

Calgary



City-wide Bikeways

East Central
Bikeway Network
Public Input
Summary



PROJECT OVERVIEW

The City of Calgary is planning a bikeway network in East Central Calgary. The benefits of adding bikeways include traffic calming, improved safety for all road users and healthy, vibrant communities. Shared lanes and bicycle lanes are proposed on several routes to create this network. Pedestrian improvements have also been identified, and some parking may be lost.

Please note, the percentages presented in this summary are based on the number of respondents and are not a representative sample of the population.

ENGAGEMENT PROCESS



STAKEHOLDER MEETING #1

The first stakeholder meeting was held on Wednesday, May 13, 2015 at the Forest Heights Community Centre from 6 - 8 p.m. There were nine attendees and four feedback forms collected. An additional two feedback forms were collected online for a total of six.

Meeting attendees heard a [presentation](#) about why a bikeway is proposed in this area, the existing conditions for all road users (people who walk, bicycle, take transit and drive) and some of the challenges and opportunities for the proposed bikeway.

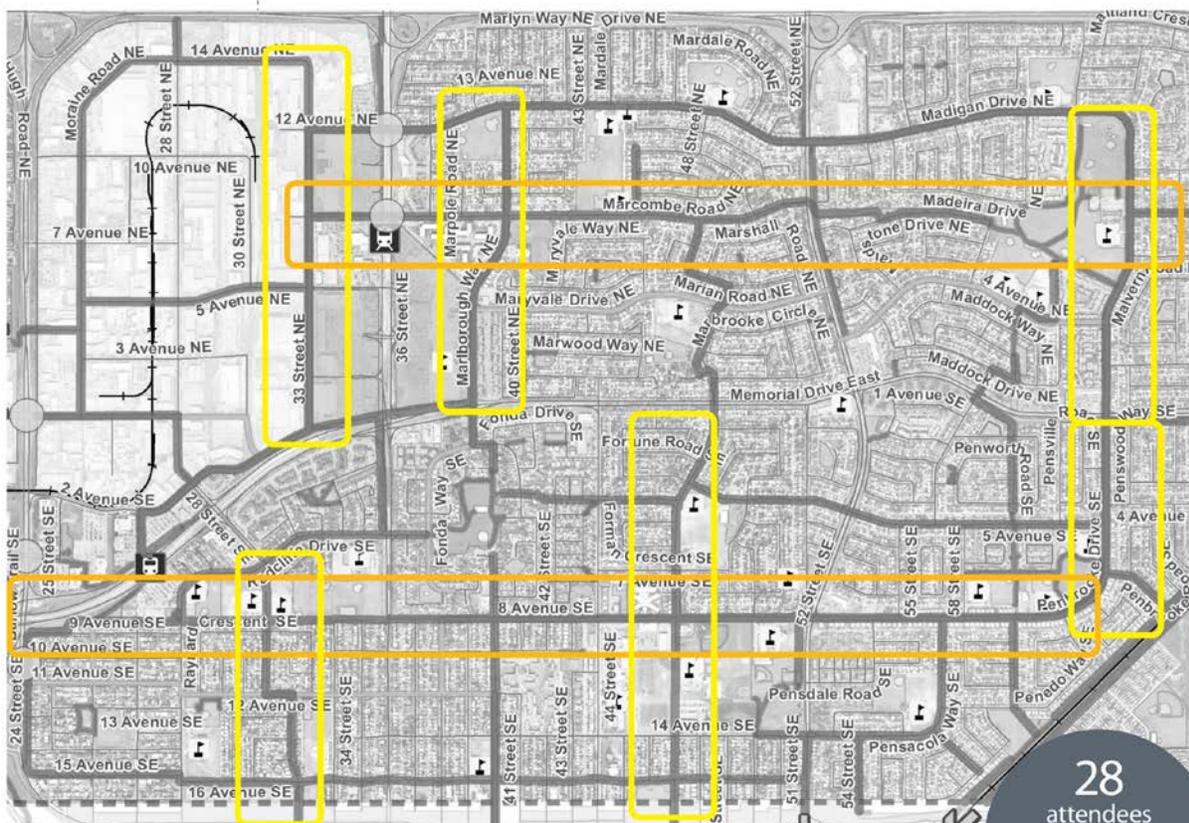
Feedback collected indicated:

- Quieter streets were preferred over busier streets for bikeways
- 44 Street S.E. and Marlborough Way were preferred for busy streets
- Marlborough Drive and 8 Avenue S.E. were preferred for quiet streets
- There was overall support for the project goals

OPEN HOUSE AND ONLINE FEEDBACK #1

The first open house was held on Wednesday, May 13, 2015 at the Forest Heights Community Centre from 5 - 8 p.m. Thirty-one people attended and viewed information on potential routes and bike network facility options. Ten comment forms were collected at the open house and an additional 46 online after the event.

Feedback from the engagement indicated that the routes below are the priority corridors in the study area. The other routes identified will be considered in our Bikeway/Pathway Plan.



STAKEHOLDER MEETING #2

The second stakeholder meeting for the East Central Calgary Bikeway Network project was held on Wednesday, September 23, 2015 at the Forest Heights Community Association. A summary of the discussion and feedback can be found online at <http://www.calgary.ca/Transportation/TP/Pages/Cycling/Cycling-Route-Improvements/East-Central-Bikeways.aspx>

OPEN HOUSE AND ONLINE FEEDBACK #2

The second open house was held on Wednesday, April 13, 2016 at the Forest Heights Community Association from 5 - 8 p.m. There were 28 attendees and 10 feedback forms collected. The feedback form was available online for a week and a half after the open house and 72 additional forms were collected.

What we asked

Participants were asked to discuss the recommended network and provide feedback on proposed bicycle facilities, parking changes and pedestrian improvements. The feedback will be used to help refine and finalize the recommendations, and prioritize which routes should be implemented first.

What we heard

The public input is summarized below. Detailed feedback is provided in the remainder of the report.

- There was a mix of comments both supportive of the plans for the bike routes and some that questioned the need for them.
- Better connections to C-train stations and downtown are needed
- Safety of pedestrians, cyclists and motorists was a strong theme heard throughout
- Questions about where the money would come from and concerns around spending money in this economic climate were expressed
- Overall, proposed parking changes were not seen as a significant issue for participants, but where demand is higher we should look at pulling back the curb to retain parking.
- Support for increased pedestrian improvements was heard throughout

NEXT STEPS

The feedback provided will be used to develop designs for the priority corridors, including improvements for pedestrians and traffic flow. The input provided will help the project team understand concerns, mitigate issues and identify what's working and shouldn't change.

FEEDBACK FORM QUESTIONS AND RESPONSES

The results from both the feedback forms received at the open house and online are combined in the results below. The first section is the quantitative results and themes from comments received. All of the verbatim comments can be found on page 15 of this document. For detailed images of routes and improvements options, please view the [open house display boards](#).

Recommended Bikeway Network

A combination of shared lanes on quieter streets, designated bicycle lanes on busier streets and existing multi-use pathways are proposed for the network. Funding is limited and the cost of the proposed improvements varies. Some routes will be implemented in 2017 and the others will be implemented as funding becomes available.

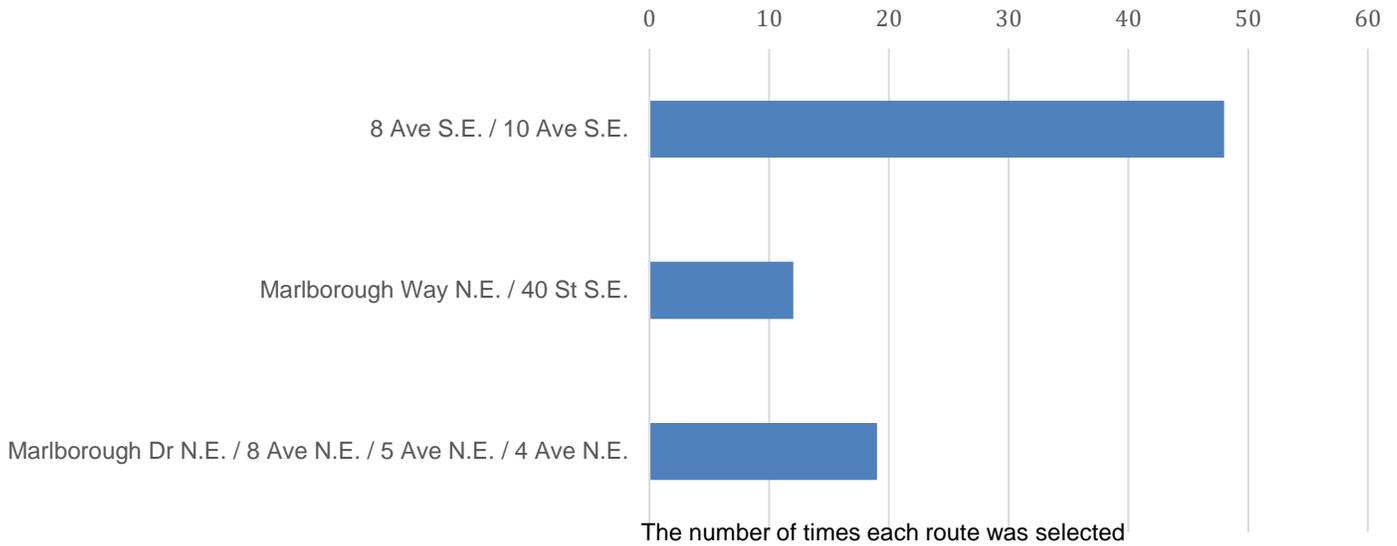
Please rank the following routes by priority. Please only check one box per row.

The **highest** priority route is:

- A) 8 Avenue S.E. / 10 Avenue S.E.
- B) Marlborough Way N.E. / 40 Street S.E.

C) Marlborough Drive N.E. / 8 Avenue N.E. / 5 Avenue N.E. / 4 Avenue N.E.

The highest priority route



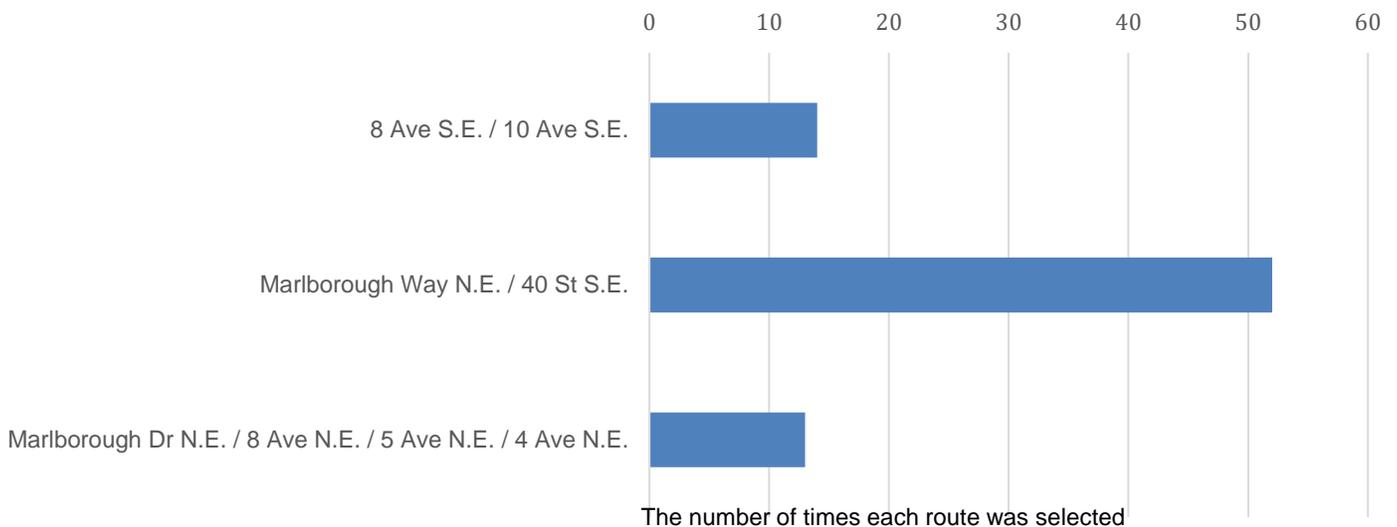
The **second** highest priority route is:

A) 8 Avenue S.E. / 10 Avenue S.E.

B) Marlborough Way N.E. / 40 Street S.E.

