

Pedestrian Strategy

Public Engagement – What We Heard Report

July 13th, 2015

Project Overview

The City of Calgary Transportation Planning is developing the Pedestrian Strategy to focus on improving pedestrian safety, providing universal accessibility, improving the quality and experience of the pedestrian realm, promoting a culture of walking, and furthering walking as a sustainable, convenient and viable part of Calgary's multi-modal transportation system. The framework for the Pedestrian Strategy was presented and approved by the Standing Policy Committee on Transportation and Transit on July 18, 2014. The engagement, along with other considerations, will inform the development of the Pedestrian Strategy. The Pedestrian Strategy will be presented to the public in Q3 2015.

Engagement Overview

The City undertook a comprehensive engagement process between March and July 2015 for the Pedestrian Strategy that included three streams of engagement. The three streams of feedback were the Main Streets project undertaken by Planning, Development and Assessment (PDA); multiple stakeholder events focused on the Pedestrian Strategy; and an online software tool MindMixer that supplemented the in-person engagement.

Main Streets

The Pedestrian Strategy team partnered with the Main Streets initiative from PDA. The focus of the Main Streets project was to analyze the needs of neighbourhood residents, along with economic research, to identify success criteria for future growth in 24 of Calgary's traditional main streets. The focus of workshops for participants was identifying issues, opportunities and outcomes for the main streets. It was recognized early on in the Main Streets process that the pedestrian realm was being identified as being a critical component identified by community residents. Administration then chose to form a partnership for these two projects as it was a natural fit and an opportunity for PDA and Transportation Planning to collaborate. Through 13 workshops consisting of 450 participants, a number of concerns and opportunities for improvement were identified. Please visit <http://www.calgary.ca/mainstreets> for a full list of the verbatim responses from the Main Street project's engagement not included in the Pedestrian Strategy verbatim responses.

Public Events and Outreach

Public Events

The Pedestrian Strategy team held a series of public events across the city within each quadrant and downtown in March 2015. Participants were asked two questions: "What is important to you when walking?" and "What would encourage you to walk more?" These questions would go on to form the basis of further in-person engagement as well as the online component. The March and April sessions garnered a total of 136 participants over five sessions.

Outreach

In April and May, City staff engaged people where they were: Stephen Avenue, malls, universities and colleges, as well as LRT stations and community centres. Through 13 engagement opportunities, 239 Calgarians conveyed issues and opportunities for walking.

Online (Mindmixer)

There was opportunity for Calgarians to provide input online through the MindMixer tool throughout the engagement process. Participants were able to pin locations on a map-based application and provide insight into what made that location great in terms of walkability, or presented a challenge. The

format also allowed for participants to interact, offering others the ability to support or challenge the assertions made, sparking additional dialogue. Over 70 days, 170 participants and 617 interactions were made through the MindMixer tool.

What We Asked

Main Streets

Main Streets workshops were focused on asking participants:

- What do you think the key issues are on this street?
- Where have you seen opportunities for improvement along this street?
- What would you like the street to be like in the future?
- What would you like the street to be known for in the future?

Public Events and Outreach

Public events and outreach efforts were focused on asking participants:

- What is important to you when walking?
- What would encourage you to walk more?

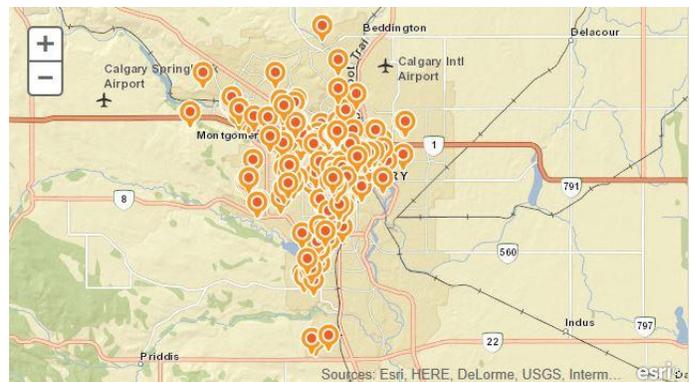
Asking these questions allowed for a range of responses from specific, location-focused feedback, to broad, city wide applicable feedback.

Online (Mindmixer)

Online engagement was focused on asking participants:

- What is important to you when walking?
- What would encourage you to walk more?

Online engagement also allowed for participants to tie comments to a specific location on a map and to add pictures if so desired.

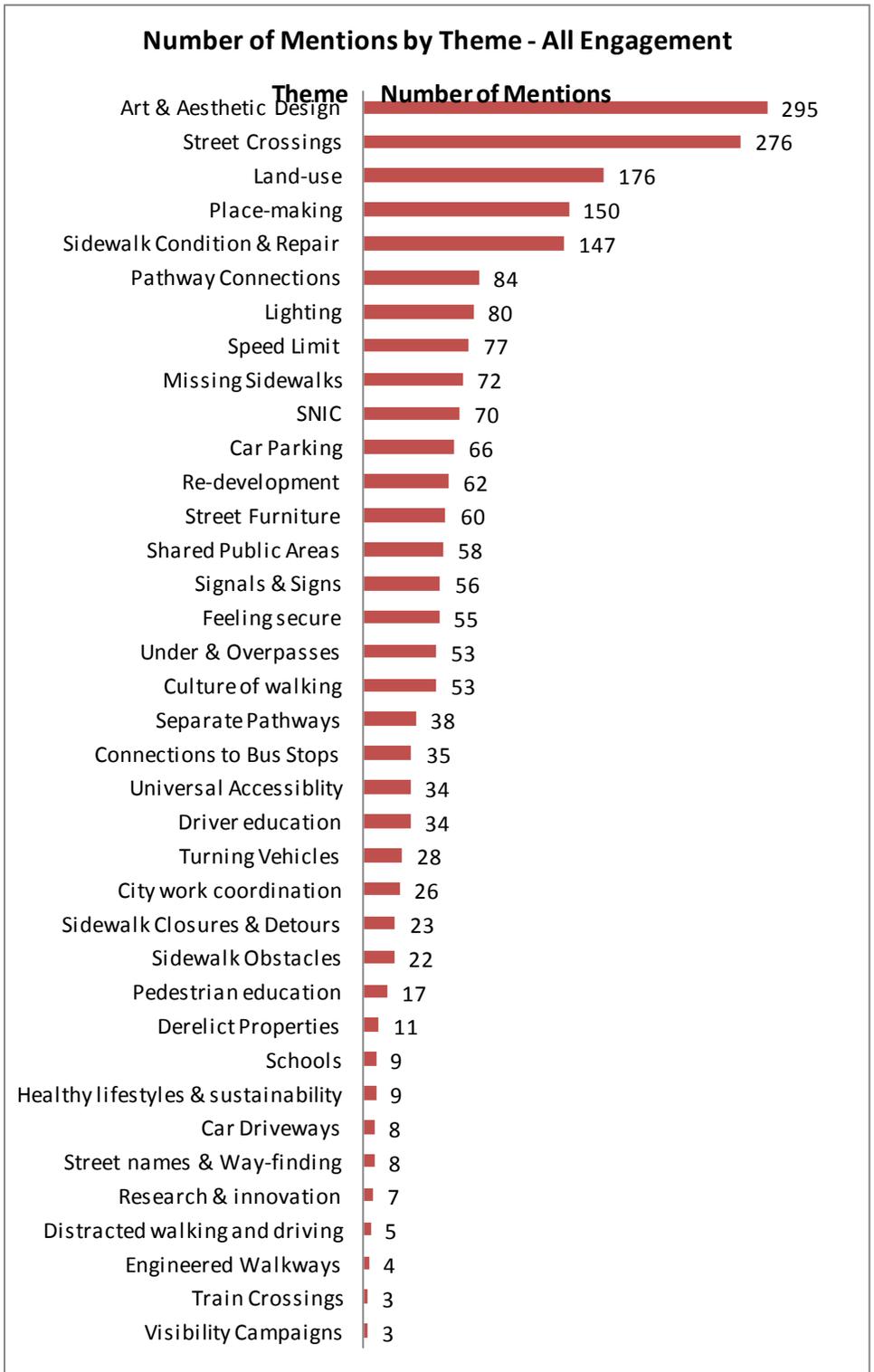


What We Heard

The charts and themes presented on here summarize all of the input that was received from all of the various forms of engagement including Main Streets, Public Events and Outreach, and Online. A graph is included to show the relative levels of themed responses from the engagement. The graph is a useful way to see the overall number of themed responses from participants.

The project team developed a total of 37 themes out of the engagement and other activities. The other activities that influenced the creation of themes were supplementary research, internal project consultation and best practices review activities.

- 2214 responses were collected from the three streams of engagement activities.
- The top 5 themes based on the number of comments were: Art & Aesthetic Design (295); Street Crossings (276); Land-use (176); Place-making (150); and Sidewalk Condition & Repair (147). These 5 themes were the only themes with over 100 comments.



- The following themes were expressed in the submitted comments for all engagement. Themes are listed in order from most to least commonly mentioned. The overview provides a summary of the themed responses. For a comprehensive list of responses, please see the Verbatim Responses.

