bike lane?????????????
- I love the new bike lane as i bike to work every day and find 2nd sometimes very busy in the morning. However I am worried about driving and how i would get back to my apartment. Currently, 2nd vs 4th saves me 3 minutes heading south.
- Seems like a better way to let all users share the space. It will also make it easier to frequent Mission businesses by bike.
- I commute by bicycle daily on 2nd Street, year-round, and this will enhance safety and efficiency. It addresses my concerns for traffic/bike separation as well as snow clearing which is a significant current issue.
- Prefer no cycle lanes and two way car traffic.
- taking away the parking. also this route is already slow enough given the parking and the playground zone and usually people crossing at every intersection. I don't see enough bikes on this route to justify the changes.
- We should be spending tax dollars elsewhere. Upgrading bike lanes should be FAR FAR FAR down the list of City priorities.
- Improve cycle infrastructure and connectivity.
- 2nd street was a one way north. It was changed to two way a number of years ago. 5th street was one way south. these two roads woked fine as designed then
- The addition of all these 1 way streets in the beltline/mission area are making it very hard to easily get where you need to go. There are already dedicated bike lanes in the near vicinity of 2nd st.
- We need a 2 way street for our business on 17/18 ave and 2nd street, we need to be able to do safe funeral processions we also need to not have 2 bike lanes on our side or a bike sign put up saying yeild to funeral processions.
- Priorities should be given to existing road and transit projects so they can be completed on time, (or earlier).
- 2nd Street is an easy road to use with space for bikes and cars already. We do not want this to be a one way street as then other streets will become busier. We do not need a cycle track here.
- the city of 'one ways' leaving only 4th streetto absorb the south direction traffic. no turn signals now for southbound traffic. 4th street is already congested
- There is no reason to disrupt 98% of the traffic thru this area



- It's near impossible to turn left onto 4th street. We moved here due to convenience and this is a HUGE inconvenience
- 4th St is already busy as it is in the mornings, and I drive on 2nd southbound to go to work. This change will certainly add time to my commute (I live at 2nd St and 13 Ave)
- More important issues to focus on
- A proper separated cycle track has always been needed on 2 street
- The separated lanes provide a safer facility
- I like the new cycle track proposal.
- The current sharrow that runs along 5th St SW from 17th Ave to the Elbow is inadequate for the majority of cyclists who require safe access to the Elbow from Downtown/Beltline. This 2nd St track would correct 5th St's shortcomings.
- I believe 2nd street should remain two-way for aesthetic reasons. One way streets kill community. 2nd can accommodate cyclists and that is good. It feels like a neighbourhood. One way traffic will kill that vibe.
- Overall, this sounds a lot more bike/pedestrian friendly. Separated bike lanes are needed to have a safe place to cycle. It makes the street more pedestrian friendly. This is a really awesome change!
- 2 way cycle track is much better than the painted lines bike lanes in the original plan
- Traffic calming measures will reduce the current "drag strip" nature of the neighbourhood. I strongly support the proposed curb-divided two-way cycle lanes.
- Use the road for cycling 2x per day, 5 days a week, year round
- It is the right design for the location and properly includes all modes in the design
- I strongly do not support the new concept. Changing 2nd Street SW to a one-way street northbound does not make logical sense as you push all of the southbound traffic onto 4th Street SW and Macleod Trail S (two already very congested roads)
- You can't idiot proof cyclist/motorist interaction. Rather than waste money installing more cycle tracks why not educate cyclists in the rules of the road.
- There is already a dedicated bike lane on 5th street, only 2 blocks west with a direct route into downtown. I bike this route regularly and have ZERO issues with traffic, turning, cars or pedestrians.
- I support the addition of cycle tracks, but not the proposed one way configuration. I would prefer that the city provide two narrow travel lanes, one in each direction, and a parking lane. I support reduced speed and curb extensions.
- Bike lanes have made driving anywhere in the downtown core intolerable. It feels like the car lanes have been narrowed and I'm honestly scared to death to enter the downtown core and won't spend any money there
- I work at the Sheldon Chumir, and commute by bicycle using the Elbow River MUP and 2nd St SW. This approach safely connects the Elbow Pathway to the existing cycle tracks and addresses concerns of snow accumulation on 2nd St which is scary
- The bike lanes slow down traffic . A small percentage of bikes use the road compared to those in cars it does not make sense to slow car traffic down for slow moving bicycles transporting only one person at a time.
- I drive and walk up and down 2nd street every day and do not want it to be converted into a one-way street.
- This is progress and part of supporting multi use transport





- It is already my preferred route to the inner city from Marda loop and this makes it better. Most of the roads in the belt line are too narrow for two way traffic plus parking. The one ways parallel to 17 ave should be permanent.
- Cycle tracks will provide true connectivity to Elbow River Pathway. Overall design will make street more appealing and safer for all users.
- Every city that's embracing an urban 21st century is building well-connected separated on-street bike networks in their central areas. This is one of dozens of inner-city projects that need to be done. It's already a decade late. Do it.
- Separate bike infrastructure big improvement pver sharrow
- My daily commute includes southbound 2nd Street. I will now have to go around the block. I like the bike path, but most traffic is actually south on 2nd.
- Traffic on 4st is a nightmare already . This plan of having only one way on 2nd will make it even worse. I absolutely do NOT support this plan
- I don't see the bike lanes getting much use, although I do see the skateboarders and drug dealers using the lanes through out the day. It has been a huge inconvenience to loose parking downtown due to bike lanes - and I'm a cyclist.
- It will provide a connection between Elbow and 12th that is actually safe for everyone to use. Snow and ice control is necessary for bikeways to remain safe all year.
- The one way travel eliminates the best southward travel option for residents to get out of the beltline. Dual directions of travel is more important than parking and the parking should be removed in its entirety from second.
- We need the bicycle connection on this popular route and the safety brought on by the new pedestrian/bicycle curbs will be a big help. The road is rarely busy and could easily accommodate this plan with little impact.
- 2 way bike lanes and pedestrian features necessary, but one way north turns this into a commuter road. As a local resident, I use the road in both directions for local access.
- The city needs to understand that this is a driving city which is too spread out to support cycle tracks. This money should be sent improving the city for driving
- Connecting cycle track beyond the core is vital. While I wish all roads were complete streets, we will continue to build until we have enough cyclists to validate the cause.
- This is a driving city no mater what the planning department thinks it can accomplish. The last thing a car congested city needs are more reduced lanes.
- Fine with either the painted or designated bike lane
- Actual protected cycling infrastructure. I used to bike 2nd daily, and simple "share the road" paint/signs don't make it safe.
- Already congested along for street. Loss of 28 traffic will make it even less easy to navigate. Concerned that lost of accessibility will hurt small businesses.
- horrible idea. It will kill businesses there
- it is fine the way it is now
- Worsen traffic
- Will make traffic more congested
- 4th bad enough need 2 way on 2nd
- One way not helpful



- Will increase difficulty for <redacted due to personally identifying comment> to access Holy Cross Centre via car due to one-way traffic
- One way will reduce density
- Traffic jam
- Bad traffic increase
- I cycle from my house in Sunnyside to visit my mom in Mission. The cycle tracks stopping at 17th avenue make the rest of the trip difficult.
- I ride my bike and drive to work from Elbow Park. I will continue to use 5th St to the bike lane at 5th St and 17th Ave. This is another giant waste of taxpayer money by bureaucrats that don't ride bikes to work
- 1) Living in <redacted due to personally identifying comment>, I will not be able to turn south. 2) I worry that single lane only will cause the speeding problems we had before it was made 2 way. 3) Speeders made it dangerous to use crosswalks
- Physically separated bike lanes needed
- The only other access southbound is 4th street which is already congested or McLeod trail. Both are out of the way and require additional driving
- One way is a terrible idea with 4th already overcrowded. Access to the businesses and services at the Holy Cross Centre will be severely impacted.
- Two-way car access should have improved "high-street" qualities & discourage speeding
- We should finish the other project we have around the city before starting new ones /
- Conversion
- I use this route everyday (I live in Erlton). Although losing a southbound Lane on 2nd st will cause me to change my route (on my way home) the benefit of gaining dedicated bike lane is well worth it. My family will use the bike lanes ofte
- It is my cycle route to downtown. Addresses the bike/vehicle conflicts at 26 ave
- Access for residents and businesses will worsen
- Strongly support the protected bike lanes so that all users can stay safe
- Don't like curb extensions
- I don't like the loss of parking on seldom used bike lanes. Traffic flow is more important to me
- Support the proposed separated bike lane - this would be amazing. Is it not possible to provide the bike lane while maintaining it as a two-way street?
- Slows down cars and makes the street safer
- Traffic will be far worse
- We need the separate cycle tracks on this block! There is a lot of bike and car traffic in an area with kids and seniors. More defined boundaries = safer travel for all.
- I support the cycle track addition but not turning the road into a one way street. This will counter act the 40 km/hr speed limit.
- I'm happy to add a bike lane but am not at all supportive of converting 2 street into a one-way.
- Traffic worse
- Bad idea block traffic



- I frequently use 2nd street to leave home heading north and to come back down 2nd street heading south to return home. 4th street is too busy. and McLeod takes me out of my way too much.
- Worse traffic pattern
- I've cycled down this street and have almost been hit twice due to parking blocking my view of on coming traffic at an intersection or parked cars pushing me out further on the road and a driving making a tight turn and not seeing me
- It makes NO sense! It will slow traffic as we can only access our destination from one direction. Will be difficult for emergency vehicles to get through to any of the schools.
- It seems much safer for both pedestrians and cyclists, who should be prioritized over cars. Cars and parking are still provided for in an adequate and generous way.
- 4st traffic horrible and this will make it far worse. Stupid idea
- Terrible plan. Makes traffic worse
- Cyclists are safer when a wider two way path is provided for them, separated from traffic. Cars are accommodated in an adequate way, and slow
- 2nd street is a critical south artery. If the plan is enacted the only south routes will be 1. McLeod Trail, which is already a disaster at 25th st. 2. 4th street, which is already too busy with lights, parking and pedestrians.
- I like the plan except for the new stop at 2nd and 26th. Please remove from design.
- Feel that 2nd street is already bikeable. I am a car free year round biker and work at 12 ave and 2 nd st sw. I prefer two way traffic for 2st. when 5th st was one way south of 17 ave, cars speed, access to mission was poor
- Safer bicycle infrastructure design. Parking spaces on East side of 2 ST appear under utilized and so redesign is better use of space. Most SB traffic is drivers trying to avoid lights along 4th ST. I am okay with forcing them onto 4th ST.
- it is a terrible idea because 4st is already a traffic nightmare and making 2st into one way will make it even worse
- I support this because bicycle and pedestrian safety are extremely important. At least as important as efficient traffic movement, if not more important.
- Terrifying to ride currently. Scary to cross. Nerve wrecking to drive! Currently too much from too many directions is happening making it a one way makes sense. Adding bumps, lower km and lanes will keep everyone safe. GREAT WORK!
- Finally, a separated bike lane between the 12th Ave cycle track and the Elbow River pathways. This is a key gap being filled.
- Bad bad idea will bock traffic
- I live on 21 ave just off of 2nd Street. I firmly disagree with this proposal:
- Increased congestion on 4st which is already bad enough; reduced parking spaces which is already bad enough; limited cyclist use with alternative cycle routes nearby; will inconvenience the vast majority and benefit a fraction. Waste of \$\$
- City must expand cycling options everywhere this is a good first step
- Waste of money - it's fine the way it is!
- Bad idea will worsen traffic flow
- No bike lanes needed. No one way required.
- I support protected bicycle lanes but am unhappy to see 2 ST SW converted to one-way traffic.
- Car flow will go from bad to worse



- Separated, protected bike lanes are safer and feel safer.
- Poor idea will make traffic worse
- No need for bike lanes.
- I agree with bike lanes and removing parking. 1 way streets are not good for neighborhoods.
- 4th st will be more congested . Only way to access 2st is to take left hand turns which will further block south and north bound traffic . Makes no sense
- It would impact health care for patients and guests at Holy Cross Center due to lack of access. There is an existing cycle track on 5th Street notwithstanding the existing cycle traffic on 2nd.
- Traffic worse especially on winter roads
- I come from Haysboro and use this to come downtown for work.
- Why is the cycle lane on the west side? Many more cars come from that direction, so there'd be much more need cars to turn across cyclists. Putting the lane on the east side avoids these extra interactions.
- I do not support 2nd street becoming a one-way street as it would greatly hinder my ease of travel south from the beltline and downtown. I use on this street frequently due to McLeod and 4th St congestion. 2nd is much better as a 2 way.
- Separated cycle tracks are integral to increasing safety for cyclists and work to make cycling more readily available for more vulnerable riders (like children).
- Bad for traffic
- Will worsen traffic
- Am very much against 2nd street being or returning to a one way street so I support the original design!!
- Yes, I also like lowering the speed limit to 40km/h.
- This is a missed opportunity to have separated cycle tracks on 2nd street. The painted cycle lanes are not sufficient. Please revise the design to include separated cycle tracks.
- I support the bike lanes separated from vehicle traffic.
- Changing the street to a one-way will directly impact patient and client access to the holy cross center. it will also create more traffic along 1st St SW as I need to travel south to access the holy cross parkade on 22nd St SW.
- These changes would make it difficult for myself and our patients to access our business. This would also make it difficult to leave work and add at least 5 to 10 minutes to my route.
- We use 2nd to drop our daughter off at daycare by bike and then proceed to work. A separated bike lane would make our travel the most safe.
- Converting 2nd Street to one-way north bound will add more traffic south bound on 4th Street. 4th street, in my opinion, is already overly congested.
- Im a cyclist .Because of 2nd St I can t get to 12th ave safely to bike track where it is protected so I do n t use it. Painted lane will not save us from cars . we need protection
- I support the additional traffic calming measures. Unsure about converting to a one-way street, given I live in the area, but open to seeing how it works. Yes to dedicated left turn signals.
- I do not want to lose southbound travel (driving) on 2 St.



- I do not support making 2nd street into a one way street. City employees came to Lindsay park and spoke with residents and do not mention this. Bikes are not the Majority and now feel city just makes their own decisions, no trust
- The separated bike lane!!!! And the 40 km speed limit
- Increased biking lanes to facilitate volume needs, new parking arrangement
- I strongly do not support removing the southbound traffic lane. This will require going to 4th street to drive southbound which has traffic lights at every intersection and is already very busy - and will be much more so as a result.
- I work in the Holy Cross Hospital and this new idea will severely impact how our patients have access to the clinic. Many of them are elderly and sick and will have difficulty accessing the building.
- Do not support changing 2nd to one way.
- I am in favour of more bike lanes
- This street is heavily used by cyclists & pedestrians. It is a needed upgrade to make it safer for all modes, and increase active modes.
- Fixes a glaring gap in the bike lane network, now provides a safe connection from the Elbow to the Bow all year-round. Curb extensions should also make it easier for pedestrians to cross which can be problematic, especially at night.
- We currently use 2nd St on our bikes while hauling our dog back from River Park. It doesn't feel safe but it's the safest choice we have. The new design is terrific for our safety as well as pedestrians (slower traffic).
- I believe that painted cycle lanes are not safe enough. I live on Royal Ave SW which has become swamped with traffic due to the 17 Ave construction And drivers are not patient and don't respect the rules of the road when. In a hurry.
- DO NOT MAKE 2ND STREET ONE-WAY.
- The 2-way cycle track will be significantly safer for cyclists than the original dual bike lane design
- I am an avid cyclist
- separated lanes
- Not ideal
- Much better support of active transportation. Makes a critical link from downtown to Elbow Pathway instead of using 5th st between 17 and Elbow which feels like a death trap on a bicycle. Still allows for on street parking.
- This is not a good idea for the residents, commuters, patients, establishment at the 2nd St.
- the cycle track should be on 5th st. It is insane that you are just moving it to another street, rather than finish the infrastructure that is already in place. I only support if cycle tracks are also going to 5th st
- Safe cycling infrastructure and traffic calming seems appropriate for this area
- The new design proposes much needed safety enhancements and traffic calming in this area as well as improvements to cycle tracks
- Biking is important to the city. Making room for safe travel of all forms of transportation should be a key objective of the city.
- Need the protection from traffic as a biker. Need the calmed traffic as a walker ... better sense of community and kids can safely walk to school and parks
- 4 street is already congested and adding more southbound traffic to that street is not desirable.



- I think cycle tracks are the safest and most accessible form of bicycle facilities. Support the city designing safe infrastructure for all types of active transport.
- More cycle tracks are required to complete an actual network.
- Bike Lanes connecting all the way up to river paths filling a current gap in cycling infrastructure.
- Making 2nd street one way limits access to my work for me and the public who frequent our business
- This concept considers all users equally without providing priority to car users. Separated cycle tracks are safer and should be used inner city where car volume is high. This is a much needed investment to expand the cycle track network.
- dedicated bike lanes would help me as I am a timid bike rider and I don't like sharing lanes with cats
- It's much safer to bike on the new design. Car drivers often drive too close to or on painted bike lane. When biking on those lanes, I feel that I have to be combative in order to safely bike.
- Provides a physical barrier between cyclists and cars
- The existing cycle track runs down 5th Street. Why not extend it down 5th. Just about all of 5th Street between Shell and Safeway is residential. The same stretch of 2nd has a business building, funeral home, two schools and medical.
- The one way street will force a lot of traffic onto 5th street and 4th street, both of which are more connected cycling and pedestrian friendly streets. This will make those two streets more busy and they are more likely to be used for walk
- Safer not efficient cycling
- The addition of the cycle track is excellent and helps connect the 12th avenue tracks to the Elbow river pathway system.
- Worst idea ever. Will bottleneck traffic even more
- I was a strong advocate and supporter of the reversion of 2nd street to two way traffic (when it was previously one way). It was not a functional street for the community or roadway network when it was one way. This is very disappointing.
- Enough with the bike lanes, what about the accessibility of patients coming and going to Holy
- Ridiculous plan for this area, where is consideration for the Holy Cross Centre and ease of access for patients. Crazy to think people leaving Holy Cross then have to deal with the disaster of 4th street as an alternative. Use your head.
- I don't think that the tax payers should pay for this. Maybe it could be paid for on a pay as you use, bike licences may bikes used in the core should have to be insured for the accidents that they cause when using the road ways like cars.
- One way street will lead to additional volume on 4th and 5th during rush hour, and restricts route options in a high traffic area. The street is wide enough to accommodate bikes and cars as is, with the full cycle track just 2 blocks away.
- 5th Street cycle track extension makes more sense. Already difficult for pedestrians, Cyclists and drivers to navigate this area. And there is already limited parking for the businesses, Library and residents in the area.
- I bike this stretch 5 days a week and during rush hour, I feel unsafe at times on the ride home, mostly from cars not paying attention and opening their doors without looking.
- The road can feel unsafe during rush hour, too many people not paying attention.
- Biker!
- As a cyclist additional cycle tracks would help make getting around safer and more convenient. Changing the road to one way traffic would also help to ease congestion on 4th during morning rush hour.





- 4th St traffic is already bad at most times of the day. Eliminating southbound traffic on 2nd St would make 4th(and 5th) St nearly unbearable. There is space on 2nd St to have two-way bike lanes on the east side with little disruption.
- I do not support changing 2nd St into a NB one way street, it would directly impact my ability to access my building's parkade. I would have to access from 4th Street/Alley after 18th Ave which is always busy due to 17th Ave traffic.
- Safer for anyone wanting to move in something other than a car.
- I support curb bulbs & cycle track connecting the Elbow path to the network (5th St makes more sense though). I oppose the one way conversion without serious traffic calming - one way streets increase VKT, speeds, collisions and casualties.
- Neighborhood access is already cumbersome. The lights on 4th are not timed and traffic stuffs up constantly. Making the street one way just reduces the ability to travel south to home when 4th street becomes too congested. Bad idea.
- Good connection from downtown to elbow
- 5th Street north of 17th is cluttered and restrictive to CARS, so why add more restrictions on 2nd?
- I live on 15th. This summer has been a nightmare with the 17th avenue closure.
- 4th street is already congested between Sifton Boulevard and the downtown core. Turning 2nd st, into a one way will push even more traffic to 4th st southbound making it even more congested.
- Cycle track is hugely necessary, as is reduced speed. Change to one way not great unless similar plans for 5th?
- Duplicates 5th St. cycle path, 10 Ave to 17 Ave, just 2 blocks away, where many \$000s of tax dollars have already been spent. Concept ends at 10 Ave with no direct connect to downtown, except sketchy cycling thru 1st St & 4 St underpasses.
- I want the street to remain 2 way. Exiting mission to the south will make traffic unsafe at 1st and 25 and 4th st is busy enough as it is. Not a good plan for the people who live here.
- Seriously I'm losing my quickest way home from work now. Stupid idea. There is room for bikes now as in the warm months the what I do.
- Leave it the way it is as two-way traffic...marked bike lane only....don't revise the design...just leave the road as it is. Can't you just leave things that already work alone.
- It doesn't make sense to turn this into one-way and build a cycle track 3 blocks from another cycle track.
- I fully support a cycle track on 2nd Street, but I am selecting neutral on this specific concept as I feel it omits certain essential elements needed to create a fully safe and predictable streetscape (see "4").
- Enhancing cycling and walking infrastructure is a cost-efficient way towards addressing car traffic congestion and promoting healthy and sustainable lifestyles of Calgarians
- Dislike lower speed limit but northbound 1-way is novel but not 100% convinced
- I use this corridor as a cyclist and it is super dangerous in its current state. Please make the transition through this area safer!
- As a year-round cyclist using 2 St daily, I find it someone's difficult to ride in the winter and am constantly expressed to the door ajar area of parked cars
- I prefer cycling for trips within a 10km radius of my home. I frequently travel to this area. The new cycling infrastructure will help me to feel safer while making these trips.



- It's unnecessary, I live directly on 2nd ST, have twin two year old boys and have never encountered one safety issue with 2nd st's current configuration. We are out walking all the time I have only had problems with cyclists not yielding.
- Provides better protection for pedestrians & cyclists. Prefer more permeable barrier vs long concrete for ease of cyclist access when entering from businesses on other side of street
- Southbound traffic will see a major impact if you only allow for northbound movement. The bike lane already exists and works as is. North of 17th ave it can get tight but can be remedied by simply restricting parking at peak hours.
- We need more safe, separated bike lanes in the city. Since I moved to Bonavista I cycle much less with my 3 year old because it is too scary on many main roads. Hope this is a stepping stone to expanded cycle infrastructure.
- Making second street one way will make driving around our neighbourhood more difficult and will leven longer every time we are going outside. Im a person that will never will be able to use a bike so this will affect my movement around here
- This is unnecessary, I went to the public engagement and they didn't care that the street works well as it is. This is another make work job, and the city reps used the "what about the children" cope out! What a joke!
- It worked fine before. How many times must you reinvent the wheel. What is the all-in cost of all these "improvements"? These appear to be make work projects with no budgetary constraints. Another luxury we do not need and cannot afford.
- Do not support one way vehicle traffic.
- I support 2 way traffic, limit of 40 k, and single bike lane each side. otherwise it is just too confusing and hard to assess in the right direction leaving 22nd ave & 2nd st.
- Do not support one way traffic on 2nd street. There is already too much traffic on 4th street to support changing 2nd street to one-way. Additionally I use 2nd street in both directions and this would seriously impact me.
- One-way traffic going north on 2 St is just going to push southbound traffic to 4th and 5th Street, which are already very busy streets with inadequate pedestrian crossings (especially 5th street between 21 and 24 Ave)
- I don't want one way traffic on 2nd street. I can avoid 4th st (w/ heavier foot and vehicle traffic) by using 2nd st and it would increase my driving distance and make mission less traffic friendly.
- This concept doesn't maintain 2-way traffic on 2 Street. It is important to the flow of traffic in and around the community to have 2-way traffic on 2 Street.
- One way traffic will result in additional congestion on 25 Ave. Access to 24th Ave will then be limited.
- I do not want one way traffic on 2nd Street SW. it would be unnecessary and inconvenient. I use 2nd in both directions for driving. For biking I access the Elbow River trails.
- Cars use 2nd St. as a drag strip and I feel like I'm swimming with sharks every time I cross the road. Drivers rarely stop or slow down and don't notice when someone is trying to cross on foot. I support anything that makes this area safer.
- We do nor support reverting to one way only north bound traffic as it has a negative impact on the community by reducing the livability for the residents and a fast access to the core with a speed limit that is ignored.
- 2nd Street is too narrow to create bike lanes. Right now there have been very few if any problems with bikes and cars sharing the road. I am a cyclist. I agree with the 40kph speed limit.