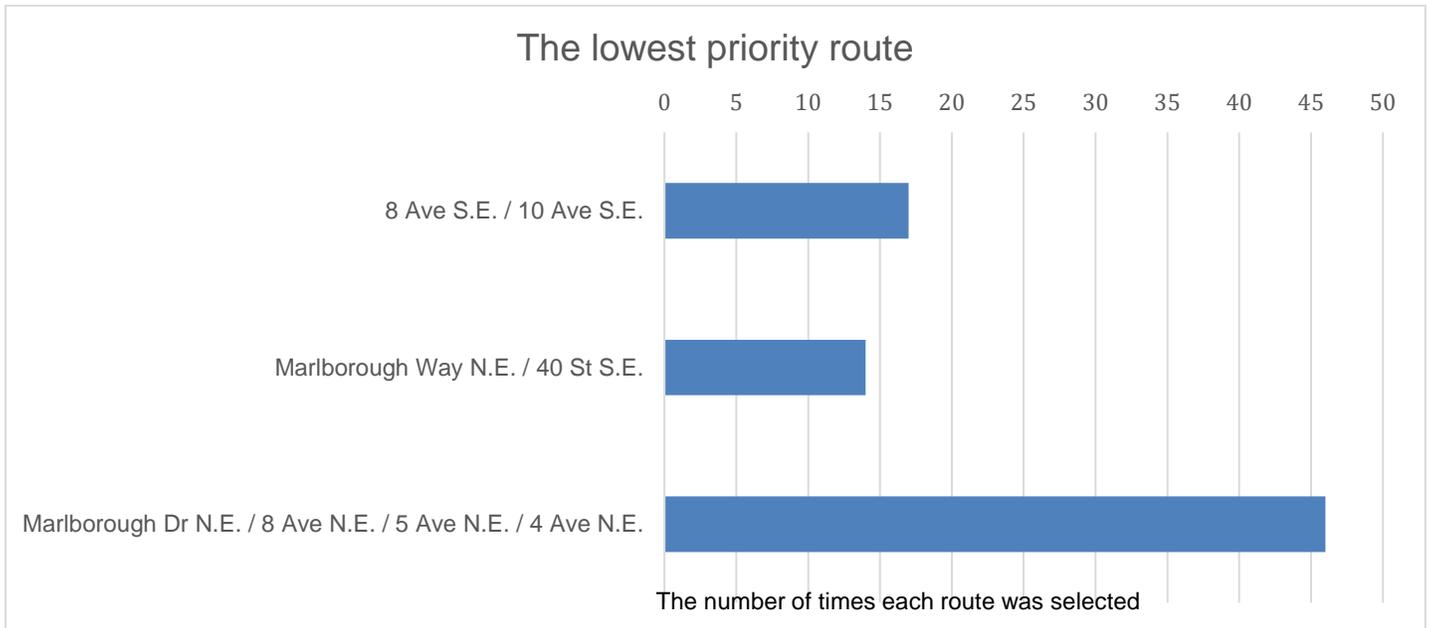
C) Marlborough Drive N.E. / 8 Avenue N.E. / 5 Avenue N.E. / 4 Avenue N.E.

The second highest priority route



The **lowest** priority route is:

- A) 8 Avenue S.E. / 10 Avenue S.E.
- B) Marlborough Way N.E. / 40 Street S.E.
- C) Marlborough Drive N.E. / 8 Avenue N.E. / 5 Avenue N.E. / 4 Avenue N.E.



8 Avenue S.E. / 10 Avenue S.E.

Do you have any comments about this recommended route or the intersection improvements?

Themes from the comments received:

- safety and traffic flow concerns
- suggest parking protected bike lane
- concern around spending money on bike lanes
- want to maintain parking
- both in favour and not in favour of lane narrowing
- more improvements for pedestrians
- concern that there is not enough demand to justify

Marlborough Way N.E. / 40 Street S.E.

Do you have any comments about this recommended route?

Themes from the comments received:

- concern around congestion at mall and better access to mall
- suggest parking protected bike lane
- do not support bike lanes
- consider larger vehicles needing to use the roads
- concerns about increased collisions
- no bikes on Memorial Drive

Marlborough Drive N.E. / Maidstone Drive N.E. / 5 Avenue N.E. / 4 Avenue N.E.

Do you have any comments about this recommended route or the intersection improvements?

Themes from the comments received:

- safe connection to transit station
- concerns around parking removal impacts
- safety concerns about facility on Marlborough Drive
- like the connection and would like it to go further
- do not spend tax payer dollars on bike lanes
- keep vehicle lanes
- need more for pedestrians – mixed reviews on the proposed islands

Intersection Improvements

Connection between 28 Street S.E. and 34 Street S.E.

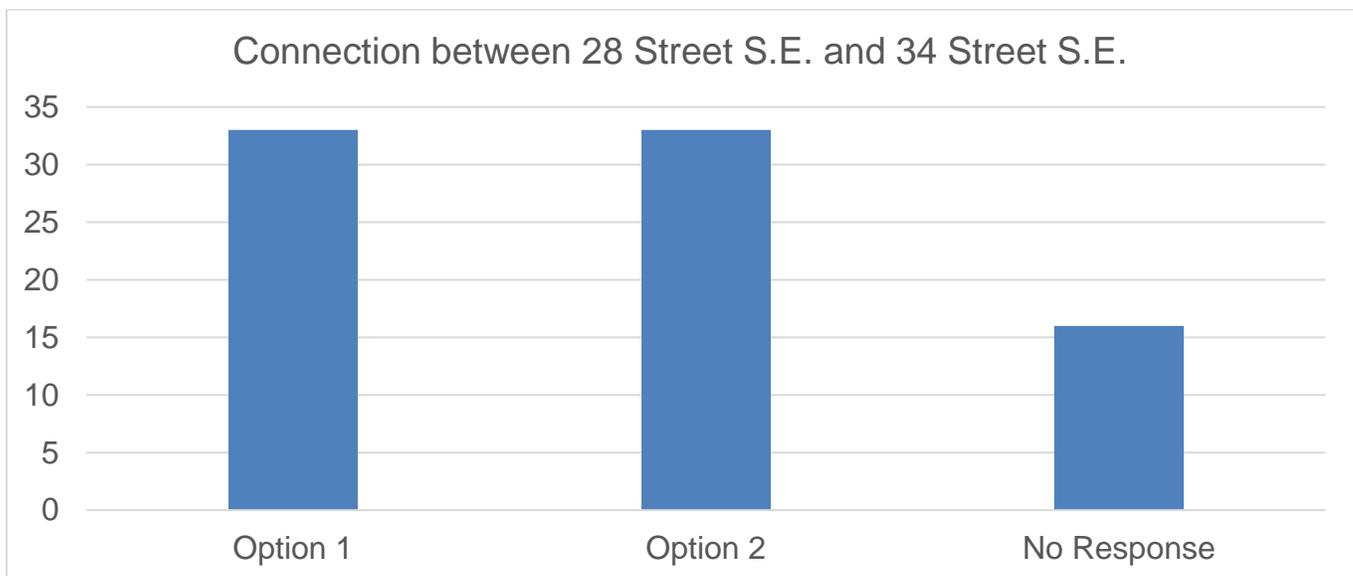
Option 1

Paved alleyway north of Raynard Crescent S.E.

Option 2

Neighbourhood walkways on Raynard Crescent S.E.

Which option do you prefer?



Why do you prefer that option?

Option 1:

- more direct
- nicer along park area
- keeps bikes off of roads

Option 2:

- lower cost
- less interference with traffic
- more pedestrian friendly

Marlborough Way N.E. / Memorial Drive intersection

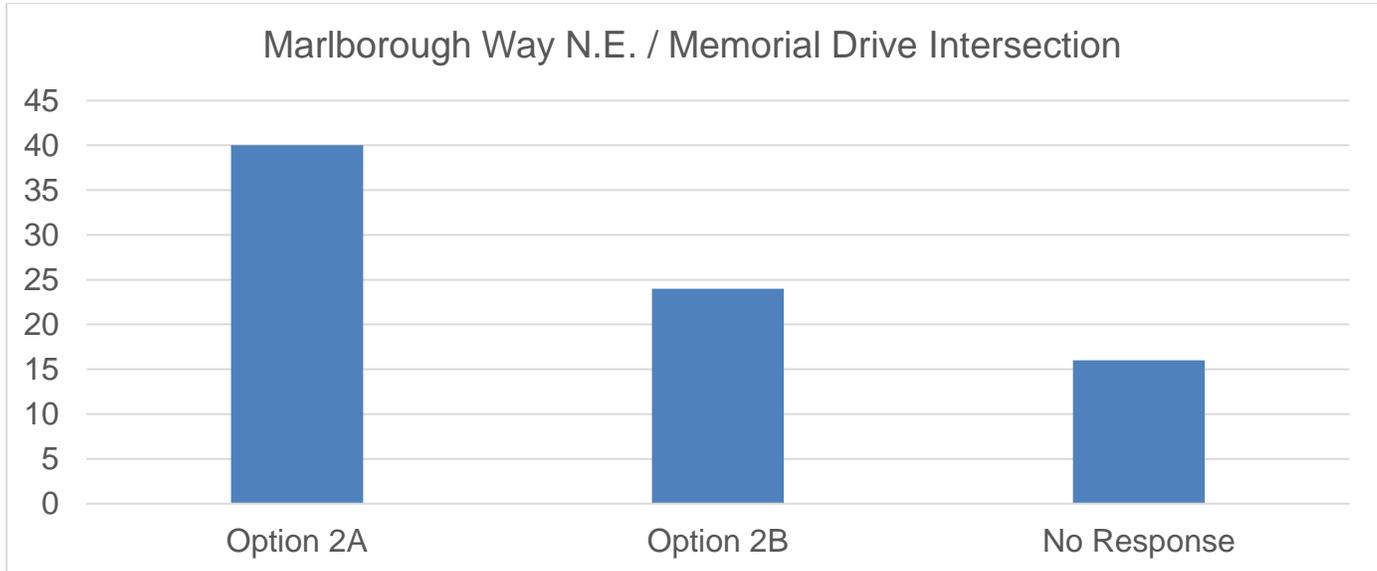
Option 2A

Provide off-street pathway and multi-use crossing for southbound bicycle users

Option 2B

Provide on-street bicycle lanes through intersection

Which option do you prefer?



Why do you prefer that option?

Option 2A:

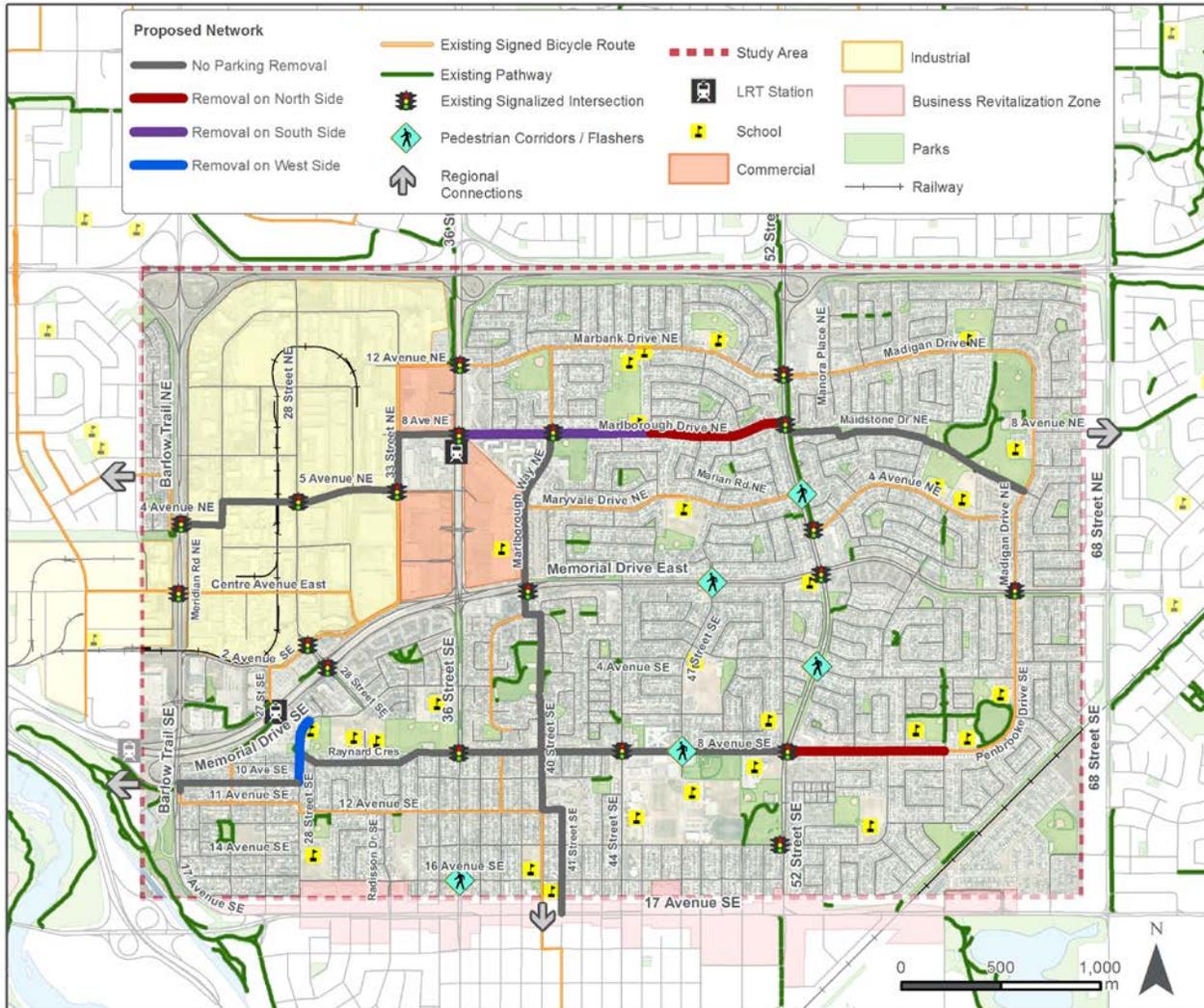
- keep bikes off the main roadways
- seems safer
- snow clearing could be an issue

Options 2B:

- lower cost
- more predictable experience
- easier to implement

Parking Changes

The proposed bicycle network has been designed to minimize impacts on on-street parking. The study team reviewed existing parking supply and conducted a parking utilization study. When these routes are implemented (timing dependent on funding), some on-street parking will need to be removed.