Pedestrian Strategy Engagement Themes	
Theme	Sample Responses
Art & Aesthetic Design	<ul style="list-style-type: none"> - improve beauty & safety of streets & landscapes - better landscaping, more trees, lighting public art, and better sidewalks - iconic and interactive public art
Street Crossings	<ul style="list-style-type: none"> - use staggered crossings more - more scramble crosswalks - No right on red downtown or in Beltline
Land-use	<ul style="list-style-type: none"> - improved retail downtown, and better stores so I can walk to it rather than driving to the suburbs. I would like to do every day shopping near my home - increase land use mixing - develop walkable communities
Place-making	<ul style="list-style-type: none"> - create a dignified entry to Stanley Park - more pedestrian only areas like Stephen Avenue Mall - vendor kiosks
Sidewalk Condition & Repair	<ul style="list-style-type: none"> - replace all "legacy" sloping driveway cuts with level sidewalks - wider sidewalks and narrower streets - maintain sidewalks to minimize tripping hazards
Pathway Connections	<ul style="list-style-type: none"> - better connections across Deerfoot - in new developments, pedestrian and cycling connections should be included between cul-de-sacs and the back of crescents - ensure bollards are in place so that pedestrians at roadways
Lighting	<ul style="list-style-type: none"> - more light on multi-use trails - make lighting at intersections angled to light up pedestrians (e.g. East Village) - proper lighting in underpasses
Speed Limit	<ul style="list-style-type: none"> - decrease speed limits in residential area, especially inner city - speed limit enforcement - lower speeds of cars on Main Streets
Missing Sidewalks	<ul style="list-style-type: none"> - add a sidewalk along this stretch of 34 Ave NE - sidewalks on both sides of 36 ave ne - when I go to work in Foothills & other industrial areas - often there are no sidewalks AT ALL when I get off the bus
Snow and Ice Control	<ul style="list-style-type: none"> - enforce bylaws requiring houses and businesses to remove snow and ice - better maintenance and snow clearing on busy routes - why do we plow snow from roads onto sidewalks?

Car Parking	<ul style="list-style-type: none"> - require underground parking more, limit surface parking - surface parking -> promote flexible uses -> food truck, "food court" pop-up market - parked car buffer
Re-development	<ul style="list-style-type: none"> - more infilling - engage with community associations and do walk audits, etc. - take a "pedestrian lens" to transportation & development projects
Street Furniture	<ul style="list-style-type: none"> - have park benches along streets such as 90th Avenue - more garbage bins - benches for the elderly
Shared Public Areas	<ul style="list-style-type: none"> - flat/level sidewalk/at grade pedestrian avenues like Stephen Ave. - remove curbs and create a shared space on 9A St - pedestrian realm for all social brackets...wealthy, homeless...
Signals & Signs	<ul style="list-style-type: none"> - audible pedestrian signals at all traffic lights - better light timing in Beltline to support pedestrians - frequency - more light changes so that more pedestrians feel like walking
Feeling secure	<ul style="list-style-type: none"> - must target ZERO fatalities. Too many people are being hit by cars and it is unacceptable - traffic calming in residential areas - keep sidewalks for pedestrians, not cyclists
Under & Overpasses	<ul style="list-style-type: none"> - upgrade older pedestrian overpasses - improve/widen walking underpasses under train tracks in Beltline - more pedestrian bridges over the Bow & Elbow to connect neighbourhoods
Culture of walking	<ul style="list-style-type: none"> - encourage parents to walk their kids to school - public education + vision zero - City events to promote walking
Separate Pathways	<ul style="list-style-type: none"> - not enough pathways in downtown, sidewalks are nice place for a stroll - separation from cars - trees, parked cars, boulevards - separate pedals and pedestrian modes on key pathways or major roads
Connections to Bus Stops	<ul style="list-style-type: none"> - improved access to 39 Avenue LRT Station - provide transit stops close to entrances of public buildings - somerset LRT and related bus stops are a pedestrian nightmare
Universal Accessibility	<ul style="list-style-type: none"> - get input from the City's Age Friendly Strategy - neighbourhood with sidewalks between houses need ramp curbs - wheelchair ramps: - point in wrong spots - ends up being very uneven, so a wheelchair gets stuck trying to cross street - get off sidewalk

Driver education	<ul style="list-style-type: none"> - Drivers education and enforcement of the "stop first" policy will help. - enforce the pedestrian right away. Educate drivers on roles + enforce by-laws that are in place to protect people crossing the street - refresher advertising campaign for vehicle parkers....
Turning Vehicles	<ul style="list-style-type: none"> - get rid of dangerous right turn islands - make corners squared not rounded to force cars to slow down when turning right - no right turn on red
City work coordination	<ul style="list-style-type: none"> - increase the city budget for walking initiatives by 300% - balance spending on transportation - better construction management
Sidewalk Closures & Detours	<ul style="list-style-type: none"> - at construction site, where sidewalk is blocked, in road pedestrian sideway should be priority - ensure safe access around all construction sites - do not close sidewalks for construction period - sidewalk closures - provide interim sidewalks
Sidewalk Obstacles	<ul style="list-style-type: none"> - get rid of A-frame sidewalk signs - street signage - pole on the sidewalk - not consistent placement - maintain clear ped. path without street furniture, so weaving is not necessary
Pedestrian education	<ul style="list-style-type: none"> - enforce pedestrian violations at CBD intersections - review the rules of the road for pedestrians - Make pedestrian more responsible, pay attention
Derelict Properties	<ul style="list-style-type: none"> - make this block less sketchy - sell this city own vacant land so that it can be developed as a walk to retail site - demolish Olympia Motel
Schools	<ul style="list-style-type: none"> - mandatory pull "off street zone" for school bus loading - traffic is greatly reduced when kids can walk or bike to schools - prioritize schools as pedestrian friendly & safe zones
Healthy lifestyles & sustainability	<ul style="list-style-type: none"> - having a pedestrian strategy is a great step forward toward a more sustainable Calgary! - Importance: maintaining a healthy lifestyle - Edmonton Trail Breakfast experience
Car Driveways	<ul style="list-style-type: none"> - reducing vehicle access around easy pedestrian spaces helps to promote culture of walking - better designed (or fewer) driveway curb-cuts - remove curb cuts / driveway slopes
Street names & Way-finding	<ul style="list-style-type: none"> - better wayfinding tools/signs around the City for walkers - need: neighbourhood walking maps - better wayfinding
Research & innovation	<ul style="list-style-type: none"> - heated sidewalks along pedestrian corridors - make the C-train free but charge for the parking - more reporting of pedestrian / vehicle accidents

Distracted walking and driving	<ul style="list-style-type: none"> - evaluate and measure pedestrian distraction. Education campaign on it - no mobile phones or iPods on the road to avoid accidents - distracted pedestrian issues
Engineered Walkways	<ul style="list-style-type: none"> - no connections or pass-through's in neighbourhood (that is known) - more pedestrian/bike paths to link cul de sacs - shorten distance - upgrade and Map neighbourhood pass-throughs
Train Crossings	<ul style="list-style-type: none"> - make LRT pedestrian crossings safer by installing gates like those behind City Hall - all entrances to downtown under CPR tracks - better connectivity for pedestrians across LRT/Rail tracks
Visibility Campaigns	<ul style="list-style-type: none"> - pedestrians should make themselves more visible, especially dusk/night w/ reflective top - wear white to avoid getting hit when crossing the street! - visibility of pedestrians

What Happens Next

No decisions have been made yet about the Pedestrian Strategy. All of the feedback has been provided to the Pedestrian Strategy project team. When the Pedestrian Strategy has been drafted, project team will be hosting public events in the Fall 2015. Project details can be found on the project page: www.calgary.ca/pedestrianstrategy

All feedback collected was based on the same two questions. They were: What is important to you when walking in Calgary? What would encourage you to walk more?

In Person Feedback

Tuesday, March 10

Glenmore Inn

32 participants

- If Mono sidewalk, increase width
- SAFETY
 - Personal
 - physical (icy)
 - lighting
- Access to Transit
- Design crossings of busy roads so that timing of signage isn't a challenge. Use islands
- Don't block off access to walkways off river paths (i.e. Quarry Park)
- Destinations in my neighbourhood
- Enmax & other utility boxes: Bury (vaults) vs. Blocking the sidewalk
- No mono sidewalks
 - Dangerous
 - snow removal
- If walking is important, then fund it
- Install sidewalks in ALL areas; including industrial
- Improved pedestrian lighting
- Better/more controlled crosswalks
- Sidewalk snow removal
- My husband was furious when they started putting up all the fences in Southland Dog Park. Then after the flood, they didn't rethink the bike paths
- Adequate lighting
- Use weather events (spring time mud, winter time fresh snow) to get into the field to see footprints or otherwise gather better ideas for improving walk experience
- Need a "mad-money" allocation for every community (or natural grouping geographically) to do a few "desire line"(???) improvements every year
- Clean/clear ramps on all +15 overpasses
- Improve lighting
- Priority for pathway despite construction
 - IOL construction shutting down QP spine
- Love the pathways available in Riverbend!
- Make Ogden Road more bike/pedestrian-friendly. Connect bike path in front of George Moss Park
- No sidewalk West side of 18th Street. Glenmore to Riverbend
- Venue for tonight not walk able (had to borrow a car)
- Control dogs
- Clear snow in high traffic areas, even in front of houses
- Opportunities for Riverwalk light along river near Quarry Park
- Missing median fence on 18th Street near McDonald's