- I use this area almost daily, and one way traffic eliminates a route home from most services for me, I also think this will make rush our even worse on 25 Ave
- We use 2nd to enter and exit the community. One way north would require we use roundabout routes on already busy 4th or 5th to return to 26th from downtown and points north, east, and west.
- As it currently stands, 2nd is dangerous for cars, bikes, and pedestrians. This new concept will help slow things down and make it safer.
- Disagree w. conversion to 1-way. Community is only 3 blocks wide (Mission) and any blockage on 5,4,or2 sts. would cause chaos. Traffic on 1-way sts. tends to be faster and more reckless. Some 2st. w-side residents need 24-hr street parking.
- I do not like the one way traffic aspect of thi proposal.
- Keep 2nd Street two way!!!
- Do not support conversion of 2nd St to one way.
- Forces me to use 17 Avenue and 4th Street to travel southbound on Macleod Trail. Also concerned with access out of my home as my parade exits on to 2nd street.
- I drive south on 2 St daily to get to/from work, made even more essential since the reintroduction of peak hour parking in 4 St
- If the new concept is about one way traffic? I do not support one-way traffic.
- One way traffic redusces community feel, raises vehicle speeds and is unsafe for pedestrians
- We campaigned hard 12 years ago to remove one way traffic roads that were located in mission/Cliffbungalow. The two lane traffic increased pedestrian access usability, lowered vehicle speed through neighborhood.
- I drive north and south on 2nd street every day, multiple times a day. Having it to northbound only would make inevitably require me to increase traffic elsewhere.
- I live in the area and need safe separated cycling for the north south directions to connect to the Elbow River pathway system.
- I do NOT want 2nd Street changed to one way traffic going north!!! I use 2nd St to go South daily be Audrey if the eternal congestion on 4th ST. This would create even more of a headache on 4 St.
- Put bike lane on 5th so it connects all the way down to the river. Convert to one way traffic. Keep 2nd the way it is.
- as cyclist and resident the much larger morning volume due to 1-way N-bound will be unpleasant. but as pedestrian, crossing 1-way street will be easier. and two way cycle track will be very welcome each evening. above all, 40 kph is ideal
- Do not support making 2nd St. one way. It would disrupt the access of all those people living on or east of 2nd and would create more traffic on 4th street which is already a congested route.
- 2-way traffic is important to me
- 2nd street should have two-way vehicular traffic. The street is so much better now than when it was a one-way thoroughfare.
- Against 2nd st being one way
- 2nd street handles the volumes well today as a 1 lane 2-way street. 2 lanes promotes aggressive driving, doesn't increase throughput and is not pedestrian friendly. Shifting south traffic to 4th or 5th will cause more issues than it solves.



- As a cyclist , I support having safer bike lanes--it is a rare connecting route between the river and downtown-- a major thoroughfare. the CBMCA wants to narrow lanes--I don't support their argument and am a long-time resident.
- Better cycle lanes--connecting route between elbow path & downtown otherwise there is a major gap not fulfilled by 5th st. Slower traffic due to parks and schools is okay. Do not support CBMCA to narrow bike lanes
- I do not support turning 2nd street into one way. Please keep it a two way street.
- Do not support one way traffic. Only other option for going Southbound is 4th street which is busy already with car and foot traffic.
- Converting 2nd to a one-way northbound-only traffic flow will significantly impact the volume on 4th and 5th street, which are already traffic heavy streets. 2nd St is an important corridor to McLeod & Elbow, losing SB access not ideal.
- 2nd street is the only north-south street in this entire area that isn't complete chaos. 4th street is a nightmare, 5th street only gets you to 17th ave and the lights at 25 and McLeod make using McLeod a pain to use to get into or out DT
- does not retain 2 way traffic on 2nd street, this is imperative
- We as a community worked hard to get one way traffic flows removed from Cliffbungalow/mission. This promoted a pedestrian friendly neighborhood. One way traffic will increase vehicle speeds
- Cliffbungalow/Mission worked hard 12 years ago to remove oneway traffic flows. This made our community a pedestrian friendly neighborhood and you have witnessed its success. One way traffic will increase commuter speeds through neighborhood
- because 4st is already a traffic nightmare and making 2st into one way will make it even worse
- Do NOT change 2 Street into one-way traffic. I live on 20 Ave between 2 and 4 St SW, and it's tough enough to get to my house the way it is today. 4 St. is too busy to carry all the traffic from 2 St. Pls. consider how residents get around
- Better bike access from south to downtown.
- All agree with all except one way traffic. Better if it's two way traffic, or if there is two way traffic at AM and PM peak traffic times.
- I support the addition of a separated cycle track.
- I LIVE ON E. SIDE OF 2ND BETWEEN 21 & 22AVE AND GO OUT EARLY DOWN 2ND TO 26TH. NO GOOD ONE WAY NORTH
- As someone who lives on the 200 block of 14 ave SW, and walks, bikes, and drives in the area, the conversion to oneway will make all modes of transport safer. Currently crossing 2nd street is dangerous regardless of mode.
- I do not support bike lanes as they encourage bike riders to disrespect pedestrian and automobile traffic. I also don't support traffic calming as it has the direct affect of making roads unsafe by aggravating drivers. Keep traffic moving.
- 4th street is too congested already to support the additional SB traffic. Would also require a 4-way stop at 24 Ave + 1 St SW to allow SB traffic to SAFELY turn onto or cross 24 Ave as it's too busy to support more vehicles turning.
- Higher quality bike infrastructure that will be maintained better in the winter, making it one way would be safer for pedestrians as crossing the street right now is very difficult
- Cycle tracks are most comfortable and safest for users - what else could we be looking for?
- Looks like a better, more pedestrian friendly layout. Walking through that area always feels a bit constrained



- I think two way traffic is essential.
- 2 st was a one way before, totally killed the street, made it non friendly
- Disappointed in one way, which will make getting home from work awkward for me
- I strongly support any investment in bike lane infrastructure
- One way north makes access difficult to those living east of 2, as well as cutting off access to south of 17.
- Traffic is bad enough in this area. I lived here for the better part of the last 20 years. I do not believe this is anything but ego for you at City Hall.
- Separated cycle tracks make it so everyone can bike on them. The stupid painted bike lanes in the door zone are a joke. The cycle tracks separated from cars are necessary. Please put more in the city.
- Enough with the bike lanes. Despite the figures, they're mostly empty and it's impractical for a city with winter.
- Why not wait until the Green Line route is finalized and 100% confirmed before starting a project on a street (2nd street) that will be impacted by the Green Line.
- I need a safe way to bike with my baby from downtown south. Right now we use 5 st sw and it isn't safe south of 17th.
- The street is quite busy during the week with cycling commuters heading to and from work. Hence the proposed designated cycle lanes will improve cycle safety.
- I like the curb extensions, the bike path but I really don't like the one-way road design. Having 2nd Street be a two way makes it easier to head south and onto McLeod trail by driving to 25th and crossing the bridge.
- separated bike lanes, reduced speed and one way traffic
- Yes Of course! The main mode of transportation here is the automobile. To re calibrate and re balance our city, adding ANY other mode is a step in the right direction to creating more balance.
- It would make more sense to extend the 5th street cycle track to Elbow Drive. Most of the cyclists using 2nd Street are likely coming from the Elbow River. 5th street is better because it goes to downtown core. 2nd street is dead end.
- Curb bulbouts good, protected bike lanes good.
- We need more cycling and multi modal options for the area
- while favouring bicycle safety, one way increases traffic speed, problems of access to church, school and other services and increased traffic routing caused by one way. I cycle and walk - this seems like an 'over-engineered' solution.
- It's a good overall compromise. No traffic lanes removed, adds cycle tracks, only some parking removed.
- Unnecessary. I cycle to work from 25 Ave to 12 Ave along second street. There is already a designated northbound bike lane, and plenty of room for cyclists and motorists. Construction on 2nd street would create more congestion on 4th street
- The city of spending too much of the taxpayers funds on bicycle lanes.
- I was hit by a truck who cut me off while I was driving in a bike lane last year which resulted in my broken pelvis. This is a much needed demand for the city both to the cost of injury and to its citizens.
- I am a cyclist and only drive occasionally. Seems safer for cyclists and pedestrians. I find 2nd street really hectic and kind of scary to drive or cycle down! So anything to make this better, including bike signals and extended curbs.



- Northbound one way traffic will only increase an already congested 4th street sw. I use second street sw to travel southbound every single day. Please dont take this away from me.
- Cyclists need protection from cars. Since the city failed to install a connecting cycle lane down 5th st to Elbow this is the next best thing.
- I'm in favour of an expanded bike track.
- So fabulous to protect my young family as we bike and walk around the Beltline - our home!
- Safety for cyclists and pedestrians should be top priority.
- Against second street being one way. It makes getting home extremely difficult while driving.
- Terrible idea . I work at the Holy. This would hurt my practice significantly
- One way bad idea
- One way will curtail traffic which will counter inner city densification. This makes no sense
- Bad for access and traffic
- A survey of almost 100 patients that came to the Holy Cross showed complete disapproval of this plan. It will adversely affect access which is already difficult
- Poor idea
- Worse idea ever. Will kill traffic flow
- Block traffic
- Worse idea ever
- All around bad plan
- One way not conducive to residential or business interests
- 5th street already has bike lanes extend 5th street further. 4th street is already a nightmare. DO NOT ADD ANOTHER ONE WAY AND BICYCLE LANES IN THIS Area. Give your heads a good shake and think about everyone using any form of travel.
- Keep both lanes for better access
- We need more inner city density and stop urban sprawl. This requires good traffic flow
- We have enough bike lanes in this city, some not even being used
- 5th street is already bicycle lane, make changes to this street. Holy Cross Centre accessibility becomes intolerable. Trying to maneuver your way on a one way street with access in the wrong direction. 4th street not an option as its busy
- there's already enough bike lanes
- already heavily congested with minimal parking and this would make it more congested and make sure there is less parking
- I support complete streets that allow pedestrians, cyclists, and motorists to get around the city safely and effectively. The new design connects cyclists and pedestrians to the elbow river pathway which is an important multi-use path.
- Do not extend free parking to hybrids. Also, the four way stop at 2nd and 26th will grind traffic to a halt. I am a commuter cyclist, and status quo is perfectly fine.
- 4th street is a nightmare, I dont want 2nd street to be the same. 5th street already has bike lanes, why not extend them. Bike lanes aren't being used that often anyways, especially in winter.
- I like the original concept with 2 way traffic better, 40km/h is unnecessarily slow
- I am supportive of any project that provides transportation choice to Calgarians



- I don't know why you're wasting your time on this. It's good as-is (I bike and drive this road all the time). 40 km/hr is not need. It only works (sorta) on Elbow because of extreme police attention. Are you planning that here too?
- I think the new concept is much friendlier to pedestrians and cyclists and will have a more positive net benefit on the area.
- Separated bike tracks make me feel much more secure as a cyclist, especially when I am cycling with my child
- Waste of money (again)
- Commercial loading zones are too few and far between. We need space for commercial loading and unloading
- Too "cyclist centric", leaving little consideration towards pedestrians.
- We do not need more one way streets. I like the hybrid parking spots.
- We need a 2way zone. One way will create chaos, especially when there are street festivals on on 4th. I strongly disagree with a one way.
- This is too disruptive to traffic flow. Cyclist should be able to share the road with traffic.
- Need safe bike connection to Elbow, cycle track is only safe & effective way of doing that, comes with added safety improvements for pedestrians in a high foot traffic area
- A one way is overkill. I live on 14 ave between 1st and 2nd street and find the traffic on 2nd street to be relatively light. This would decrease convenience of travel already experienced with 14 and 15 ave's temporary one way situation.
- One way travel would be highly disruptive to my beltline Living.
- I own <redacted due to personally identifying comment>. We fully support any and all efforts to slow the traffic, add more safe cycling spaces and make this neighborhood more of a 'neighborhood' (and less of a commuter corridor)
- Not enough residential parking. Too many bikes dont stop at 13 ave and 2nd sw for pedestrians
- This affect my morning commute down 2nd st SW. first to holy cross for daycare drop off and then to work north on 2nd st. Add a bike lane. Leave it as two way traffic.
- I am not sure why this street cannot remain two-way. Even at one lane each way, why could that not be maintained? I anything our downtown should increase two way traffic, not decrease it.
- I walk/bike/drive on 2nd Street to and from work every day. Only signage and painting bike lane is needed. The city should spend the rest of the money on concentrating to reduce traffic instead of adding conjection.
- I would desperately like to have a dedicated bike lane as I use 2 street to commute to work every day all year round and I find it to be the most dangerous part of my commute, particularly in winter.
- I currently walk from 25th to 10th but would much prefer to cycle. A cycle lane would mean I wouldn't be worrying about the traffic.
- How much does this cost, why are we adding bicycle lanes that are not in use the majority of the year. Why restrict traffic for the minority, if this was Victoria or Vancouver, makes more sense. I am a cyclist
- Quit with constant construction. We don't want or need any more bike lanes. Or any more wasted city tax dollars! Also 2nd steet Ned's to be 2 ways. We were told there wouldn't be a reconversion to one way!
- Separated bike lanes are a waste of space and money, which should be used for more necessary parking in the area. Also no need to reduce speed limit.



- Put in a dedicated cycle track while keeping 2 St SW a two way street.
- Do not support one way or lowered speed limit.
- I frequently drive south in 2nd street and turning it into a one way street is absolutely absurd. There is more than enough room for cyclists and two way traffic and I am adamantly against this change!
- Keep 2nd Street SW two-way flow of traffic not the proposed one-way. I bike and drive this route daily and find that with more pronounced bike lanes (ie: paint), cyclists and motorists can share the road safely & efficiently already.
- With the recent addition of several new traffic signals, 4 St has become much more congested. I am concerned that making 2 St a one way northbound will increase southbound congestion and make access to my apartment even more difficult.
- I live on 26th Ave and travel south by car on 2nd almost daily since 4th st is congested and has many lights. Removing 2 way traffic on 2nd limits my options and would make 4th st worse for commuting and emergency vehicles.
- I will feel much safer commuting to work by bicycle with this improvement.
- Safer
- I am not in favour of the curb extensions, and especially not in favour of the 3 way stop at 2nd Street and 26th Avenue
- Bike lanes have already been a major point of contention for the city as the majority of them go un-used during the winter months.
- I am very keen on having a cycle track that reaches the bike path from downtown. I use the cycle track daily and find the lack of connections to the bike path both unsafe and curious.
- Disagree with one way for driving, 2nd is my main route everywhere and there are not enough bikers to justify this
- Protected bike lane is superior, less impact on parking, better traffic flow
- I don't think it should be a one way. Everything else sounds great.
- Divided bike lanes make me feel safest as a cyclist and currently I don't love biking this street but there is not a better alternative
- Much better solution for cyclists. More of this please!
- I do not support converting 2nd to a one-way. 4th Street is already over congested and the avenues that connect to 2nd St. have hardly enough room for 2 way traffic. Living on Holy Cross Lane, I use 2nd St to travel north and south daily.
- I like the idea of maintaining 2-way traffic. I'm a cyclist who visits friends in the area very often, and I didn't think a separate cycle track (divided from traffic) was necessary. However, I think painted lanes and signals will help!
- As always, the city is being short sited. This will increase 4th St southbound traffic and headaches in mornin. I live on 4th St. Reduce speed limit of 4th and install speed bump calming measures.
- I do not like the idea on one-way traffic on second street or painted bike lanes. This concept reminds me of 12th avenue, which is a nightmare to navigate.
- I do not support one way traffic flow. It would force me to circle blocks to get home and find parking.
- I support 2 way traffic (no one way please)
- I do not agree with one way traffic on 2nd street.
- To make the corridor safer for cyclists and drivers





- build a pipeline to west first
- Do not make this road one-way! Terrible idea. Health centre, elementary school and high school all in close proximity, need reasonable access to AND from.
- I live in the Beltline and utilize the bike lanes in the area often. I'm in favour of anything that makes cycling safer!
- I sold my car and I use the cycle track as much as possible.
- Any improvements to Calgary's cycling infrastructure are welcome. 2nd street is a great street to target for this... it has limited car traffic & a playground zone, so I believe fewer cars will be impacted by the changes.
- Safer for cyclists while still accommodating cars
- Yet another silly 1 way road - I like on 15th AVE, East of 2nd ST - to get home now from East of my home, (because 15th AVE is 1 way running East) I will have to take 14th ave west to go to 3rd ST, then double back adding 5 stops/3 lights
- I believe the extended curbs and increased green painting will make it safer for cyclists and pedestrians to commute.
- provides necessary complete cycle track link from Beltline to river pathway. However, reverting 2nd street back to one way traffic again divides the community of Mission. Plan does not contemplate how cyclists movement beyond 10 Ave
- I drive this route everyday. Bikes are rarely in the lane now. Snow maintenance!!?? For bikes?? NO! The city doesn't clear the streets, why clear just for bikes? Seems like a massive waste of money for a very small percentage of ppl.
- We do not need another one way street. 2nd street is too busy.
- Having separated bike lanes is important, and I don't mind the loss of the parking spaces because it is walking distance from where I live. When I do drive on it, it is stressful because there are such narrow margins for cyclists
- The bike lanes have been such a great improvement to the city. The plan for 2nd street seems great.
- I am in favour of adding bike lanes and lowering the speed. I am not in favour of making it one-way as it would make it very difficult for me to park near my house on 2 street.
- Changing 2nd street to a one way during designated hours is a terrible idea. It will be confusing for drivers. Impact all residents living in the area and cause a massive increase in traffic on 4th street which is already over crowded.
- I've lived here for years and one way streets are going backwards. Two way is better ease of use and smarter way to move people. I am a cyclist and I mostly walk so from the street perspective I'd rather two way traffic.
- I'm a fan of any traffic calming efforts in the beltline! Makes it more walking and biking friendly!
- I live off 2nd street and this will significant inconvenience access to my building. Traffic on 2nd street is manageable with low volumes of traffic. This road is imperative for emergency vehicles to access retirement home on 26 avenue
- I live in the <redacted due to personally identifying coment>, drivers use this corridor to avoid th lights on 4th st sw.the speed and noispollution it brings ishorrendous, an dangerous for the residents seniors) and cyclists.We need more traffic calming measures if possibl
- Turning 2nd Street into a one way will be an inconvenience for accessing the area
- traffic is going to be a nightmare and there are already bike lanes on 5th street. Why not just extend those
- Condos between 17th ave and 11th ave on 2nd street are already choked with one ways due to the changes made last year. This creates additional problems in having to drive several extra blocks simply to access your condo or leave it.



- not enough new parking
- This is completely unnecessary and I only see this causing further restrictions in this area rather than improving.
- Better protection for cyclists. Traffic is so minimal on that road, it probably doesn't even need 2 travel lanes ever but a reasonable compromise to fit good bicycle route in there.
- I do not support putting more bike lanes in Calgary
- I do not support any of the designs. Stop adding cycle tracks when they are not needed.
- One way traffic will slow the commute down for many drivers, which means more cars on the road for a longer period of time when we should be working towards shorter times.
- ABSOLUTELY NOT. I am a daily cyclist who uses 2nd St, and even I can see how changing this to one way traffic is absolutely idiotic. 2nd is a major relief route for gridlock on 4th in both directions and MUST not be made one way only.
- Will greatly hamper commute. It will also greatly affect how parents are able to drop their children off at the two schools found on 2nd st.
- It will greatly impact how our patients can reach our office.
- 4th street is a very busy street. And 2 st is to support it. Currently a lot of traffic going both ways. Just one directly
- On direction on 2 street is not enough to support the local traffic.
- The new concept includes much safer option for cyclists, who use this route often.
- I am an avid cyclist and business owner and resident of Sunalta and am fed up with the ridiculous bike lanes , 12th is a nightmare and you have yet to finish 5th which would actually link Elbow to Bow River trail systems .
- I am also concerned about the impact on street parking in the neighborhood for patients who have trouble affording parking.
- Putting 2nd street to a oneway NB will result in more traffic using 4th Street which has significantly more pedestrians than 2nd. My worry would be a more congested 4th street and the possibility of more Ped/Car incidents.
- Love it all except the one-way. Get rid of more parking
- One way traffic makes traveling by vehicle difficult, risk of errors: vehicles going wrong way and hitting pedestrians( not cyclist b/c they are rare. Waste of resources
- Emergency response times for the medical facilities, the school and other residences will be adversely affected as they must come from the north.
- I do not support changing the roadway into a one way street, fourth street is already too busy
- Traffic southbound on 4th ST would be seriously impacted due to big demand. Unsafe for both north and southbound traffic and pedestrians. This seriously impacts patient/employee access to Holy Cross Centre, 2 schools, funeral home, businesses.
- Please keep 2nd St as two-lane at all times. There are many that use 2nd St for both ways, and 4th St is busy enough for traffic to be diverged there if 2nd St becomes a one-way along with the new proposed slower speed limit
- A bike lane from the Elbow River pathway would be great!
- Most importantly, access to the Holy Cross Centre from a one-way road, would hamper response from EMS, Fire and Police if they have to use the already over-crowded 4th street. Could be life threatening for residents, patrons and staff.
- Cycle lane is redundant to the one on 5th St





- The Holy Cross Centre needs access by emergency vehicles. One way on 2nd will make this difficult. There is already river pathway and 5th street bike path. The city makes bike paths so difficult and confusing.
- I support any and all additions of bike infrastructure in Calgary. This city had been poorly designed for many years catering to the car. We need to add bike lanes throughout the beltline and downtown if we want this to be a modern city
- I have lived here for 8 years and the traffic is only getting worse on 2nd st wish a bike lane this would only increase traffic and for what? Biking 4 or 5 months of the year for only a hundred people vs thousands that drive each day??
- Traffic is so bad it sometimes takes me two lights to get onto 11 th ave. Keep as is!
- working
- My condo building parkade exits onto 2nd street, the two way cycle track would be extremely dangerous. It is already very dangerous with driving traffic and pedestrians and this is not necessary. Would also want to keep 2 way traffic.
- We need traffic to move both directions on 2st SW. I do not support one way traffic on this route - this will make southbound traffic on 4th and 5th Street terrible.
- This street requires two-way traffic. 4th Street is over capacity as it is and has many traffic lights.
- It is a terrible idea to make 2nd street a one way. This will extra congestion on 4th ST and 1 ST. As well there is already minimal free parking in this neighborhood. The original option makes so much more sense.
- I don't fully understand if the new design is better than the original
- It is not at the top of the page!!! I support the one at the top which is labeled original and keeps it a two way street!!
- Bike lanes make Calgary a better place to live. I use the bike lanes year round and a greater bike network will really help with safety.
- protected bike lanes greatly increase safety for less confident riders, particularly women and children.
- I travel from
- I live north of downtown and travel south on 2nd st daily for work. I avoid 4th due to lights and congestion, this would be very inconvenient.
- I travel south daily. 4th is too congested and lights are bad.
- The new concept enhances safety for all users, not just hard core bikers
- segregated bike lanes, better pedestrian crossings, and lower speed limits would make it safer for everyone.
- It is much more of a complete Street design
- One lane would make it very difficult for our patients to come & go to the Holy Cross. 4th street would be overrun by traffic and delays. Emergency vehicles/ambulance stuck in traffic on 4th. Patients get frustrated and lost trying to come
- It helps increase a city's bike friendly score and encourages people who would otherwise not cycle to work to try. People feel safer in designated bike lanes. It will cut down on traffic with more people on bikes.
- I use the existing bike lane frequently during the spring through fall. After many years of use, I have had no problems or safety concerns using the existing path. I do not think any upgrade is helpful to bike riders like myself or drivers.
- Because as it is right now I don't cycle purely because of how unsafe the cycle lanes are right now! I live down town and every day I see 90% of cars driving in the bike lanes, for no reason lots of room on other side, paint is not enough!!



- Not sure about the 1 way street. I do like that the bike lanes have proper maintenance - could that be provided with lanes on either side of the road? Bike lanes could have green markers? Curb extensions make biking scarier (less room).
- I bike to work in the winter. Biking beside park cars causes ice and snow to build up forcing bikes into traffic. 2nd proposal cycle tracks are safer easier and better for cars.
- Much better solution for all users
- As a cyclist I think the more tracks the better. Far safer than cycling the roads!
- It makes cycling here safer.
- the new design makes biking even safer in the area.
- When I drive my car on this route, I do not want to have other drivers being aggressive to me for leaving adequate room to pass cyclists. When I bike, I want to feel protected from the cars that drive this road.
- It will increase safety and comfort for cyclists and pedestrians with minimal impact on drivers.
- Making 2 St one-way will make congested 4th Street even worse. Access to my work will be very inconvenient for my employees and confusing for my customers, reducing my business.
- makes good sense
- Because of all the reasons in this video: [https://www.youtube.com/watch?v=E85HMNJix\\_o](https://www.youtube.com/watch?v=E85HMNJix_o)
- I believe the improved safety of this design -- especially for people on bikes -- will encourage more people to choose walking or biking rather than driving, making Calgary more beautiful & vibrant and reducing future costs of roads.
- I am 61 and like inner city. I hope to use cycling as a transportation option in the years to come and the safety of a bike lane also protects and supports motorist commutes
- Physically separated bike lanes provide the best, safest design. Paint doesn't protect cyclists.
- good--more visible cycling intersections
- more and safer cycling access
- good--higher visibility bike lanes, unsure of one way street, even with a posted 40km, doesn't enhance liveability--12th street is fast
- Really bad idea.. with this new concept 4street will be some busy and I will have no chose to use 4street go get out of my house. During rush hour will be hard to get out of the mission. Terrible idea to do that new concept.
- I believe it would encourage more cycling along this route, which is currently a little challenging for novice or cautious cyclists.
- Why souring all this work for the bike lane and they don't follow through rules
- We need to encourage more biking and the only way to do this is safer options
- Parking in the mission is at a premium. we are at constant odds with people parking illegally or trying to park inside our parkade. By removing even more parking spot, you are adding to conjection. Its a good idea just the wrong place.
- If you build it they will come. You built the bike infrastructure and I bought a bike and started using it. You made me healthier. Keep up the GREAT work!
- Safer for drivers (one-way street), bikers (separated lanes), & pedestrians (curb extensions); encourages more efficient transportation (bikes)
- Cycle track and slower speed limit are wonderful changes that will make 2nd safer for all.