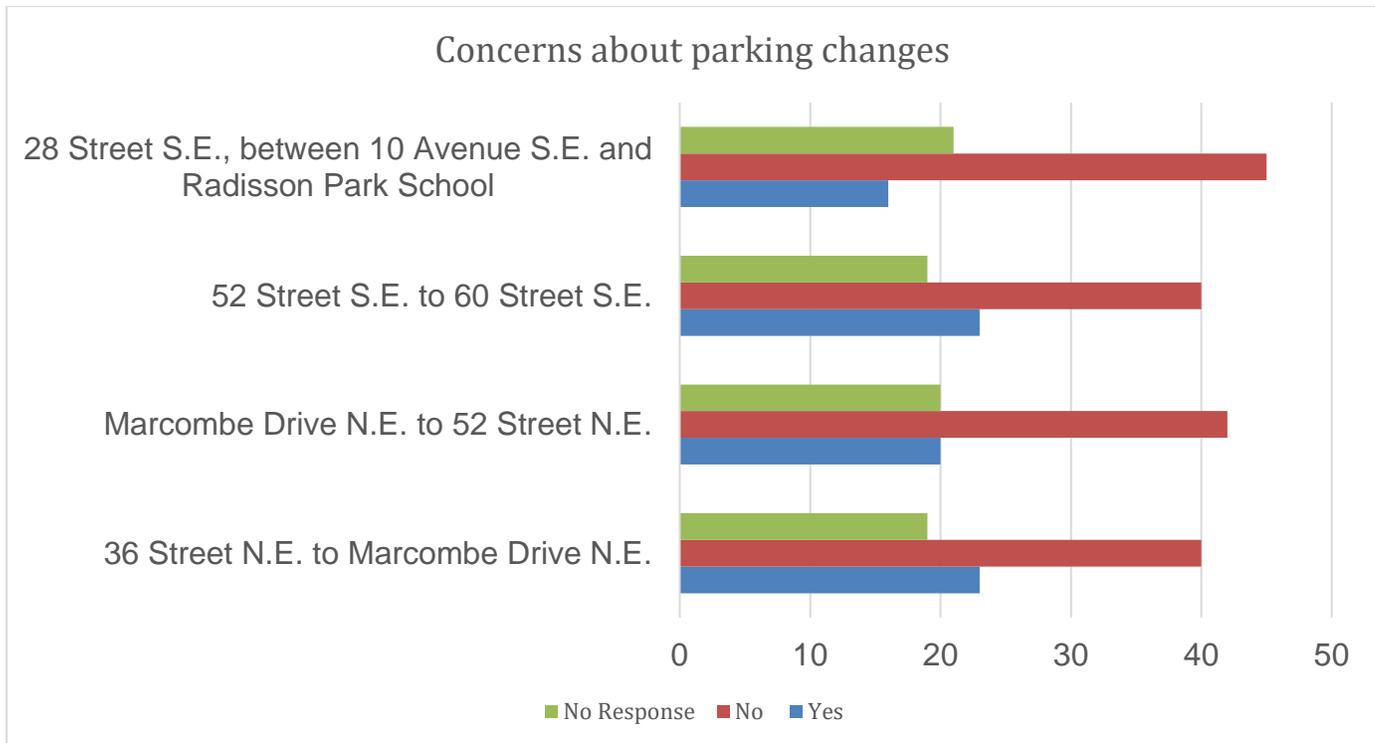
U:\Projects_CAL\110570113\07 (East Central)\D-Drafting-Design-Analysis\GIS\Projects\MXD\Current\Parking_Removal.mxd Last updated by b/lan on April 6, 2016 at 7:55:26 AM

Marlborough Drive N.E.	36 Street N.E. to Marcombe Drive N.E.	Parking removed on south side of the street
Marlborough Drive N.E.	Marcombe Drive N.E. to 52 Street N.E.	Parking removed on north side of the street
8 Avenue S.E.	52 Street S.E. to 60 Street S.E.	Parking removed on north side of the street

28 Street S.E., between 10 Avenue S.E. and Radisson Park School

Parking removed on west side of the street

Do you have concerns about the parking changes?



Do you have ideas about how we could mitigate parking losses?

Some of the things we heard:

- Allow alley parking
- Really shallow angle parking on N-S streets
- Allow front driveways

Pedestrian Improvements

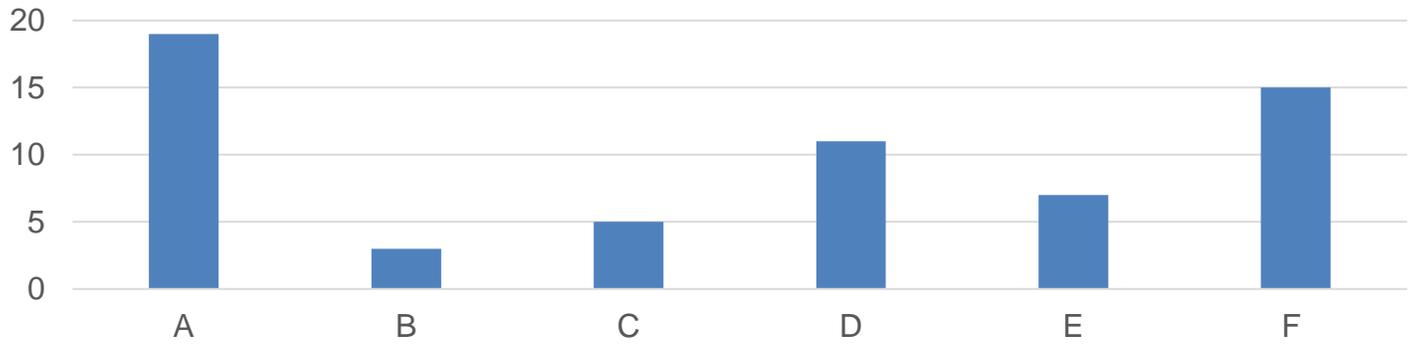
The City is evaluating different options in the study area to improve pedestrian crossings and accessibility. Please prioritize the three improvements that are most important to you.

Please prioritize the **three** improvements that are most important to you. Please check only one option per row.

My **first** pedestrian improvement priority is:

- A) New marked crosswalk with overhead flashers at Marlborough Way N.E. and Maryvale Drive N.E.
- B) New curb extensions for the existing overhead flashers at Marlborough Way N.E. and Marlborough Mall entrance
- C) New curb extensions for the existing crosswalk at Marlborough Way N.E. and Marcombe Drive N.E.
- D) New median island and rectangular rapid flashing beacon (RRFB) for the existing crosswalk at 8 Avenue S.E. and 40 Street S.E.
- E) Improved wheelchair ramp for the existing crosswalk at 8 Avenue S.E. and 47 Street S.E.
- F) Improved curb ramps and add multi-use crossing to improve pedestrian accessibility at 10 Avenue S.E. and Barlow Trail S.E.

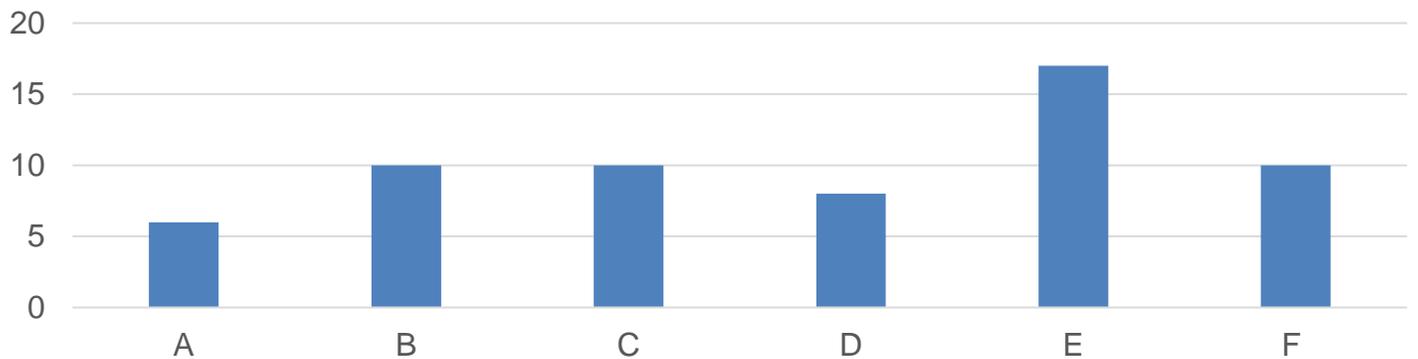
My first pedestrian improvement priority is:



My **second** pedestrian improvement priority is:

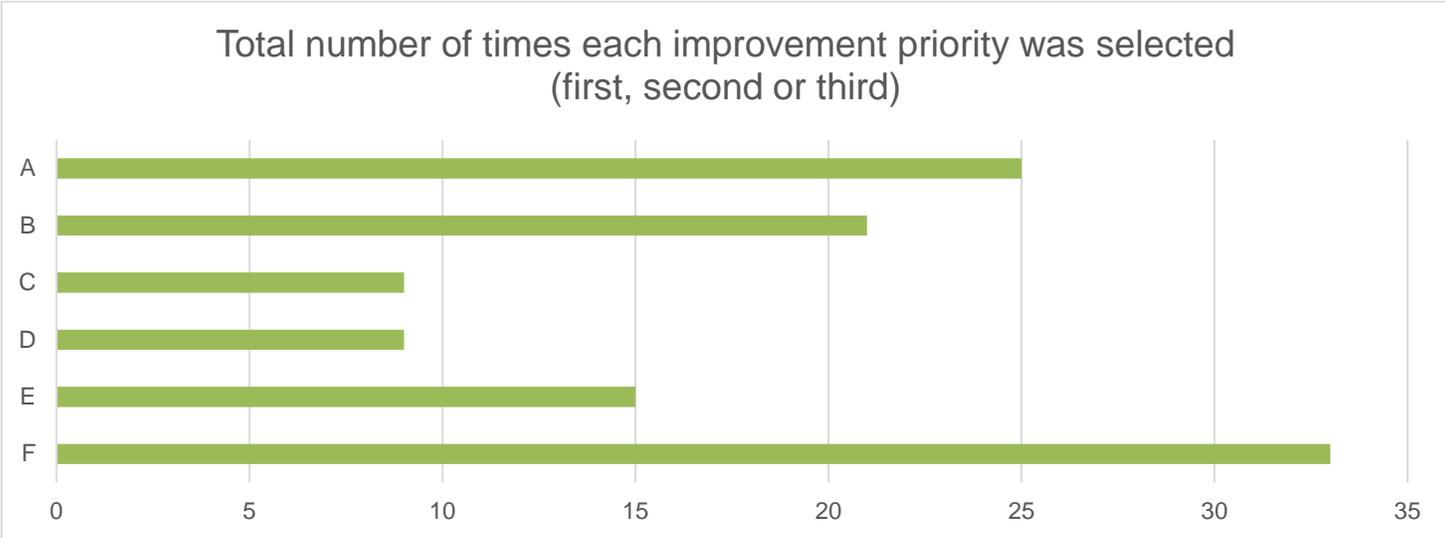
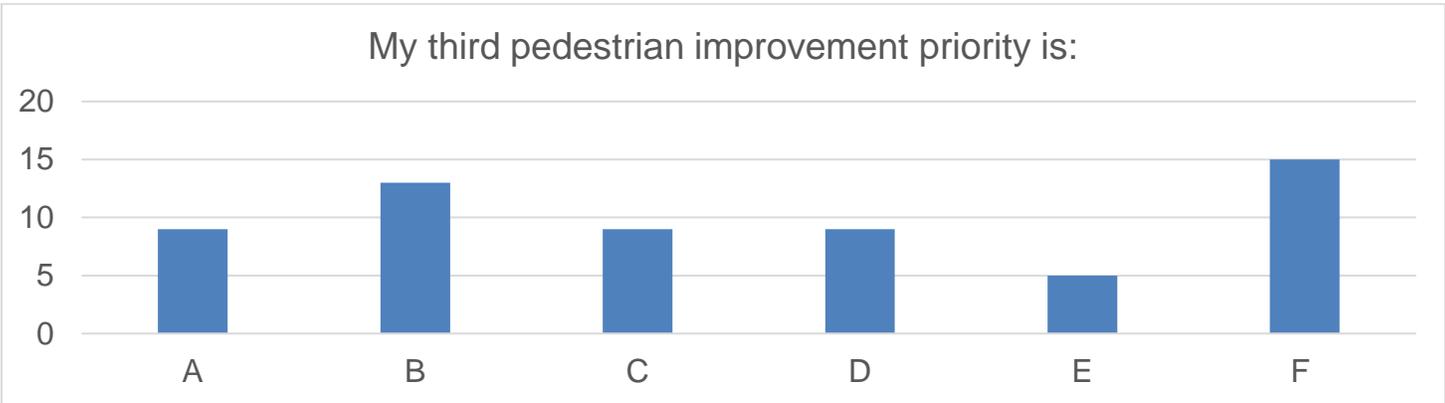
- A) New marked crosswalk with overhead flashers at Marlborough Way N.E. and Maryvale Drive N.E.
- B) New curb extensions for the existing pedestrian corridor at Marlborough Way N.E. and Marlborough Mall entrance
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- E) Improved wheelchair ramp for the existing crosswalk at 8 Avenue S.E. and 47 Street S.E.
- F) Improved curb ramps and add multi-use crossing to improve pedestrian accessibility at 10 Avenue S.E. and Barlow Trail S.E.