- Inventory of desire lines – make connections
- Sidewalks both sides

Thursday, March 12

Whitehorn Community Centre

2 participants

- urban Braille
- access for mobility challenged

Saturday, March 14

Haysboro Community Centre

18 participants

- Better crossing at 17th Ave & 16th St. S.W.
- pathway along Heritage: snow cleared regularly. Appreciated!
- difficult to cross busy intersections (17th Ave & 37th St. S.W.)
- 14th St. barrier getting to Glenmore Reservoir Park
- overhead pedestrian crossings can stall traffic (@ trains)
- signs along Heritage block views, limit visibility
- orphan curb cuts from old driveways, no longer in use -> FIX
- pedestrian scramble at busy intersections (17th Ave/37th St)
- 14th St @ Heritage -> 90th. No sidewalks
- rolled curbs are beneficial for access
- Springwood Dr S.W. traffic speeds. & bend limits visibility
- getting rid of street accessing driveways
- creating destinations to walk to. Create larger neighbourhood shopping areas
 - not compete with larger areas
- clear boundary of off-leash park
- need: neighbourhood walking maps
- bedsteads (??) limit access on pathways
- separate sidewalk, separation between cars & sidewalks
 - Heritage Drive - good example
- reduce or eliminate right turn on red
- what does it take to get speed to 30km/h as default in residential areas?
- Heritage & Elbow S.E. corner -> crosswalk button too high
- poor sidewalk condition at 14th St, used by bikes too
- increase street tress for enclosing street feel -> slow traffic, creates better environment
- 4 season pedestrian-friendly environment
 - e.g. heated sidewalks
- move map along 14th St up higher. In bad shape
- Eagle Ride Dr. S.W. pathway intersection: poor visibility
- intersection closed @ Heritage & 14th St: unsafe crossing connection
- pedestrian overpass at Heritage & 14th St?
- no connections or pass-through's in neighbourhood (that is known)
- education on push buttons & what they do

- do push buttons do anything?
- pedestrian overpass or more ped-friendly crossing at 14th St
 - between Southland Dr and Heritage Dr
- major roads e.g. 14th St are barriers for residents using/accessing park to west
- consider pedestrian scrambles near C-train stations
- convenient paths
- safety
- add curved mirrors at blind intersections
- Bantrel building overpass is an example location
- better wayfinding
- 87th Ave and 12th St intersection @ school - increase safety for school kids
- love new laned sidewalk along Heritage between Elbow & 14th St
 - easy for kids to use too
- pedestrian overpass @ 90th Ave & 14th St S.W.? And/or Heritage & 14th St
- expansion of "snow angels" program? Awareness or potential social funding for paying people who need work to keep sidewalks clear/shovelled in winter
- 11th St & 87th Ave - need 3-way stop to allow people to cross
 - especially kids for the school
- poorly designed intersection for pedestrians, visibility with cars from West
 - 11th St & 87th Ave S.W.
- desire to twin paths
- visual cue for pedestrians approaching intersection: 94th Ave & MacLeod Tr S.E.
- Ranchman's patrons at night: conflict with traffic
- 33rd Ave business area -> slow down traffic
- raised sidewalks/crosswalks
- use existing corridors to develop more efficient networks across town
 - C-train land, major roads
- thanks for the paths around Costco & IKEA - easier to bike there, but paths could extend further
- more connecting sidewalks/path
- more C-train oriented development
- thanks for the increase in paved paths for biking, like Heritage Dr
 - it makes a huge difference
- new sidewalk policy, so not illegal to bike on sidewalks
 - not usually enforced, but still, I feel less relaxed when I do it for safety
- twin sidewalks or designate one side of the street - walking, the other for biking
 - use what exists!
- paving paths instead of concrete: great idea so users know that they are dual use, not just for pedestrians or bikes
- thanks for the snow clearing in Fish Creek so I can walk there safely in winter
- 87th Ave & 11th St S.W. - dangerous intersection-crossing design
- maintained sidewalks
- bike racks on or next to sidewalks - obstruction to peds
- pedestrian education & awareness vs. speed & traffic
- more education: back lane entries need to be cleared on sidewalks in residential districts
 - this limits winter walking they are so icy
- direct routes

- tree coverage
- threat of crime prevents youth walkability
- permeable pavement materials: poor walkable surface: 9th Ave – Inglewood
- distracted pedestrian issues

Tuesday, March 17

Highwood Community Hall

14 participants

- looking for opportunities for community associations to get involved
- all sidewalks in Hillhurst! Too narrow!
- 5th St from 9th Ave to 3rd Ave. Especially between 7th & 4th!
 - so many walking from LRT to new developments (towers)
- I would walk more if:
 - a) there were more environmentally-friendly pathways
 - b) more greenery alongside the pathways
 - c) the pathways were shovelled more often
 - d) the traffic lights are more pedestrian-friendly
 - e) I would like a sidewalk next to the road under centre street bridge
 - f) hard packed dirt roads - they are easier on your feet
- good transit (frequent, walkable)
- quality pedestrian realm
 - parked car buffer
 - well lit
 - trees
 - boulevards
- need more funding for pedestrian needs
- just make it POSSIBLE (summer & winter)
- I miss alley walking. I used to meet neighbours over back fences. Now it's a wall of two car garages
- better process to complete traffic calming requests
- traffic is greatly reduced when kids can walk or bike to schools - remove that "created demand" by making school corridors walkable
- City departments all need to be stakeholders & work together to address future development
 - i.e. planning transit/pedestrian
- reducing vehicle access around easy pedestrian spaces helps to promote culture of walking
 - start with easy wins for quick buy-in
- improve pedestrian experience along 5th Ave between 10+14St N.W. (crossing safely)
- keep walkable communities walkable
 - i.e. Hillhurst & Sunnyside
- when planning community events (Lilac Fest, Sun & Salsa, Stampede, Canada Day, etc) have City promote walking (Transit/bike routes & reduce parking)
- SAIT & Northhill Mall not integrated into neighbourhood traffic patterns
 - act on blocks. Very difficult to travel south
- the pedestrian experience at Peace Bridge + adjacent pathway is fantastic!
- put kids first - they are the future, and it won't help if they are pancakes
- one "window" for the pathway system; coordinate!

- Observations: 1) hedges 2) trees 3) fences 4) snow walls 5) ice & snow 6) flooded walks, etc
- to be able to safely use existing paths, walks, trails
- stop densification without road, parking & school improvements
- teach kids to look both ways before crossing the street & to respect the lights & to show respect for motorists
- get the egos and ideologies out of council (Carra & Civic Camp) and do practical things
- get rid of the commute bike strategy to decrease congestion & avoid distracting drivers & pedestrians by macho cyclists
- remove traffic calming so that you don't have the frustrated drivers
- improve traffic flow on main arteries so drivers do not have to go on residential streets
- clean storm drains, clear sidewalks at lane crossing
- recomplete Riley Park promenade
- having a pedestrian strategy is a great step forward toward a more sustainable Calgary!
- Varsity Estates: bicycle/walking lanes behind houses *Beautiful*
- Peace Bridge, North Side, ends at Memorial
- need crosswalk @ 10th Street & 8th Ave N.W. @ Pat Burns
- all entrances to downtown under CPR tracks
- need path uphill to SAIT from Riley Park parking lot
- 14th Street N.W. from Bow River to North Hill
- 14th St. Pedestrian bridge @ 8th Ave N.W. - fix please. Bridge over Crowchild!
- Gladstone Road. NW sidewalk too narrow
- 9A St. NW @ Memorial Drive. Overpass too narrow!
- Importance:
 - 1. maintaining a healthy lifestyle
 - 2. sidewalks & roads clear of ice & snow
 - 3. no mobile phones or iPods on the road to avoid accidents
 - 4. No jay-walking
 - 5. obey signs
 - 6. improve beauty & safety of streets & landscapes
 - 7. improvement in street lights
 - 8. pedestrian corridor on 17th Ave downtown
- 16th Ave and 15th St N.W. at Sears parking lot; all the snow gets pushed onto the sidewalk - its either icy or a mud hole
 - Sears hates pedestrians!
- simple solutions! Don't overkill with committees when not needed
- the cars aren't paying attention to the big fancy flashing signs indicating speed of above 30
 - lots of money is not equating to drivers paying more attention to their speed
- drivers need to be reminded that pedestrians in any crosswalk (marked or otherwise) have the right of way! Via PSA's
- 14th St. N.W. near 7th Ave N.W. - pedestrian bridge - needs upgrading
 - that puts pedestrians first - kids, families, school community
- JEFF SPECK: "connecting walkability with walkability"
 - its @ both ends of the trip & in between! Not in isolation!
- political will / community design

- there is a small problem with our community. Somebody wants to build a new building right across our school. It will increase traffic, and they want to be able to turn left. They also want to make a traffic circle, but really, it will not increase traffic safety. Another problem in that area is they want to knock down the green bridge and build a crosswalk. It will result in kid pancakes
- around Hillhurst/Sunnyside, all the traffic and traffic lights scare me. Is there anything we can we do about this? (a 10 year old)
- boulevards are wonderful
- when creating opportunities for TOP or densification, make a "walking" plan of the area before proceeding
- 4-way stop at 2nd Ave & 8th St N.W. : Simple! People are already stopping anyway
- will help cars slow down the volume of traffic off Memorial won't change so things have to be put in place to combat against it!
- 16th Ave between 19th St & 14th St is horrible! I avoid it as much as possible
 - 10th St. NW! Kensington Rd!
 - 5th Avenue NW from 10th St -> 14th St.
 - crossings - Bad. No crosswalk @ 11A & 13th! Sidewalks too narrow
- light is way too short at 16th Ave & 15th St. NW @ Sears. Walk means sprint
- safety is important. Having kids walk to school independently
- 14 St. between 20th Ave NW and...everywhere South
 - narrow sidewalks, sound barrier right beside sidewalk, no protection from traffic
- prioritize schools as pedestrian friendly & safe zones
- mitigate current traffic impacts & future traffic impact potential around schools
- having City departments work together (speak on personal experience...)
- improve pedestrian experience on Gladstone Road NW
- implementing recommendation from City of Calgary / CBE survey to discuss student safety issues. Have yet to see action

Thursday, March 19

CBE Education Centre

72 participants

- Design more commercial corridors that are like Kensington, 17th Ave & Whyte Ave (Edmonton)
 - lots of door entrances
 - window shopping
- No right on red downtown or in Beltline
- Wider sidewalks. Our sidewalks are very narrow
- Sidewalks set back from road
- Incorporate delay lights to allow better movement of pedestrians
- Make LRT pedestrian crossings safer by installing gates like those behind City Hall
- How many traffic signals can we change to 4-way stops where pedestrians are equal to cars
- Consider the weather in the duration of traffic lights - it's hard to wait in -30 degrees!
 - i.e. 12th St & 9th Ave S.E.
- Decrease speed limits in residential area. Especially inner city
- Make lighting at intersections angled to light up pedestrians (e.g. East Village)
- Can you show us some examples of infrastructure designed with pedestrians first?
 - e.g. bridges, pathways, sidewalks, intersections, shaved streets...)
- Put the money where the people are! Improve high use areas first.