- It will make it safer for people to cycle in the area and connect the Elbow River Pathway to the downtown cycle track which is highly desirable. 2nd St can be difficult to cross as a pedestrian in many locations and this will help fix that.
- I don't have a car and travel with my family by bike in all seasons. I believe that seperated bike lanes are safer than sharing the road with cars.
- I am an avid cyclist and cycle to/from work and to all appointments, meetings, etc. throughout the city. As long as the city is made safe for cyclists, I will be on the pathways (or roadways if req'd). I try to cycle all year round.
- One way street is what it used to be and it was a highway. It is way better as two-way!!
- Pinching off traffic, pedestrian, bicycle and vehicular, just makes the situation worse both in frustration and safety as well as efficacy. Provide through streets for cyclists (1st St. or centre St.) and vehicles(4th St. MacLoed Tr.)
- As I get older, inner-city cycling gets scarier. I'd like to continue to be able to use my bicycle to travel through the city, rather than having to deal with a car.
- Cycling lanes make it safer for cyclists and drivers who know what to expect. There is a critical gap between Elbow Drive pathways and downtown cycle tracks.
- It looks a lot safer to me for both cyclists and pedestrians and includes speed limit reduction
- We have winter. Bike lanes are a waste of money
- The street is wide and cars drive fast on it to avoid the traffic lights on 4th street. The cycle path on here is so necessary and people on it need to be protected. The road is wide enough to afford the bikes lanes!
- Area already congested. No reason to be congested and confusing.
- Desperate need to improve & expand cycling infrastructure in the city for everyone's benefit. Current disconnect between Elbow river and cycle tracks at 17th ave. 5th St. is a dangerous route right now to share with vehicles.
- Great balance for different users.
- Safer and much more comfortable to get to school
- More permanent and protected space on the road for cyclists reduces access barriers for citizens to cycle.
- It's an important link to get downtown safely from the south.
- i cycle from Elbow drive downtown at east 9 months of the year. this will make is safer for me and my family and make the neighborhood more pedestrian friendly - which needs to improve. 2 way cycle track is clearly better and safer.
- Separate cycling lanes are important to the safety of users and prevent autos from pulling in or parking in bike lanes
- We live on 22 ave and use the alley to exit onto 2nd. Due to trucks blocking the alley and pedestrians 4th is unsafe to exit south. We will now have to go to 17th ave and then Macleod. 4th St will be a nightmare at evening rush hour.
- Much safer for cyclists. Painted lines for cycle tracks do not make cyclists feel safe
- Parking is already scarce and bike lanes are a nuicance and often improperly used. And we need a 2 way street and parking badly in this neighborhood
- 2nd street should remain two way. Original plan accommodates cycling (which I do) while maintaining quick access in and out of mission on 2nd.



- I think the current situation on 2nd street is very dangerous with cars and bikes in too close a proximity to each other. The new design adds many safety enhancements and might even get me cycling to work again
- I do not want 2nd Street to become a one-way traffic street. Please put in a bike lane without losing the two-way traffic.
- "Making 2 St more pedestrian and bicycle friendly is a great idea. Keeping it two-way makes more sense to ease flow in and out of downtown congestion, plus help with Stampede/Olympics.
- I want to ensure safe cycling options for everyone. I believe this will increase transportation options for Calgarians and promote health.
- I commute by bicycle every day. More infrastructure is needed to get more people onto bikes.
- I bike this route all the time and I don't think dramatic changes are necessary. I'm all for one way streets but then you should have a South bound one way as well. There is lots of room for bikes right now.
- I grew up and worked in the area for years. As I get older, I realise how risky it was for me to bike the places I biked. The world needs more bike infrastructure.
- I do not own a car and bike extensively downtown, Beltline and on any safe pathway I can find across YYC. I live 10ST/12AVE SW. The reason I bike more now is that 12 AVE has separated bike lanes. thank you for improving my chances to bike.
- Need a cycling connection to the Elbow River
- Having this road become a one way street will divert traffic to side roads and create confusion
- Addition of bike lanes
- I like everything you proposed except the one way traffic. This will be confusing and inconvenient for our patients. It will also wreak havoc on the already congested 4th St.
- I will need to exit my condo in the alley and instead of turning right on 2nd, I will have to attempt an out of the alley left hand turn onto 4th....a near impossible task at peak travel times
- I turn south to go to work. Left hand turn onto 4th is nearly impossible
- I support bike lanes on 2nd St SW. But it needs to provide the appropriate safety for cyclists. The use of a concrete divider between the car lanes and the bike lanes is the best way to contribute to safety. There needs to be a divider.
- Seems to work as is.
- Confusing to people using the Holy Cross Hospital, and it will add to traffic congestion.
- I appreciate the curb extensions and the change from a single lane on each side of the road for bikes into a dedicated, protected cycle track. Kudos to the city!
- Currently bike to work using 2nd street. This would make my commute much safer.
- As a cyclist, I prefer to have one way cycle tracks on either side of the street. Next best option is moving the 2 way track to the east side of 2nd st. I also oppose making the street one way for the main traffic lanes.
- We have fourth street and it is already busy enough with cars. Doing what your thinking would make the area even more busy which is not a good thing. I and my dog have slimiest been hit by cars on 4 street due to large amounts of traffic
- support, but bike mobility needs to be improved for left turns, limiting conflict. Support removal of parking for this
- Makes cycling safe while still accommodating vehicle traffic and parking.



- Two way traffic is better. I bike too and the Green space plus path by repsol is better than the street. Clean that and connect better behind saint Mary's instead of changing up 2nd Street.
- We have limited needs for biking as we experience harsh winter conditions 8 months of the year and I require to drive both North and South bound to get ANYWHERE in the city. This proposal will add increased traffic to 4th Street!!!!!!
- They say traffic won't change, but how are all the morning rush hour people going to get home going south at night. 4th street, that's how. 4th is already busy enough. This will be extremely inconvenient for all people living between 2-4Sts
- I am in favor of the bike lane, but I would like to see the road stay 2 way all the time with less street parking. I park on the street and rarely have issues finding parking.
- Im not exaggerating that I nearly get hit by a car every day that pulls into the crosswalk without looking at 2 & 14 or 13 ave sw. I'm with my 2 year old! We also bike a lot. This plan is safer and encourages living w a smaller footprint.
- 2nd street is already pretty quiet compared to nearby 1st and 4th and would make for safer travel for everyone.
- Where are the northbound vehicles who head southbound at the end of the day to go? This is going to inconvenience a lot of people in Mission, including the Holy Cross and the hundreds of people having to go there every day. Don't do it!!
- Very disruptive to travel. Already have a bike lane 2 blocks over on 4th street.
- The 40 km/hr speed limit is a tax grab for photo radar. Please maintain the 50 km/hr speed limit. If you want to make the roads safer, try enforcing the existing distracted driving laws.
- To make pedestrian traffic safer in that area.
- There are a lot of bikers and I love the cycle tracks.
- bike lanes will crowd pedestrian and vehicle traffic along the roadway. The signal lights proposed for bikinglanes is confusing to all mediums of transport (pedestrian, vehicular and bikes).
- Cyclists need to be separated from other modes of transportation
- Do not support 2nd street becoming a one way north. As a resident I see the only access south would be 4th street and mcLeod trail which are highly congested.
- I prefer separated bike lanes and especially enjoy snow clearing in bike lanes.
- I do not want to see 2nd Street changed to a one-way. Bike lane improvements are fine.
- If you have one way traffic coming downtown on 2nd street in the morning. How do you expect the same traffic get get out of downtown in the evening. Ms. Glowacz states the traffic won't be worse. I totally disagree. 4th street nightmare!!
- I worry about the impacts to traffic on 4th and 5th streets if 2nd goes back to being one-way.
- This makes 2nd 50% useless. 4th is too busy to divert traffic.
- Inconvenient access to businesses and residential buildings
- 2nd provides a good option to turn southbound vs a relatively blind left hand turn onto the much busier 4th st. Also, 2nd is already a good option for two way plus bike traffic.
- Nice access line north south that is more direct then going on the river path.
- Do not make 2nd street a one way street. This will direct traffic onto the already overloaded 4th street. I do not support bike lanes especially in a city with winter lasting several months of the year.
- I bike daily. No need to eliminate two way traffic in favour of bikes on 2nd street.



- Traffic is WAY faster both directions than 4th street and we don't have to deal with the traffic of mcleod. Please do not do this. I'm not sure who this one way is even helping
- I do not support turning 2nd st into a one way driving street
- Do not change 2nd street into a one way. This will impend traffic significantly.
- Minimal impact on car traffic and parking for a great enhancement to cycling access to and from downtown. Having grown up on the South Side, and having used 2nd street very frequently in the 70's and 80's, I can recall when it was a 1
- Great improvement to access for cyclists too and from Downtown, wit( minimal impact to car traffic and parking. Having grown up in the area, I can recall when 2nd St. Was a one way, and having used that route very often to get into downtown
- Completely against converting 2Street into a one way as it will make the area very hard to navigate and encourage higher speeds, even with a speed limit. This is a neighbourhood street not a downtown street. Replace parking with travel lane
- A one way street is not appropriate for a complete neighborhood street. Two way should be prioritized over parking. Two way traffic is proven to be better for wayfinding, activity and reduce vehicle speed compared to one way.
- I support any changes that make cycling safer. My daughter cycles to work downtown every day. Yes even on the coldest days in winter. She has a "fat bike" and proper cold weather clothing. Her travel time is shorter than taking transit.
- I have cycled on this road a few times and the improvement to the cycle design is great! Love the idea of more curb extensions too!!
- I do not agree with changing 2 St to a one way in either direction. The change of 14th and 15th ave to one ways made it difficult enough to get around in the area, and this would make it even more difficult.
- We already have bike lanes and one way streets in the area. Maybe putting in a few more sets of lights would help with the flow of traffic.
- a one way street will cause more congestion. Traffic calming curbs are hazardous to cyclists. there should remain a route open to cyclists to travel at the speed of traffic, 2 Street is wide enough as is to accomodate both bikes and cars.
- I use 2nd Street both coming (off Elbow Drive) to work, and going home (accessing 25th Ave to Macleod). Losing south-bound access would mean hopscotching through 4-way stop intersections along 15th avenue or detouring 4 blocks north.
- Separated bike tracks are important for safety as well as the changes are good for the safety of pedestrians
- not sure it is necessary for vehicle traffic to be one way as it is a very wide street. if it's to be way going north, can 5th become 1 way going south?
- Hate the idea of 2nd being one way.
- Inconvenience of using an already over taxed 4th street to go south and then a left turn onto 25 ave to go east.
- There is still 4th for vehicles and this feels safer for cyclists and pedestrians
- We have lived in this area since 2002 and were disappointed when the one ways were changed into two way traffic. A return to a one way will make it easier to go northbound.
- It will give me a safer way to get from Beltline to the Elbow River pathway. The slower speed limit will finally make this road more residential feeling and the enhance crosswalks will make it safer and easier to cross.





- Opposed to converting 2nd to 1-way NB; travel southbound on 2nd every day, this will severely limit access to Macleod Trail (already has limited access from this area). Will need to left turn onto 4th out of the alley, which is impossible.
- Turning into a one way and slowing the speed limit would make it much safer for all users as well as local traffic. I feel that this actually has a long term look to it
- I believe in safer streets for cyclists and pedestrians
- So much better so much more modern
- it is VERY difficult to turn south on 4th street from 22nd Avenue or the alley between 22nd and 23rd onto southbound 4th Street.
- I think it's important to further connect the cycle tracks and move towards a true network.
- The one way street would force users to 4th street, which is already congested.
- I am a cyclist and would love to feel safer on 2nd.
- I ride on 2nd Street around 3 times a week. A cycle track will make it safer for me to ride.
- Support the dedicated bike lane and changes to make 2nd northbound if there is a southbound road--propose that 5th street be a dedicated southbound road to Elbow
- Driving and parking in mission is already a nightmare. I do not want a one way limiting access in and out of my house.
- we need to keep 2 way traffic!
- I believe more protected bike lanes in this area are of benefit to the Beltline and commuter traffic, in general.
- please keep 2 way traffic!
- To travel south, I will be forced to exit out of my back alley where I park onto 4th street. This is a very risky exit due to high traffic volume and buses. And this exit is often blocked by delivery trucks. This idea is awful!!!
- Separated bike lanes and a slower speed limit will encourage more cyclists to bike downtown, which can only be a good thing in the long run (healthier population, less car traffic, fewer carbon emissions)
- Having one way traffic on 2 St will cause terrible inconvenience! It will push even more traffic onto 4 St which is already too busy. If you could implement this plan without making 2 St one way then I would support it
- I'm a cyclist and don't think one way traffic will help anyone. We need to accommodate all modes of transport, not inhibit one to the benefit of the other. LEAVE AS IS!!!
- I am a cyclist (am car-free) who lives in Mission and I use 2nd Street daily to travel on my bike. I think the changes proposed will result in safer cycling and will reduce the amount of traffic using 2nd St as a thoroughfare.
- 2nd street should not be a oneway road. I access my alley from 2nd street. A oneway makes it difficult to travel to mission from downtown and will create congestion on 4th street and 5th street.
- This is an important link from the Elbow River pathway system to the beltline and downtown
- My condo parking is accessed via 2nd Street and it is dangerous exiting onto 4th Street as there are a high volume of pedestrians and vehicles. We need to keep the traffic two-ways on 2nd to reduce the congestion we would see on 4th.
- As a family of 3 that bikes throughout the year, painted lines do not do much to protect us, and we have seen 14 and 15 ave made totally ineffective with a layer of snow (drivers don't see it, and snow clearing doesn't happen).





- We live in the Beltline, are heavy users of the cycle tracks throughout the year. We live on 7 St SW, and while we'd like to see the 5 ave track expanded, this is a great start to getting us (incl 3yo biker) safely connected to the river.
- One way traffic on 2nd street effects ability to enter or exit my buildings designated parking area.
- More safer options to get around.
- I am concerned about access to the Mission area given the one-way street. My only options are to go to Macleod or 4st, both of which are busy and much slower.
- Loss of parking
- I counted the vehicles travelling south on 2nd street from 3:40 PM to 4:40 PM. There were 410 vehicles & 21 bikes. Where are these 410 vehicles going to go if the new design takes effect. To an already overcrowded 4th St., Thats where!!!
- The inclusion of a protected cycle track is important and addresses a critical gap in the network.
- going with one way traffic on 2nd street will create more traffic with the Avenues.
- Not in favour of One way Traffic for 2nd St. I have lived in this area for over 20 years, I was here when 2nd was one way. I object to this as the increase and speed of traffic. Will also increase traffic on the avenues.
- Increase of traffic with One Way Traffic, Traffic speed will increase, even with the lower speed limit. I cross 2nd St everyday and even with the pedestrian lights cars do not stop
- Parking is part of city life. The bike lanes are mainly used for transient or commuter travel but the parking encourages public to visit downtown, not everyone uses transit or bikes and not everyone can afford hybrids.
- I absolutely do not want 2nd to turn into a one way street going north.
- Bike lanes
- Better bike safety.
- It would be an improvement from the current situation. I bike down that street every day to get to work.
- I do not want 2nd street to be turned into a North bound one-way street. I think it should have two way traffic. I would also like bike lanes on both sides of the street.
- Though I do see the value in having a more robust bike lane, my hesitation lies in creating a NB one-way lane without an adjacent SB one-way road. Seems to me that it might be better to do away with all the parking spots instead.
- Protected bike lanes physically protect cyclists, painted lines do not.
- This seems like really smart urban planning. It calms traffic, supports active transport, and makes the area safer for drivers and cyclists alike. All at the cost of almost no service interruption. It just sounds like win-win.
- I am happy to see an expansion of the cycling network into mission, although I have always thought that extending the 5th street track down into mission would be a better choice.
- Holy cross is a major development site along with two corners of the 17 ave 2nd st intersection. These sites will be greatly impacted for access forcing cars onto 4 st or looping down McLeod trail. Also access to and fro. Both schools and s
- The one-way street northbound neglects the needs of Mission-resident traffic. It will increase traffic flow from outside as it makes 4th Street unattractive in comparison. There will be increasing traffic flow on 26 Ave SW from 4 St.
- We need more dedicated cycling options, especially in the Mission area
- One way street would be very frustrating.



- It will increase the traffic on 4th street beyond its limits. 4th street has 3 different buses using this route. This is a good route for people leaving the Flames game when all other streets are jammed up.
- The parkade entrance/exit of my building is <redacted due to personally identifying comment> so whenever I leave or come home I always do so by driving along north & south 2nd Street because 4th Street is a much busier street for both cars and pedestrians.
- It's beneficial for the people who work there like me or live near by .
- It will make the bike lanes safer. I support more one way streets in the downtown/beltline areas.
- It mostly snows
- I often use the cycle track on 5th (which I do live nearby) but there's no safe route to the elbow river pathway. It'll be great to be able to get to the river year round!
- I support any improvements to Calgary's cycling infrastructure that makes the city safer for cyclists yet maintains the flow for drivers.
- Don't favour one-way traffic
- A two-way cycle track is safer, is cleared of snow better in the winter, and the one-way traffic configuration would make it easier for me to cross the street as a pedestrian and as a driver as it is extremely difficult to cross 2 st today
- 2way cycle tracks are safer, 1way traffic makes it easier to walk across the street, also driving as the traffic on 2st is constant and there are parks and schools. People drive fast and I want traffic calming and good biking in winter
- I have long wanted clearly marked and safer bike lanes on this roadway. Also, traffic through this corridor is high, and calming measures to protect pedestrians and cyclists would be welcome.
- This street should not be made one way for vehicle traffic. I understand that there is room for two way vehicle traffic and a two-way cycle track, but based on the City of Calgary's law department interpretation of the rules, this can't happen
- Please add barricades to physically separate the cycle lanes from the motor vehicles.
- I am leaning towards 'do not support'. I prefer the plan that keeps 2nd street a 2-way street.
- Two way cycle tracks on one way streets are not a good idea. They set up very unintuitive traffic flows, for example at alleys, parking lots entrances and parkades, where drivers tend to not look for or notice cyclists.
- We've been a 2 St business for 20 years (2 was once one-way). We've witnessed many accidents at 18th/17th. With either plan or status quo, it's difficult for cars/ped to cross 2. Can the cost of New be reduced with less cycle maintenance.
- We do not support the change to one-way traffic. All other proposals are acceptable.
- I drive this road everyday and have to pull into the alley between 22nd Ave and 23rd Ave to access my underground parking so having to make sure I'm heading north to access from 22nd Ave would be a major headache.
- Good use of pavement; is an important link. What about 5 Street SW???
- These bike lanes do make it confusing when you only travel these route occasionally and actually encourage me to pick an alternate route. Like the idea of permanent parking on one side.
- It seems that the cyclists have more rights than the people who live in this area. They drive through the area on their way to work and back. We live in the area and prefer a 2 lane road which helps lessen the traffic on 4th Street.
- Require 2 way traffic because our alley is often blocked by delivery trucks and 4th street is already too busy to turn left at to head south.



- I do not want to lose the 20 minute parking <redacted due to personally identifying comment>. Is the 20 minute parking stayed, I would be ok with it.
- don't want 1 way traffic. that doesn't make sense that you can't go southbound on 2nd. how do you leave mission? 4th street will be a nightmare of traffic and dangerous for pedestrians. a not thought through plan
- Cycling infrastructure is vital to the city. Separated bike lane is safer than onstreet cycle track. Speed reduction reduces injurys where collisions occur. Curb bumpouts increase pedestrian safety.
- DISGUSTED by yet another blockage of traffic. CANNOT reject any stronger the idea of making another one-way traffic change, when it's hard enough driving where I live, downtown, and pay taxes. utterly idiotic.
- I live at coronation place and we have one ways on 14 ave and 15 ave. I think making 2 st into a one way will completely disrupt the flow around our building especially since we will be surrounded by 3 one ways out of the four roads
- Need to have 2 way traffic. 4th street will become overpacked after work as many people travel home from elbow and need 2 options.
- I do not want 2nd Street to become one way.
- No one way!!!!!!
- Somewhat concerned about the one way concept. Should be no parking owest side. Other areas with that arrangment are treacherous for vehicles snd pedestrians crossing.
- long overdue because of river bikepath interface & the incredibly busy nature of 4th St with transit, car & pedestrian activities.
- one way street is a waste, keep it two lanes always...stop making it harder to move around via car...people use 2nd as an alternate route from 4th which is always congested and full of traffic lights...40kmh is too slow, 50 is reasonable
- 2-way traffic is eliminated.
- 1. 2-way traffic is eliminated. New plan forces residents in SE Mission on to 4st, 5st and MacLeod Tr which at rush hour are very congested. 2. Track on west 2nd has more alleys, means more accident risk; why not on east side, fewer alleys.
- 2nd Street is an important access road for those vehicles (commuters, service vehicles, delivery vehicles, refuse vehicles, Calgary Transit etc) not wanting to get entangled in the congestion mess that is 4th Street.
- I love it. We will have safer spots to walk & cross the streets
- I think the one way lane would cause a lot of traffic disruption.
- Separated bike lane is really an improvement on the road. However, I'm concerned of converting street to one way only. This will create a big outcry in drivers, who use the area often. I would remove parking and still have two way road.
- Two way traffic on 2nd Street is best for the area. Having lived here for 46 years, we have experienced both one way and two way traffic. Two way traffic best supports the community neighborhood. Have concerns re 4 way stop on 26th Ave.SW
- I live in Sunnyside and <redacted due to personally identifying comment> since the bike lanes have been established I have been able to ride to many appointments in the downtown area. I NEVER would have done this without the dedicated lanes.
- Making biking safer in this City is very important. I feel safer in a dedicated lane or track when I commute to work by bike.



- Bike lanes are very needed for north south in this area. Reduced speed on a narrow road makes sense, as do enhancements for pedestrians.
- Love the separated bike lane and safer traffic calming features!
- I use 2nd Street to bike to work, and would like to feel more safe while commuting
- While I do love cycling, turning 2nd street into a one way will impose traffic congestion even more. 2nd street sw gets plugged up with hockey games, stampede or any major events as it is. It will make it harder for residents to get home.
- Prioritizes active transportation modes which aligns with global best practice and our existing city transp strategies. Peak hour traffic considerations, and smarter parking plans.
- Need to protect cyclists and make cycling more appealing method of getting around the city.
- I like to bike.
- Two-way cycling lanes.
- I am a nervous cyclist that uses the bike lanes confidently, this will help make even better connections
- A complete cycling network is important to the overall success of the plan! Getting to and from the existing cycling network and pathways in this area needs improvement.
- This is a common part of my bike commute to and from work, and the dedicated lanes would be incredibly helpful!
- Changing 2 St SW to one way northbound would make getting in and out of my condos back lane very difficult. I think it would bring down the value of the property.
- Love the modernizing of the city and the bike tracks. Great move.
- Safe cycling and pedestrian access is important in our city.
- I am in support of the bike lanes. The need to connect to the elbow river pathways
- I cycle to work all year round onna daily basis and believe a cycle track is safer and promotes more cycling than painted lanes
- More traffic in the area, especially 4th st and all the Aves. with vehicles that want to go southbound from all condos and hospital. Anybody living between 2nd and 4th will now have to exit onto 2nd, then decide best route south for 25 ave.
- Snow clearing! Separation! Safety!
- The bike lane on 2nd will provide safer access to 26th Avenue and the elbow river pathway as opposed to 5th Street where the bike lane ends at 17 Avenue.
- Bike friendly access to various businesses located in the Mission district from the Beltline.
- Having the area safer to bike ride is important for the city and its residents. It will help us get more active and perhaps persuade more people to go carless for their mode of transport.
- 13th ave is already congested with two way traffic. This just further restricts the ability of residents in the area to get around efficiently and access their building parkade.
- I have biked to work down 2nd St to 12th Ave from Elbow and it is the scariest part of my ride. This will make it much safer and pleasant. And it's fine for when I drive to work too.
- We need to connect the Elbow System to downtown without sending people all the way around the east side of Stampede Park.
- Cycle tracks



- A safer design for cyclists without too great an impact on motor vehicle traffic.
- Our family often detours to 2st because it feels safer. Cars have to go slower through playground zones. There is more room for all road users
- It's the right thing to do.
- Prioritizes cycling over parking
- I am very pleased with the addition of a fully separated cycle track, this is a great idea! I like the new curb extensions as well.
- One way streets are inefficient and seem to increase speeding.
- I support bike lanes. I do not support curb extensions. They make driving inefficient and aggravating. If someone is turning left you cannot get around them. Calgary should be sabotaging the efficiency of car travel.
- I support the need to extend the cycle track to the south of 17 ave. I would prefer this to be a continuation of the 5 Street track, but this is an ok second choice. Also support more crossing bump outs and 40 km/h. Slow 1-way ok to cross
- Not convinced about turning 2 str into one way; the one way avenues (15th and 14 th) already have a very awkward and limited access to streets, the conversion will further limit it. I like the bike lanes plan though. Limit parking to 1 side
- Cycling infrastructure and improvements are a must for Calgary
- Thrown off by the one way conversion
- I bike this route, we only need painted lines as there is ample room. This will significantly impact traffic on the surrounding streets
- We don't need it
- Waste of money
- There is enough room already for bikes and cars
- No need for this
- No need to change what is working
- Don't need this
- The city is wasting money and putting these tracks in that can only be used 4 months of the year.
- No two way traffic
- There is no need for this. It will hardly get used and make traffic congestion worse
- Would like 4<sup>th</sup> St to be similar but one way southbound
- Not necessary at all. Works as is. If you want to do something useful, connect cycletrack on 5<sup>th</sup> St
- Changing 2<sup>nd</sup> street to a one way would be detrimental to traffic congestion on 4<sup>th</sup> street and detrimental to all those living between 10<sup>th</sup> Ave and 26<sup>th</sup> Ave
- City is broke, economy is terrible, spending should be suspended
- People who like this should use 5<sup>th</sup> Street. Slower for bikes and cars going the opposite direction on bike is painfully slow
- Cars go way too fast on this road. I like what was done on 12<sup>th</sup> Ave with the bike lane. It really helped pedestrians cross the road much easier.