My second pedestrian improvement priority is:

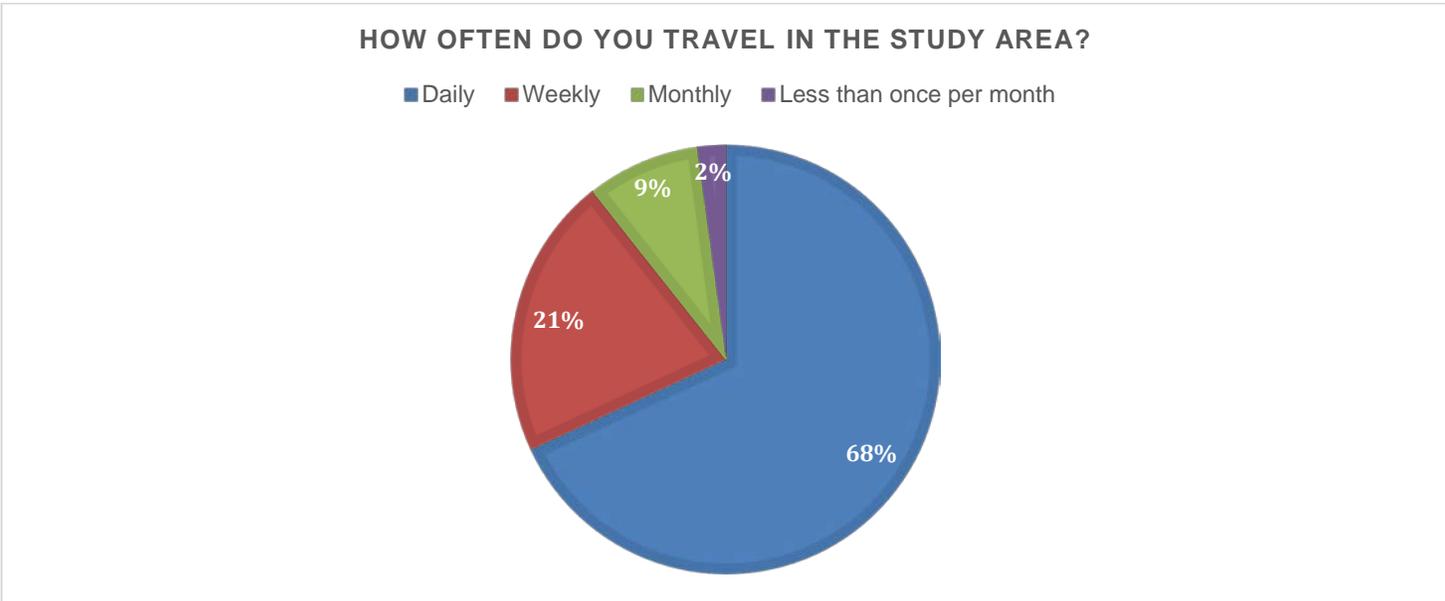


My **third** pedestrian improvement priority is:

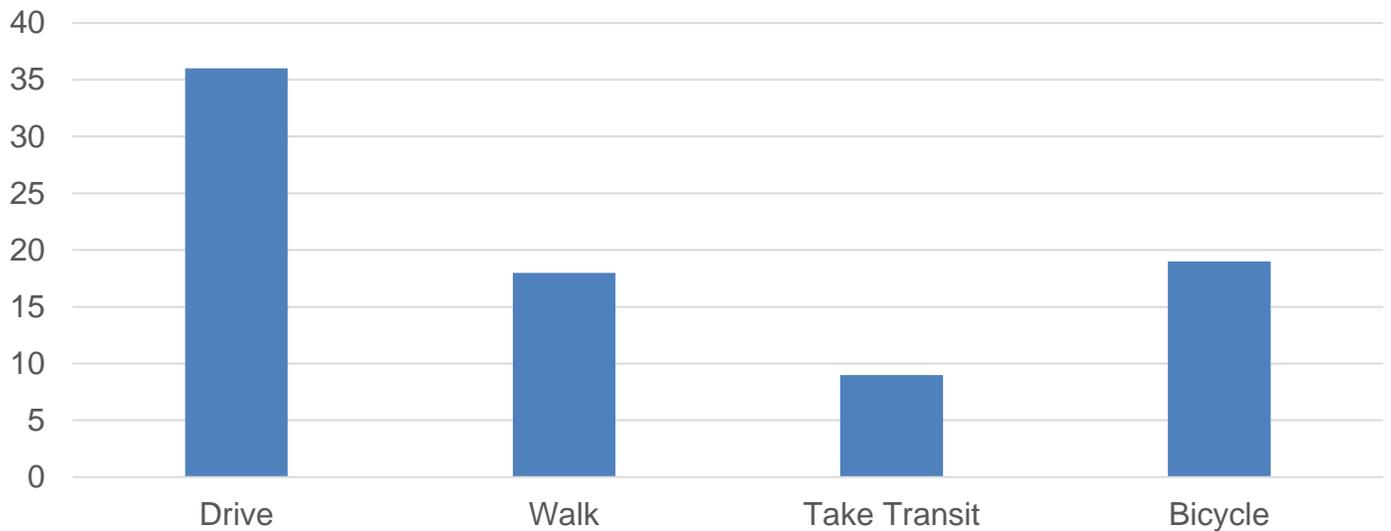
- A) New marked crosswalk with overhead flashers at Marlborough Way N.E. and Maryvale Drive N.E.
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- C) New curb extensions for the existing crosswalk at Marlborough Way N.E. and Marcombe Drive N.E.
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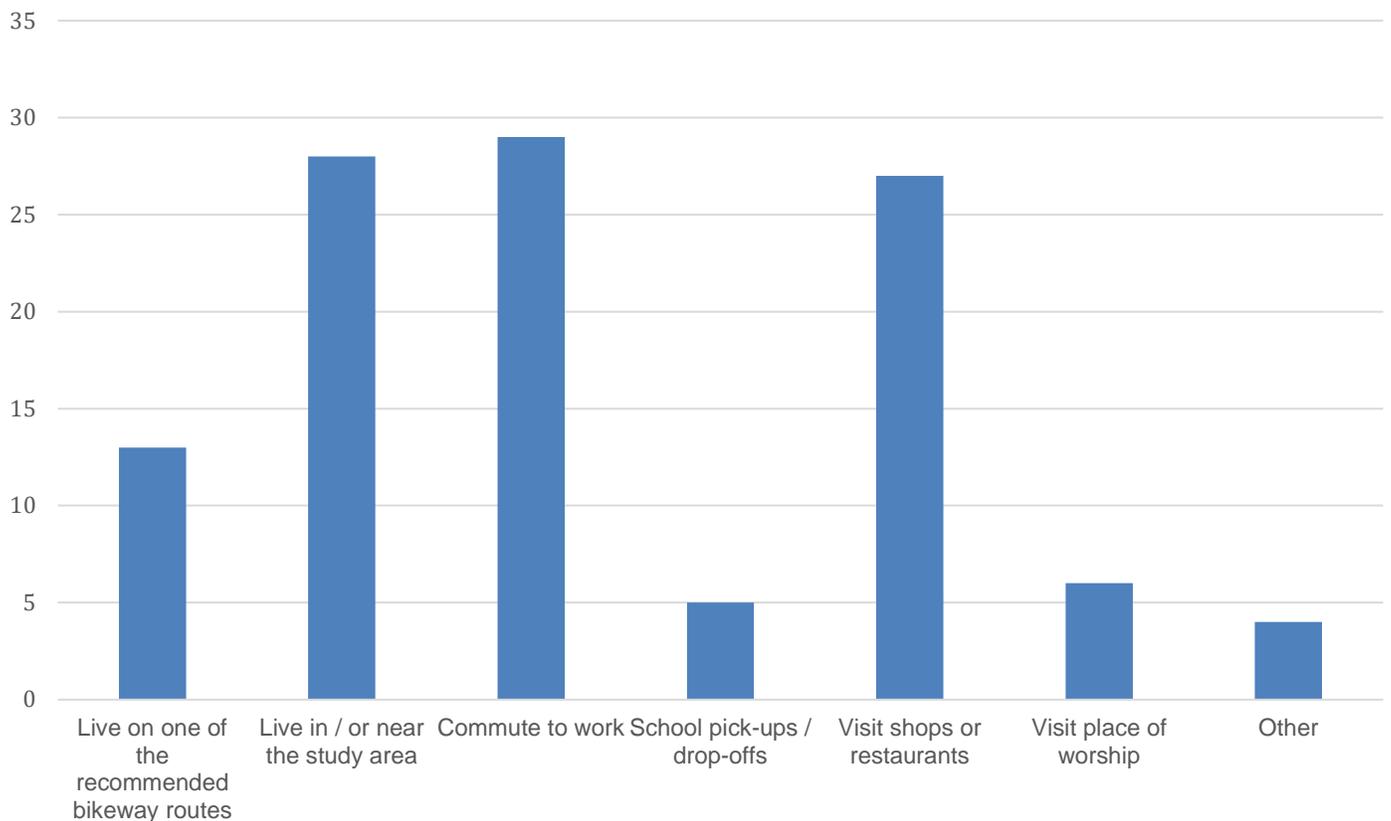
Road Use & Demographics



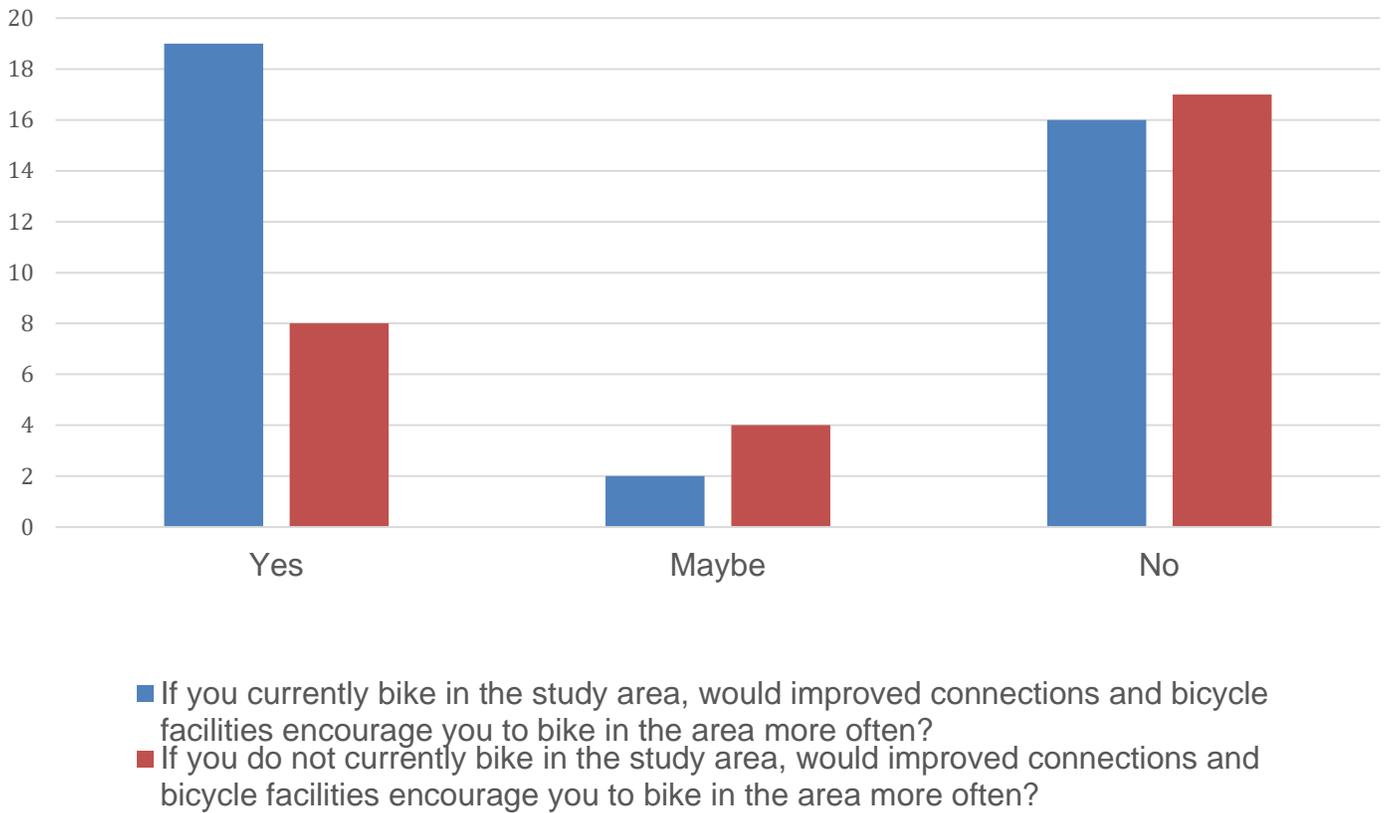
How do you typically travel in the study area?