- one size doesn't fit all!
- 30km/h speed limit in all residential areas
- cars still go through crosswalks - need lights
- more parks, less parking lots
- crosswalks on both sides, not just 1 side as is often the case
- don't allow poles in the sidewalk or encroaching on the sidewalk
- ensure ice is removed from city sidewalks
- create curb parking on busy streets to protect pedestrians from traffic
- enforce bylaws requiring houses and businesses to remove snow and ice
- sidewalks too narrow
- keep bikes off sidewalks
- have design competitions for sidewalk layouts and design
 - attractive features would encourage me. Vistas
- Improve quality of streetscapes
- lower speed limits. 30km/h
- balance spending on transportation
 - more \$ on pedestrians, transit cycling
 - less \$ on cars-related
- better designed (or fewer) driveway curb-cuts
- 7th St S.W. is very busy, cars speeding, don't see pedestrians. Can be scary!
- pedestrians first policy
- get rid of vehicular-scaled signage - 11th & 12 Aves aren't MacLeod Trail!
- map out streets and neighbourhoods that need improvements in their pedestrian realm and tie to a long-term capital plan.
- keep crosswalk lines painted!
- please lower the residential speed limit to 30km/h :)
- overhead routes from LRT stations are EXPOSED! Why no covering?
- wherever possible, grass boulevards should separate pedestrians and traffic
- zone more complete communities, give us a destination to walk to
- City already doing great for pedestrian lighting
- lighting at night should be consistent - too many dark spots
- important: nice clean sidewalks, wider so I can walk while holding hands ;)
- wider sidewalks
- more crosswalks with lights (or scramble)
- improve/widen walking underpasses under train tracks in Beltline
- traffic lights - many not long enough or don't work...
- zebra crossing
- curb extensions, tighter corner for traffic to reduce speed
- encourage medium density development. Not ever building needs to be ultra-high rise.
 - promote better mix of residents (families)
- shorter crossing distances
- wider sidewalks with trees on commercial streets, especially downtown
- wide enough sidewalks to have 2 strollers side by side!
- road standards: make roads barriers between communities.
 - revisit to complete streets, needed to focus on people, not cars
- maintain sidewalks to minimize tripping hazards

- 16th Ave S.W. between 8th St & 14th St S.W. should be more pedestrian & cycle friendly
 - fewer cars on 16th Ave (they can have 17th Ave)
- connecting stairs on escarpments are very good, but add ramps wherever possible
- curbs that encourage drivers to slow down while turning onto roads like MacLeod, to increase pedestrian safety
- why no sidewalk to Rotary Challenger Park?
 - or a feeder bus to help those for when the Park was built
- add more pedestrian lights!!
- sidewalks in high use areas should be maintained to high standard
 - W.R.T., cracks, unevenness, etc...
- maintain clear pred. path without street furniture, so weaving is not necessary
- fix substandard width of sidewalks
 - e.g. 2nd St. S.W. between 10th & 11th Ave
- put a bridge from Erlton LRT station across MacLeod Trail
- provide transit stops close to entrances of public buildings.
 - the bus zones at the Children's Hospital are a long way from any entrance
- build a bridge for people over MacLeod Trail to Erlton Station
- eliminate billboards, they are not pedestrian friendly!
- wheelchair ramps: - point in wrong spots
- work with province for lower residential (30km/h) speed limits
- consider posting 4 way vs. 2 way and v-posted 4 way stops where neither road is major
- at construction site, where sidewalk is blocked, in road pedestrian sideway should be priority
- residents and businesses should be required to keep hedges and trees trimmed back off the sidewalk and with at least 7 feet of headroom
- start countdown right when walk sign starts, like in Quebec City
- better construction management - minimize closed sidewalks
- no new roads without sidewalks on both sides
- fix 16th Ave in the Beltline - it is a road, not a back alley
- no Corner Clutter - walking path should be unimpeded!
- better screening of surface parking - better yet, just get rid of it!
- force parking lot owners to do a better job of landscaping the surrounding environment
- pedestrians should make themselves more visible, especially dusk/night w/ reflective top
- minimum sidewalk widths in the Beltline. Many sidewalks are too narrow
- better connections across Deerfoot
- more pedestrian bridges over the Bow & Elbow to connect neighbourhoods
- enforce pedestrian violations at CBD intersections
- curb extensions in some locations
- zone fares for Transit. So I can walk one-way and take bus with groceries back
- reason to walk for my day to day errands. Business clusters
- flat/level sidewalk/at grade pedestrian avenues like Stephen Ave.
- when I walk, I want to feel safe. Crossing roads is dangerous, especially with "right on red" policy. Drivers education and enforcement of the "stop first" policy will help.
- use more hoarding around construction sites. No fast fences (3 check-marks in dif colour pen)
- it would help if drivers stopped blaming pedestrians for being hit by their cars.
- more traffic lights on 9th Ave S.E. in Inglewood. OR stop signs.
- Somerset LRT and related bus stops are a pedestrian nightmare.

- design LRT with walking in mind
- need by-law enforcement so that adult cyclists do not ride on sidewalks
 - this bylaw is not being enforced!
- move chain link fence away from roadway @ 9th Ave SE @ 4th St
 - South Side of 9th Ave westbound from 7th St, chain link gets closer and closer
- wider sidewalks with buffers in between sidewalk & road
- please eliminate "Push to Walk" buttons. Just have regular walk/don't walk lights
 - Simpler. Easier. Friendlier
- ensure access ramps at corners, lead pedestrians to the opposite corner
 - not the middle of the intersection
- in new developments, pedestrian and cycling connections should be included between cul-de-sacs and the back of crescents
- on main streets, focus on comfort, safety, beauty and surprise (or interest) for pedestrians
- review the rules of the road for pedestrians
- the City needs to not encourage bikes using sidewalks.
 - most bridges require bikes to use sidewalks
- eliminate right turns on red lights. These are very dangerous
- evaluate and measure pedestrian distraction. Education campaign on it
- benches for the elderly
- Inglewood contacts: (we're proud to be a walkable community where people can live well without a car!)
- Bikes need a buffer from traffic, so do pedestrians.
 - Narrow sidewalks right against the road are not safe or comfortable
- Diagonal, across intersection crosswalk with separate pedestrian traffic signal
 - pedestrians are equal to traffic
- remove walk buttons for pedestrians & sync all lights together
- better landscaping, more trees, lighting public art, and better sidewalks
- make sidewalks mandatory. Period. (check-marked with different colour pen in agreeance)
- better landscaping and wider sidewalks
 - e.g. more trees, coal lighting, public art
- heated sidewalks along pedestrian corridors
- wide enough sidewalks (improve accessibility for people)
- paint zebra stripes at pedestrian crossings
- new rule: if a driver is caught speeding, they have to re-pass the learner's exam before they can drive again
- widen minimum sidewalk widths in all residential areas
- make communities permeable to walking (as well as cycling!) Connectivity!!
- protection from splashing vehicles. Wide sidewalks/buffer areas
- some streets have no sidewalks - have to walk in the street!
 - e.g. Durham Ave in Mount Royal
- more two-way streets in Beltline and downtown - slow cars down!
- remove curb cuts / driveway slopes
- remove driveway ramps across sidewalks - ESPECIALLY when there is no longer a house or driveway there
- ensure safe access around all construction sites - do not close sideways for construction period
- wide, mixed use sidewalks with trees, landscapes, benches, etc