Question 3 – Do you support the original concept? Please select your level of support. Please explain why.

- I would prefer that this money was spent to fix the Westbrook LRT 10 acre lot of mud and weeds or used for more security at the Westbrook LRT crime hub.
- It is the wrong thing to do
- See prior answer. There needs to be an option of "no change required". Cars and bikes can share the roadway. No need for expensive changes and disruption.
- See #2
- Stop that war on cars really, there is a kind of harassment to whoever want to drive on car being put as second grade citizen with priority over to whoever drive a bike, what if I can't use bike - then?
- Accommodates bikes, which I think is a good idea for second street, but also permits vehicles to travel in both directions.
- Original was better overall but bike lanes on both sides were not good for bicycles. It was not one way traffic and parking was okay on west side.
- Perhaps there is a better street to put the bike lane on.
- It does not have cycle tracks.
- I don't think the new proposal really gives much. As a pedestrian who has crossed this road often, it can be a struggle for drivers to identify pedestrians emerging from behind parked cars.
- No protected bike infrastructure.
- Maintained bikelanes and two-way traffic.
- Waste of \$\$\$ we are a winter city. You are better off putting those \$\$ into our public transit system (winter tires for our buses)
- why isn't this going to be a cycletrack? Painted lanes provide little safety
- I ride this several times a week and the road is super wide. This seems like a great way to make it safer. Thanks.
- Honestly I can't even tell from the concept drawings and design page what they hell is going on. Far too much info on one page.
- I am on board with 40 km/h because that's the speed traffic goes on 2 St anyway. I also support bike lanes.
- I strongly support the curb extensions and enhanced pedestrian markings combined with a lower speedlimit. Visibility at night is not the greatest, combined with dark clothing that most wear makes it very hard to see pedestrians.
- Cycle way not separated
- I support the original idea of reducing the speed limit and enhancing pedestrian safety. It would also be nice to see increased enforcement of parking within 5m of an intersection as the amount of people that peek around cars is startling.
- Well intentioned, but essentially lipstick on a pig.
- Still two way traffic which I like.
- Paint was useless, cars would have parked in it, sped through the school zone.
- If I understand the diagram, there is no separated bike lanes in the original concept





- Painted bike lanes next to parked cars will not provide adequate safety for users
- Doesn't go across the tracks so not a lot of value making it one way.
- Not enough traffic calming, no barriers, few crosswalk bulbs.
- 2nd street is wide enough to maintain parking, and two direction traffic, with bike lanes on both sides. The changes proposed will improve safety/usability, without affecting traffic flow for residents.
- Not enough accommodation for cyclists.
- The painted bike lanes created more hazards for cyclists than currently exist, including bike lane in door zone and no actual improvement in safety for cyclists. This option would not attract new cyclists to travel downtown.
- good improvement for pedestrians but no improvement for cyclist. could be bolder
- It keeps the two way traffic intact. I like how the lanes will be well defined for predictable movement.
- Seemed clumsy.
- Same as above. Leave everything as it is, we don't have a large enough cycling population. We are not Victoria. We have snow and ice.
- The desire of a few (bicyclists) are coming before the needs of many (drivers) - that is not democracy.
- No protected bike lanes.
- The money being wasted on this type of project could be going to fixing crumbling infrastructure like 80 year old water mains.
- Taking away parking just adds to a problem that the inner city has with lack of reasonable parking for both residents, visitors, and customers to the area.
- Because there is no space wasted on bike lanes.
- Unprotected bike lanes are better than nothing.
- Drivers making turns only have to watch for cyclists coming from one direction.
- Meh.
- It was better than nothing, but still a half-measure, which is far too common when it comes to bike infrastructure in Calgary.
- We need the cycletrack network extended river-to-river, not more painted bike lanes that fill up with snow in the winter.
- Need physically separated bike lanes
- Painted bike lanes in the "door-zone" are not a safe option, and irresponsible for the city to build.
- Same reason.
- The original plan says nothing about bikes that I can see.
- Lack of cycling infrastructure shows that safety wasn't considered.
- It's just about parking and cars and nothing about bikes.
- Only thing I recall is it didn't have a separated bike lane, so no.





- It's already an area of near-misses between vehicles, bikes and pedestrians. This option with bike lanes on both sides I think will increase the risk as opposed to reducing it.
- I support safer cycling in the city in general.
- protected bike lanes make them more inclusive, cause less accidents. put the money in now to make them safe for everyone.
- Painted bikes lanes just aren't as safe.
- Painted lines are irrelevant as cycling infrastructure on busy routes.
- Bike lanes are important for a downtown mixed use neighborhood like this. Encouraging easy and SAFE bike access is important
- Parking is maintained.
- This concept did nothing to accomodate other road users like cyclists. The broader curbs are also a barrier to cyclists when the parking lanes are empty and could otherwise have been used as a safer space than taking the traffic lane.
- Lacking proper bike infrastructure.
- Why not use the sidewalks for bikes? It sounds crazy but so does jamming traffic in the with slower speeds, fewer lanes, etc. It's stupid.
- No curb extensions! They are rarely used so a useless expense. They push cyclists into traffic.
- No changes should be made!
- You do not need to extend the curb. Cars have a tough time already getting around downtown( especially trucks). Keep the roads the same, or make them more accessible for vehicles.
- Very minimal change. Will not calm traffic as it almost the same as current. Puts cyclists between moving vehicles and parked cars where they can be doored. Not safe for cyclists.
- The new concept is better than the original concept, but the original concept is better than the status quo.
- Cost for project vs benefit to number of people (cyclists) that will use is not good use of taxpayer \$\$\$.
- Like the one-way and bike lane better (though hate, abhor, despise the 40km/hour limit).
- Smaller impact - why change a good thing and why make it like 5th street which is an absolute mess.
- See above. Council's priority should be freeing up the movement of vehicles OUT of downtown, not focusing on the needs of bicyclists who are really only active for 8 months a year at most and travel on the roadways they prefer in any event
- I support the original concept design/drawings over the new concept. However, protected bicycle lanes would be a better option. There is ample parking in the area; I don't see why keeping it a two-way street isn't an option.
- Doesn't seem to change much.
- Painted bike lanes are, from a safety perspective, essentially useless. This design would make our family feel so much safer.
- It works.



- with less parking on 17th ave. I fear this current design will limit my ability to go to appointments and park near to them. I already see overflow from 17th. I like the curb extensions and would add a blinking crosswalk near the school
- I live on 25, so I'd prefer my parking not be decreased at that end if possible. I also prefer a dedicated bike lane rather than the painted lines, since no one follows those anyway.
- didn't go far enough to improve cycling infrastructure
- I like the 40km/h limit, but painted bike lanes are not safe enough.
- I support more parking and reduced speed limit to 40km per hour.
- Cant tell if this is still saying there is 2-way traffic. If so, I support. Maybe look at making 2nd street one way northbound in the morning and 1 way southbound in the evening.
- Well I don't know if this is pending a one way, but if it is, I do not support anything to go along with a one way.
- A winter city doesn't need <redacted due to obscene language> BICYCLE LANES!
- Painted bike lanes not as safe as separated cycle track.
- Did not really seem to change much, or I didn't understand the graphics. The new concept design in much easier to understand and I like the one way.
- Although better than the current design of that street, it still is not as safe as the current concept. Separated cycle tracks save lives. They also make the drive less stressful for cars who don't have to worry about hitting cyclists.
- The city should be looking at ways to save money, not spend it.
- The curb extensions are great. But beyond that, it is just vague paint on the street that people will be driving over anyway. It doesn't improve safety shy of a few pedestrian crossings.
- No issues with any part of the proposal, but 2nd street needs to be kept as a 2 way road
- Original concept was a better proposal than the new one which seems to be designed primarily to frustrate motorists
- Compared to the newest design, I would support the first concept because it provides for two-way traffic.
- I prefer 2-way traffic on 2nd St, however see my explanation in Question 2.
- You CANNOT remove more parking from that area. I live at 25th & 1st and parking is already too hard to find. With most condos only having 1 spot and most owners having 2 cars, it is a huge issue.
- I like the idea of the bike lane but not making the street one way
- would only support if traffic is 2 way. cbc reporting a 1 way road - not in favor
- Leave as it is currently, it works well with traffic both ways and cohabit with cyclists.
- Having north and south access to 2 street is more convenient than restricting north bound only and eliminates left turn on 4 street or 5 street.
- I support complete streets redesign. I would like to see cycle tracks to better connect protected bike infrastructure to amenities in the community.



- I like that the the bike lanes were included but I think markings, especially in zones with parking, don't provide adequate protection to cyclists nor calm vehicle traffic.
- The original concept was not as good as the new concept for cyclists using 2 St.
- There is already a cycling lane on 12th Ave that is under utilized, so adding another full lane on 2nd would be a waste.
- Said it in the first explanation.
- Curb extensions unnecessary; all way stop at 26th Ave unnecessary; have never felt unsafe crossing 2nd street SW
- This seems fine for my household however for people where the parking is removed i can see it being an issue.
- I don't think it went quite far enough for bike safety downtown, I avoid using painted bike lanes unless I have no other choice.
- Finally!! I bike near here often with my kids and it's a huge gap in safe bike transport south of downtown. Also means we have to avoid the hell that is MacLeod and 25th crossing going from Inglewood to mission and further.
- Same as before i think there should be a bike lane as it is too busy for both
- Cycling was less protected.
- I think drivers, cyclists and pedestrians peacefully sharing 2 St right now. I don't want to see another outlet out of downtown restricted or eliminated.
- The original plan was not as safe.
- Painted lanes provide no tangible safety benefit.
- Keeps it two way traffic
- It maintained two-direction street.
- 2nd street should continue to have two-way traffic.
- Stick to the original plan.
- No separated bike lane.
- Painted bike lanes do not provide safety for people biking, and only take space away from people driving. They are also very difficult to keep clear of snow in winter.
- I like the bike lanes. Also like the continued use of 2 way traffic on the 2nd St
- Not a fan of the unprotected bike lanes.
- Missing critical cycling infrastructure
- Although I want to see more bike infrastructure, I'm not a fan of two way tracks on one side of the road. Prefer single tracks moving in same direction
- I would like to see reduced speeds on 2 St and more separation for cyclists
- Until completed won't know how it works.
- Benefits cyclists more who are comfortable with vehicle traffic.
- Paint is not bike infrastructure
- 2 street is a quiet street that will benefit from JUST painted bike lane.
- Again, should have been separated cycle lanes from traffic.



- Lots of room for painted bike lanes and 2 way traffic. Easier to turn North to East from 2nd to 12th ave with painted lanes. I like the all-way stop at 26th Ave.
- Poor separation of cars from bikes.
- Paint is not infrastructure.
- I support this concept, I don't believe a separation between vehicles and bicycles is needed along this road, if the speed is lowered to 40 km/h and is properly enforced.
- One way cycletracks are not ideal for SNIC which you have remedied in new design.
- created more congestion
- Again, pedestrians and cyclists are at the mercy of drivers. The original design is not favorable to cyclists nor pedestrians. Sorry to say, cars do more damage than cyclists or pedestrians. Time that this city changed its urban design
- Too much parking and painted bike lanes are not acceptable for a critical link between downtown and the elbow pathway
- Painted bicycle lanes are not safe, even more useless in winter, and don't encourage more people to ride.
- Painted bike lanes would offer little additional benefit beyond the current street design
- Unfortunately paint doesn't stop vehicles from unsafe passing etc.
- Painted bike lanes are insufficient in the winter, or when you are with kids, and they don't keep cars out.
- Leave as existing
- It wasn't enough.
- These changes just don't seem substantial enough.
- Paint is not protection.
- not a real fan of painted bike lanes
- It maintains two way traffic and good access to 18ave.
- Same comments as above
- See above 2. comments
- You are only going to make acces to the three schools in the area more difficult and not to mention what a nightmare parking will become or trying to get onto 2st in the early AM.
- I love the cycle track, but would use bike lanes just as much. But I prefer and feel safer on a cycle track.
- Keeps two way traffic in place.
- Painted bike lanes aren't safe for cyclists and only give the false feeling of safety. Separated lanes are far superior.
- it's an improvement, but I prefer a two-way cycle track, it makes cyclists more protected and more mobile.
- Painted bike lanes are not good enough at this location. If the city is going to re-do 2nd St, do it right with separated cycle tracks. Being so close to downtown and being able to link up with the 12 Ave cycle track makes this a great idea



- 2nd St is quiet, perfect for cars, cyclists, and pedestrian traffic in both directions.
- I commute via bicycle from the SW (Woodbine) to the downtown core and use 2nd St on a daily basis. This route sees a very high volume of cycle traffic and is very dangerous in the current configuration. I would support any improvement!
- 2nd street needs to remain 2-way
- Biking this road without lines or lanes has lead to multiple near misses with vehicles who do not realize bikes are on the road.
- Painted bike lanes are not as safe or comfortable for all users as a proper cycle track.
- not enough capacity for bike/car separation or snow clearing.
- Prefer no cycle lanes.
- We should be spending tax dollars on other projects. Maybe we won't need to increase taxes if we don't spend money on bike lanes or art. I'm over-taxed.
- See above
- We need the 2 two traffic to accomdate funeral processions on 2nd street the original design is much better to allow for this.
- I support the most affordable. I do not want my tax dollars paying for this!!
- There is already enough space for cars and bikes on this road!
- I have no issues with how this area works now, I do see an issue with a poorly balanced budget, and monies being spent, where there is currently no need!
- Same as above.
- see above
- Painted blue leaves are a waste of paint
- I thought it struck a decent balance
- I would prefer a concept that provides cycle tracks.
- It accommodates cyclists and remains two-way.
- I support including new bike lanes, but paint is NOT infrastructure. There needs to be real, separated bike lanes for it to be safe and usable.
- Support but more neutrally so. Having lost a close friend in a vehicle-bicycle related door accident, I am preferential to curb-protected cycle lanes. I feel the painted lanes do little to slow traffic/many drivers in Beltline ignore them.
- No physical separation for cyclists
- The original design was vehicle focused rather than inclusive of all modes
- I support the original concept as a two-way traffic street (north and south bound). I think the cycle track painted lines will be sufficient. I do not support a divided designated bike lane as this will remove the two-way traffic flow.
- This is a winter city cyclists are for the most part seasonal. They tend to ride the roadways, sidewalks and occasionally the bike paths.



- There is already sufficient space for bike traffic on 2nd Street. Those who want separation can take 5th. Pedestrian issues can be addressed with gapped curb extensions allowing bikes through but restricting cars and improving safety.
- On-street bicycle lanes would only be marginally more comfortable than the existing configuration.
- Bike lanes are a mennance. Perhaps good if you are developing a city from scratch, but they have made driving/visiting/ shopping in the downtown core a non issues - won't do it as long as bike lanes are there
- The lack of separation in the original design does not encourage those of us who are more timid on bicycles. I would also be suspect of snow clearing of painted lanes (sharrows are currently treacherous in winter with accumulation)
- The bike lanes slow down traffic . A small percentage of bikes use the road compared to those in cars it does not make sense to slow car traffic down for slow moving bicycles transporting only one person at a time.
- The original concept maintains two-way traffic while adding a painted bike lane on the west side! This is great!
- Lack of separated cycle track provide no protection for cyclists.
- If you ride your bike, or drive, on 14 or 15 avenue, you'll see that over half of drivers don't respect the painted bike lanes. If you want age and gender diversity on bikes, don't provide unsafe infrastructure. Do it right: cycle tracks.
- Lack of cycling infrastructure
- Removal of parking spaces. There are too few to find in the area between 17th and 10th avenues already, especially for overnight guests on weekends and all the nightclub parking.
- As well as the above, the way one streets have also been a pain when wanting to commute.
- Painted lanes protect no one and can cause greater problems than they solve. Snow and ice is often left in them making them even more useless.
- The bike lane should be physically separated
- Was okay, but I think the new design gives more understandable and easy-to-bike setp
- It was pretty good. Treating bikes like vehicles with lanes that follow the normal direction of traffic, not these obscure 2 way on one side unnecessary bike lanes.
- Seems reasonable.
- It keeps 2 way traffic
- Sharrows/painted lines don't provide adequate safety to cyclists, and cycle tracks make it easier for driving as well.
- Horrible idea
- It will kill businesses
- Two way better for traffic
- Allowed for two-way traffic on 2nd St
- 2 way better



- high maintenance and benefit only a small group of people. pet project to justify the existence of the bikeway group narrow vision city slackers. get some real improvement done to relief congestions pls.
- There needs to be cycle tracks connecting Elbow Dr to 17th avenue.
- see above, waste of money, I will continue to ride up and down 5th st Sw
- Not comfortable losing the two direction traffic on 2nd. If 2nd becomes single direction, 5th Street will also have to become one way, again, we had lots of pedestrian /speeder problems there as well
- Maintaining 2 way traffic makes sense given the already overcrowded 4th.
- At least there's some bike infrastructure. Better than nothing
- The city should deal with issues that we already have and not spend where not needed
- Compared to the new plan with bike lanes, this option is not preferable to me. It does not do enough to address the issues on 2nd street.
- No better than today
- Painted bike lanes = unsafe
- Don't like curb extensions
- No bike lane.
- Painted line allow for dangerous passing and illegal parking
- But I think there should be a separated cycle track- the painted lines do next to nothing.
- I didn't love the loss of parking, but I'm generally supportive of bike lanes so I understood that some spots would be lost.
- Maintaining the 2-way while also improving the bike lanes is a great idea. and some more free parking created is needed.
- See above
- more accessible for everyone, especially in emergency situations with the surrounding schools.
- Bike lanes should be separated from cars.
- Keep 2nd street as 2 way traffic.
- I prefer one way traffic.
- The original plan aligns with the current (and acceptable) traffic flow on 2nd st. It also keeps the neighbourhood feel, and doesn't put a psychological barrier that cuts through the 2 st neighbourhood.
- Non-separated cycling track less safe.
- I think the revisions to add the bike lanes is an important improvement and should be leveraged for those of us that commute to work on a bike. Our safety is just as important as those individuals commuting in motor vehicles.
- Didn't solve the problem of protecting cyclists from cars between the 12th Ave cycle track and the Elbow River.





- Increased congestion on 4st which is already bad enough; reduced parking spaces which is already bad enough; limited cyclist use with alternative cycle routes nearby; will inconvenience the vast majority and benefit a fraction. Waste of \$\$
- Stupid cycling design - regressive not progressive and also arguably unsafe
- Waste of money - it's fine the way it is!
- No bike lanes needed. No one way required.
- Unprotected bike lanes do very little to encourage more cycling with vehicles ignoring the painted lines.
- Painted bike lanes offer very little security for cyclists.
- One way will massive increase congestion on 4th street and adjacent avenues
- Better with 2way traffic.
- 2nd Street should be two-way. It is easier then to reach all points in Mission which is targeted for densification. 4th Street is difficult to navigate as it stands and very difficult to safely turn left to reach 2nd Street.
- Generally I support this, as parking should be on the W side because that is where the residences mostly are. Parking on the E would greatly increase pedestrian crossings, and likely, jaywalking.
- The original concept did not support a Vision Zero concept.
- I am strongly against making 2nd street a one way northbound street! So much better as a two way
- The new design is better with a separated cycletrack.
- For the reasons above.
- Painted bike lanes next to parked cars make me feel unsafe
- I love the original concept as it was still a two-way street. 5th Ave is already one-way Northbound between 12-17th Ave so 2nd does not need a one-way too. There's already parking available in the holy cross parkade without street parking.
- This plan maintains the 2 way traffic which is essential for everyone to easily access our business.
- Improvements to this route are welcome, though I prefer the option with the separated bike lane.
- I don't mind it, but I am more supportive of dedicated, separated bike lanes, as shown in the new concept. As a novice, female cyclist, the lane separation gives me more confidence to commute by bike.
- I support painted bike lanes and curb extensions for pedestrians.
- I don't mind bike lanes, they never stop for pedestrians. I walk a dog and have lived here for 10 years and can count on 1 hand how many times they have stopped at a cross walk and see it all of the time
- I didn't love the bike lane which wasn't separated, but having room for bikes on the road was better than nothing.



- It is already difficult to find parking spaces, removing more only reinforces people's conviction that going downtown is difficult and impossible to park. This just means fewer "downtown" visits and less business for restaurants, shops, etc
- The roadway is wide enough for bikes without adjusting for bike lanes, but I understand trying to increase bike safety on 2nd Street.
- I support continuing to have two-way traffic
- The new concept is more valuable to cyclists
- Not good enough for cycling.
- While the kerb extensions are an improvement, painted bike lanes are ineffective, especially during winter months.
- Paint is not safe infrastructure for cyclists. We have had several near misses on our bikes on that street. The original design did not provide any safety for cyclists.
- Not safe enough. But better than nothing.
- Cyclists are less visible to motorists on the dual bike lane setup and the design is less conducive to snow removal
- A connection to the Elbow River paths.
- Did not give a safe cycling option, did not meet the requests/needs of the local community.
- There should be biking infrastructure on this road, just not at the cost of not finishing 5th st.
- The lack of protected bike infrastructure is missing an opportunity to expand the cycle track network
- no speed limit, no separated bike lanes
- Better than what there is today but leaves much to be desired for those of us who wish to spend time there instead of driving through it
- The original concept only had painted bike lanes. This is not satisfactory for families or less confident cyclists wishing to bike the route.
- Painted bike Lanes do not protect cyclists from distracted drivers
- Allows for north and south bound to access our business
- Painted bike lanes are less safe. There is strong support from the community for a separated cycle track.
- would like curb extensions for pedestrians
- Car drivers often drive too close to or on painted bike lane. Car drivers can not be trusted to pay attention to bikers as they are often aggressive towards them. Clearer separation between the 2 modes is safer and less confrontational.
- Did not see physical barriers between cars and cyclists in this design
- To densify Mission as per city goal, two-way streets are more effective. To do this with a cycle track parking must be sacrificed, which is a total contradiction.
- 2nd street has less walking and cycling ties to busy 4th and 5th street and 17th ave. It is a better option for moving cars in and out of downtown than 5th street or 4th.
- Sharrows are not very effective - separated bike lanes are far safer.