When you travel in the study area, what is the purpose of your trip?

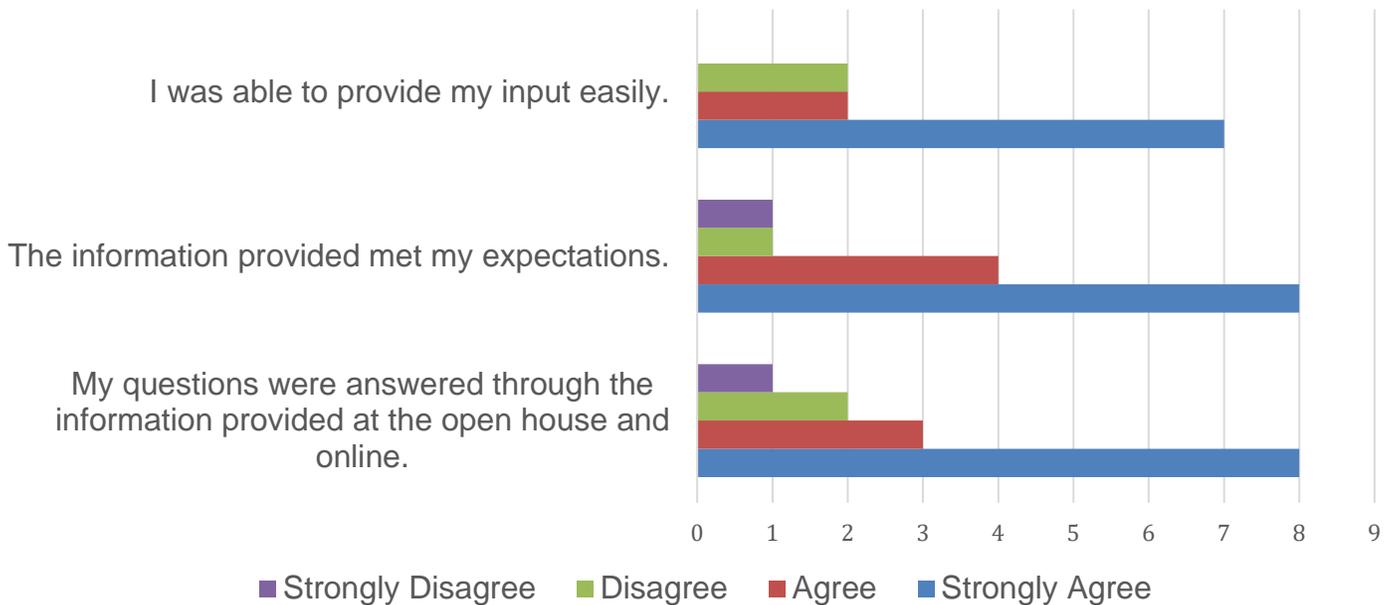


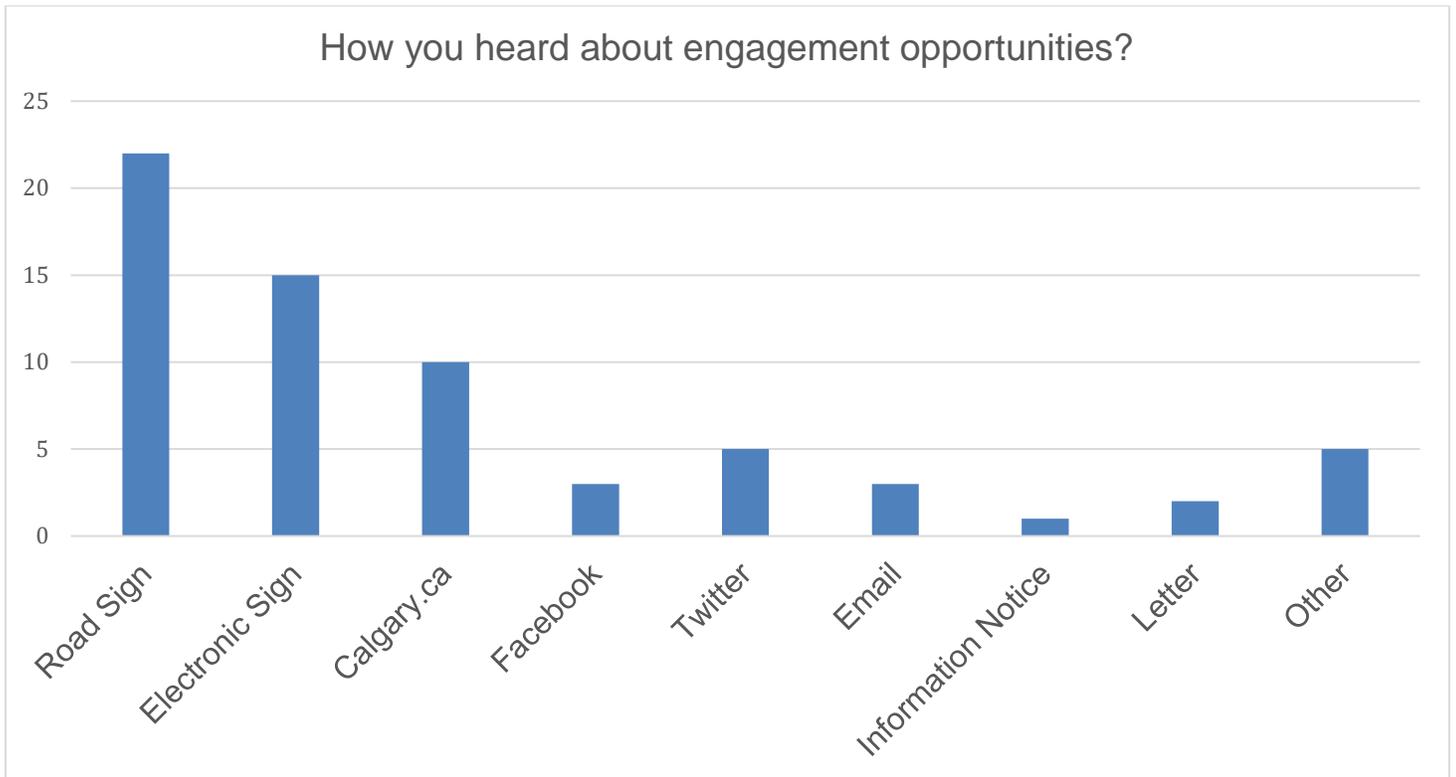
Impact of improved connections and facilities on cycling



Engagement Opportunities Evaluation

Engagement opportunities evaluation





Verbatim Comments

8 Avenue S.E. / 10 Avenue S.E.

Do you have any comments about this recommended route or the intersection improvements?

Open House

Do you have any comments about this recommended route or the intersections improvements?

- It makes no sense. The road is too busy to put bike lanes in, plus there is so many blink spots with buildings and parked cars, someone will get hit way too often. We have too few bikers to be worth it.
- For intersections on all proposed routes - dedicated signals (like downtown) to allow bikes to "que-jump", avoid conflict with right-on-red traffic.
- Although already happy with existing, the left turn lanes at 44 St will improve things for everyone, including transit drivers. Please do it.
- Please paint these lanes tomorrow. Also, left turns at each direction at 44 St make it easier for drivers. The 36 St intersection proposal is necessary.
- This has potential to be the "big draw" if done correctly and will be the obvious pathway connection - appearing safe and comfortable is key.

Online Feedback Form

Do you have any comments about this recommended route?

- Stop spending on this until the economy improves
- Pave the alleyway or have a bike path for the full stretch from 36 st to 28 st SE. Avoid shared use of roadway on 10 Avenue - instead separate cycling route across from alley down to Barlow.
- Don't put in a parking lane if no one today parks there. Would rather have a bike lane curb side.
- I bike all year, but I currently I park and ride from Maxwell, because I don't feel safe on a shared roadway. Crossing intersections is a probably my biggest fear.

- it looks well planned
- Re: 8th Av SE All traffic in and out of the East Calgary Health Centre passes through the same entrance. There are cars, buses (one stop opposite, plus one just west of ECHC and one in front of the library). There is drop-off parking in front of the building. There is also traffic going in and out of Clifton Manor, and Handibuses going to both facilities. There is traffic turning onto 8th Av from the neighbouring strip mall (Lucky Supermarket) and from the intersection at 44th. The crosswalk nearby is well-marked and lit, but very busy, with people crossing from the bus stops, plus the staff at Clifton Manor park beside ECHC. Many who work at ECHC park on the surrounding streets. Drivers turning west onto 8th Av from ECHC become impatient already, as waiting for a gap in traffic can be a long exercise. Traffic turning onto 8th Av from the strip mall are further challenged by the ECHC building being situated so close to the sidewalk, plus there are trees, fencing and the bus stop. When this portion of the project is implemented, I suggest the CPS officers at Jack James, and especially at Forest Lawn High, work with students to inform them of the "traffic calming" - at lunchtime, 8th Av becomes part of the raceway circuit. The crosswalk at Forlee Drive is dangerous already - drivers heading east are watching the upcoming lights at 52nd street and are oblivious to the crosswalk. Heading west, they have just come onto 8th and are not prepared to meet a crosswalk. Either light this crosswalk or take it out completely.
- I currently bike to work along variations of this path (11th to 14th Ave) multiple times per week. Since there is not marked pathway I judge which roads to take based on how empty the intersections are. I generally avoid 8th Ave because it has more traffic on it. It would be good to have a clearly understood path. Please consider stop signs; visibility is very important around places where bike routes cross roads as drivers rarely watch for cyclists. Also the direction of stop signs needs to be considered as it takes far longer for a bike to stop and start than a car. Parking restrictions will need to be enforced.
- Remember, this winter season was unusual, usually it's too cold and wintry to bike in Calgary, you're just going to clog traffic more!
- Why can't you put the bike path on that large boulevard on 52 ST SE? There is no room on 52 St for bikes.
- I don't want bike routes that take away from our already congested roads. Please stop doing this.
- 36 St SE to 52 St SE puts cyclists in the door zone; better to have 0.3m door zone buffer and narrow bike lane to min 1.2m wide outlined in Complete Streets Guide. Intersections look OK-I'm assuming moving/new curbs out of scope.
- my front on-street parking already having the handicap sign reserved for my elderly ill mother. I am pleased to request the handicap sign for my parking.
- No
- Avoid roads that have transit and school buses. There is enough conflict with kids and other types of traffic.
- Save our money and don't bother with cycle lanes in Marlborough
- no
- **DO NOT WASTE ANYMORE OF MY TAXES ON BIKE LANES, CYCLE TRACKS, BIKE WAYS OR ANYTHING BIKE RELATED.**
- Please, do not take away any parking! Parking is at a premium here!
- I do not want this. There is no need to remove parking for bikes
- under no conditions should this be considered a good idea it will make nothing but higher traffic volumes and more accidents
- as a professional driver of busses for 38 years in calgary i find it extremely un-wise to allow bicycles to co-mingle with traffic. i say this as i have seen many bike riders disregard rules of the road at intersections on streets side walks parking lots, along with many drivers which also do not seem to be aware of the rules of the road or have any idea where the right side or rear or front bumpers are on their vehicles. Add this disfunction with the addition of distracted driving which i see all the time, while driving through the city. I read in the paper yesterday that there is suggestion of reducing the speed limits from 50 to 40km's throughout the entire city. To many drivers speed throughout the city, pay little attention to signage, signalling to allow for a safe bicycle ride anywhere. I have seen far to many bikes without lights and reflectors, along with cars during dark times without lights or high beams on where street lights are. Combining all these references with the variety of drivers of automobile and bicycles your suggestions would not work at all and the only way I would consider driving with bikes and your suggested routes is if you would pay for all accidents created by this plan.
- no
- I would feel safer having a separate lane for cyclists
- All routes should be planned without removing a lane of traffic.
- Is everyone there brain dead???? Marlborough dr. Is full of seniors and this is a very busy road and you want to put a bikeway on this drive!!!! I say definetly NO! I have owned my property for 40 years and don't pay taxes for a few

people that ride their bikes? Most people ride their bikes for a little exercise and something to do in their spare time. We very seldom ever see anyone at all driving bikes on the road. It is a waste of our tax dollars and I don't believe the government has any dollars to spare either. I'm know my neighbors are also very upset. To take away our front parking is ludicrous. What happens when we have company visiting? The back alley will be so full of vehicles and if emergency vehicles need to get through there will be problems getting through. Will the city then start ticketing parked vehicles in the back alley? I would like a response to this letter and my comments on the proposed bikeway in my neighborhood.