- sidewalks NOT just for walking
- COMPLETE STREETS!
- more crosswalks
- surface parking -> promote flexible uses -> food truck, "food court" pop-up market
 - (too many missing street edges!!)
- lower speed limits ("I agree!" - in different pen)
- reduce speed limits marginally on roads, especially with few pedestrian traffic
- safety-net high speed traffic, or use better
 - e.g. 25th Ave between MacLeod & 4th Street
- improved retail downtown, and better stores so I can walk to it rather than driving to the suburbs. I would like to do every day shopping near my home
- enforce the pedestrian right away. Educate drivers on roles + enforce by-laws that are in place to protect people crossing the street
- 40km/h (or lower) speed limits for vehicles in residential areas
- nice urban realm - trees, lighting, vegetation, benches, art, people
- incorporate a higher quality of urban design. Curb extensions!
- at peak hours, have 4-way pedestrian crossing lights.
 - Drivers will be less impatient not having to wait for people to cross
- places to walk to, i.e. green space & services, City wide
 - develop the land use plan for more mixed use areas
- close 7th St east underpass to extend river walk and related park areas would like crosswalk lights timed for pedestrians to walk first, reversing the left hand turn first
- if it wasn't so noisy! (e.g. 8th St. S.W.)
- proper lighting in underpasses
- avoid constructing single-purpose - one dimensional road corridors (for cars only)
- pedestrian counts & flow map
- separation from cars - trees, parked cars, boulevards
- add more garbage cans so people can keep streets cleaner
- shouldn't have to push a "walk" button to get signal at controlled intersections
- more signage about sidewalks closed because of construction
- don't cut off pedestrian access when building transit/roads
- uninterrupted sidewalks: sidewalks on both sides of the road
- buffer between sidewalk & road
- lower speed limits for all residential
- reliable lighting on underpasses. Safety
- more scramble crosswalks
- wider sidewalks (better snow cleaning at intersections)
- traffic slowing measures on 8th St. in the Beltline
- better sightlines at intersections so drivers don't have to "creep out" to see traffic. When they creep out, often block pedestrian crossing
- consider length of pedestrian wait at light
- wear white to avoid getting hit when crossing the street!
- (5 St & 8th Ave S.E.): The edges of sidewalks need to be easily discernable, especially in winter conditions. This means adequate slopes at wheelchair ramps creating a distinct swale. Raised roads at intersections are unacceptable
- bridge from parking to C-train @ Sirocco station

- make upgrading the well used CP rail underpasses a high priority
 - they are currently dark and rusty!
- require pedestrian access by construction zones
 - especially by downtown condo/building developments
- that when I walk, I feel confident that a car is not going to run me over. Better snow clearing!
- active street edges with shops & restaurants
- like the idea for crosswalk light with count down
- follow through: Great plans are useless if not implemented
- separation of pedestrian & traffic
 - cycle lanes
 - increase pedestrian connections @ intersections: prioritize
- more crosswalk lights (flashing)
- better construction management
- eliminate "closed" pedestrian crossings
- ensure quick & efficient routes to walk from LRT stations to popular sites
 - e.g. fences in Sunridge Mall parking lot create a longer walking route
- capital infrastructure projects should proportionally budget to allocate funds to tie in active made infrastructure, otherwise, the budget is always spent elsewhere. "Where it's more necessary" & peds/cyclists are deprived
 - not gonna achieve mode split targets this way
- sidewalks too narrow, not cleared in the winter in our neighbourhood (S. Calgary/Marda Loop)
 - clearing & encouraging all residents to clear will help
- eliminate right hand turns on red light please
- lower speed limit
- banning right hand turns on red lights for cars
- find one-way streets to preference the automobile over the pedestrian
- two-way streets on 11th & 12th Ave in Beltline to make it feel less like a highway
- frequency - more light changes so that more pedestrians feel like walking
 - less wait time at crosswalk
- don't build Park & Riders right next to C-train stops.
 - make it so there is nowhere to walk when you get on/off the train
- better lighting on sidewalks (pedestrian scale)
- need pedestrian access around construction sites
- need to build better walkability in the new suburbs. Having huge roads separating communities and expecting people to walk is not going to work
- the need for overflow parking around City pathway/parks (Edworthy, Nose Hill, Fish Creek)
 - speaks to the demand for more natural environments & supporting active mode infrastructure. Also, better lighting to promote night-time use
- make the C-train free but charge for the parking
- attractive main streets
- MUST target ZERO fatalities. Too many people are being hit by cars and it is unacceptable
- activate pedestrian realms - when 5pm hits, downtown is a ghost town, which is tragic considering its potential. Make it a place people want to be
- City events to promote walking
- if it wasn't so dusty & dirty
- remove sidewalk obstacles - boxes, etc., where the sidewalks are overly narrow. Widen!

- more scramble crosswalks
- curb extensions
- better signal times
- wider urban sidewalks
- no right turn on red at some places
- more at-grade crossings. Avoid up and overs!
- would like shorter gaps in light timing in inner core streets. The waiting is long in winter
 - Shorter, more frequent lights please
- better maintenance and snow clearing on busy routes
- better designed sidewalks. Just because a sidewalk is there doesn't mean it is pedestrian friendly. Design for comfort and safety
- narrow width of all car lanes, and widen sidewalks accordingly
- traffic calming in residential areas
- when I go to work in Foothills & other industrial areas - often there are no sidewalks AT ALL when I get off the bus. :)
- greater equity of public street space for pedestrians
- require construction sites to always maintain pedestrian access by sites
 - often have to walk on streets by construction zones downtown
- better wayfinding tools/signs around the City for walkers
 - Edmonton wayfinding is a great example. Plus we don't want to lose to Edmonton!
- would like education to encourage drivers to wait until pedestrian has crossed before making a turn
- Political will: if walking is "top of the pyramid", then:
 - shouldn't be able to close walk for construction but keep road open
 - walking projects funded first
 - why so long for pedestrian strategy?
- barrier from traffic
 - trees
 - shrubs/bush/landscaping
 - fencing?
 - bike rack, etc, MIXED USE!!!
- pedestrian realm for all social brackets...wealthy, homeless...
- enforce snow clearing bylaws
- well-lit pathways - don't rely only on street lights. Especially when sidewalk is set back in
- natural barrier from dust & road debris when walking
- wider sidewalks ; don't plant poles in them
- yes to some public art. E.g. along river walk and 5 St. underpass
 - and small parks/green spaces
- public education + vision zero
- sidewalks for more than just walking! Benches, art, storefront, patio...
- public washrooms...where are they?
- APS's audible pedestrian signals at all traffic lights
 - at pedestrian activated crosswalks an audible locator is necessary
 - they need to be loud enough
 - start to convert one way streets back to two ways
- Push to Walk Buttons:

- Remove all Push to Walk Buttons at traffic light controlled intersections and allow the walk/don't walk signals to change automatically with the traffic lights. I find that these buttons are very inconvenient. If I arrive at one of these intersections immediately before or when the light changes to green in the direction I am travelling, I have to wait a full cycle before the walk light activates after pushing the button. In the winter it can be quite uncomfortable, especially at intersections with long cycles like Crowchild Trail N.W. and 5th Ave NW, where the wait time to cross Crowchild can be in excess of 2 minutes. I don't believe the buttons have any effect on speeding up the cycle.
- I also believe that the Push to Walk feature actually presents an increased danger because some individuals decide not to wait for the lights to cycle and will cross on the "Don't Walk" signal.
- Pedestrian Awareness Campaign:
 - I believe the City should conduct a public awareness campaign to increase pedestrian safety, and also encourage common courtesy on sidewalks and crosswalks. On several occasions I have almost been hit when crossing or attempting to cross on a crosswalk. Also, I sometimes encounter groups of people who tend to take over the whole sidewalk or crosswalk, and make little if any effort to move to their sides to allow approaching pedestrians to pass.
- Other Concerns-Comments:
 - I believe that all of the yield signs at school intersections should be replaced with stop signs.
 - The side walk on the north side of 16th Ave N.W. between Crowchild Trail N.W. and Banff Trail N.W. needs to be improved-built.
 - All T-intersections that do not have traffic signs should have yield or stop signs installed, as some individuals in this city do not know the right of way rules as outlined in the Alberta Traffic Safety Act.

April 15, 2015

Mount Royal University

32 participants

- more lighting
- security downtown (homeless / loitering)
- get the gravel off the streets
- need stuff to walk to
- sidewalk space around construction sites
- too far to walk from home to... anything esp. w. climate
 - me too
- downtown at night: too dark, not enough people, too many places where you have to wait
- night life = hot chicks
- more pathways
- access to C Train - marlborough west side - mobility issues, no sidewalk
- more garbage cans
- safe sidewalks
- too many walk lights that aren't automatic - less push buttons
- crack macs – dangerous
- Sirroco LRT - need to clean access to train
- clearing snow
- more lights

- wider sidewalk
- more parking around LRT
- maintenance - sidewalks are covered in gravel, uneven
- consider traffic calming measures, some measures enrage instead of calm, counter productive
- pathways to walk on instead of grass
- crosswalks that are geared to peds
- more fun runs for public
- river pathways great
- no sidewalks on MacLeod Tr S – boo
- fix the dang walking paths by the river deep south
- #73 52 St NE bus shelter poorly designed for those w mobility issues
- feel like low priority when crossing streets
- can't take hockey gear on transit
- not enough pathways in downtown, sidewalks are nice place for a stroll
- more art
 - me too

May 15, 2015

Vivo (formerly Cardel Place)

15 participants

- "Busy traffic; Don't feel safe into Cardel Place; Signal timing not long enough; Elderly people not enough time to cross lights; Live close but too much traffic, don't want to walk"
- Importance of retail, post office in walking distance
- Pathways are key
- Edgemont fundraises for facilities
- Edgemont good for walking
- Development needs connections early in new areas
- Connecting amenities (can be temp)
- Bike paths near Northland Mall
 - Better way to rearrange
- Playgrounds are destinations to walk to
- Weather
- More seating in walking friendly areas
 - Good for elderly. Need benches at parks
- Street furniture and enhancing walking experience
- "Sometimes there are light poles / signage in the way or in the middle of sidewalks"
- "Gladstone Road in Hillhurst - would like this street added to future project for Complete Streets"
- "Make some pavements coarser - discourage skateboarders from running into conflict with Peds."
- Bicycle paths good idea
- More signs to pick up dog poo
- More green space