- Encourage alternate transit to downtown. Neighborhoods should not be shortcuts.
- Painted bike lanes are nice, but do not help spur more riders. A truly separated track makes it much more attractive to get people riding to their destinations.
- Because it works and was a significant improvement from the previous one way system.
- 2 way street is a no brainer. Move bicycle lanes to quieter less used streets not the main roads in Mission area.
- same as above and it takes up needed room for the automobiles that are trying to use the roads that they are licenced and insured to be driven our roads.
- Maintains two-way traffic flow during peak afternoon rush hour, while keeping enough road width for cycle and car traffic.
- The road as it is feels unsafe for bikes and gets a lot of bike traffic.
- I would support these changes as well, however I prefer the new concept. A cycletrack is preferable to bike lines on what can be a very busy road.
- Separate 2-way bike lanes on the east side of 2nd St is the best option for everyone. LESS crosswalks(not at every Ave) with MORE flashing lights.
- I like every BUT converting 2nd St to a one way. I live on the corner of 2nd St & 18th Ave SW, that change directly impacts the ease of access to my parkade.
- The new option is superior
- Prefer the two way design, but a cycle track is better than the painted lanes. New concept is better than this one, both better than status quo.
- Two way road access better meets community needs, especially when it comes to access by emergency vehicles if/ when necessary.
- Same
- As above.
- Two way traffic on 2nd Street. is required. The other changes are fine.
- No cycle track or other appreciable improvement.
- Current cycle setup is fine, it is cycle busy only for a short time hour during rush hour, not many bicycles otherwise in my experience.
- 2 way traffic makes the most sense with bike lines and reduced parking.
- Why waste my money!!!
- Leave it the way it is as two-way traffic...marked bike lane only....don't revise the design...just leave the road as it is. Can't you just leave things that already work alone.
- Keeping the road two-way and providing a painted bike lane is enough when there's a cycletrack only 3 blocks away!
- Bike lanes are better shared lanes, but are not suitable in providing comprehensive street access for everyone, often result in cyclists riding in the "door zone" and can be unreliable in winter.
- Favour separated cycle tracks over only painted bike lanes, please
- Great middle-ground of facilitating traditional motor vehicle route and creating a bike friendly/safe corridor.



- Doesn't help with danger level
- Keeping 2-way traffic was not a good idea
- Do you mean the first image? I very much prefer the new design with seperated cycling lanes
- There was already a fully functional bike lane on the east side of the road, it worked well... I really don't think phase one was presented any differently.
- Painted lines don't offer enough security for pedestrians/cyclists.
- It allows for traffic movement in both the northbound and southbound directions. I don't want to be trapped in my neighborhood when trying to drive South in the mornings.
- Any bike infrastructure in the area is better than none. But seperated lanes are even better
- I like the big space between lines on second street so when is a lot of snow is still safe to drive on 2 street
- I support the existing concept
- See above.
- Maintains the current two way vehicle traffic.
- I support adding bike lanes while still maintaining 2-way traffic. 4th street is too congested already so this would keep things balanced while adding safety for our bikers.
- Maintaining 2-way traffic on 2nd Street will alleviate congestion and provide an additional route in and out of the community.
- I do not find the traffic to be so busy that it requires conversion to one way but adding bike lanes would be nice.
- Maintains 2-way traffic, while adding bike lanes and minimal impact to parking.
- Allows for ease of traffic flow.
- 2nd Street works well as is. I don't see the pressing need for change.
- I would support the original concept if not for the two-way traffic.
- Maintains two way traffic and a vibrant community. The plan creates bike lanes, curb bump Outs when needed and an adequate amount of parking.
- Less confusion for drivers, cyclists and pedestrians.
- One way traffic would clog 4th St completely in the evening rush hr. Let's not consider 5th St one way ,again.y
- 2nd street is heavily used in both directions at different times of the day. Making it one-way will shift congestion over to 4th street which is already very congested at rush hours.
- Two way traffic is ESSENTIAL for this road for us
- See 3. above.
- The proposal would have serious negative impacts for traffic in many communities west and south of 2nd St. SW by forcing southbound traffic that would normally use 2nd St. SW onto 4th St. SW and 5th ST SW, on which traffic is already bad.
- It is better for drivers, but worse for cyclists. Painted bike lanes do nothing, as evidenced by the current setup of 14th & 15th Aves. SW.



- Yes, I support cycle tracks separated from traffic by means of curbs or stanchions. Support reduction of speed limit to 40. Curb extensions not so important an issue for me.
- It provides for two way traffic.
- Keep 2nd Street two way!!!
- I live nearby and I bike, walk, and drive 2nd St. Painted bike lanes should be adequate. I support continued two-way use, and 40 kph speed limit.
- Good compromise to allow for traffic calming, bike measures as well as access for residents.
- Maintains the North/South traffic while adding traffic calming, bike lanes and reduced speed limits
- If original is keep two way traffic, I support maintaining two way traffic which improve safety for pedestrians who will not have to tolerate traffic coming from behind and ^ cyclist safety b/c no incident of cars going wrong way on one way
- Second street is a quiet street. Maintaining two way traffic will keep that feel. Also it is a great road for cyclists.
- I need to know what other alternate routes I have to go north and out of down town.
- I think traffic calming measures and bike lanes are enough of a change.
- overall new design seems preferable -- as long as 40 kph is enforced the greater morning volume should be bearable.
- This would generate traffic calming, bike lanes, parking AND 2-way traffic for access for residents of 2nd and those living east of 2nd.
- Gets the bike lanes I want while maintaining two-way traffic
- Bike lane should be on 5th.
- 2nd has a lot of wasted space. Eliminating parking on one side seems the best compromise to promote good urban transport practices. Bikes should use 2nd over 5th south of 17th ave. Connect along 16th st
- There are bikes lanes, when driving traffic seems reasonable to me. The school zone is effective. I can see a need to reduce speeds considering the closeness of parks, schools, etc.
- bikes lanes kind of work, but are narrow with parked cars. Traffic and congestion seems low to me.
- I support keeping 2nd street as a two way street as I use it both north and south bound every day.
- Would be nice to have bike paths maintained in the winter.
- Very supportive of original concept. Agree with augmenting bike lanes as much as possible without compromising two-way street.
- Summer time, I commute by bike on 2nd and it's always a bit scary with how narrow space there is for both vehicles and cyclists - seems like a dangerous one with no real alternative street to cycle on.
- supports two-way traffic



- Considers residents needs, does not change our community into a commuter haven and continues the success of a city destination as you can walk with low risk.
- Two-way traffic provides more routes for locals to get in/out of the neighbourhood. I live on 20 Ave between 2 and 4 St. and it's incredibly frustrating to drive in/out of the neighbourhood right now. 4 St. is much too busy now
- Agree with improvements for pedestrians and cyclists, and improved safety.
- I don't feel safe with marked bike lanes.
- LIKE THE IWAY IT HAS ALWAYS BEEN
- Less supportive than of the new design.
- The community fought for two-way traffic and it has worked very well. Do not change it back to one-way.
- Support the additional biking lanes while keeping the traffic flow (2-way) as-is.
- bike lanes and pedestrian improvements are good, but cars would still drive across the bike lane to park and open their doors into the bike lane which is stressful
- I suppose, but why wouldn't we choose the best concept?
- Same as above, but prefer new design because it keeps the bike lanes on one side, which I prefer when I use them
- It keeps two way traffic and adds the bike lane.
- I don't want the increase in vehicle volume during rush hour, with two-lane, one-way traffic. Further, I turn right south very often on 2nd street, to avoid turning south on 4th street off of one of the avenues, where traffic can be blind.
- Bike traffic is fine the way it is, leave things stay as is
- 2-way traffic
- As a pedestrian moving parking doesn't impact my travels
- It's not clear what the original is. I support any cycle track that has physical barriers between cars and bicycles.
- Ditto on the bike lanes.
- Why not wait until the Green Line route is finalized and 100% confirmed before starting a project on a street (2nd street) that will be impacted by the Green Line.
- As a cyclist - a painted lane isn't enough
- As per answer to Q2, as well as now providing barrier separation from vehicles will most likely see more families using the lanes on the weekend.
- not separated bike lanes and no significant changes to improve safety.
- This is a chance to set a precedent for the CORRECT and SAFE way to introduce bike lanes; each direction should be on its own side - similar to the way cars drive. this way cars are looking in the normal spots to check for others. its safer
- The less formal bike lanes are good for casual users. As per my response above, get the serious bike commuters using 5th Street with an extended cycle track.
- Painted bike lanes aren't safe.



- I strongly support the bulb outs in both concepts
- More neighbourly, focus on traffic calming, not traffic thru-way. Bicycle lanes are softly integrated, not engineered. I am a rider and walker and take this route often. Centre st nearby two way, integrates car bike pedestrians well
- The net change/benefit does not warrant the effort/expense.
- No need. Addition of 4 way stop is unnecessary and would slow down the flow of traffic. As a cyclist I have no safety concerns with the current road design. Save the money and fix 25th ave and Macleod intersection.
- Nothing of value for anyone other than the miniscule amount of people that use their bicycles.
- The original concept provided bicycles with the opportunity to protect parked cars. As well, as a commuter bicyclist I also really enjoy having vehicles drive in the bike lane.
- The bike lanes on 2nd street desperately need to be repainted. That road is already super wide so I have problems empathizing with traffic fears. Reducing the speed limit to 40 should mitigate some of those concerns.
- It was extremely dangerous for cyclists as they risked either getting doored by cars on the west side or getting hit by passing cars while riding on the east side.
- Parking is not really one of my concerns.
- Agree with two way traffic
- Give a rest to bicycle lanes enough is enough
- Seems to be working okay as is.
- Keep 2nd street 2 directions for traffic. Move the proposed bicycle lanes to 5th street which already has this in place.
- As above
- The status quo is perfectly fine. I'm a commuter cyclist. 2nd Street SW is now a very convenient road for both cyclists and vehicles. Please stop messing with OK things in pursuit of dubious perfection.
- curb extension, maintaining 2 way traffic and 50km/h speed limit. Plus provides space for bikes
- see #2
- It doesn't change things enough.
- I am not a fan of the painted bike lanes on either side of the road as motorists don't seem to have any regard for them, which is frightening when I am cycling with my child
- Roadway can support bike lane and 2-way traffic by removing parking on one side of the road.
- Continue to have two-way traffic on 2 St. SW
- I think better design and plan.
- Makes more sense as it is friendly for pedestrians, cyclists and cars.
- Provides a balance between different mode of transport.
- Paint is not safe bike infrastructure
- I ride a bicycle daily to go to work, winters including and enjoy the river pathways as well. This new design doesn't seem to disturb commuters and helps alternative transports.





- Less disruptive and enhanced cyclist safety over current design.
- The new design is much improved.
- Bikes must stop for pedestrians at all intersections. This not not a safe area for walkers
- I appreciate the bike tracks. Unfortunately I missed the arguments for changing from the original plan.
- I support the original idea except for reducing parking stalls. Parking should stay.
- I think I prefer the original concept because it would be better to have two way vehicle traffic as I often use 2nd street going north and southbound in my vehicle.
- Did not investigate
- Leave roads for cars. Hard enough to get around and park, then we add bike Lanes and restrict traffic. Why not holistically look at this, why not give concessions to motorcycles, allow parking on sidewalks like euro cities.
- Leave 2 way traffic.
- Should keep the speed limit at 50 km/hr and not waste space or money on bike lanes.
- Put in a dedicated cycle track while keeping 2 St SW a two way street.
- Do not support all-way stop at 2nd Street and 26th Avenue SW
- Meaning 2 ST will become one way for cars going to downtown.
- The loss of parking is a small price to pay for continued 2 way traffic on 2 St. Having said that, as a resident of Mission and a cyclist, I strongly support enhanced bike lanes
- I'm ok with it as long as 2 way traffic is maintained.
- I hope these changes will increase traffic efficiency and make more opportunities for pedestrians and cyclists to feel safe on and alongside this road.
- Not much improvement
- Don't support curb extensions or 3 way stop at 2nd street and 26 avenue
- Lack of planning and consideration for those commuting to this part of downtown on a daily basis.
- The original design does not consider bike traffic to be as important as road traffic. A painted bike lane is not a safe barrier that will encourage more people to cycle and less people to drive.
- Keep two way driving traffic
- I like that it is a two way but think the cycle track should be added.
- I prefer divided bike lanes. They make me feel safer. But in this project you at least retain normal traffic flow by not switching to a one way street
- Insufficient protection for cyclists.
- Does not convert 2nd street into a one-way.
- Did not like turning this into a one-way street as that would make things unnecessarily confusing for drivers to/from the area. I don't find this road congested enough to warrant this (or unsafe enough to warrant divided bike lanes).
- It needs its own cycle path. People in 2nd St are insane drivers. Tired of them ripping up the road and leaving the biking areas in poor order.



- I have lived in this neighborhood for years and worked in the downtown core. I either walked to work or rode my bike. Share the road works just fine.
- I think two way traffic works better for 2nd street. It was brutal when it was a one way.
- I support 2 way traffic but I do think it can move to parkplus/permit zone.
- I agree with some updates to 2nd street but not losing the two way traffic.
- Support the concept but too much parking is lost
- build a pipeline to west first
- Good balanced design for bikes and vehicles.
- I support bike lanes everywhere.
- Cyclists needed better protection from traffic. I feel way less safe when only a painted line separates me from traffic compared to a completely separate 22 way bike lane
- Rubbish
- N/A
- positive - Original plan did not contemplate one way traffic on 2nd Ave; negative - plan did not contemplate cyclist movement beyond 10 Ave and into the core.
- I see no issues with 2nd S it is now, aside from the fact that bikes don't follow the road rules.
- Its an improvement, especially with the curbs which help slow cars, but cyclists need a separate lane - the new concept is preferable because of this
- They are very similar designs.
- I like the idea of a cycle track but not at the expense of making 2 st one way.
- It doesn't involve changing 2nd into a one way which would destroy traffic in the area. While still providing additional safety for cyclists and pedestrians
- 2nd street is above satisfactory the way it is. It provides ample parking and allows people in the community to get around efficiently and safely.
- This is meant to be a pedestrian and cyclist friendly neighbourhood, we choose to live here because of that. Suburbanites are using it as a cutthrough to downtown and endangering students, seniors and cyclists
- This is a high traffic street with lots of pedestrians already - adding cyclists will add to the greater number of near misses when people are driving northbound to get to work in the morning. Need parking on 2nd street desperately.
- too expensive and not enough parking
- Again not necessary
- Fine, but better with protected lanes.
- I do not support putting more bike lanes in Calgary
- I do not support any of the designs. Stop adding cycle tracks when they are not needed.
- It doesn't eliminate a southbound street.
- Improvements while remaining a two way traffic route is absolutely critical for users from the south.
- Will not hamper driving traffic and will still allow safe bike travels.



- Our patients will be able to access our parking lot
- Bike path is good. One side parking is enough for this area. 40k speed zone will be great.
- Dangerous design for cyclists. Potential for door-swing accidents, etc.
- You have yet to finish connecting 5th Street from 17th Ave to Elbow River trail network, which links Bow to Elbow trail networks where 2nd will deadend at 10th Ave.
- The original concept keeps 2 street open to 2 way car traffic
- I use 2nd Str in both SB and NB as it provides a less congested route than 4th Street almost any day at any time. 2nd street does need improving and better ped facilities but 2-way traffic should remain.
- Love everything but want a cycletrack. Painted bike lanes are dangerous. I hate getting doored and drivers ignore them. Get rid of the parking.
- Two-way will help residents accessing side streets
- Two way traffic on 2nd Street will ensure prompt first responder response to all residents and businesses along this stretch of road.
- I support the addition of bike lanes
- It is fine the way it is. there is not alot of bike traffice on 2nd street. This should not be done just to accommodate a few.
- In favor of curb extensions and painted bike lanes
- 4th Street is at it's max... and then some. Left turns are a problem; add in the school buses, delivery trucks, emergency services etc, that use 2nd Street now, the traffic would be impossible to navigate & threaten emergency response time
- Cycle lane is redundant to the one on 5th St
- I only support improving pedestrian crossings, reducing to 40KM and improving parking for residents
- I do support the original idea but separated bike lines are much better. The typical driver does not respect a simple line painted on the road, a separated barrier is much more effective.
- cycle track infront of condo building on the corner of 13th ave and 2nd street where the condo parkade exits is an extremely dangerous idea.
- Two way traffic is a must here - reducing to one way will significantly impact my life (I live very close and rely on/travel this road multiple times a day.
- Our household supports the Community Association objection.
- There's already north / south bike path on 5th Street.
- I don't believe we need a bike lane on 2nd at all but the original plan makes so much more sense for the neighborhood
- In my view, painted bike lanes do little to help safety of cyclist because motorists completely ignore them. there needs to be a physical barrier between bikes are cars in order to ensure cyclist safety.
- painted bike lanes provide little protection for less confident road users
- Why not extend 5st bike lane to river?



- Less safe
- painted bike lanes are not safe enough, especially with parking on both sides of the road.
- It is focused on parking. Cycling and pedestrian safety is at best an after thought. Painted cycle lanes are dangerous and don't work in winter.
- Keep 2nd st with 2 lane traffic. Holy cross and schools more accessible for emergency vehicles. There is enough room for 2 way traffic and bikes. Many of our pts need cars not transit or bikes. Need easy access. too many businesses on 2st
- Paint alone is not enough!!! Downtown drives do not respect or even acknowledge painted bike lanes and drive in them in then there are several meters of space on the other side and absolutely no reason to drive in the bike lane!
- Two way street.
- Better than nothing.
- Still too car-centric
- The new concept seems like a safer plan.
- Any upgrade for biking in this area is better than what we have now.
- Painted bike lanes make riding a bike on a street more dangerous since drivers pass more closely with less care. Painted bike lanes provide no protection. I do not want painted bike lanes as a driver or a cyclist. Paint isn't infrastructure
- It lacks the lower speed limit and a separated cycle track. I have too many near misses with careless or reckless cars in painted lanes.
- Making 2 St more pedestrian and bicycle friendly is a great idea. Keeping it two-way makes more sense to ease flow in and out of downtown congestion, plus help with Stampede/Olympics.
- better to have it a one-way
- Because of all the reasons in this video (i.e. no bike lane): [https://www.youtube.com/watch?v=E85HMNJix\\_o](https://www.youtube.com/watch?v=E85HMNJix_o)
- The research is clear that a physical barrier to protect bike lanes (even flimsy bollards) does far more to reduce injuries than painted lines. Without substantial safety improvement, we don't get the benefit of increased biking.
- Still a bike lane
- Paint doesn't stop multi-ton vehicles from coming into the bike lanes.
- same
- Although it's an improvement over the current situation, I'm not a big fan of "curb extensions" as either a cyclist or a motorist.
- But don't care about the road rules
- I prefer completely separate bike lanes, not just paint on the road
- Takubg away parking is not good for anyone living here
- The new design is much more appealing and safer for bicyclists and families. Let's keep moving in that direction. It keeps the city younger & healthier
- Improvement over current, but not as good as new concept.



- There is a material difference in both perceived and real safety between painted lines and physical cycle track barriers. In terms of encouraging families, women and new cyclist to use active transportation, painted lines don't work.
- It didn't address the primary safety concerns that most people who don't cycle in the area are likely to have. I want more people to cycle and I believe they will if they feel it is a safe option.
- Separated bike tracks are safer than competing with cars for road space.
- The new concept makes more sense.
- It could be made into a nicer roadway -plus it will keep people on MacLeod where they are supposed to be!!
- I'm very supportive of cycle infrastructure broadly speaking. But have a strong preference for the extension of cycle track and two way separated infrastructure.
- It is the least bad.
- it's not safe for anyone.
- It is better than existing infrastructure, but my preference is the new concept.
- It is too busy having two way bike and car traffic and there is no speed reduction
- We have winter. Bike lanes are a waste of money
- The lanes being together is important for the safety of cyclists.
- Keeps it two-way, and helps pedestrian traffic.
- Supportive, but the new concept is much better. Go with better!
- Did not actually make it safer or more comfortable to get to school
- Not enough protection from vehicles.
- I prefer two way vehicle traffic. but a two way cycle track trumps that.
- Can live with this. You have no idea how many people in the area use 2 St south to connect onto 25 ave East. Didn't hear about this new plan until Nov. 9. Why aren't citizens in the area notified!!!!
- Not safe for cyclists
- See above.
- Better than the current set up but not as good as the new concept
- I'm neither for nor against the original proposal.
- This makes the most sense. There are businesses down there and ppl already have a hard time navigating the area with all the narrow side streets. The two way helps alleviate the congestion on 4th st especially during busy events in town
- I support increased safety measure for cyclists on 2nd street, but believe the new plan is superior due to dedicated bike lanes, which have been proven to be better
- Calgary needs more bike infrastructure.
- Keeps the two way traffic. I would support the one way if there was a South bound one way as well.
- Based on the drawing, I prefer the new concept designed with the feedback of fellow cyclists in mind. thank you



- This is not much of an improvement over current configuration.
- No bike lanes
- I don't think the painted lanes are safe enough for cyclists.
- I liked the original ideas because there was two way traffic
- It still allows for two way traffic.. not everyone travels north to workt
- Continues 2 way traffic
- Again I support bike lanes on 2nd St but my concern about both designs is the lack of a concrete divider between the car and bike lane. This is a safety issue that needs to be considered very seriously for the lane to be used.
- Do not see a need to change anything
- Making pedestrian and bike access easier is better for the area.
- I don't support the original concept because the new concept is much better.
- I am a confident cyclist, and the current configuration work well for me. Painted lanes are a reasonable addition to make the street more bike friendly.
- need safe, separated bike access
- Inadequate protection for cyclists on a street a lot of cyclists would use if they felt safe.
- I knew about this project and although I didn't like it, I accepted it. I'm not a big fan of curb extensions, but accepted them to help calm the traffic.
- It would be safer than our current situation but not as safe. Making 14 and 15 ave one way has slowed traffic and made crosswalks safer. We'd like to see 2nd street become one way heading northbound.
- I prefer the new one. The old one makes sense if it were a road that was busier and had more car traffic.
- I'd rather not have any bike lanes, but the original plan would be better (than the New plan)- leaving 2nd St. as a 2 way street.
- Less disruptive, but again, already a bike lane on 4th street 2 blocks away.
- Its simple and incorporates a number of upgrades which will benefit cyclists.
- Pedestrians willbe safer
- No bike lanes, it is negatively impacting pedestrian and vehicular traffic.
- As above. The two way traffic flow is kept. Curb extensions are great. Bike lanes on a single side is preferred
- Bike infrastructure sends a message that cycling is a legitimate transportation form. This option at least leaves that message, even if it isn't the safest form of bike infrastructure.
- Better the one way option. Still have two way traffic.
- The modest changes will improve 2nd for cyclists and pedestrians, with minimal impact to motorists.
- Keep as is.
- I think this plan is better, however, I do not support bike lines and the construction will be disruptive to the neighbourhood.



- 2nd street is a safe street for cars and bikes.
- Designated bike lanes are safer for everyone but I don't think they're necessary here. It's still 1000x better than the new design
- It is ok.
- Original concept is fine. Do not change 2nd street into a one way. Changing 2nd street into a one way will cause significant traffic delays along this route and others.
- Any addition to curling infrastructure is a benefit, but the re-design with one way car traffic and two way bike lane seems a more effective design.
- This seems like more of a complete street than the new design, but it is still not ideal. Would still prefer dedicated bike lanes. Like that the bike lanes are on opposite sides of the street.
- Did not support as there should be a clearly defined cycle track. Prefer it be one way tracks on either side of the road. It is better for car and cyclist safety.
- The new concept is much better. Please go with it.
- I like that an effort was made to improve the street, including cycling, but it left a lot to be desired.
- Traffic calming efforts would be better than turning the whole street into a one way.
- I cycle all year round, 2nd street the way it is allows me to move at the speed of traffic, yet not slow traffic. the 5th street cycle tracks are far too congested with slow moving, large townie bikes ridden by short distance commuters.
- Keeps two-way traffic (see previous). Parking on west side would keep kids safer.
- It's better than it is now but doesn't go far enough for the safety of cyclists and pedestrians
- painted bike lanes are useless. they are better than nothing but not by much
- Marked bike lanes on either side and two way traffic sounds much nicer.
- Will accept bike lanes with 2 way traffic.
- Would prefer that 2nd St return to a one way Northbound
- If we are repaving 2 Street SW we should really take advantage of the opportunity to make it a safer road for everyone. The unprotected bike lanes get covered in snow in the winter and do not provide enough separation with cars.
- Prefer the 2-way traffic
- The original plan was a good starting point but really didn't address a long term goal. I feel that by the time it would be completed it would already need to be updated
- It is very car centric, and given the nature of the area, not as safe.
- it is VERY difficult to turn south on 4th street from 22nd Avenue or the alley between 22nd and 23rd onto southbound 4th Street.
- It does not have as much of a nuanced approach to the change in taking pedestrians, cyclists and drivers into consideration. The new concept is a design that will benefit all three groups.
- I support adding bike lanes without significantly modifying the traffic flow
- Not a lot of change for cyclists safety
- Not having a full cycle track is not as safe as having one.