- buffer bike lanes with parking lane (put next to sidewalk). 36 Street S.E. to 52 Street S.E. puts cyclists in the door zone, use 0.30m buffer and put in min 1.2m wide bike lane per Complete Streets guidelines.
- There were no bikes on Marl. Dr. today. Stupid to try making a bike route here.
- Parking on these streets would hurt the home owners, and this would increase traffic and accidents. In this city there is not much " nice weather" for bios and this is a main traffic corridor. There will be more accidents and more cyclist hit by veichles, also these will not be used by many people.
- Do not remove parking!! Do not narrow drive lanes for bikes!!
- dont mess with 52 st.
- Mostly looks good, but sharrows are not bicycle infrastructure. I like the narrowing of car lanes.
- All are terrible. This entire engagement process is fraudulent and is based on the incorrect assumption that most Calgarians support these projects. Most do not support these projects. These projects are examples of how city hall and in particular, the Calgary transporation department is anti-auto. In reality, the entire transportation department should be fired. Regarding these options, the narrowing of vehicle lanes are unsafe, and any proposal that decreases on-street parking is dumb and should be immediately discounted.
- The sharrows and a paved alley do not seem like very safe alternatives for cyclists but better than existing situation.

Do you have any comments about these intersection improvements?

- How many cycle here today?
- I like the 8 Avenue/36 Street intersection proposal except we could add a crosswalk on the south side also. Drivers that want to turn left will eventually learn that going through the community to 12 Avenue is a viable alternative if they find this intersection is too congested by pedestrians. We need to prioritize pedestrians over vehicles! Also 8 Avenue & 44 Street could have left-turn lanes in each direction to make it more controlled and safer for drivers.
- Do some more traffic calming around busy crosswalks
- I live at 52nd and rundlehorn drive ne, these would not help me get downtown
- Yes please to turn lanes at 8th and 44th! There is lots of pedestrian traffic and vehicles turning in to the shops. I often use pedestrian signals to clear this intersection. Barlow and 10th does lead to the pathway but the curbs are wheel smashers. Also the crossing signal needs to light whether the button is pushed or not. Often I am sitting at the crosswalk unsure if I have enough time to cross, but it's just that the light has not changed while vehicles are going through. I do not use 8th Ave and 36th because it is always packed with traffic and people waiting for the bus. I avoid it in favour of crossing 36th at 12th. If it was clear with a pathway that could change my route.
- Use the boulevards - they are usless anyway - need taking care of
- Again please stop doing bike routes. Improve city transit and roadways first.
- No
- all i know for sure is these areas need to become more pedestrian friendly
- Avoid bikeways on roads that already have transit and school buses. There is enough conflict and congestion already with kids and other pedestrians who don't pay attention to or properly use crosswalks.
- no
- DO NOT WASTE ANYMORE OF MY TAXES ON BIKE LANES, CYCLE TRACKS, BIKE WAYS OR ANYTHING BIKE RELATED. DO NOT CHANGE TRAFFIC PATTERNS TO SATISFY THE MINORITY
- I do not want this. There is no need to affect car travel for bikes
- it will never be used,and it will cost to much money
- not a good idea, please see previous comment
- No
- Bicycle signals at intersections do nothing but slow down the flow of traffic, pedestrians and bicycles
- Bikeways are a waste of our taxes!
- This is a poorly planned idea. This will increase accidents and residents will suffer in the end.
- Do not make any changes to traffic patterns for bike riders that do not exist!!

- Looks good.
- The green "conflict" zone markings are useless. How much is this silly project costing? Taxpayers want their money back. This is a reason why the city should never, ever, get more taxing powers. It would just lead to more money being wasted. sad.
- Re curb ramps in diagram 1 - why is there so much inconsistency in CoC curb cuts? Curbs can vary from one small ramp in middle to 2 separate cuts, and angles of cuts on one side of street do not always line up with opposite side, etc.

Marlborough Way N.E. / 40 Street S.E.

Open House

Do you have any comments about this recommended route or the intersections improvements?

- Concern over congestion around mall and vehicles turning off and onto Memorial
- Don't do it. Not enough bikers.
- Won't use often. I favour routes that use existing roads (formerly "bikeways") - economical, easy and safe.
- Complicated, much? I like improvements to Memorial intersection though.
- Is there potential to put in concrete bulbs similar to Norhtland Dr to create barrier for cut through traffic.

Online Feedback Form

Do you have any comments about this recommended route?

- There are bigger priorities for spending in these tough times
- Would prefer a reduction in shared lanes on 40/12/41. Also, make sure all the zigging and zagging is clearly marked.
- Provide ways to access the mall better
- Shared lanes don't mean anything. Drivers don't change behavior based on a bike painted on the road. This will be no different to how I bike now. I do not support bike lanes that are located between parked cars and regular traffic; this still leaves bikes vulnerable to being doored or hit by cars pulling out of parking spaces without shoulder checking. Bike lanes should always be located to the right of parking lanes and separated.
- No
- NO on Marlborough Drive as it is a main thoroughfare with heavy commuter and cut-through traffic, transit buses, school buses, two commercial strip malls and kids who pay no attention to crosswalks. Add cyclists who think they have more rights than pedestrians and vehicle traffic and you are begging for trouble.
- Don't bother
- no
- DO NOT WASTE ANYMORE OF MY TAXES ON BIKE LANES, CYCLE TRACKS, BIKE WAYS OR ANYTHING BIKE RELATED.
- I do not want this. There is no need to remove parking for bikes
- under not circumstances should you have a bike lane on Memorial drive. People will die from cars
- not a good idea, please see previous comment
- there are very wide lanes. and more than enough room to do the purposed projects here.
- Any possibility to move the bike lanes to between the parked cars and the sidewalk?
- I'd feel safer with separate lanes for cyclists and motorists.
- Improve the access in and out of Fonda dry pond. There are uncontrolled intersections that vehicles never yield to the right. Put in stop signs on Fonda drive/Fonda way.
- The only route that does not detract from the flow of traffic is the design for 39th NE to 17th Ave
- Bikeways are a waste of our taxes especially for the few that use or will use them!
- Move the bike lane outside of the parking lane, next to the sidewalk. Use the parking lane as a buffer.
- This is not planned out very well. Narrowing streets will mean that larger veichles will not be able to travel on these roads, making residents not able to transport these veichles to there homes to be stored.

- Do not narrow driving lanes!! SHARE the road works just fine!! Do not remove parking!! Anywhere parking has been removed elsewhere in this city all you see is miles and miles and miles and miles of empty streets. No bikes using it no parking. I guess we all are supposed to use transit???
- keep bike away from memorial drive.
- Mostly looks good, but sharrows are not bicycle infrastructure. I like the narrowed car lanes.
- More narrower streets in the name of "traffic calming" which incorrectly assumes people will go slower. No. There will just be an increased likelihood of car accidents. This is short-sighted.
- Bicycle lanes good. As per previous comment shared lanes, despite being on quiet streets, will likely not be used by younger or inexperienced riders.

Marlborough Drive N.E. / Maidstone Drive N.E. / 5 Avenue N.E. / 4 Avenue N.E.

Do you have any comments about this recommended route or the intersection improvements?

Open House

Do you have any comments about this recommended route or the intersections improvements?

- Safe route through industrial area and crossing 36 Street and Barlow Trail.
- Don't do it. Not enough bikers.
- Never been there.
- Easier access to train station from NB direction.
- Nice connections, very intuitive - Great Job!

Online Feedback Form

Do you have any comments about this recommended route?

- Wasteful the City has too much debt
- Will this not affect parking in Marlborough? Some people might have to park across the street instead of their own side of the street... heaven forbid.
- provide safe connection to transit station
- Any improvements would be welcome.
- Use the boulevard
- if you remove parking on 1 side of road, where will all the vehicles from applewood village park their vehicles
- NO way on Marlborough Drive. It is a heavy traffic route with transit buses, school buses, heavy cut through traffic between 36 St and 52 Street and two strip malls, both of which have busy restaurants. Add the ball players from multiple team who park along the street to use the community centre ball diamonds, inattentive students who ignore crosswalks, pedestrians and kids using the community centre and and the tennis courts, basketball courts and playground equipment around Bob Edwards Jr. High School and you are begging for accidents and trouble. There is already a designated bike lane on the next thoroughfare that does not have any commercial outlets or the community centre.
- Too dangerous
- STOP!!!!!!!!!! DO NOT WASTE ANYMORE OF MY TAXES ON BIKE LANES, CYCLE TRACKS, BIKE WAYS OR ANYTHING BIKE RELATED.
- Removal of parking from one side (50%) of a residential street is nothing short of idiotic. You people obviously do not live on these streets and do not care about the extreme negative impact that this plan has on the day to day life of these TAXPAYERS
- I do not want this. There is no need to remove vehicle TRAVEL lanes for bikes
- this is not a good ideas as cars will hit bikes, and you can not haul a trailer through narrow lanes
- not a good idea, please see previous comment
- No
- Between A and B there are no sidewalks. Perhaps building a bike path on the north side of 5th ave would suite eveyone better

- Routes that do not diminish traffic lanes are preferable
- I would like to know the real reason you think we should waste tax payers dollars for these ridiculous bikeways. So few bikes are ever used in this neighborhood and if you think they will bring a lot more bikes then you need a doctor and we Need a new election.
- Use the parking lane as a buffer, bike lane next to sidewalk. Remove last 2 parking spots upstream of intersections to give motorists visibility of cyclists.
- Bicycle lanes through the entire sector would be preferable.
- With 4 schools in this area it would make it un-safe to transport children to and from school, also bikes do not follow the rules of the road and would hit and injury children and veichles from not using proper rules. Also this would increase the volume around these schools which is already a problem.
- we can hardly see the map . too small.
- Barlow - 36 street. Do not remove traffic lanes. Is there any bikes that use this route? Just because you build it doesn't mean it will be used. Bikes use SHORTEST route available not some meandering route. Do not remove parking, taxpayers have the right to park infront of their houses!!!
- parking is already a problem and is required on both sides of the street.
- It would be helpful to have a connection to existing pathways at the east end of this route (cyclist from Pineridge hoping to ride downtown, where would I link up with this route?)
- Mostly looks good, but sharrows are not bicycle infrastructure. I like the narrowed car lanes.
- Ditto here. More terrible traffic calming measures. Does the city realize why vehicles use these roads? It's because the city has consistently made it more difficult / slower to use the arterial roads. So traffic is forced onto these smaller roads. Traffic is like water. It will always find the easist way.

Do you have any comments about these intersection improvements?

- spend on potholes and streetlights
- Easy access to train station from Marlborough?
- How do i get to the train station at 36 St?
- The 36th street/Marlborough drive intersection is dangerous in a car! I would never attempt it on a bicycle unless serious structural changes were made. People are always trying to beat the light or the train and cutting their turns too wide. Visibility is terrible as a pedestrian crossing there too. Plus the signals are so short, I doubt anybody less able bodied would make it across in time. I often see people waiting beside the train crossing arm for cars.
- There is absolutely no way Marlborough Dr. Should have multiple bike lanes. There are commercial strip malls with busy restaurants, a community centre with a very busy baseball diamond, tennis courts and basketball courts at the junior high school and multiple parents who park along the road and by Bob Edwards Jr. High School while their kids play soccer in the park just north of the school.
- Don't need bike lanes here
- no
- PLEASE STOP!!!! DO NOT WASTE ANYMORE OF MY TAXES ON BIKE LANES, CYCLE TRACKS, BIKE WAYS OR ANYTHING BIKE RELATED.
- A Lot of TAXPAYER money spending on reconstructing an intersection where there is extremely little pedestrian and cyclist use. I use this intersection often and at all times of day. There are no substantial concerns other than that of signal timing, lack of signal sychronization
- I do not want this. There is no need to alter traffic patterns for bikes
- these are not good ideas, as high traffic areas
- not a good idea, please see previous comment
- No
- Do not limit the steady flow of traffic through an intersection for the random bike that only uses the pathways 4 months of the year.
- Has anyone done research on the bikeways in Seattle or Vancouver? What a waste of money. If you think you have too much money to spend let's have a get together and we can give you some better ideas.
- Narrowing lanes will force people to not drive in a safe manner and would increase traffic for pedestrians and make it not able to cross in a safe manner
- No bike lanes on 8 Ave. Green conflict markings do not save bikes from being hit! Marborough way/Drive Left turn lanes are NOT needed!! It is a waste of money to build an pedestrian island. Waste!