April multiple dates & locations Downtown, 2015

- Riverfront Aves 1st needs better signage
- Open +15's until later
- "Better parking close to downtown that's affordable so we can enjoy our own town. "
- More Ped. Crossings near Cardel Place (Harvest Hills Blvd.)
- Flashing crosswalk lights in the blvd. (Silver Springs)
- Better driver education
- More scrambles
- More of the pathway system
- Don't marginalize the pedestrian
- Push buttons for crosswalks
- All should be automatic
- More public washrooms along pathways
- Safety
- No sidewalks in new neighbourhoods
- Less cars, more walking and biking
- Boulevard trees and shading
- Put effort towards waling to reduce health risks
- Good snow removal
- Good pathways
- Indirect ped connections in new neighborhoods
- "Concerned about the removal of ped bridge at 8th and 14th (Grace Hospital)"
 - Replace with good option
- Stephen Ave. Important
- 311 App is a great tool, could be used by walkers
- Better traction on wooden stairs between Edmonton Trail + 10th St. NW
- Construction detours are frustrating
- Nice weather would make it better
- Education on pathways + etiquette
- Better sidewalks
- More spaces for walking, less spaces for bikes
- Make cars yield to peds.
- Pedestrians obey traffic lights
 - Good!
- Garbage cans need more Strategy?
- More cool architecture
- Stephen Ave
- Encourage Parking Strategy to deal with Peds to SAIT
- 1614 - 17 A ST SE sidewalk needs repair- large hole
- Make pedestrian more responsible
 - Pay attention
- Enforce Bylaws around pedestrians
- More scramble lights so that all peds walk at once
- Snow removal
- Restrict bikes on Stephen Ave between 11:30 - 1:30 pm
- More car free streets

- Limited parking around Anderson LRT
- Traffic calming process
 - "lack of funding + resources to do/act on C.A's requests"
- "More resources + attention to Ped. Crossings + infrastructure improvement"
- Sidewalks everywhere; lighting in parks; enforcement of cross walks
- Snow removal concerns
 - Mt. Pleasant
- Need more funding allocation for re-investing in the developed areas
- Sidewalks in industrial area where no people but not in area where people walk
- Don't like scramble intersections
- Fitness stations along pathway
 - Inner City- Parks- Dwt
- Don't have enough lighting to feel safe walking at night
- Icy sidewalks. Keep them clear
- Care NOT stopping at marked or lighted x-walks
- Crossing 16th Ave to North Hill Mall. Add Ped Crosswalk @ Home Depot
- Extend Stephen Ave longer. More places to walk without cars
- 10 St - 23 Ave NW Better traffic control. 4 way stop.
- Public trams - free to 17th Ave SW. Less development in Mt Royal
- Connect Calgary + Cochrane with pathway
- More cameras for speeding - playground zones. No more bridges, more green space
- Wider sidewalks. Water spots, benches, pit stops
- Dog poop
- Kincora - no main of pathway in winter- very busy – icy
- Speed of bikes
- "Can't cross Richmond Rd. between West Hills- Richmond Centre. "
- Bikes + Peds
- "Distracted drivers. Need to pay attention. Educate"
- Slow down bikes. Hole on bridge - missing lights safety
- Bikes should go slower. Walking path along river west of 14th street could be better
- More separated bike/ped on pathway. Signage to educated share path

April 25, 2015

Genesis Centre NE

- More crosswalks
- More sidewalks
- Better lighting at night
- Need to get from the train to Genesis Centre - How about an overpass
- More kids walking to school
- Snow & ice control
- Wider sidewalks
- More connections sidewalks on both sides
- Short cuts would make it better
- Place to go to
- Mow the grass on the edges of the pathways

- Restaurants to walk to
- Cyclist where I am trying to walk.
- 8 Ave + 44 St SW needs better crossings
- More amenities plants, art
- Sidewalks that are finished instead of going no where
- Some place to walk to
- More sidewalks
- Less cars + more walking downtown
- Better driver awareness of peds

April 28, 2015

Kirby Centre

- Snow & ice build up at Bowness Community Centre Seniors Centre
- 77 ST NW - park unsafe
- Cars need to pay more attention
- 17 Ave SW at Signal Hill LRT - peds don't get every light
- Snow removal in Glenmore Park is great.
- Broken sidewalk fixed.
- Snow and ice control on all sidewalks - some aren't next to private home.
- No buttons - peds always get light.
- Accessibility destinations to walk to.
- Need to consider bikes on reservoir - more divided pathway.
- Comfortable at train stations – Dalhousie
- Lighting at wheelchair ramps.
- More pathway.
- SNIC on public and private.
- Cracks in sidewalk, tripping hazards.
- Better accessibility.
- Sidewalk condition / repair.
- Transition from other countries. Language barriers for signage/wayfinding laws.
- Enjoy walking parks & pathways (advertise more)
- Icy sidewalks – injuries
- Pretty food yield to pedestrians compared to other places.
- Construction blocking sidewalk (centre street)
- Drivers turning right are not looking - need a way to improve this.
- Difficult to cross at Nosehill & Crowchild. Need longer light for ped. Push button doesn't always work.
- Enjoy walking for exercise. Like treelined streets.
- Need places to go. Broken sidewalks.
- More encouragement to walk.
- Need longer crossing light @ Richmond Rd. and 17 Ave.
- Missing sidewalks
- Like having stores / plaza to walk to
- Happy with having sidewalks & pathways in Marlborough Park.
- No sidewalks in new areas

May 9

Chinatown Community Association

12 participants

- Icy sidewalks on ramps
- Snow shovel, owners responsibility by community
- Drunk people. try to avoid – scary
- Lights in the evening, Sight lights- uneven surface (icy patches)
- Handrails, Called 311 but no defined
- Ped signals too short
- Crime in the area
- Ped signals, Longer signal
- Parking on sidewalks, delivery vehicles, Double/triple parking
- Triple parking on sidewalks ped spaces
- 1st & 2nd Ave only one sign, Senior awareness signs
- Shared space challenge, deliveries, walking, drop offs
- Bike & ped conflict on side walk, Centre Street - feel unsafe
- Bike riding on sidewalks (crossing Centre Street Bridge)
- Too much garbage makes it unpleasant to work
- Garbage bins on main street (dumpster) blocks sidewalk
- Garbage/dumpster located on side walk, unsightly – smells
- Not knowing how to make left/right turn (?) Know the right protocols
- Seniors do not know how to cross intersections, Right of way for pedestrians
- Transit drivers wait at red light instead of waiting at bus stops for seniors
- Not enough lighting at Centre Street Bridge
- Uneven surfaces turn into ice from puddling water
- Need MV/Ped signage and understanding
- Centre + 2nd Ave right turn on red dangerous to pedestrians
- Cars turning on green and pedestrians crossing at the same time dangerous
- Intersection/crossing understanding, Confusion, timing is off, blink no crossing
- MV speed and volume great but don't realize seniors in the area
- Centre Street busy, fast speeds, don't realize entering high senior population area
- Shared bike path along river dangerous, High speeds and conflict
- Lots of shops, places to go walking to
- Attractive street, More trees, people, places like shopping
- Ped programs, Educational in Chinese. Enforcement of SafeWalk
- Plus 15, Bridge crossing options
- Underground Ped mall
- Clean underground transit system
- Pedestrian use of back alleys
- Senior awareness signs, Traffic calming
- Incorporate Heritage Plan and ARP
- Access on side walk w/o impeding garbage and vehicles
- Promo & education for drivers / ped
- Mid block crossing to avoid jay walking

- Centre Street bridge tunnel to cross for seniors
- Public washroom
- Centre Street in Chinatown ped only, Put cars underground
- Lighting for beatification, Decorative/functional seating
- Feature area to light and enhance to feel safe
- Reduce ped/bike conflict

Online Feedback

Topic Name: Pedestrian Strategy

Idea Title: Wider sidewalks and narrower streets.

Idea Detail: Promotes more people, less cars.

Idea Author: Kirk T

Number of Stars 62

Number of Comments 3

Comment 1: We really need to think more in three dimensions here. In many cities in Asia I've seen (including in S Korea, Japan, Bangkok, Kuala Lumpur, Singapore, Taiwan) they intelligently utilize the space above and below the main roadway with elevated monorails or LRT's and walkways, and underground metros that are so unbelievably advanced over what Calgary has that's it's absolutely shameful here with all the money that we have had and still have. The future is efficient, clean mass transit and singular autonomous vehicles when needed, along with limited continued human driven vehicles. We are so far behind the way a lot of the rest of the world is thinking with our fixation on fossil fuels that we are risking a very dire future if we do not start advancing quickly. | By Darren N

Comment 2: narrower streets also force cars to drive slower, which results in less noise and air pollution, which in turn creates a more pleasant walking environment! | By Cornelia D

Comment 3: Wow... lots of stars and no comments??

Love the boldness of your statement Kirk, but are we talking about any place in particular here, cause this simply hasn't been true in my observations in Calgary or most places in North America.

Just the opposite is true, more people promotes more cars.