- Support the new concept contingent on a dedicated 5th street. If no, original concept with improvements is acceptable
- There needs to be more parking options, not less.
- Except parking -permanent parking should stay on the west side of the street, otherwise everyone will be crossing through traffic as most people parking on 2nd are there to live/visit people living between 2nd/4th street.
- High risk for accidents if you have a bike lane on the west side of 2nd street due to all the parked vehicles and back alley exits. Visibility is already very poor and adding bikes is an awful idea.
- Not as good as new proposal, but better than no cycling infrastructure at all.
- Painted bike lanes would be useful. Not as useful as separated bike lanes, but better than nothing
- I don't think it goes far enough to create a cycle-friendly corridor. Both 2nd St SW and 5th St SW cycle corridors are unprotected for cyclists between the Elbow River pathway and the existing cycletrack infrastructure.
- I do not like the loss of parking spaces.
- Most novice cyclists feel much safer in separated bike lanes.
- I am impacted by changes in parking as I have underground parking at my condo for myself as well as visitor stalls.
- We live in the Beltline, are heavy users of the cycle tracks throughout the year. We live on 7 St SW, and while we'd like to see the 5 ave track expanded, this is a great start to getting us (incl 3yo biker) safely connected to the river.
- As a family of 3 that bikes throughout the year, painted lines do not do much to protect us, and we have seen 14 and 15 ave made totally ineffective with a layer of snow (drivers don't see it, and snow clearing doesn't happen).
- Loss of 13 parking stalls in an area already short on parking is not supported
- Slows traffic down.
- I'm concerned about the one way street, but not expressly against it. I do like the barriered cycle tract.
- Acceptable.
- Painted bike lanes are inadequate to fully realize the potential of a protected network.
- I am ok with the traffic calming, lower speed zone
- Seems less invasive to what the original street is but with the addition of the bike lane.
- Bike lanes not a priority.
- better bike safety, but doesn't go far enough to limit cars.
- I bike to work every day down 2nd street & it would help with cutting across traffic to turn onto 12th Ave.
- I like the idea of two separate bike lanes and keeping 2nd street a 2-way road for driving.
- Painted-only bike lanes are not especially safe for cyclists or motor vehicles, especially in the winter, when the lanes are barely visible.



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- Painted lines don't keep a car from running into you.
- It's still a sound piece of planning, but it feels like maintenance rather than true improvement. I feel like it would be a good change that would need to be changed again in a few years.
- curb bump-outs help enhance the pedestrian experience, and increase visibility for pedestrians at crosswalks. I don't really care if the inner city loses some parking.
- Maintains two way all day
- It allows mobility options for Mission residents and small businesses. It keeps 2 St relatively serene. It divides traffic between 4 and 2 evenly. 26 St between 4 St and 2 St is already in overload at peak hours and will get worse.
- Does not add cycling lane
- Still allows for two way traffic.
- Do away with the parking on the east side and this will give the cyclist more room if that's what's needed.
- Leaves 2nd Street as a two way for all traffic.
- It was also ok .
- It's fine, but the new design is better.
- Snow
- It's not safe for cyclists, doesn't accommodate winter riding and doesn't fill the need for a route from the 12th ave cycle track to the river.
- Like preservation of 2-way traffic with painted bike lane accommodation
- Bike lanes are good, more curb extensions would make it easier to cross 2 st as a pedestrian and as a driver (the traffic is severe and you have to crawl forward in your car to be able to see). Cycle tracks would be better though.
- Bike lanes are also good, make sure walking improvements are also included and make sure they clear the snow in the winter
- Same reasons as above.
- Split bike lanes are confusing and dangerous.
- Split bike lanes are in-efficient and cause confusion.
- I like the idea of keeping 2nd street a 2-way street. That being said, I use it primarily on bike, which is 2-way in both plans.
- Keeps cyclists aligned with street traffic flow, resulting in more intuitive cyclist behaviour. Less risk of drivers not noticing cyclists going the "wrong way" on a one way street.
- When 2 was one-way, speeding was common. It was moved to two-way, traffic slowed - easier for pedestrians/children to cross 2. Rarely are there 2 St cyclists in November-May. Eliminate maintenance during timeframe to save dollars.
- We do not support the installation of all-way stop at 2 Street S.W. and 26 Avenue. Cyclists should be on one side of the road. Most of the other changes would be acceptable with some minor tweaking.



- I prefer the road as is but if there must be bike lanes I prefer the original option which still includes a two way traffic.
- It still has 2 way traffic.
- If the only option to head south was turning on to busy 4th street, our entire building would be effected, as well the alley is often blocked by delivery/moving trucks. A one way on 2nd would cause major traffic flow issues for schools too
- a bike lane seems unnecessary but at least it has 2 way traffic on 2nd st to keep 4th street less congested and to give me a way to leave mission southbound. how else do i get to work?
- The original plan did not address safety concerns of cyclists
- I LIVE on 14th avenue, and have literally NEVER seen anyone using the bike lanes, yet I had almost been hit with biking ON THE SIDEWALK. this consistent pandering to biking, is insulting to property tax payers, and drivers.
- If the loading zone is the one from coronation place I definitely do not support. That is utilized by many people and would make things more difficult.
- I don't think a bike lane is needed. It is winter most of the year and not many people bike in winter.
- I like the bike lanes and two way traffic
- Two way traffic!!!
- Prefer 2 way traffic. Could live with either subject to parking comments.
- Keeps 2-way traffic. 40km speed would be fine. Painting lines/track would help to remind motorists that 2nd is a shared road. If possible a divided cycle track and 2-way traffic, would be ideal. Remove boulevards if more space is needed.
- At this time of year the maximum number of cyclists I have witnessed on 2nd street is 12-15 during the morning rush hour (7:00 AM to 9:00) none during the daytime hours, and very few on weekends (single digits)
- It lacked the bike lanes. & now with the new city bikes we can ride safely
- Cycling past parked cars is unsafe and has a big risk of getting doored.
- The continued two way traffic is important
- I support keeping the two way street AND creating a separate bike lane, similar to 8Ave SW design. I would remove all parking along the street, or make it limited, if there is not enough room for 2way street AND separate bike lane.
- Experience with one way and two way traffic over 40 + years says two way is best. Wonder if instead of 4 way stop on 26th Ave, a pedestrian "on demand" walk signal would work- especially for many seniors in area.
- A cycle track is better than a lane. One way traffic would make sense.
- This is not a "people first" plan, it is a cars first plan.
- I much prefer the separated bike lanes in the new design and improved traffic calming.
- The original concept does not provide as much safety for cyclists as the new concept



- Painted bike lanes are NOT infrastructure - they put riders at increased risk of collisions with drivers and are practically useless (stop using them). Parking plan isn't smart.
- Painted lanes are insufficient.
- Painted bike lanes in two way traffic is terrifying.
- Painted bike lanes wouldn't impact my commute much compared to the current model.
- A change to parking doesn't really concern me. I really do think keeping 2 St SW two way traffic is best for everyone in the neighbourhood.
- I like the two way street
- The original concept is better in that it allows two directions of traffic. I would be in favor of keeping the road a two way and only having parking on one side, no non-peak parking
- It leaves the road 2 way vehicle traffic.
- No snow clearing, no separation, little safety improvement, still in contact with drivers.
- I may prefer this over the new plan as the new plan may put more pressure on SB traffic on 4TH STREET
- The original concept seems to make little palpable difference to the status quo.
- It put cyclists at risk of dooring from parked cars.
- Better than what it is currently
- It's a safe functional design.
- Painted bike lines don't feel any safer than sharrows. If it needs to be redone, why not make it work for all users (including families)
- It is an improvement on the current state of things but this new concept is much better.
- Good for bikers, drivers, and pedestrians.
- Curb extensions. Don't do them. I support bike lanes. Make more bike lanes.
- I can support this concept if the 5 street track is extended south.
- I like the new concept more!
- Wants to see two way traffic
- Great solution to meet legitimate concerns for awareness and safety. Separate lane is overkill, this allows two way traffic
- There is already bike lanes on 5<sup>th</sup>
- Also a waste of money
- Same as above
- Same
- Please don't change 2<sup>nd</sup> into a one way
- Same
- Keeping the street 2 way traffic
- Two way traffic and leave it similar to how it was
- Can be confusing for drivers to use
- Better than the new one. Two way is required
- A bike lane would be nice but not at the cost of two way traffic
- Spend money creating jobs



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- Better flow for both cars and bikes
- N/A

Question 4 – Is there anything else we need to take into consideration when revising the design?

- "Left turn across cycletrack" can still be a problem. Not sure how to fix, green-paint plus signs are good though.
- 15 years ago, 2nd and 5th were one ways. Stop the continual meddling.
- 2 st is often used as a shortcut by drivers trying to bypass 4th. I have had a number of near misses as a pedestrian due to these drivers. A separated bike lane would be safer, as would increased police presence to catch speeders.
- 2 St was converted from a 1 way to 2 way 15 years ago, changing it back will make the road feel like a feeder road to downtown and impact 2st and 1st residents' ability to get in and out of their homes.
- 2 street was 1-way before and it was okay, please prioritize the safety of people who live in the community and like to walk across the street without people short cutting on their way to work hitting them with their car
- 2 street was one-way for years and it was fine. I live on this road and this is my neighbourhood, I should feel safe crossing the street. Cars from outside the area are cut thru traffic. I want to walk and bike safely: cycle track!
- 25th Ave and McLeod trail has a huge impact on 2nd street accessibility and access. I have seen the city audit this intersection many times but it is still VERY far from having an effecient light sequence.
- 2nd Str as a 1-way makes sense if you think of it as a commuter/thru route rather than a neighbourhood roadway. I feel that 2nd is often used by area residents as ways to get around in the community and their homes - made harder by a 1-way
- 2nd Street is a special one, having traffic both ways and bikes presents a much more complete street to me, as a resident and cyclist,I would like to see streets for all not making traffic more difficult by going one way
- 2nd Street is an important corridor for vehicular traffic in this part of the community. Turning it into a one-way street will force traffic (including my own trips) farther afield multiple times per day.
- 2nd street is better suited for moving cars as there are few businesses and not much cross traffic due to the river. Traffic calming 4th street and increasing pedestrians and cycling friendliness on 4th would benefit those businesses.
- 2nd street needs to stay two way to continue to help the already congested traffic
- 2-way vehicle traffic should be kept. For residents in the area, removing southbound traffic does hinder access. While I do acknowledge that bicycle infrastructure will benefit 2nd street, it shouldn't be at the expense of 2-way traffic.



- 4 street can become congested very easily
- 40km zone is needed here
- 4th St has terribly timed lights and it takes over 5 minutes to travel most days, by vehicle from 10th Ave to 18th. 2nd saves me 3 minutes. Making it a 1 way would add much more time on a very short drive. But i love the separate bikelane
- 4th street is already congested, please don't add to it.
- 4th will be the only option to go south out of Mission and people will need to make left turns onto 4th to "circle" while looking for parking. Perhaps more traffic lights on 4th will be required to help with lefts and pedestrian crossings.
- 5th st!! Dumping people onto 17th ave is crazy, just pony up and finish the job.
- 5th street bike lane extension past 17th ave should be considered as soon as possible as well.
- 5th Street. I don't think I need to type any more than that. Please!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- A 30 km/h limit instead of 40 km/h. This would mitigate the potential for higher speeds and volumes caused by the one way conversion.
- A further reduction in speed limit down to 30kph. The off-peak parking could be problematic. There could be consideration to either make the parking permanent (with permanent space for left turns) or disallow west side parking.
- a num of issues are going to arise if parking- allowed on the west side of road. not enough space in case of vehicle breakdown in the middle path. increase traffic conflicts from driver of parked vehicle. slows down overall traffic.
- A one way north means more traffic turning left on 4th to head south. It's already bad enough. There will also be an increase by the school zones on 18th. Terrible idea all around.
- A speed bump by the school would be nice, but I've heard that makes snow removal more difficult.
- A step in the right direction. More bike lane like the new design should be added all over Dwntrwn and Beltline. This is a low hanging fruit that requires a minimal portion of the infrastructure money. Less street parking more bike lane!
- About 10 years ago, traffic on 2nd street was one way northbound. The City then determined 2nd Street should be 2 way, as it is now. Why are we changing it to one way, again? Traffic moves nicely. There have been no increases in accidents.
- Absolutely, the city does not have as many bicycle riders as they do vehicle drivers. Keep the flow going. In fact keep bicycle riders OFF busy thoroughways at all times.
- Accommodate increase in density in this area
- Add clear crosswalks on both sides of 21 Ave SW at 2nd St as people use both sides already (so technically jay-walking on one side) walking to the footbridge to Lindsay Park. Make it clear to drivers both sides are a proper crosswalk.
- Add more traffic lights.



- Add signs reminding drivers who park to check for bikes before they open their doors.
- Adding parking along back side of the hospital, along the river?
- all other roads into downtown and leaving downtown are brutal. 4th and 5th have 10000 lights each on them and traffic is already bad on those. If you remove 2nd street, it will only get worse. if go to 1-way, should be time dependent
- Allow more residential parking. It is already limited downtown for residents and is being reduced. During saddledome event nights it is extremely hard to find parking. Allow residents to park in parkplus zones in a certain radius from home
- Alternative, 5th st. between elbow drive & 17th ave oneway- it is a narrow route, heavily utilized by pedestrians & cyclists to cycle track.
- Although not as frequently as in a number of years past - the intersection of 24th and 4th street can be problematic as it is not unusual for drivers to run the red light at that intersection.
- Any plan should keep better traffic flow
- Anything to enhance the visibility of cyclists, motorists and pedestrians very important. Not just this area but good practice for design and redesign. Thank you for opportunity to provide input.
- Are 14 and 15 avenue being converted back to two way as this will make a difference on the 2nd street upgrade.
- Are there natural links for cyclists into the existing cycle track network, specifically onto 8 Ave.
- As a cycle commuter, I actually prefer the original design, because I do not like biking on the wrong side of the road. Therefore I don't think there is major benefit of the new design over the original.
- As a local resident, the original design best suited my needs. The northbound 1 way turns the road into a commuter thoroughfare that benefits non-local residents. For shame.
- As above - it would be so much better to keep it as a two way street. If this option is removed, it funnels more traffic going south on 4th St SW which is already busy and a high pedestrian area.
- As residents, we should not have to go out of our way to accommodate north bound traffic from Elbow Drive commuters. I work in South Calgary and would be forced to add 25-50% more drive to my commute. We pay higher taxes to live downtown
- Bad bad idea
- Be bold be brave
- Being able to drive both north a s
- Better cross walks and automatic pedestrian signal at 25 avenue sw and 2 street. I have been nearly hit by right turning vehicles multiple times while crossing at green light. Signal needs upgrade.





- better lighting at crosswalks
- bike lane- cool. some days i would like to get to work without going through 25 construction zones
- Bike Lanes should be on the much quieter west side of the street. Much safer for all. Two way traffic can and should be maintained
- Bike lanes should convert to hov lanes in winter
- Bike lanes, parks and pedestrian traffic.
- Both options are good but could be improved. Consider relaxng driving lane widths to allow for two lanes (n/s), one parking lane and cycle tracks. Narrower lane widths are used in other jurisdictions and will help to naturally slow traffic.
- build a pipeline to west first
- Build it!
- Built in maintenance - paint, snow removal, monitoring, more lighting
- Business access to 18 ave from the north needs to be a big consideration here.
- By making this street a one way you are prohibiting a huge chunk our neighbourhood from accessing our own community. Huge mistake if it happens.
- Calgary is a winter city. Cyclists should not take precedent over vehicles. The city should be looking at ways to save money, not spend it.
- Can you please bury the unsightly overhead power lines, the trees have started to grow into them in places and are now a safety hazard. That would actually be useful.
- CBMCA worked very hard to change one way traffic on 5 St. If 2St becomes one way then 5 St will become one way which reduces safety, community realm, encourages commuters to speed through without regard to residents and makes sidewalks less
- Check once again with the surrounding communities
- City should work towards improving access not obstructing it
- Clearly marked lanes are sufficient, and we need the two way traffic. Taking away south bound traffic will compound traffic leaving downtown, resulting in spillover and unsafe conditions on surrounding roads. Maybe lengthen 5st lane to 26th
- Community mobility's importance over short term parking.
- Connect the 10th ave bikeway to something. Either add lanes on tenth or build a MUP.
- Connection to the Elbow River and the 12th Avenue cycle track are key.
- Connections to the 5 Street track are critical, since 5 St crosses CPR tracks. Suggest major way finding signs, etc at 12 Ave at both 5 St and 2 St. Consider adding a bikeway on 18 ave between 2 St and 5 St.
- Consider adding all way stops at 15 and 14 Ave due to vehicle/pedestrian accidents.
- Consider converting existing established dual lane designs (such as 8 Ave SW) into cycletracks given the borne out success of this project



- consider cycle track connection for commuters, consider heavy use of narrow 5th st. by pedestrians (sidewalks) & cyclists (roads)--5th should be converted to oneway (closeness to schools & cycle track
- Consider EVERYONE using the road or people living close by, not only bicyclists.
- Consider how any displacement of traffic will impact the already impossible 4 St commute.
- Consider how cyclists using the current bike lane will safely and conveniently make eastbound turns to cross streets.
- Consider implementing more than a painted line for the cycle tracks - even plastic green bollards would help. drivers often do not respect the painted lines and will drive uncomfortably close or pull into the track to drop people off (cabs)
- Consider keeping existing bike lane. It works and is little maintenance. As a tax payer I don't need to see the side walls full of snow and the bike lanes are clear which has happens more often than not
- Consider one way northbound until noon and one way southbound after that. People going to work can get home same way
- Consider the area is already choked with one ways and has lost street parking along 14th ave due to construction, so this causes significantly more detours for those living in this area. High traffic street with lots of pedestrians already
- Consider time delays to emergency vehicles for traffic changes. I live in Mission and there are many seniors in the area.
- Consider trees or vegetation between the cycle track and the driving lanes.
- Continue increasing the bicycle and pedestrian advanced signals; all drivers (cars and bikes) should have to take training have enforced tickets for non-compliance. Both put others at risk for an accident.
- Converting 2nd to a one-way northbound-only traffic flow will significantly impact the volume on 4th and 5th street, which are already traffic heavy streets. 2nd St is an important corridor to Mcleod & Elbow, losing SB access not ideal.
- Cost. Although not mentioned on the web site, my understanding is the new concept is considerably more expensive than the original. The new design is at best a marginal improvement over the original. One way street is also a nuisance.
- Coucil needs to stop wasting money and shiny new bobbles and stop treating tax dollars as their piggy bank.
- Crital link to Elbow River pathway so design to highest standard for bikes and pedestrians at 26 Ave intersection
- Critical cycling connectioin from 12 Ave. cycle track to the Elbow River Pathway - currently lacking with the 5 St. cycle track



- Curb extensions are great. The 40km/h speed limit is slow. As both a driver and a walker I haven't seen speeding to be an issue. A blinking (ped controlled) crosswalk near the school would not be a bad idea.
- Curb extensions are very dangerous for cycling traffic. They push bikes out into the midst of car / truck traffic. Please remove.
- Curb extensions seem counterintuitive to bike lanes. Better lighting a pedestrian crossings would help.
- Curb extensions should have a minimal impact on the flow of cyc
- Curb extensions with focused lighting at cross walks would be beneficial for the safety of crossing pedestrian and would not negatively impact cyclists
- Current cycle paths (example 5th ) with concrete barriers and unbelievable number of signs on them creating visual pollution and overall is an ugly intrusion into neighbourhoods I have high concerns that end results would be similar.
- Cycle tracks allow all user types to access businesses and services in mission. Currently the cycletrack stopping on 17th ave prevents me from accessing mission in the winter because it doesn't feel safe to ride my bike to mission.
- Cycletrack extension please. Anything else is not acceptable.
- Cyclists go very fast on 2. We've witnessed problems with cyclists/pedestrians and cyclists/vehicles. If it's the new concept, (it looks expensive), can there be more cycle signals and traffic signals-at 18th(school) and one or two others.
- Densification of housing needed in Mission. Improved access is critical
- Divided tracks are better than painted lines.
- Do it fast!
- Do not change anything..
- Do not do this enough is enough with this, you are making downtown a nightmare for those of us who live down here. ENOUGH!
- DO NOT MAKE 2nd A ONE WAY.
- Do not make 2nd street one way.
- Do not make this road a one way, 4 st is already congested and 2 st is a great alternative.
- Do not make this road one-way!
- DO NOT TURN SECOND STREET INTO A ONE-WAY.
- Do not want 1 way traffic or cycle track, this will force drivers onto 4th street to get into downtown which will cause more congestion to an already congested street
- Does the one-way need to extend to 10th avenue, or can it stop at 17th or 12th? 4th street is also a NB one way and access to the business / parking / delivery entrances to the alleyway off 2nd street will become difficult.
- Does the west side parking really need to be off-peak only? May result in 'left hooks' at speed during the AM peak; please consider making the parking permanent or raising the cycletracks and crosswalks onto tables in order to slow turns.

- Don't revise it...scrap it, fix the asphalt, paint the lines and be done.
- don't do it!
- Don't do it.
- Don't put bike signals. It's a waste of money and there is no volume of cycle traffic to justify it. Cyclists don't obey signs, lights, etc. anyways. They can use the vehicle or pedestrian signals (if they choose to obey).
- Drive that road almost daily and cyclists and cars share the road well now a usually go no faster than 40 km anyways
- Drivers do not respect paint only bike lanes downtown!! I live downtown and see drivers way inside the bike lanes even though there will be more than 2 meters of free driving space on the other side! I want to bike more but it's not safe!
- Due to the pedestrian volume, should there be a pedestrian overpass?
- Due to the river, it is difficult to navigate around this area for those who work and live. Will there be another one way street heading northbound too? With traffic lights installed for those of us who need to turn left to head north?
- east side of 2nd is in poor condition for cyclists - un-navigable in winter in spots - using the west side works better for year-round cycling. 26th ave may need a 3 way stop.
- Educating cyclists on how to ride on the road without infrastructure should be a priority.
- either make it safe or what is the point . painted lanes are just shoulders and I do not feel safe so don t use
- Enforce the speed limit! If there's nothing in place to ensure the speed limit is obeyed in residential areas, few will pay attention after hours. Add some pedestrian crosswalks too. Motorists need blinking lights to know to slow or stop.
- Enhance the community of Mission for those who live there, while accommodating those who travel through.
- Enough bike lanes go check them out waste of tax money
- Enough with the bike lanes! Don't let a few vocal residents dictate for everyone. It's a busy area with businesses on 4th St. Don't stifle businesses by limiting access and parking!
- ensure stop sign for bikes at 26th Ave - this will effectively be a 4-way stop that bikes will need to obey. Also improve signage at 12th Ave bike path/2nd street intersection to minimize confusion.
- Ensuring snow clearing is planned for the winter months.
- Essential turn movements, i.e. north- or south-bound cycle track to eastbound avenues need formal guidance (bike boxes?). The cycle track should tie into the 13th Ave MUP. High visibility markings at main ave crossings should be considered.
- Even on streets which have a bike lane I see cyclists using the car lanes. If there is a bike path or lane within 5 or 6 blocks, usage should be mandatory. Otherwise why bother?

- Extend these types of improvements all the way to river so there is reasonable north south connections in downtown. Having nothing between East village and 5th Street is not an acceptable level of connectivity
- Extend/enhance bike lane on 5th Street SW
- Extending 5 Ave bicycle lane to River is ideal, but do like how this goes from 10 Ave all the way to River!
- Fire, EMS and police response will be impacted on 2nd st. A lot of people down here do not use bikes or transit. Most require vehicles, seniors, handicapped.
- First proposal had it all.
- Forget about cyclists and focus on actual drivers. A majority of this city still drives to get around. Please focus on the majority. I'm tired of seeing this city under constant construction and failed pilot projects.
- get rid of bike lanes ... only a few cyclists use as 1000's of drivers drive those street ... remove them all
- Get rid of the bike lanes they are waste of money for the small percentage of overall population that use them
- Get rid of the dangerous push button pedestrian lights at 2nd & 25th.
- Give up this stupid idea
- Good signage that there is a bike lane from intesections turning onto 2nd street from avenues.
- Greatly reduce the amount of traffic signs used. The ones on 5th ST SW are greatly excessive and arguable a higher safety risk obstructing views and creating confusion.
- Green Tech. Many people will transition to cars that are environmentally friendly in 20 years, this will simply keep the traffic volume the same or greater. The city has to start reconsidering this hyper focus on bicycle's.
- Heading south out of mission. How would you do it if you make it one way? That's a lot of people now having to turn left onto 4th street and on 4th st which will mess up traffic for commuters and neighbourhood residences.
- Hopefully you don't go back to the old one way traffic we did tha for years and two way traffic is makes the neighbourhood much more lively. Also consider all the extra vehicles circling the block to get where they need to go if you go 1way
- How about just taking a break for a few years, and letting traffic sort itself out before constantly rearranging things.
- How are bikes able to make left hand turns? This is often where biking becomes difficult, and i normally take the lane to avoid getting hit turning form a bike lane
- How can it be done cheaper.
- How could the original design change to this ludicrous design in 3 months??? Did it get taken over by the cycling city hall community?