- I regret that the city has gone through with the bike project in Marlborough community, especially Marlborough Drive. Parking on the proposed bike path is already bad enough as is, now SOME people are going to lose their front parking space? I talked with a couple who does not have a garage in the back and now they are losing their parking in the front, where are they suppose to parking? With parking removal on this bike path, not including schools and park parking 50% of residents are going to lose their front parking, not the numbers indicated by the "East Central Bikeway" document posted on the bikeway project website. Plus, who should decide which house gets to keep their front parking? Losing front parking de-values our property value, so are we getting a tax break from this? I also talked with many of my other neighbours that are directly affected by this bike path, and they DO NOT want a bike path in our community. Half of the people didn't even know that the bike project is going to happen. If there was an area study done by the city, they have NOT done it correctly, there is not enough bike rider for a dedicated bike path. I lived here for more than 25 years, and a bike rider myself, but there is no need for a bike lane. I have been walking to and from the C-train station for 25 years which is the proposed bike path on Marlborough Drive, and if the odd time that I would see a bicycle on the same path, we would share the walkway. My neighbours and I DO NOT want this bike lane in our community.
- marlborough drive doesnt need a bike lane.....dont mess with 52 nd st.
- No comments
- No Green conflict markings areas. These are poor ideas. This entire project is a poor idea. Is this Nenshi's idea? It reeks like Druh Farrell too.
- Islands to reduce pedestrian crossing distance a good idea.

Intersection Improvements

Connection between 28 Street S.E. and 34 Street S.E.

Option 1

Paved alleyway north of Raynard Crescent S.E.

Why do you prefer that option?

Open House

- Straight, paved and out of the way is a winner.
- It's a more direct connection that avoids the dark, narrow, confined, unclearable-in-winter neighbourhood cut-throughs
- Reduces cycling on road, more direct, (safer with less conflict)
- Safer feeling, direct route, not zig-zagging, easier connections.

Online Feedback Form

- More direct = better. I have lost myself in those streets trying to find this route because I imagined there had to be a way through! A well lit path will be a benefit to people who live in the area and human presence from regular bike traffic will probably make that road safer for people living there.
- Because it is not taking away from the roadway
- More direct and nicer in summer next to playing fields. Pity about the extra cost and lack of lights. While it doesn't necessarily have to get pathway lights right away, this alley could be made into almost a multi-use pathway/woonerf. Please add bike racks to south side of Frankline Station. The multi-use path between 32 St SE and Radcliffe Dr SE/28 St SE needs a better connection to the 28 St SE-Radcliffe Dr SE intersection (upgrade 60m of Radcliffe sidewalk to MUP width). The map on pg 11 of 18 (web) implies a seperated MUP could be built around the NE side of the Franklin parking lot directly to the Franklin Station pedestrian overpass.
- Keeps bikes in the alleyway and off busy streets.
- more direct and less traffic close to geen space

- I PREFER THE OPTION - DO NOTHING. BECAUSE DOING NOTHING IS FREE
- I do not want this. Do nothing should be an option
- more direct.
- I like how it does not cut through the residential area and it is more direct.
- More direct and and more relaxing along park area
- People will take 1 even if you improve 2. So just improve 1
- Keeps bicycles off of main streets
- more direct, more pleasant next to park, too bad about lights-they can be added later.
- More direct and less car traffic.
- Direct and next to green space. Outside of car traffic.
- Less impact on residential homes affected.
- Both options are fine in my opinion. I would choose whatever option can be complete faster.
- It is direct and will have much less vehicle traffic.
- Creates better conditions for cyclists
- More direct routes are always preferable for cyclists and pedestrians. Even unpaved alley with good lighting would be better in the short term.

Connection between 28 Street S.E. and 34 Street S.E.

Option 2

Neighbourhood walkways on Raynard Crescent S.E.

Why do you prefer that option?

Open House

- Cheaper, faster and easier. Only preferred if the streets are cleared of snow. I suggest installing lights in the walkways at 2m above ground to avoid nuisance to adjacent homeowners.

Online Feedback Form

- A less busy road, cars and bikes don't mix well, in wintry weather, only a handful of calgarians want to ride bikes.
- less interference with traffic
- lower cost
- Lower cost
- lower cost more pedestrian friendly
- lower cost
- lower cost
- Separation of cycle and vehicle traffic. Less stressful for both.
- Use existing infrastructure.
- lower cost
- lower cost, and lower traffic
- lower cost to taxpayers
- Better lighting at night.
- Cheaper cheaper and I really don't care about a different area. I And
- there needs to be less spending of tax dollars
- Lower cost to tax payers
- I prefer that this project is stopped now.
- lower cost.
- Lower cost = more money for other aspects of project.
- lower cost

Marlborough Way N.E. / Memorial Drive intersection

Option 2A

Provide off-street pathway and multi-use crossing for southbound bicycle users

Why do you prefer that option?

Open House

- Seems safer for cyclists.
- Not touching the road.

Online Feedback Form

- Off street is always safer. I prefer bike infrastructure that would encourage me to take the 9 year old riding with me through the city he lives in.
- Less imposing on the more usual type of traffic, vehicles. I drive Northland Drive often, don't find many bikes at all in those spaces closed off by curbs.
- Keep bikes off the road - they don't wear colors you can see in the dark, they don't have lights, they disobey all traffic laws.
- Because it's not impacting existing roadways. Stop taking away from the roads and find better options to accommodate this.
- Safer route
- Option 2A. Safer, more all ages and abilities. Focus on making the transitions high quality (e.g. smooth, not ridiculously tight turns set up only for pedestrians). The main concern I have is snow clearing in winter with the orphan off-street pathway through the intersection.
- Y
- Keep bikes off this busy street!!!
- less chance of encountering vehicles
- not clear
- WHAT OPTION 1 OR OPTION 2???? DO YOU MEAN 2A OR 2B? NICE WORK~!! I PREFER THE OPTION - DO NOTHING. BECAUSE DOING NOTHING IS FREE
- you present Option 2A and 2B; ask if I prefer 1 or 2 ... DUH !!!!!
- Safer option for bikes
- sounds more pedestrian friendly?
- I want neither, make no changes to traffic patterns
- so the bikes don't get run over
- not a good idea, please see first comment
- Not clear to me from the diagrams which is the better option
- Crossing is very frustrating for peds and bikes. This will help greatly.
- Keep bicycles off of main roadways
- I don't believe in bikeways
- 2A; only concern is snow clearing in winter (trucks on roads vs doing off-street pathway.
- Having the bikes off the street is best for drivers and cyclist
- off street
- I do not prefer any option other than stopping this work before it starts
- This area of the intersection is very high volume crossing Memorial Drive.
- option 3. the intersection works fine.

- Seems a bit safer.
- I don't have a preference but the survey made me choose one. I can't see enough detail on the image to judge.
- Anything that keeps bicycle lanes off the road is good by me. So few cyclists around anyways.

Marlborough Way N.E. / Memorial Drive intersection

Option 2B

Provide on-street bicycle lanes through intersection

Why do you prefer that option?

Open House

- More fluid as a cyclist.
- Visibility for cyclists, separate from pedestrians.
- 2B doesn't mix cyclists and pedestrians in a crosswalk; allows cyclists to just ride through.
- Just as car drivers don't like an obstacle course, neither do cyclists. Don't force us to go up and down curbs or other crazy stunts. We already work 10x harder to get from A to B. Don't lengthen route or make us go up and down.
- Less conflict between pedestrians and drivers.
- Consistent treatments are more attractive in this context - all on -road gives bikes tools to behave better.

Online Feedback Form

- it sounds less expensive? your maps are unclear it is hard to make any sort of decision from the maps provided
- possibly lower cost
- More predictable experience
- more predictable experience
- I prefer neither. The diagram is unclear.
- Prefer bicycle lanes throughout.
- More continuity for cycle commuters - less need to dismount.
- Creates better and decimated conditions for cyclists
- Remaining on the street less confusing - moving between path and road is less direct for cyclists and seems to motorists seem less attentive/aware of cyclists.

Parking Changes

Marlborough Drive N.E.	36 Street N.E. to Marcombe Drive N.E.	Parking removed on south side of the street
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Do you have concerns about the parking changes? Please explain:

Open House

- Very high demand area.
- I don't park in that area.
- People can park in their alley-accessible garages.
- 8 Ave, no, but for narrower roads like in Marlborough it may be a slight inconvenience.

- Need space for 2 lanes and buffer while still traffic calming.

Online Feedback Form

- Plenty of parking on side streets in the lanes
- Don't live the area
- parking is limited but there are many side roads for parking available
- People will adapt. Making it easier to get around without taking the car will help.
- This is overflow LRT/apartment parking. While there will be less capacity, I guess there's still parking on the north side.
- I usually do not drive.
- I don't park here so I don't know how big of an issue it would be.
- None are over 50%, spare capacity.
- Parking space is currently underutilised. Removing some parking will not have a negative impact as there is ample parking in the study area.
- I never use parking in these effect areas.
- Parking for cars seems to carry far more weight than it should - and we need to change these priorities. The average car requires 7 parking spots in a city and is taking up far too much valuable space.
- People will need to park much farther in some cases because the availability on the opposite side of the street may be a few blocks away. Some people may get creative in their parking.
- The road doesn't need to change
- Parking is hard enough in this city. Stop punishing people who drive.
- there will be no on street parking for applewood village residents
- No off street parking for applewood village
- Seriously??? There are about 300 apartments along Marlborough Dr. Between 36 St and Marlborough Way. Bob Edwards Jr. High School is on Marlborough Dr. at Marcombe Dr. and parking is already restricted on the north side in front of the school. If you ban parking on the south side, there will be no parking available for many residents.
- where will vehicles from applewood village park, during summer time heavy usage of ball diamond at marlborough community centre. during winter times heavy blowing snow drifts at Bob Edwards school
- THERE IS NOT NEED FOR THIS. NO ONE WANTS IT. WHY REMOVE PARKING 12 MONTHS OF THE YEAR FOR 2.5 MONTHS WHEN 10 PEOPLE MIGHT, MIGHT RIDE A BIKE
- I am relieved that I don't live on this street; and obviously, you don't either
- There is a lot of people with cars here, removing parking will make a bad situation worse.
- There is no need for this. Stop wasting time/money on someone's hair-brained pet project
- will reduce property value
- people will not abide but this and will still park their cars
- To take away parking on Marlborough dr. is ludicrous. We need our out front parking for many reasons. The few people that will use these bikeways are not worth spending our tax payers dollars. I have owned my property for 40 yrs and so seldom do we ever see a person on a bike unless for exercise or just something to do with the kids. If we are forced into a park in the alley that could cause traffic congestion there too and if emergency vehicles need to get through there will be more problems. What next, ticketing vehicles in the back alley? I could go on and on and on. What do we do if we have a family dinner, where do they all park. Your house? Oh wait, you probably don't have a bikeway in front of your house, do you???
- There are not enough garages for people to park. I often have visitors
- This would affect home owners and reduce properties
- Property tax payers should not have to give up their parking for something that if used (this has not been proven anywhere in the city) it would be rarely used for short portions of the year. 24-47% WINS elections.....
- many homes have multiple people with vehicles. some can't park in front of their homes now.
- Removing parking hurts businesses and people. Dumb idea.

Do you have ideas about how we could mitigate parking losses?

Open House

- Are there schools or other parking lots close by to share often hours?
- Don't do it.
- Though it may cost more, placing bike roads in the green space.
- Zoned or painted space markers - there seems to be a problem with efficient parking - if people had markings to show how to fit.