Look at some popular spots in Calgary (sorry that I am familiar with) Stampede/Saddledome, 17th Ave S, Kensington, Prince's Island Park, Epcor Centre. Many of those above even benefit from LRT access and when they are full of people they are full of cars, or everywhere around them is. I stayed away from areas beyond the core because it only gets worse in those spots because without cars there are no people at them. | By C B

Idea Title: More community businesses to walk to! Fewer 'Big Box' stores

Idea Detail: I live in a great inner-city-ish neighborhood, but like many Calgary neighborhoods there is a lack of easily pedestrian accessible essential businesses in my area. In order to get to a grocery store I need to drive to 16th Ave; and my situation is better than most. Even great, otherwise walkable, communities like Bridgeland and Inglewood (and the currently developing DT East Village) are lacking small local grocery stores that people can walk to. Neighborhoods like Kensington/Sunnyside, Mission, and MardaLoop benefit from having easy access to a grocery store. When I lived in mission I walked everywhere...to work, to restaurants and cafes, and to get groceries a few times a week. There are few communities where you can do this without a car. Even in places where you need to drive or take transit to work, there is still a benefit to being able to come home and grab groceries from 'just down the street'! :)

I hope the city can encourage small grocers to proliferate!

Idea Author: Andrew R

Number of Stars 52

Number of Comments 6

Comment 1: through its zoning bylaws, the municipality is currently encouraging, even requiring large scale commercial -- for example, through minimum parking requirements. | By Cornelia D

Comment 2: Andrew i think it is happening.

Dale you bring to light what YYC is trying to make possible, but just as in Vancouver's evolution the "chicken and egg debate" will rage on i guess as i understand that policy responded to allow for Vancouver's transition - it didn't legislate it.

Lets be honest it starts with population need/demand that creates an opportunity. Stir in real high land values and area constraints affecting the availability of sites, this instigates creative thinking by both a private company and city policy makers to 'willingly' amend site coverage ratios, land uses, parking requirements, traffic standards, loading requirements, access requirements, etc., etc., etc..

This type of opportunity is evolving very quickly in Calgary, but if the grocery company doesn't see a successful business plan in a spot where the City staff can see some compromise on standards being possible, well then it won't matter what the land use policy limits! | By C B

Comment 3: LRT stations would be best if the were focal points for neighbourhood main streets. Medium sized grocery stores should be the anchor tenants at the other ends of these streets so that people would walk by them on the way to and from work rather than to their cars at the park and ride. The city could redevelop some park and rides as pedestrian oriented commercial. An example of what doesn't work is Dalhousie Safeway that isn't connected to Dahousie LRT effectively and there are many other examples of poorly thought out LRT just a bit too far from commercial and commercial just too far from residential. | By Kyle O

Comment 4: Perhaps there are municipal policies that might encourage more supermarket chains to take a chance with small grocery store concepts. Reduced business tax, prioritized development permits processing, reduced permit fees, etc. | By Tom S

Comment 5: Vancouver made private companies change their business strategy by not allowing big box stores. They did it with courageous urban planning and zoning laws. We could move in that direction and it would be a huge win for NEIGHBOURHOODS. | By Dale H

Comment 6: Not sure how a municipal government can make private companies change their business strategy. Tescos (mega grocery chain in the UK) chose to do this themselves by putting in Tesco Express mini grocery stores in communities. Was wildly popular. | By Izzy E

Idea Title: require developers to provide pedestrian connections

Idea Detail: from all building entrances/exits in a proposed development to the public sidewalk and from all building entrances/exits to all other building entrances/exits on the site.

Idea Author: Kathleen G

Number of Stars 48

Number of Comments 0

Idea Title: Pedestrian only streets in busy public areas.

Idea Detail: Like Stephen Ave, close the street off to vehicles in highly public areas. Maybe just for parts of the day? ie) 4th St, Kensington, Inglewood, etc.

Idea Author: Kirk T

Number of Stars 46

Number of Comments 2

Comment 1: In Calgary, most people live far away from the places that are busy public places - downtown and area. That is not a reason not to enhance the walkability of those areas. If you want to commute into them then yes there is a price - if you want to live in them there is a price

too. If the price is too much for you ... you are free to not participate but you are not free to prevent others from participating.

I was in Birmingham England years ago and saw they closed their entire downtown to cars - emergency vehicles only - and it was great. They drive to the area and park in their "beltline" and walk in. Their downtown is quiet, full of flowers and people walk 15 abreast at lunch. It totally wouldn't work here with our weather but I do think its time we had a new "Stephen Street" cutting North-South (maybe convert 3rd St W to pedestrian only).

| By Clyde P

Comment 2: Absolutely Kirk... people are going to drive to the great active spots because weekend transit doesn't work for a family of 5 who wants to bring a lunch and maybe do some shopping.

So be smart and close off the streets from time to time.

I would love a stroll down 9th Ave in Inglewood, maybe loop down to the river with my family and walk it. Its like a walk in a nice quaint small city. But guess what, i live 20 minutes from there so i am not taking the bus and i am not biking all that way with my family of 5 to have to bike home after a long day. | By C B

Idea Title: Widen & beautify sidewalks

Idea Detail: Sidewalks on major roads like Centre Street should be wide to make it easy to walk side by side. It would be great to have trees planted along the way and maybe some plants/flowers in the summer.

Idea Author: Amanda T

Number of Stars 44

Number of Comments 1

Comment 1: Amanda and all those putting stars on this one; wouldn't we all love this. Please stay engaged on the main streets and north LRT discussion cause that is when this type of opportunity will become available because currently private property lines make this not possible.

alternatively your community association can work with the business owners to take up 'local improvement' efforts that would improve your experience, your property values, and draw people to your area businesses! | By C B

Idea Title: Allow Alcohol Consumption in Public

Idea Detail: 1. Think: western Europe.

2. Walking with booze often makes walking better.

Laws restricting alcohol consumption to private property imposes unnecessary control and removes one of the benefits of walking. This antiquated liquor law is rooted in fear and the false belief that this law is preventing social problems. We can look to many countries who allow alcohol consumption on sidewalks and will not see a correlation to increased social problems. In fact, what we see are normalized attitudes towards moderate alcohol consumption. We also see more 'eyes on the street' (even if those additional eyes may have slightly blurry vision).

Keep in mind that those who want to drink alcohol will do so. The public liquor law restricts walking far more than it restricts alcohol consumption.

Idea Author: Dale H

Number of Stars 42

Number of Comments 10

Comment 1: If I could choose to take a cab to a concert or wherever I'm going or walk and have a beer. I'd definitely choose to walk. | By Kevin B

Comment 2: Who said you have to be drunk to have a drink on the street? | By Amy M

Comment 3: This is hands down the worst idea I have ever seen on here. The last thing we

need is more people walking around drunk in Calgary. | By Chris C

Comment 4: I am not keen to see more alcohol on the streets - makes street less safe. But perhaps we need to improve walkability to liquor stores so that people can walk to the liquor stores to purchase their beer rather than driving | By DEb L

Comment 5: The idea is to remove the law that restricts alcohol consumption to private property. No one is suggesting that alcohol always has to be involved in social activities and I am not suggesting any changes to laws about being stumbling drunk in public. The relaxation of "consumption in public" is extraneous to those concerns.

As for the littering concern, I certainly agree that there is an unfortunate correlation between drinking in public and empty drink container litter. I don't have a solution to this. However, because of the recycling deposit on bottles and cans, the problems is often solved eventually. If only we had that same system in place for take-out coffee, slushes, and fast food packaging.

| By Dale H

Comment 6: This rule seems to already be in effect in any Park for the "after dark" crowd. Wish they would pick up after themselves. | By David H

Comment 7: Why do we always have to involve alcohol in social activities - we have times and places to drink and we should keep them. Daytime family activities don't need alcohol - enjoy the time, the space and the people with a clear and open mind | By Joey S

Comment 8: Being a relatively new Calgarian I have to ask if this isn't something worth really talking about? Partner this type of freedom with site specific well known designated areas, increasing security, and other control measures.

I have heard many a great tale of the amazing outdoor street atmosphere; and in a bitter sweet example I look a Stephen Ave example. During the weekday a destination; during the evening and often on weekends inactive, in fact often avoided!!

I love the idea of areas where the social excitement can spill out onto the streets - these examples and more:

Anytime: Stephen Ave, Eau Claire

Weekends: Kensington Rd, Marda Loop Area, 9th Ave in Inglewood

Weekend Evening/Events: 17Ave SW; 4th Street SW 22 to 25 Ave | By C B

Comment 9: Great idea. Take people who want to drink in public out of the gene pool through their own voluntary action.. | By Tom D

Comment 10: The main advantage to allowing public alcohol consumption is not that it allows for drunkenness, it's that we make it easier for people to move more freely into public areas without worrying about their beverages. We're essentially encouraging people to walk by taking away barriers. | By Tanya G

Idea Title: Police Enforcement of Impatient Drivers

Idea Detail: Drivers heading east on 9th Avenue turning south on 5th are too impatient to wait for pedestrians to clear the junction during rush hours, so they weave in-between pedestrians. Every day there are near misses here.

Idea Author: Izzy E

Number of Stars 40

Number of Comments 3

Comment 1: I've almost been run-over by a car 5 times this past 3 months while going to school because of these drivers who just couldn't wait until I completely cross the road. I know they saw the blinking lights of the pedestrian crossing sign. Most of them were at least 40 meters away when I pressed the button. | By Kris A

Comment 2: You're right - most intersections in the city are terrible for this, but downtown takes the cake. | By Izzy E

Comment 3: Brilliant comment, not just for this particular intersection, but in general! | By Aleks R

Idea Title: Create a culture of respect for non-motorized means by drivers.

Idea Detail: It is time to educate the motoring public that pedestrians and other means of nonmotorized

transport have the same right to be on sidewalks, crosswalks and on roads (cycling) and deserve as much respect as motorists have to be on the roads. This should be part of driver education.