- How will 2nd St interface with 26th Avenue pathway? It will be easy for cyclists heading north from south of Elbow to continue north but southbound cyclists will have more of a challenge to continue south at 26th Ave. Thank you!
- how will cyclists move from 10 Ave end connect into the downtown core? (current 10 ave sharrows are inadequate, especially in winter). Use street parking as buffer between bicycle and traffic where possible. DO NOT MAKE 2nd STREET ONE WAY!
- How will reverting back to one way affect traffic flow and safety on adjacent streets?
- I agree with having bike lanes, but it should not be at the expense of southbound traffic on 2nd street.
- I am concerned about single direction on 2cnd street between 10ave and 11ave. With rush hour traffic, this route is essential in both directions for traffic changing directions east and west between the avenues. South of 11th this is OK.
- I am fine with reducing speed and curb extensions for pedestrians. Please no more bike lines!!!! 99% of usage is vehicles. Stop creating massive issues for motorists to appease a few cyclists.
- I am in support of lowering the speed limit to 40km/hour as there many pedestrians who cross 2nd Street.
- I am ok with the 40 km speed zone, this street has schools and playground zone, but cars and drivers seem to forget this is a residential area.
- I am tired of the neighborhood being torn up for the past few years. I have been living in the "inner core" for 65+ years and am very active and have watched the bike paths grow and yet still find 1/3 bikers resorting to roads.
- I believe in your design 2 ST will be one way going to downtown.
- I believe these changes would overwhelm the grid street during peak times due to vehicles having to turn left from 4 street for access. These delays are already present with 2nd as a two way.
- I do have a concern about the one way traffic proposed on the new design. Does it have to be one way? I'd be worried about so much more traffic being diverted to 4th street.
- I do not get how a bike lane takes up an entire parking lane AND a traffic lane!
- I do not support any of the designs. Stop adding cycle tracks when they are not needed.
- I don't agree with the off peak parking. It doesn't work well on 12th ave and there sometimes isn't much of a chance to pull out of the parking lane. I think keep it to one parking lane only on the west side. I say that as a motorist.
- I don't think we should design bike lanes to the lowest denominator since a few people prefer the divided roads. The original design balances both cyclist and motor needs. If a cyclist needs more safety, they can go two blocks to 5th.
- I drive a private vehicle in this area very frequently. I am happy to sacrifice some minutes of transit time in return for safer roads and more vibrant, healthy city. Plus I will choose my bike instead of my car more with the new design.



- I find it REALLY hard to see pedestrians crossing in crosswalks on 2nd street. I think the curb extensions will help. Maybe some more lighting or something? It's a fairly dark street, maybe because there are no businesses along it.
- I generally support bike lanes, but separate lights are not warranted here given the low volume of both cyclists and vehicles. Don't add complexity if it isn't of adequate benefit. Also, change ped lights at 25 so button pushing not needed.
- I have a seven year old. Thank you for making his bike travels safer.
- I just have to say that I think that this is an absolutely horrible idea that will add to the already chaotic state that the road system is in downtown since the bike lanes were added.
- I know there is not a lot of room. I live nearby and the streets are narrow. But as a woman who just bought a bike this year for the first time in 30 years I am eager to use the lanes to commute but concerned about my safety w/o dividers.
- I like pne way. 5 st is s b and 2 st n b makes sense
- I like the Phase 2 proposal and hope that it will extend the network for those of us wishing to safely cycle in the downtown area.
- I live here. I want cycle tracks & safer crosswalks. 1 way worked before, it means i have to drive a block away but i can bike safely which is more important. It would make it safer to drive across 2 st too
- I live inner city and like to keep my carbon footprint very small to do my part for the environment and for the future of all.
- I live near 2nd street and take the street both ways every day. I also cycle on 2nd. I do not feel unsafe cycling. There is also a playground zone to slow down traffic.
- I love the cycle tracks and we use them plus 300 days a year.
- I pay property tax, I pay tax on my parking space, I pay taxes and registrations on my vehicle and my license, and with it hard enough to drive downtown, and the city has done nothing but make it worse, and often for bicyclists...
- I personally don't see a need for any change. the traffic flows very well in this area at all times of the day.
- I really like the new concept. I would have no complaints if it were built just like it's shown in the file 18-00994824\_2nd\_Street\_SW\_Complete\_Street\_Plan\_Overview.jpg
- I remember 2nd as a one-way street and have found it so much more useful since it was converted to two-way. Please keep it this way. Parking should be on W side of road where residences are to limit temptation for jaywalking.
- I suggest that placing the bike lane on the east side would have us interact less with cars as they're mostly on the west side closer to 4th... would be nice to close access to some of those roads... 16th, 15th... does traffic in community
- I support governments and leaders that support cycling, healthier lifestyles and reducing our carbon footprint. your revised plan checks all the right boxes





- I think it is a shame to go with painted bike lanes over separated. I believe this is a lost opportunity to further extend the network in a way that resonates with riders safety concerns.
- I think it's important to note that the proposed new design also reduces noise and air pollution, as well as promotes active transport.
- I think many cities in north america are moving towards raised and unidirectional bike tracks. Efforts to slow or ban left turning vehicles (particularly on red from oneway) or through vehicles on the secondary streets should be considered.
- I think overall the new design has promising features but one-way traffic is a deal-breaker for me, simply because there isn't a reasonable southbound counterpart.
- I think the bike-lane design is fantastic. Right now, my family takes a round-about route on the bike path to get to the cycle track downtown to avoid riding in traffic (we have a little one riding in a bike seat) - we will use this a lot
- I use 2nd St on a daily basis and this would significantly impact on my commute in a negative way. You cannot expect ALL southbound traffic to be supported by 4th and Macleod and not to mention elimination of parking for residents.
- I use 2st everyday to avoid traffic on 4th street. Please consider restricting parking times in the afternoon as well to allow for travel from work and to run errands.
- I want clarification on what legal rights the downtown lanes give me. Am I protected, legally?
- I would have preferred a cycle track extension on 5th St rather than another semi-independent segment. I know 2nd St and 10th Ave intersect but it would be nice if we could have direct corridors to the pathways without having to chg lanes.
- I would like to propose that there is a 40km/hr speed limit on 25 Ave SW. People travel so fast on that street and there are many seniors around. Thank you so much for taking the time to create a new design!
- I would like you to be transparent with your intent of this project. NEXT MOVING 5ST TO ONEWAY!!!
- I would love to see traffic circles instead of 2/4 way stops. I think it would really help keep the traffic flowing and reduce the risk of hitting pedestrians.
- I would prefer more parking, and making sure the bike signals are clear. Cars sitting at a empty intersection unable to turn right waiting for no-existent bike to pass encourages drivers to ignore the signals
- I would prefer 2 way traffic + separated bike lanes, narrow the lanes as there are no bus routes on 2nd. The new concept is better than the old, but this would be even better.
- I would still look into pedestrian safety at 15th avenue and 2nd st SW
- I'm quite concerned about cars stopping in the non-peak parking areas potentially dooring cyclists. Will need to see actual details of this in order to see if there is adequate room for a door swing.
- If 2 St becomes 1 way northbound again, consideration should be given to making 5 St 1 way southbound again to take some of the traffic pressure off 4 St.



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- If 2 street is going to have dedicated bike lanes, east/west traffic buildups should be considered and preparations made for north/south stop signs to make up for it.
- If 2nd St becomes one-way, MUST have a 4-way stop at 24 Ave + 1 St SW to allow SB traffic to SAFELY turn onto or cross 24 Ave; it's too busy to support more vehicles turning. Very tight fit for 2-cars passing on 1 street as is.
- If is ridiculous that the law departments interpretation of the rules is dictating this design. If this was another City (Edmonton) a two way cycle track and a two way street would be allowed. This decision should be revised.
- If it ain't broke, don't fix it. Seriously, pull your heads out of your ...
- If it goes ahead, the crossing at 26th Ave from the bike panes to the regional bike path needs to be well marked and obvious to vehicles. Right now cars don't suspect you'll continue straight through the intersection.
- If one lane of south bound traffic is lost where will it be replaced? Will 5th St revert to one way south? Will the community be divided again by one way streets? Support improvement of the street but not the return of one way streets.
- If the 5th Steet cycletrack could somehow be connected to the 2nd Street cycletrack, this would be amazing!
- If we have to travel south then our options are exiting our alley and trying to get across 4th street and then left at 25th ave. Or take Holy Cross Lane and 1st St. Try turning left onto 25th ave at rush hour. Impossible!!!!
- If you are going to add more cycling lanes, ENFORCE THE CURRENT BIKE LANES, and get cyclists off the sidewalks
- If you go ahead with this proposal there will be a tremendous "clogging" of 4th street south bound traffic during peak times as people who previously used 2nd street now need to use 4th street. Please do not do this to mission.
- If you're concerned about pedestrian safety then put up flashing pedestrian crossing signs and implement the 40km/h speed limit.
- I'm generally happy with the design. However, It seems to me most cyclists are currently using 5th start south of 17th ave. (I use 4th st as it's way less dangerous). a 5th street continuation is the most logical and well travelled.
- I'm happy with the way 2 St is configured. Please don't change it.
- I'm supportive of all the other design changes, just please do not change 2 street to a one-way. It kills communities.
- Impact to immediate residents of 2 St SW
- Impacts of egress out of downtown.
- Improve flow so more housing can come in
- Improve streets lights for night visibility of pedestrians and cyclists. Thanks!



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- Improve the crossing of the Elbow River MUP at 4th St to account for cyclist and pedestrian traffic, with increased visibility (dashed green) and other modalities to improve safety
- In general, there needs to be a separate set of rules for bikes as they are not autos nor pedestrians yet can and often need to travel on both roads and sidewalks. Look to other cities where this has been implemented. Might curb conflict.
- In keeping with the city's new residential speed limit and the proximity to the school zone, the speed limit should be lowered to 30km/h.
- In the current design there is a loading zone at the corner with 12th ave. This should be pulled back from the corner by 5m to ensure clear visibility for commuters at the intersection. The size of the zone should not be reduced.
- Increase density and improve traffic
- Increase density not bad traffic
- Increase density not obstruct traffic!
- Increase density not worsen traffic
- Increase in accidents and traffic slowdowns, especially in winters
- Increase inner city density not worsen the traffic pattern
- Increase mission residential density and make better traffic
- Increase residential not block traffic
- Increasing the bike use on 2nd street will increase the number of bikes crossing at 26ave/Elbow/4thst on the south side connecting to the path. A bike crossing signal at the same time as the advance green for Elbow WB would increase safety.
- insufficient thought given to retaining two way traffic with narrower cycle track, drive lanes, where is the traffic engineering study for vehicle rates on 2nd, 4th and fifth under both scenarios?
- Is there any way the city can ever redesign a road without removing so much parking. Parking is already hard to come by here.
- Is travel lane 3m or 3.3m? This info is suppressed in the new design. A 3m travel lane is sufficient in developed neighbourhoods and allows for a complete multi modal design. Please work more closely with the BNA. Do not reduce speed limit.
- It is unclear which loading zone will be lost in the original design. If it is the loading zone in front of 1410 2nd street, I would not support that.
- It looks like it's a protected bike lane with barriers. I really, really hope that's the reality.
- It looks really great. The city should be prioritizing spaces for pedestrians and cyclists, as many city streets are not safe.
- It looks thorough to me.
- It will be incredible disruptive to put in this construction. There are enough bike lanes as it is in the city centre.



- It would be nice to keep the loading zone at 1410 2st SW, as it is a highly used space for both the condo and the law offices on the west side of the street.
- It's a community. There is a school with playground.
- It's looking much better thanks.
- It's a great place to live and work.
- It's already difficult enough during peak times to circle around the blocks in this area looking for parking or avoiding construction. MAKing this a 1 way street will only cause more congestion and more problem on the surrounding roadways.
- It's fine the way it is. Stop wasting tax payers dollars on useless projects that don't benefit the majority and just create more problems.
- It's the budget can't afford more curb extensions on the east side, use the yellow concrete blocks to put curb extensions at every intersection. Inner-city crosswalks need to be as short as possible. On-street parking lanes=curb extensions
- It's unclear from the new design if speed changes, or other pedestrian improvements beyond the bump outs are included. No conflict paint or clear markers at 26th Ave to connect to the pathway and/or to go east?
- Just don't do it, please!
- Just ensuring residents have alternative options other than 4th for driving southbound.
- Just leave it the way it is!
- Just leave the way it is..
- Just scrap it we have enough bike lanes
- Just separate the cars and bikes. Please put more of these in the city. Also, no to the Olympics.
- Just watch out for potential conflicts at 26 ave
- Jut outs that they they have in Edmonton in order to slow traffic or speed bumps
- Keep 2 way traffic in Phase 2. Limited number of south bound roads exiting downtown and allowing for traveling around the belt line. You either have to take 5th st which has one lane south bound or go all the way to MacLeod trail.
- Keep 2nd street 2 way traffic. If you live between 2nd street and 4th street you would realize why. How many cyclist live in the area, 1%. They use 2nd for 10 minutes a day on weekdays. We use 2nd street everyday, 2-3 times a day.
- Keep 2nd Street as two-way traffic! If you change it, it will make 4th Street, 5th Street and Macleod even busier! 2nd street is great for the people who live in area and use it regularly as two-way traffic.
- Keep 2nd Street two way!!!
- Keep as is I myself use the existing bike lanes and there are no issues sharing the road with cars
- Keep both lanes



- Keep it simple. All-way stops at intersections not controlled by traffic lights is a simple and safe traffic calming device. Why the change back to one-way traffic? Which street will carry the south bound traffic?
- Keep it two way and have the cycle track
- Keep it two way street and add a bike track on either side. Looks like there's plenty of parking on either side.
- Keep physical separation for bikes
- KEEP THE ROAD TWO WAY while ensuring it's safe for cyclists. Banning bicycles on 4th during rush hour should help alleviate bottlenecks during peak periods. And REMOVE original plan for hybrid only parking, that's just plain idiotic.
- Keep the sides of streets where cyclists ride free of potholes and pavement bumps.
- Keep traffic going properly
- Keep traffic going!
- Keep two way traffic, do not take away even more parking
- Keep two way traffic. Addition of bike underpass at the CPR tracks to connect with 2nd avenue with downtown
- Keep two-way traffic and add one lane cycle track due to limited cyclists on this street. Reduce speed to 40/hr for pedestrians to feel safe
- Keeping two way traffic might be a good idea.
- Leave as is
- Leave as it is.
- Leave it 2 way traffic. The pedestrian calming is fine.
- Leave the design as is. The present system is effective for pedestrian and vehicular traffic. Bikes can and do use the quieter roadway to the west.
- Leave the limit at 50km/hour. The conversion to one-way and bike lanes and corner expansion does all the traffic calming necessary. The speed limit reduction is terrible.
- Less bike lanes, more parking.
- Let's be bold and make it a real complete street, not a street for cars with small accommodations for bikes.
- Limit parking to just one side of the street
- Listen to the taxpayers not just the vocal minority
- Local southbound traffic
- Looking good so far. But for UX for these surveys, pop the links into new tabs please.
- Looks good to me
- Looks good!
- Love the curb extensions. Please review all curbs so that ramps line up with sidewalks and crosswalks so people can walk & wheel along desire lines.
- Lowering speed limits in other parts of downtown. 5th and 6th ave are pedestrian and bike hazard.



- Maintain 2-way traffic AND protected bike lanes if possible. If converted to one-way traffic, ensure drive aisle widths are sufficiently narrow to deter speeders. The temporary one-ways on Beltline Ave's are much worse with speeding traffic
- maintaining two way traffic is important.
- Make 4th street, 40km/hr. Keep 2nd Street, at 50km/hr.
- Make it a cycletrack.
- Make it happen!
- make N-bound 4th st as easy and nonstop as possible for drivers during morning rush (by timing lights at Elbow/4th, 25th/Macleod, 11Av/4th, 12Av/4th) to encourage drivers not to regard 2 St as a speedway shortcut.
- Make sure signage is clear for users at the north and south ends of the bike lanes
- Make sure there is a left turn signal going onto 12th Ave.
- Make the barriers between the cycletrack and the car-used road permanent, like it is on 7th Street SW downtown
- Make this a complete street. Don't end it in the middle of nowhere. And make sure there are safe ways to turn off of it, so we can get to 4th street or Spiller Road without confusing drivers!
- Making 2nd st one way just pushes traffic to either Mcleod trail (already a problem at 25th) or 4th street (already busy). 2nd street is a v. efficient N/S route to/from downtown. Slow cars down, but keep N/S flow.
- Making it easier to DRIVE in a driver-heavy city is necessary given our harsh weather conditions.
- Making street one way without parallel southbound only street seems illogical. I see lots of people use 2nd st to get from downtown in the morning. It will
- Making sure crosswalks are well lit; it is very hard to see pedestrians in the twilight/dawn hours
- Making sure that the bike lane is the efficient choice; eg don't make bike lights slower than car lights, or cyclists will just take the main lane.
- Making the merge on to 26 Ave safe for bikes. Drivers tend to cruise by the stop sign
- Many patients who come to Holy Cross Centre cannot use transit or bicycles
- Maybe a crossing light in school zone
- Maybe some 4 way stops?
- More condos inner city need better access
- More curb extensions and playground zones around Haultain and Memorial parks.
- More cycle tracks everywhere they can fit.
- More housing needed so bad traffic won't help
- More ladder crosswalks and tall grasses like on 13 Ave would be nice.
- More parking and loading zones. Bikes are 6 months, cars and trucks are 12 months



- Most of the patients at the holy cross centre are seniors and avoid downtown due to confusing one-ways. A one-way would directly negatively impact patient access to our clinic.
- Most people drive in individual cars, which is the most inefficient form of modern transport and leads to increased delay, damage, and injury. More efficient transport, such as buses or bikes, should be encouraged.
- Most people here walk, and don't drive bikes as much because we have dogs or we are going only few blocks away
- Move bike lanes to E side? Would reduce bike exposure to cross traffic and possibly interfere less with left turning vehicles.
- Move west side parking back from intersections. Difficult to make left turns because parked cars near intersections on 2nd Street block visibility.
- Must have two way traffic, add 4 way stop at 13 ave, site lines are terrible going east
- Navigating 12th ave can already be difficult by vehicle when lanes abruptly turn or are reduced to a single lane because of parked vehicles, and 13th ave is very congested with the reduced lane widths. Some roads should be free of impedimen
- Need better access not worse traffic
- Need better traffic flow for the increase in residents in the area
- Need increase density not bad traffic
- Need more than just a stop sign for motorists crossing 2nd St - maybe humps (build-up the bike lane) or bike triggered flashing lights? As a cyclist, I've had many close calls with cars not looking for or seeing bikes on 2nd St.
- Need physically separated bike lanes
- need to supply more parking for disabled people; people who cannot operate a bicycle, and I know this point sacrosanct but, taxpayers who prefer to drive rather than bike. As crazy as that may seem to you.
- new all-way stop at 2nd street and 26 ave sw to be suspended for morning peak traffic period. also change school zone speed from 30 to 40km to provide continuous traffic flow
- No changes please! Also no 4 way stop! How would that improve anything with traffic?
- No more silly 1 way streets
- Not doing the project. Seriously.
- Not related, but, the 5th st cycle track really needs to continue all the way to the river to create a continuous travel path for cyclists.
- Not sure about the decision to switch the road to one way. 4th St is usually congested and only "locals" use 2nd to avoid 4th street. I would prefer 2nd ST to remain 2 way traffic.
- Now retired, I walk daily around this neighborhood and enjoy the slower pace and quietness of inner city roads. 2nd street is just fine the way it is!





## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- Off peak parking should be reviewed to see if it is actually needed. It could be better to just keep the street as a single driving lane with parking on both sides all the time.
- Ok with reduced speed limits and left turn signal. Have had significant delays previously when having to use 4th St instead of 2nd (left turns from 4th St not easy during morning rush hour - risk of accidents!!)
- One direction traffic will cause a lot of chaos in the area. 4 street is too busy already. We need 2 street to help out.
- one way streets are negative. Would be a return to the past which was not good!
- One way will reduce access and traffic flow and block 4st.
- Our 51 unit condo parkade is on 22nd Ave alley and 2nd Street is easily accessed to go north & south, it's not easy to access 4th Street (delivery trucks @ Purple Perk) Why are the bikers getting preference when we have such long winters?
- Overall better education for all citizens
- Paint the lines on 2nd and reduce speed but please keep traffic flow in both directions
- Paint zebra stripes on all crosswalks on 2nd st. The 18ave and 2nd st intersection needs to be improved car wise.
- Painted bike lanes is just a token nod of appreciation to confident cyclists. Bike lanes separated by barriers are the only way you'll get families and recreational cyclists (50%+ of Calgarians) using this infrastructure
- Parking along the bike lanes on a one way street makes left turners a hazard to cyclists. Is there a way to strongly indicate to drivers, particularly when the lane is new, that they need to look for cyclists traveling in 2 directions?
- Parking and safety. Exiting any one of the alleys is difficult and unsafe for vehicles, pedestrians and cyclists, definitely move parking to the west side of 2nd would help.
- Parking improvements. I would be fine with all the changes if we could have permitted parking on 13th avenue. Two way from 10th to 13th. One way south during rush hour.
- Parking is already an issue on 2 St, and the proposed designs seem to remove the little parking that currently exists on the street.
- Pedestrian safety at the intersection of 15 ave and 2nd street. Possibly a 3 way stop.
- Pedestrians! And also, extend adequately protected cycle tracks from 12 Ave to the Bow River path on the east side of downtown please.
- Pedestrians. Please slow the speed limit down to 30 km/hr.
- Perhaps some sort of signage, to remind cyclists that pedestrians have rights too?
- Perhaps some speed bumps in the school zone and a crossing light
- Perhaps we could do away with parking spots on this street, to make room for the bike lane, while keeping motor vehicle traffic two-way?
- Phase one seems to bring a balance of providing pedestrian safety while allowing traffic flow. Having increased cycle access is always a boon in the summertime to sightsee the city.



- physical barriers
- Pick a minor street instead of a main corridor. It doesn't work when the people making the plans live in suburbia!
- Please add barricades to physically separate the cycle lanes from the motor vehicles.
- Please allow for bidirectional automobile traffic. Parking is already sparse in the area. It would be nice if it could be maximized.
- Please come and talk with me at [personal information removed] do you can get an idea of how the funeral procession works and maybe we can come up with a best solution together my name is [personal information removed]
- Please consider changes in design to reduce traffic congestion and improve parking on 4th street, as well as find a solution to the lights at Macleod Trail & 25th ave SW
- Please consider fully shielded and separate bike lanes similar to 12th ave SW
- Please consider residents as well as commuters. It seems that many changes intended to improve the ease of bike commuting end up hurting and inconveniencing residents and businesses that pay hefty property taxes to reside in the area.
- Please consider that adding a cycle track here means that a risk averse person like me who often rides with my young son will have the option of easily cycling to Mission once this is complete. Thank you for the new & improved design!
- Please consider that this project is not necessary.
- please consider the safety of drivers, pedestrians and bikers. this building exit is already dangerous for everyone and does not need to be made worse.
- Please consider this-- this summer was so unpleasant in the 'hood, that I am tempted to move. You are hurting the inner-city's attractiveness
- Please do not change 2nd St. into one-way street, it is difficult enough navigating the side streets especially on weekends where there is increased traffic in the area.
- Please do not make 2nd street a one-way street. I live in Erlton and is the main road I take to get back home from downtown.
- Please don't include the left turn onto 17th Ave. This reduces movement for pedestrians and bicycles who have to wait a full cycle. Isn't this project for peds/bikes? Let's not slow them down for non-existent turning delays.
- Please don't turn 2nd Street into a one way. This will make other roads busier.
- Please ensure a white painted cross walk on both the north and south sides of 21st Avenue where it crosses 2nd Street. This is the avenue that leads into Lindsay Park and people always cross on both sides. This would improve safety. Thanks!
- Please ensure that the cycle lanes are wide enough for bicycles according to city policies.
- Please ensure that with the one way road conversion, that it doesn't become easier to speed, road design should reflect the new speed limit.