Online Feedback Form

- Provide options like this to bike and not as many cars are needed
- Allow front driveways
- I see cars parked on the street in the area that have obviously been there all winter. Get rid of those.
- Could remove parking restrictions (Ha, Ha). What about piloting high quality covered bike parking (i.e. give choice of lockers and covered shelter with standard city of calgary u-shaped racks). Without the cage/rental charge like this: <http://www.urbanracks.com/bikeshelters.html> There's already lots of bikes locked up to the chain link fence by the spirals at Marlborough Station.
- Rather than turning the existing road into bike lanes, would it be possible to expand sidewalks to accomodate both pedestrians and cyclists?
- Add more bicycle parking to Marlborough LRT (already bikes locking to fences on googleearth!) and Franklin LRT. Add mix of paid and unpaid U-shaped bike racks. What is it, you can park 8-12 bikes in the space of one car?
- There is ample parking in the area. May require driving a block or two further than desired but it is an acceptable trade off to improve the cycling network.
- Building cycling and pedestrian infrastructure will in the long term mitigate parking losses since more people will be able to walk and/or cycle or use transit and households will not require as many vehicles.
- Building cycling and pedestrian infrastructure will in the long term mitigate parking losses since more people will be able to walk and/or cycle or use transit and households will not require as many vehicles.
- Replace the sidewalk on the south side or both sides (each side is one-way for bicycles) with a multi-use cycle path.
- Don't block vehicles from using the roads, those roads aren't particularly busy, cars and cyclists already work together on those roads on their own.
- Leave parking
- There are non
- Don't put bike lanes on Marlborough Drive. The existing bike route is on the next thoroughfare south and there are NO commercial properties on that route.
- there is none. no pace for residents to park, additionally more and more secondary suites in area with increase vehicle parking
- YES!! DO NOT MAKE ANY CHANGES TO PARKING!! EASY AND COST FREE!!
- Pass a bylaw that makes it illegal for Marlborough residents to drive cars
- Do not deploy the bike lanes!
- Cancel this project
- do not put in bike lanes
- do not build bike lanes
- We don't have a parking problem here or a need to spend money so a very few people will ride their bikes more often in good weather. I think some people working for the government need help or need to get a different job.
- Do not make bike lanes and leave it alone
- Yes, put a stake in this ridiculous project then burn any and all reference to it.
- just let the bikes ride up and down the street as they do now.
- Yeah. Scrap this project. Easy.

Marlborough Drive N.E.	Marcombe Drive N.E. to 52 Street N.E.	Parking removed on north side of the street
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Do you have concerns about the parking changes? Please explain:

Open House

- Don't park in that area.
- People can park in their alley-accessible garages.
- I don't drive? Lots of areas without house frontage.

Do you have ideas about how we could mitigate parking losses?

Open House

- Don't do it.
- Zoned or painted space markers - there seems to be a problem with efficient parking - if people had markings to show how to fit.

Online Feedback Form

- yes
- Provide options like this to bike and not as many cars are needed
- Allow front driveways
- Add more bicycle parking to Marlborough LRT (already bikes locking to fences on googleearth!) and Franklin LRT. Add mix of paid and unpaid U-shaped bike racks. What is it, you can park 8-12 bikes in the space of one car?
- There is ample parking in the area. May require driving a block or two further than desired but it is an acceptable trade off to improve the cycling network.
- I never use parking in these effect areas.
- as mentioned
- Suspend the bike lane program.
- Stop putting in bike lanes
- There are no options
- Don't put a bike lane on Marlborough Drive at all. It is too busy a thoroughfare for bike traffic.
- none
- YES!! DO NOT MAKE ANY CHANGES TO PARKING!! EASY AND COST FREE!!
- I am relieved that I don't live on this street; and obviously, you don't either
- Do not deploy the bike lanes!
- Cancel this project and all bike projects
- do not build bike lanes
- do not build bike lanes
- Yes, leave the dam roads the way they are and stop looking for ways to spend money we don't have.
- Do not do this country- nessasary construction
- Yes, put a stake in this ridiculous project then burn any and all reference to it.
- There is no need to have a dedicated on-street bike lane. Bike usage on this street is very very low. We currently share the walkway with bike riders and I have not seen any conflicts in my 25 years residency. The costs of taking away resident front parking outweighs the benefit of add a bike lane. Parking in front is especially important during winter time. I can't even imagine how chaotic our back alley is going to be like during winter, some resident do not have a garage in the back and rely on front street parking which they are going to lose. Sometimes our back alley would not unthaw for several months. And one more thing, our garbage is collected in the back alley.

- mitigate by not causing them
- Yeah. Easy. Scrap this project.

Please explain:

Online Feedback Form

- Replace the sidewalk on the south side or both sides (each side is one-way for bicycles) with a multi-use cycle path.
- It's not the city's job to provide free parking for private cars
- Private driveways
- Lot's of room.
- Parking space is currently underutilised. Removing some parking will not have a negative impact as there is ample parking in the study area.
- People are more likely to use these roads to go to the store, you need the space of a vehicle to carry an average person's groceries.
- See above.
- same as above
- THERE IS NOT NEED FOR THIS. NO ONE WANTS IT. WHY REMOVE PARKING 12 MONTHS OF THE YEAR FOR 2.5 MONTHS WHEN 10 PEOPLE MIGHT, MIGHT RIDE A BIKE
- Pass a bylaw that makes it illegal for Marlborough residents to drive cars
- There is no need for this. Stop wasting time/money on someone's hair-brained pet project
- they will cost taxpayers to much money
- You know dam well what I and many others in the neighborhood mean.
- Abike rouitte here is a stupid idea. There are not enough bike riders
- This will affect homes on the streets and drivers
- Well if you don't change anything then I guess the parking losses would be mitigated wouldn't they?
- The only suggestion is not to implement the bike lanes through our community, or to widen the sidewalks so residents do not lose parking space.
- we dont need any more bike lanes on the roads.

8 Avenue S.E.	52 Street S.E. to 60 Street S.E.	Parking removed on north side of the street
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Do you have concerns about the parking changes? Please explain:

Open House

- I live near here. Too many cars park there now anyways. Where else an they park then?
- People can park in their alley-accessible garages.
- It won't make a big enough impact to be a concern.
- I don't drive? Lots of areas without house frontage.

Online Feedback Form

- Alley parking
- Residential single family, but should still be lots of room.
- As you, I don't live anywhere near there, so what do I care ?

- Parking space is currently underutilised. Removing some parking will not have a negative impact as there is ample parking in the study area.
- I never use parking in these effect areas.
- a/a
- People will need to park much farther in some cases because the availability on the opposite side of the street may be a few blocks away. Some people may get creative in their parking
- parking is limited but there are many side roads for parking available
- suspend the bike lane program.
- There is a high school, commercial outlet and community park at the intersection of 8 ave and 52 street as well as a seniors facility, library and commercial outlets on 8 ave. Nobody takes their bike to get groceries.
- don't know the area well enough
- THERE IS NOT NEED FOR THIS. NO ONE WANTS IT. WHY REMOVE PARKING 12 MONTHS OF THE YEAR FOR 2.5 MONTHS WHEN 10 PEOPLE MIGHT, MIGHT RIDE A BIKE
- It is usually well used
- There is no need for this. Stop wasting time/money on someone's hair-brained pet project
- do not build bike lanes
- property values
- There are so many vehicle owners who park on the streets, limiting their access of parking puts them at a disadvantage and forcing them to park elsewhere, but what if they don't have anywhere else to park? Then what? Also, there are hardly any bikers that pass through our neighbourhood, so what good would it be to sacrifice street parking that just about everyone uses for a bikeway that won't be used?
- We don't need to do anything. What makes you think we need anything changed here. Go to another area of the city where they have a few more bike riders in their part of the city. Maybe your neighborhood???
- This would affect home prices and traffic
- People PARK here now, NO ONE rides a bike here. Why would you change parking of the many to benefit the few
- as above.
- Isn't it obvious? Scrap this project. The quiet majority of Calgarians don't support this garbage.

Do you have ideas about how we could mitigate parking losses?

Open House

- Don't do it.
- Zoned or painted space markers - there seems to be a problem with efficient parking - if people had markings to show how to fit.

Online Feedback Form

- Provide options like this to bike and not as many cars are needed
- Alley parking
- Really shallow angle parking on N-S streets?
- As you .. don't live there .. don't care
- There is ample parking in the area. May require driving a block or two further than desired but it is an acceptable trade off to improve the cycling network.
- Replace the sidewalk on the south side or both sides (each side is one-way for bicycles) with a multi-use cycle path.

- expanding 8 ave, by taking unused space from sidewalk and maintaining parking
- In the cold, I don't want to not be able to park my vehicle somewhere because a highrise or a bike lane went in.
- See above
- no idea
- YES!! DO NOT MAKE ANY CHANGES TO PARKING!! EASY AND COST FREE!!
- Do not deploy the bike lanes!
- Cancel this and all bike projects
- do not build bike lanes
- do not build bike lanes
- Yeh. Leave things alone and stop spending our money that we don't have.
- Do not build in this area
- Yes, I believe if you make no changes to parking then you can completely mitigate parking losses.
- do not allow any parking losses in residential areas.

28 Street S.E., between 10 Avenue S.E. and Radisson Park School

Parking removed on west side of the street

Do you have concerns about the parking changes? Please explain:

Open House

- I don't live near here.
- People can park in their alley-accessible garages.
- Parking around schools should be discouraged for safety.

Online Feedback Form

- Alley parking
- See above
- Overflow LRT parking.
- Not familiar with the route.
- As you, I don't live anywhere near there, so what do I care ?
- Same as I said in previous remarks
- Parking space is currently underutilised. Removing some parking will not have a negative impact as there is ample parking in the study area.
- I never use parking in these effect areas.
- It's way too hard to get to the LRT station in the winter, on a bike, if you've plowed it, cyclists will ride, but their fingers will be so frozen. It's a second reason why motorbike riders don't ride in winter.
- areas near schools need lots of parking as families of children love to be able to support their childrens activities and need a place to park without having to park 6 blocks away
- THERE IS NOT NEED FOR THIS. NO ONE WANTS IT. WHY REMOVE PARKING 12 MONTHS OF THE YEAR FOR 2.5 MONTHS WHEN 10 PEOPLE MIGHT, MIGHT RIDE A BIKE
- There is no need for this. Stop wasting time/money on someone's hair-brained pet project
- property value will go down
- this is not good for traffic or bikes
- This would affect the school and traffic
- See above
- Of course. Removing parking is almost always a poor idea.
- Less c-train parking, I guess.

Do you have ideas about how we could mitigate parking losses?

Open House

- Don't do it.
- Locate on side streets.

Online Feedback Form

- Alley parking
- See above
- From 8 Ave SE alley to school, upgrade the sidewalk on the east side to multi-use path width (4.0m), extend across Radcliffe around NE of Franklin park-n-ride and leave the parking alone next to the LRT. Upgrade the crosswalk at the 8 Ave SE alley across 28 St SE to "right side" cyclists if there's not enough room on the east side of 28 St SE to have a MUP down to 10 Ave SE or optimally south to 17 Ave SE. Add elephant feet/cross walk at 10 Ave SE on 28 St SE.
- i cant get past the nest page on this poorly designed questionare
- As you .. don't live there .. don't care
- Stop spending our tax payers money
- 28 St expand pathway on east side of road into mult-use pathway. Add crossing at school and extend pathway around NE of LRT parking right to pedestrian overpass. Add more bicycle parking to Marlborough LRT (already bikes locking to fences on googleearth!) and Franklin LRT. Add mix of paid and unpaid U-shaped bike racks. What is it, you can park 8-12 bikes in the space of one car?
- There is ample parking in the area. May require driving a block or two further than desired but it is an acceptable trade off to improve the cycling network.
- Don't block vehicles from using what existing lanes there are.
- no idea
- YES!! DO NOT MAKE ANY CHANGES TO PARKING!! EASY AND COST FREE!!
- Do not deploy the bike lanes!
- Cancel this and all bike projects
- do not build bike lanes
- do not build bikes lanes
- Do not make bike lanes
- Stop the madness
- yeah. Scrap this project.

Evaluation

Is there other information that would have been valuable?

Open House

- City map of bike trails (current and planned) to see the big picture.
- Future plans for 52nd St Multi-use pathway (if there are plans in the works).
- A large system map of study area with all street names on it, not blotted out by proposed routes.
- Cost
- No - great visuals with routes laid out on tables

Additional Comments

Open House

- This idea isn't good at all. It would be better if I could give more feedback. There is a way better way to do this without touching main streets.
- As a cyclist I strongly prefer and feel safest on roads going same direction as traffic, following same rules and traffic signals.
- Thanks for huge maps
- Interesting mix.
- If you want to encourage cycling, you need to add and encourage bike parking/locking areas- the kind that don't damage drive train.
- More detail around the intersection of Barlow Trail and 4th Ave N.E. (somehow more safety). 8th Ave S.E. should have a road diet.

Online Feedback Form

- please stop spending so much taxpayers money and pay down the debt
- thin crust pizza would be nice. Deep dish is heavy.
- It's sad that the signs were out, the information vague, 311 did not have any info about the open house. Buried deep in the city's website, I finally found the location of the open house and attended. I attended only to find out what routes are affected, hampering my daily travels, knowing that the input of local residents is really not of any concern to city hall. The decision has already been made and this "Open House" is just a matter of Political Correctness