- Please ensure the pedestrian realm is considered in the design and any signal changes. The bike lanes on 5 Street are great, but the pedestrian experience is negatively impacted due to turning signals that give vehicle traffic priority.
- Please finish what you started as stated above and 12th is a nightmare the way it bobs and weaves around as well dead ends at Olympic wa.
- Please keep the Separated cycle tracks
- Please keep this route open to two-way traffic
- Please make more divided bike lanes.
- Please place the crosswalks so that they are at the apex of the curb extension. Traditionally, in Calgary, the curb extension has the crosswalk entrance near the centre of the corner and the curb extensions do not reduce crossing distance.
- Please please find a way to put traffic calming measures onto 20 Ave SW. Cars often fly down the street at 50-60 km/hr, which is really unsafe for pedestrians, locals with kids, and pets. It is dangerous.
- Please show your design as graphic as possible, a lot of people don't understand what's being done when written.
- Please take care to make turns onto 10th Ave, connections onto the Elbow pathway, 4-way turn box at 12th Ave, and turn boxes/signals for the 14/15 Ave bike lanes safe and workable.
- Please use the protected bicycle lanes, like the downtown track, to allow/encourage seniors and women and children and families to enjoy Calgary's beautiful inner city in safety.
- Please very important! keep two way traffic.
- Prefer two way with cycle track. Best for peds, bikes. Area doesn't need more parking - per CPA high availability at all times. You will never be able to make enough parking to satisfy merchants; don't try. Put curb bulbs @ highest ped locs
- Priorities should be as follows: 1) providing a safer route for cyclists and safe crossings for pedestrians, 2) improving traffic flow during peak periods, and lastly, 3) accommodating parked cars, which only take up valuable road space.
- Prioritize active modes above all, then shared modes (transit, HOV/carshare) above private incl parking w exceptions for accessibility & emerg serv. Add adv signals for active modes/transit to prioritize at intersections.
- Promote livable streets like this across the city. Bike ridership has increased massively since the cycle tracks were implemented but has plateaued. The only way to keep increasing is continued investment in bike infrastructure
- Proposal: new concept with 5th street becoming a Southbound dedicated. I bike to work and would love to have the 2nd street bike lane plowed (if developed)



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- Protected bicycle lanes are important. Keeping it a two-way street is also important, as the next St to go south is 4th. From 17 Ave, it's a pain to turn left on 4th, unless the City is willing to put in a long turning signal.
- Quite a few drivers on the road get aggressive and intolerant to bikers sharing their roads. It would be safer for us to have lanes designated for our use. Safety is key here.
- Raised crosswalks.
- Recent waterline replacement on 2nd street caused major parking issues and and greater congestion issues on 4th street.
- Reconsider 4 way stop on 26th Ave.
- Reconsider making this a one way street. Needs to be two way.
- Reduce risk to cyclists, make it easy for drivers to check for cyclists when turning, don't have parking near intersections that blocks vision, and don't have 2 way bike lanes on 1 side which requires watching for cyclists from both directi
- Reduce urban density by increasing mission residential density . Need better roads for this
- Remember that we need sustainable solutions to make the city better. People need to be able to get to where there going without the need for a car.
- Remove anything regarding bicycle lanes.
- Remove crosswalks to help flow of traffic.
- Remove parking from east side, which is minimal anyway. Move center line west slightly amd use curb lane on east side of road for 2 way bike traffic.
- Repairing/leveling the northbound curbside asphalt (which is uneven, and currently requires cycling further into the main lane) , and painting bike lanes will improve cyclist safety
- Residential growth needed and better traffic support
- Residential parking is a must. C zone parking
- Restricting arteries in traffic is the same as in the human body. In the body it causes heart attack in a city death of the downtown core. Many large corporations have moved out of the core. Make thoroughfares for pedestrians, bikes, & cars
- Safe separated bike lanes are so desperately needed going south from downtown. Can't wait until these are open!!
- Safety for bicycles, but don't make traffic nightmares for cars
- Safety should be top priority. With the schools there's lots of kids nearby, and a driver can only look in one direction at a time.
- Safety. A straightforward (simple) approach that keeps traffic moving and shows people crossing, and respect between bicycles and cars is better than barriers that confuse users and traffic patterns.



- School buses, handi buses, limousines and hearses will have to use the cross streets to reach 2nd. It's tough enough to navigate these in a Cruze let alone an F150, limo, delivery truck or bus
- scrap it
- Scrap it and go work on something else.
- scrap the idea altogether.
- SCRAP THE WHOLE THING
- Second street is more cyclists friendly than 5th st. Without disrupting vehicles and pedestrians. More safe with a quiet road.
- SECOND STREET SHOULD REMAIN TWO-Way
- Second street was changed from one way to two way about 15 years ago due to higher speeds on one way streets. This is a backward step that was not communicated to residents.
- Segregated bike lanes, a cycle track, is a must! This is a main cycling corridor to downtown
- Segregated traffic from cyclists will dramatically increase cyclists!
- Separate bike lanes. Cars shouldn't rule the city.
- Separated cycle tracks are a must.
- Separated bike lane is a must or a bounded line. if there are no bike lane lines then cars infringe on their rights and cyclists likewise.
- Should make it smooth for bikes - timing between the lights should allow less stopping. This is a huge problem in downtown cycle tracks.
- Signal revision at 25th and McLeod tr would better serve traffic/commuting issues.
- Since I live within 100 feet of 2nd street, I'd rather see parking go and keep the street 2 way traffic. We own 1 car and park in a parkade, which would now have to go north to then go south. 4th street exit is not an option. Too busy!
- Snow
- Social cycling requires separated bike lanes that can accommodate three cyclists in width or 4.5 metres. Also more encouraging for parents to take their children on the facilities. Using street landscaping (flower boxes, etc.) makes the st
- Sorry - I just filled out the form answering the "support" and "do not support" backwards! I prefer the separated bike lines, rather than just paint. Sorry for the confusion! (Is it possible to delete my previous? Text answers are the same)
- South bound traffic will have a very difficult time navigating around this area and it will increase traffic jams in surrounding areas with people trying to enter and leave the Mission area.
- South bound vehicles will now exclusively be using 4th. This is a main street, which the added traffic could potential calm the street and speed. The left hand turn signal from SB 4 ST SW to EB 25 AV SW will certainly need attention.



- Speed bumps in the playground zone. Extend the playground zone to include the library and splash fountains and increase police vigilance in the area for traffic violaters.
- Speed bumps. I live in the Beltline and people drive 50+ on my residential avenue to make the light at 14th street. That's way too fast for limited visibility with pedestrians and cyclists.
- Stay with the original design with two way traffic.
- Still the biggest hurdle as a cyclist is crossing thw cpr tracks. This needs to be addressed
- Stop catering to cyclists where the actual cycling season in Calgary does not warrant the money spent
- Stop having the city's administration make sweeping changes affecting Calgarians' quality of life without votes by the duly-elected and accountable council. Stop making changes to benefit a handful of cyclists at the expense of motorists.
- Stop painting intersections green. Paint is very slippery to cyclists and the paint wears away each winter due to gravel applied to the roads. Green paint is a waste of money. If drivers were looking at the road instead of their phones...
- Stop ruining our inner city roads with bike lanes spend the money on schools anand public parks and homelessness
- Stop spending money. Leave it as is. Stop now!!
- Stop that war on cars really, there is a kind of harassment to whoever want to drive on car being put as second grade citizen with priority over to whoever drive a bike, what if I can't use bike - then?
- Stop trying to fix things that aren't broken.
- Stop urban sprawl. Increase inner city density . Improve access
- Stop wasting our tax money on dumb projects such as this
- Suggest 5 Street track be extended south to Elbow pathway- more direct to downtown & much friendlier bike underpass at CP tracks. Could then go with cheaper original concept on 2nd Street.
- Support the curb extensions. That's about it.
- Sustainable transport options should be highest priority.
- Switching to one-way traffic on 2nd will lead to more southbound traffic and left turns on 4th St. Perhaps 4th needs more traffic lights to compensate?
- syncing of lights will help maintain traffic flow
- Take into consideratk
- Thank you - please build immediately and also complete more of the network we need for pedestrians and cyclists to be safe and comfortable (5 St, 12 Ave, 20 Ave) - thank you!
- Thank you for improving 2 S.T. SW. I can't wait to see the ideas for 2 S.T. SW expand to other streets in the city.
- Thank you for the job well done
- Thank you!



- Thanks for considering cyclists and expanding the bike lanes/tracks.
- Thanks for incorporating the peak time lane changes! That will be another big help.
- The area is very pedestrian dense, with many people without cars living in high-rises. Pedestrians REALLY slow down the traffic when crossing. Maybe some pedestrian overpasses would help.
- The bike lane project had both lanes for cyclist on one side to save money - I get that. however its more dangerous to cyclists as drivers aren't trained to look in these spots. Lets take this as an opportunity to evolve to make safer stree
- The City needs to figure out how to put in a dedicated cycle track while not forcing another one-wat Street onto the community.
- The City of Calgary should be looking more at improving road traffic in to, out of and through the downtown core instead of building bike lanes that are rarely used. This city has serious traffic congestion issues which this does not fix.
- The connector to the cycle path to get into 2nd is always tricky. I don't want to ride on elbow but want to connect to the bike path safely. Perhaps a green path?
- The design is fine. Do not change 2nd street into a one way.
- The design is stupid don't revise scrap it. Why do these surveys never give scrap as an option. Are you millennials not aware NO is also an option. Idiots!!!!
- The design of 2nd Street does not require any revision - the city is proposing to inconvenience 100's (possibly 1000's) of commuters, service vehicles, delivery vehicles, refuse vehicles, Calgary Transit etc for the benefit of a handful
- The difficulty in accessing alleyways from 2nd street should be seriously considered. This will only allow southbound access from 4th street meaning left turns into alleys on a very busy pedestrian street with limited visibility.
- The effects of changing the traffic pattern.
- The fact that 4th street and 2nd street are the only way to go north and south in this area - changing 2nd street to one way HALVES the options for traveling south. Very bad idea.
- The Holy Cross hospital has 2 large parking lots that need to filter in and out all day. the ones going south are going to cut across and try and filter onto 4th St. This new design is a very poor concept for the people that live here.
- The intersection of the 25th ave and 2st should be considered. The bikes lanes of the east side of the road would be a better location based on car traffic turning left onto 2nd t
- The lights at 25th and 2nd must be adjusted so that you do not have to oress button for walk signal. Very confusing for seniors. Also, unnecessary inconvenience for all.
- The lights at the corner of 2 Street and 25 Avenue should not require a button push to trigger the walk signal. Walk signal should be automatic.
- The modifications are better. Please consider all traffic impacts on Mission Rd/4th St. when changing traffic patterns in Mission/Rideau/Erlton/CliffBungalow communities





- The most dangerous part of a cycle track i'm aware of is the intersections. In poorly designed cycle tracks, cars will turn left over the path of a cycle track or bike lane without looking and hit a bike. Proper lights could prevent this.
- The new concept is great, I'd love to see this implemented. Could we also do a cycletrack on 5th St SW from 17th to 25th? it's such a good choice for another cycletrack lane and such a popular and dangerous cycle route already.
- The new concept works very well on 7th Street SW. I recommend using it.
- The new design is much better. Consider lowering the speed limit to 30kph
- The new design is wonderful!
- the new design looks great!
- The new plan looks better. Thank you!
- the north crosswalk across 2nd Street at 13th Ave is the busiest one and should get the bump-outs if possible. Way more people take the north as it accesses the park, library and sunnyside of the street.
- The original plan is the best for the area
- The people that use that road to travel southbound every day. I think you are going to upset thousands of people that use 2nd street as their way in and out of dt/the beltline as well as the residents who live drive and work nearby
- The planning dept seems to be on a one-way road kick. One way roads increase driver speed, turn the road into a through-fare. Two-way traffic with bike lanes & school zones signal the driver is in a neighborhood, not a commuter road.
- The residential communities should not have travel on the main roads as they are congested and very difficult to travel on when parking is full due to limited space to enter intersections for turning, etc.
- The residents that live off of 2nd street and their ability to get home easier without needing to use Macleod or 4th street. Both are congested as is.
- The schools and church access.
- The size of the bike lanes so they do not extend too far into the street traffic.
- The street is wide enough for a protected bike lane with parking next to it. I've heard the excuse that 2nd is a future transit route but 4th St routes and Erlton are already close. If it's for Holy Cross, run #17 onto 24 Ave via 1st.
- The traffic on 4th Street is bad enough. Forcing residents in the area who want to travel southbound, onto 4th will make an already congested road, a total nightmare!
- The turn boxes at 12th Ave haven't been updated?
- There are schools, Holy Cross Site, TBCC AHS Cancer patients, Carewest, schools and businesses that need two way traffic. This is not a bike area but 2nd St can have all 3. Two way traffic and bike lanes. No need to change just upgrade.



- There are very few options to move traffic north to south and back within Mission and Cliff Bungalow. We cannot lose additional space for vehicles and parking by restricting 2nd Street. Please, just stop.
- There is a lot of short-cut traffic westbound on 25 St SW between McLeod Tr and Elbow. The Mission streets should be saved from through-traffic.
- There is a walk+bike path just 100m to the West. Why block car traffic on 2nd? Better to enhance the path!
- there is limited access in mission especially around second due to no 3rd street. There are no easy route alternatives.
- There is no advance green at 25th & 4th which has an accident every day (I have had 1) and the advance green at 25th & 2nd has never worked in 2 years causing huge delays in an already congested area. This is a poor plan.
- There is no need to change the existing, the 2 way traffic is advantageous and I feel this whole thing is Cycle Driven ...and on a comparative note motorists VASTLY outnumber cyclists on this street. Consider the motorist here for a change
- There is not enough parking in this area and traffic is heavy on weekends. Do not make this a one way street. Awful idea because there are no one way streets going southbound to compensate. Awful idea.
- There is so many businesses in this area now, that there needs to be a surface parking lot nearby. Just adding a handful of parking stalls doesn't help. There's people who need to haul large heavy rolling bags that can't be taken on a bus
- This infrastructure money would be better spent extending the 12 ave track into Sunalta, all the way to Crowchild
- This is a bad survey design. You will have difficulty analyzing responses
- This is a neighbourhood street and should be designed as a complete street. A one way street will hurt the neighbourhood. There is no reason this street cannot have bike lanes, two way traffic and some parking.
- This is not a primary collector road, it is a neighborhood street and should be designed as such. Transportation is pushing a 3.3m travel lane on a street with no buses and it is preventing the right design outcome. 2 Street can have it all
- This is not only for the bikers convenience but you have to consider the inconvenience that majority of people passing on that road.
- this is terrible
- This is within the Lime bikeshare pilot area, which should be of mutual benefit.
- This is wonderful, which streets can we do next? (9av se please!)
- This will be a major way for vehicles to move around a huge sector of the Beltline/downtown hence it should be two way as 4th & 5th Strs are. Plus, many will 'blame' cyclists as the reason why became one way. I cycle & drive it both ways.
- Toss this in the garbage!



- Traffic access more important
- traffic calming measures endanger cyclists by forcing them into driving lanes. you should consider serious cyclists in all this, 2nd street has been used heavily by those of us who commute all year round. leave it as is.
- Traffic flow to support inner city growth
- Traffic on 4th street and 25 Ave already can get quite backed up both during the week and weekends, the options for leaving the community are already few without making more 1 way streets
- Traffic will be bad on 4th, and 2st will be useless for flow
- Traffic calming can be achieved with curb changes and speed limits. One way is not the answer. Businesses will see negative impacts.
- Transition points onto other cycling paths, including 10 Ave.
- Trees, trees, trees. Public spaces and meeting areas. Buildings right up to the street front, shops below.
- Turning 2nd Street into one way northbound will put an inordinate amount of traffic on adjacent streets. PLEASE DO NOT DO THIS!!
- Two way traffic and a cycletrack. People can suck it up re:parking
- Ugly - concrete barriers along bike lanes are horrid, will make tourists think we are in a war zone. Bike lanes should be abolished!!!!!!!!!!!!
- Use downtown bike lanes as an example. They work perfectly. You're over-complicating things
- Use the safest design possible - quit prioritizing car travel.
- Very clever in planning for NB traffic. perhaps an eventual shift for 5 Street to be SB oneway with Cycle Tracks? nice. BIG issue though, when building curb extension, you MUST put in dual WCR. No reason not to.
- Waste of money - it's fine the way it is!
- We have been living with construction non-stop in the area for 3 yrs + We are tired!
- We have winter. Bike lanes are a waste of money
- We need more density inner city . To do so we need better traffic flow north and south
- We need to reduce urban sprawl And increase density in mission so better roads for traffic critical
- We want more residential and this will make access harder
- What happens to the cycle track at 10th Ave?
- What is your agenda?!
- When 2nd Street was one direction, lots of traffic from holy cross Lane short-cutted through lane between 21 & 22 Ave. We had significant speeding problems and high volume in the lane back in those days
- When density is increased the traffic will be even worse



- Where is the actual evidence that ANY of the redesigns catering to bicyclists has actually reduced vehicle-bicycle collision related injuries? How can requiring vehicles to yield to cyclists coming from BEHIND be safe or logical?
- Where will South-bound drivers travel? 1St? Many people bike from downtown via 1st, and this will actually divert many of these cyclists over to 2St, creating less conflict between cyclists and drivers South of the railway bridge.
- Wherever possible, please provide 1) physical separation of bicycles and vehicles (i.e. barriers) and 2) flashing pedestrian crosswalks at uncontrolled intersections. Particularly in high-traffic areas.
- Why must the city cater to the vocal minority?
- Why not wait until the Green Line route is finalized and 100% confirmed before starting a project on a street (2nd street) that will be impacted by the Green Line.
- Why waste money making cycle paths when simple education would keep all safe.
- Widen sidewalks. Create a strong cycling and pedestrian connection to Lindsay Park and the pathway on 26 Ave.
- Will negatively impact residents and businesses
- Would be nice to have a under CPR tracks tunnel connecting all the way to the Bow. Fantasy, but it would be logical.
- Would love to see this on 1st SW in the downtown core.
- would only support if traffic is 2 way. cbc reporting a 1 way road - not in favor
- Would prefer to see a protected bike line and the maintenance of two way traffic, possibly through narrow lane widths
- Yes- don't repeat previous mistakes. One way was terrible. Go back and go thru the files at the city on the conversion success of making it two way.[personal information removed] is still living around the city to advise you.
- yes to bike lanes ,both ways , parking on one side.
- Yes, consider doing nothing!
- Yes, efficient use of tax dollars and not even considering this
- Yes, leaves things alone
- Yes, please remember that people working downtown or close thereto still drive cars, and bikes and transit aren't effective solutions for everyone.
- Yes. How about NOT DOING IT?
- YES. DON'T ADD A BIKE LANE. NO MORE!!!!
- Yes. Tell our useless [personal information removed] that he's paid to make a decision, not whine about everything.
- Yes. They say traffic won't get worse. Where is all the vehicles that came north in the morning going to go south in the afternoon? I'm sure the city planners, who favour bikes have already made up there minds! LEAVE IT 2 WAY TRAFFIC!



- You had the street shut down for weeks doing work. Better planning could reduce having the street shut down if you did all work at once.
- You have to consider not only a biker but the people who are taking this road from different reasons.
- You have to consider the inconvenience of residents, patients, workers, students coming from other route going to 2nd st. This road is not only designed for bikers. We are all taxpayers.
- You need to actually do a study and physically talk. To the residents of mission . There is currently no enforcement of traffic speeds , never see radar set up and I have been in the verge of being hit many times.
- you should leave some routes for cyclists to travel quickly and safely. Making 2nd street into a one way will add to the congestion and it will then force us onto a different route. The bike lanes are slow and congested.
- you should re think completely the project in terms of who/how many cyclists will benefit against the substantial capital expenditure and other disruptive features of it for residents.
- Doesn't support 40km/hr speed limit because their not supporting what we already have.
- Impact on surrounding street traffic for concept #2. Could use modified traffic control like 1<sup>st</sup> Ave in Bridgeland to protect pedestrians
- Don't change it to one way
- We don't need it
- Stop wasting money
- Winter is most of the year
- 2<sup>nd</sup> street is fine how it is, please don't change it
- You're going to create worse traffic on 5<sup>th</sup> and McLeod trail
- We have enough cycle tracks
- Where will it go at 10<sup>th</sup> Ave?
- 2 way traffic, lines for bikes, less traffic congestion and unused cycle tracks
- Parking only on one side of the road for new concept. Worried that the road will be too narrow for drivers
- Leave it as is
- Don't make it a one way unless you plan on putting lights at every intersection on 4<sup>th</sup> street between 10<sup>th</sup> Ave and 26<sup>th</sup> Ave
- Bare minimum focus until budget is balanced
- Please...the focus must be on making the street better for pedestrians, especially people crossing the street

Additional comments from the sounding boards



- Our alleyway is paved, and with one way traffic was used by commuters as a cut through route to 4<sup>th</sup> street (to go south or to avoid slow traffic on 2<sup>nd</sup> which has a very much needed playground zone for St. Monica school). Our alleyway is narrow and heavy use by pedestrians and bicyclists. Many people walk their dogs in the alley. It is a well used pathway toward the old RR bridge entry to Lindsay Park and recreational pathway system. The speed of traffic in the alley now has become outrageous and the speeders are usually local condo residents from one particular building. It is clear that few people know that the legal speed in the alley is 15kmh. The city will not provide signage and the police will not monitor alley speeds because there are no speed limit signs. This situation needs immediate improvement whether 2st goes back to one way or not. Nearly all pedestrians mention the bicyclists routinely speed (creating danger for pedestrians and none of us have ever seen a bicyclist receive a ticket. And yes, pedestrians can be severely injured by speeding bicyclists (information redacted due to personally identifying nature)). Just for fun, a gas company employee working in the alley counted bicycles and pedestrians passing in a 1.5 hr period – 110!
- <information redacted due to personally identifying features>. I am a frequent automobile user of 2<sup>nd</sup> St SW in both directions. I am strongly opposed to the proposed changes. The proposal to remove the southbound automobile lane on 2<sup>nd</sup> St SW would have serious negative consequences for traffic in the Beltline, Cliff Bungalow and Mission communities, and all of the communities to the south. In the vicinity of 2<sup>nd</sup> St SW, there are only three streets which carry traffic from the downtown core and Beltline areas south to Mission and beyond. Apart from 2<sup>nd</sup> St SW, the only other two streets which traverse southbound the entire way between 10<sup>th</sup> Ave SW and 26<sup>th</sup> Ave SW are 4<sup>th</sup> St SW and 5<sup>th</sup> St SW. Therefore, if the southbound lane of 2<sup>nd</sup> St SW is removed, all of the southbound traffic that it currently carries will be forced onto these other two streets, both of which have heavy traffic. In fact, the traffic on 5<sup>th</sup> St SW has become much worse in recent years because of the installation of a bike lane. Importantly, it is not only 4<sup>th</sup> St SW and 5<sup>th</sup> St SW which will receive much more traffic. If one would have normally proceeded southbound on 2<sup>nd</sup> St SW, but now must proceed two or three blocks west to either 4<sup>th</sup> St SW or 5<sup>th</sup> St SW, the westbound avenues will also become clogged. Forcing much more traffic to be on 17<sup>th</sup> Ave SW is certain to cause a substantial increase in traffic congestion on it, which is already among the worst streets for traffic in the entire area. Finally, 2<sup>nd</sup> St SW southbound is the means by which many people in Mission get home as they live right on it, or near it on one of the adjacent streets. Forcing people in that community out of their way and making them traverse through Cliff Bungalow (on 5<sup>th</sup> St SW) would be negative for the residents of both communities as well as for the residents of communities further to the south (such as Elbow Park, Elboya, Parkhill, Stanley Park, Britannia, Riverdale, etc) who would be adversely affected by the increased traffic congestion. Similarly, all of the extra automobiles proceeding southbound on 4<sup>th</sup> St SW, many more of which would be turning left onto the side streets to get to where they really want to go (i.e. to 2<sup>nd</sup> St SW or its many adjacent buildings), will cause traffic on 4<sup>th</sup> St SW to get much worse. In conclusion, please stop this project. Leave 2<sup>nd</sup> St SW the way it is, which is better than what the city has proposed, and would save taxpayers the cost of the proposed counter-productive changes.
- Why wasn't the neighbourhood notified by mailings or something?



## 2 Street S.W. Complete Streets

Stakeholder Report Back: December 2018

- How did the design change in 6 months (May-Nov) from the original design to the new design without community input?
- Was the City trying once again to sneak something through without anyone in the community's knowledge or approval. Where is our voice in this? We have to live here!!
- This in person feedback was originally supposed to be from 3:30 to 6pm. A lot of people work don't they, and can't make it at that time (done on purpose?)
- What road are the northbound cars in the morning supposed to do at night if 2<sup>nd</sup> is made to a one way north? 4<sup>th</sup> and 5<sup>th</sup> Streets are already too busy
- How many of these bikers live in this area?
- The Cliff Bungalow-Mission Community is against this project also. The community worked with the city to get 2<sup>nd</sup> street which was a one way; to a 2 way street 10 years ago. It doesn't need to change for the 20 bicycles on it!
- We exit our condo parkade in the alley and going south on 4<sup>th</sup> is not an option as it is usually blocked with trucks unloading, not to mention pedestrian and car traffic. We would have to go down to 17<sup>th</sup> and then Macleod southbound. We go south on 2<sup>nd</sup> at least twice a day and use 25<sup>th</sup> as our east connector.
- The city of Calgary active transportation planner Ms. Glowacz states that there will be no impact on traffic in the area. Well, I disagree, all cars that go north on 2<sup>nd</sup> to work in the morning will be taking 4<sup>th</sup> street south at night. 4<sup>th</sup> St is already too busy with cars and buses. Weed days, the Holy Cross hospital has 2 full parking lots that have to get there in the morning and leave at night. This will cause traffic on the side streets between 2<sup>nd</sup> and 4<sup>th</sup>. If 2<sup>nd</sup> is a one way north, then 4<sup>th</sup> has to be a one way south, which is not in anyone's interest.
- My wife and I are seniors who moved to Mission to retire. We don't need the aggravation of the city trying to appease the cyclists at the car owners expense. The original design had bike lanes with two way traffic, which we can live with. We have filled out the short survey online, but we know the city doesn't usually listen to taxpayers.
- Lots of people go south on 2<sup>nd</sup> St coming to the Saddledome (Hockey, concerts, home shows, etc)