Idea Author: Doug C

Number of Stars 40

Number of Comments 3

Comment 1: Deb - fines don't work so well, in fact. What works better is design that prioritizes pedestrians -- through narrower lanes that reduce speed, wider sidewalks, mixed land uses, etc.

| By Cornelia D

Comment 2: Sorry for getting off topic here but there are some distant implications to pedestrians as well.

It is very clear that there are plenty of motorists who do not understand their responsibilities around some of the new forms of bicycle infrastructure (e.g. crossing a bike lane to make a turn). This information is not easily accessible and I don't think that the average motorist is going to seek it out. I would like to see the local media step up here to inform the public until it is truly understood. | By Dale H

Comment 3: Educate, design your Environment and Enforce....There is nothing like a parking fine and demerit points to get that message across | By DEB L

Idea Title: 10th AV. SW and 12th ST. SW Intersection

Idea Detail: This intersection is a disaster waiting to happen. High traffic area, right beside the Community Natural food market, yet so poorly marked and ignored by the drivers. I walk this way twice a day with my kids, and I have to pray every time before we cross, it's that bad. Last year they finally added a small ramp (full of snow all winter long), but the signage is still criminal. Desperately needs pedestrian lights, not just up in the sky, but on the street/eye level as well.

Idea Author: Aleks R

Number of Stars 38

Number of Comments 2

Comment 1: Honestly I don't know why traffic lights were ever installed at 10th Ave & 14th St; to try and manage the vehicles trying to get out of downtown at the end of the day perhaps?? Think that decision made this area more attractive as a cut through destination and perpetuated this behavior to this point of danger!

Too bad as 14th Street is an important vehicle route and thinking of the pedestrians would have resulted in a the mutually beneficial decision for the entire area! Consider an overhead pedestrian/cycle crossing over 14th for less than the cost of those signals! This would have allowed for smoother and safer vehicle flow along 14th and connected residents of Sunalta and LRT users to the shops east of 14th! | By C B

Comment 2: I sometimes avoid going to Community just because of the poor crossing. | By Alys L

Idea Title: Develop walk-able communitiees

Idea Detail: Develop communities that encourage walking: wide sidewalks on both sides of the street, neighborhood shopping, larger parks for walking and running (not just tot lots and baseball fields).

Idea Author: Doug C

Number of Stars 38

Number of Comments 2

Comment 1: I would also suggest optimizing the walkable communities that already exist in the inner city. Consider traffic calming measures to keep vehicles at a reasonable speed and make the walking experience more pleasurable. Pay attention to connectors such as bridge underpasses to ensure cleanliness and safety | By DEB L

Comment 2: Agreed. Developments should adopt mixed land use strategies such that walking is attractive which happens when there are facilities and real-estate to walk to. Boston recognizes that pedestrian friendly cities are attractive and is on a mission to become the most walkable city in the States by building more real estate that is within walking distances. Let's make Calgary a more modern city.

<http://www.bostonglobe.com/ideas/2015/03/19/boston-track-become-most-walkable-cityamerica/>

HZMRdbm6fWjEwcaNcblfSO/story.html | By Nusrat J

Idea Title: plant trees next to the road to help separate vehicle traffic

Idea Detail: the pathway is exposed to fast moving Bow Trail traffic - there is a narrow area separating pathway paving from the curb - plant some trees

Idea Author: Sal L

Number of Stars 36

Number of Comments 0

Idea Title: Sidewalks down 11th street SW

Idea Detail: 11th street SW is one of busiest pedestrian routes in the city. Sidewalks from 10th AV. SW all the way down to 7th AV. are criminal, for the most part. I cannot believe that this part of the city is so neglected. Even down 8th AV. from Mewata Armory to 8th st. SW is no better. How can such busy area be so blatantly ignored for years is beyond my comprehension!

Idea Author: Aleks R

Number of Stars 35

Number of Comments 1

Comment 1: Yes, we need to advocate to improve these critical pedestrian corridors | By DEB L

Idea Title: Quieter streets, slower traffic, less congestion

Idea Detail: Some otherwise interesting streets seem to struggle to attract pedestrian traffic; and I believe part of the problem is that too much traffic, high speeds, traffic noise and insufficient pedestrian infrastructure make these streets unpleasant places to be. Centre street north and 16th Avenue are good examples of this (although 16th Ave can be forgiven; as it is a highway afterall).

I feel for the business owners who struggle to attract customers to their stores on these streets which are so awful to walk on! Think of how much better it would be if these arteries were somehow removed from these otherwise prime business locations.

In an ideal world I think thru-roads through the city would be tunnels...underground and out of sight; leaving quieter, traffic-reduced surface roads. Obviously this is impossible due to the ridiculous costs and other implications.

All I'm trying to convey is that for future decisions relating to these busy roads, we should consider the affect that heavy thru traffic has on the neighborhoods, the pedestrians, and the businesses that could benefit from reclaiming these traffic-destroyed streets!

Idea Author: Andrew R

Number of Stars 35

Number of Comments 0

Idea Title: Enforce builders to put sidewalks on both sides of the street!

Idea Detail: In so many new communities, builders only plan and build sidewalks on one side of the street. What a shame! We should make sidewalks mandatory for builders/city planners when planning a new community.

Idea Author: Renée C

Number of Stars 35

Number of Comments 0

Idea Title: Create an Always Cleared pathway system for winter walking

Idea Detail: Walking on slippery sidewalks isn't fun or safe. If you're lucky, businesses throw down a bunch of salt on the sidewalks in winter which is a disaster for our rivers. The best way to deal with ice and snow is to have it cleared by machine just after it snows. The city could create a set of roads which are guaranteed to be free of snow and ice in the winter to improve the pedestrian experience.

Idea Author: Mieka W

Number of Stars 35

Number of Comments 2

Comment 1: If work is contracted out to private businesses there should be disclosure of the contractors name to pathway users - who can then formally complain to the city via 311 and expect that this work will be completed. If this work -walkways not cleared, the contractor should be fined. I think there are a number of contractors who do not fulfill their contracts and there have not been repercussions, so they keep on doing it... | By DEb L

Comment 2: There is a regional pathway in my area that is supposed to be cleared after it snows. The work is done occasionally at best and this winter the contractor resorted to using gravel because they did such a bad job removing the snow that the ice grew several inches thick. If we are going to have a pedestrian strategy then these pathways have to be priority #1 for the contractors, not a 'we'll get around to it after the shopping malls' priority level. | By Clyde P

Idea Title: Plant proper trees along sidewalks

Idea Detail: Plant proper trees along downtown/uptown sidewalks to create a barrier between the street/road and the sidewalk. Natural and logical thing.

Idea Author: Aleks R

Number of Stars 34

Number of Comments 1

Comment 1: Trees make for a more pleasant as well as safer environment! | By DEb L

Idea Title: remove chain link fencing at green spaces - the *prison* view

Idea Detail: these fences just encourage -enable bad driver behaviour and the walking view for pedestrians is that of being confined in prison ...the pedestrian movement to the green space is as important as the safe use of green spaces... for a community that walks, has higher than average Sr population... it would make sense that access to the park benches (behind the fence) would be more accessible * along the way*

Idea Author: Sal L

Number of Stars 34

Number of Comments 0

Idea Title: street and bike lane snow clearing - why onto the sidewalk?

Idea Detail: often adjacent property owners have cleared their walks only to have roads reload the walk with the wet street mix making walking very difficult

Idea Author: Sal L

Number of Stars 34

Number of Comments 1

Comment 1: Absolutely accurate! | By Aleks R

Idea Title: better street lighting around crosswalks

Idea Detail: Walking downtown from Renfrew for work is good until you have to cross Edmonton Trail. There isn't enough lighting on the sidewalk for vehicular traffic to notice a pedestrian to notice they are trying to cross. This is particularly so during darker winter mornings.

Idea Author: Kim B

Number of Stars 32

Number of Comments 1

Comment 1: This is a very important intersection. Needs to be made a priority for pedestrian safety. | By DEB L

Idea Title: Scramble crosswalk

Idea Detail: All pedestrian crossing in any direction as part of light sequence. Intersections at 10th Street and Kensington Road and 10th Street and 2nd Avenue NW. Both very busy pedestrian corners, with conflict between drivers turning and pedestrians crossing.

Idea Author: Joyce H

Number of Stars 30

Number of Comments 3

Comment 1: Those two intersections being so close together are a colossal nightmare. For all involved. Pedestrians, Cars, transit users.... This may help with traffic flow in all directions. On my grand wish list (ha) wouldn't it be best if the east/west section of Memorial, at that intersection, was underground while the North/south remained at street level? You would then have free flowing traffic east/west bound and only have to content with the lights at 10th & Kensington. It would be a grand undertaking. | By Tracy P

Comment 2: Sounds like a good idea for this location, which is the 'heart' of the Kensington shopping area. | By Patrick M

Comment 3: Drivers on Eastbound Kensington Rd turning left onto Northbound 10th st very rarely look for pedestrians crossing 10th. I've seen a few people almost get hit... Cops pulled over one driver at least! A scramble crosswalk would be great! | By Danny H

Idea Title: Signal Timing at 11ST and 9 AV SW to improve pedestrian experience

Idea Detail: Although 11 Street from the Beltline is a heavily used pedestrian route, the signal timing at 9 Ave SW overly favours the 9 Ave traffic. It is an inappropriately long wait for pedestrians. It's a simple adjustment that would encourage walking. As a bonus, it may, slightly, discourage driving.

Idea Author: Dale H

Number of Stars 29

Number of Comments 4

Comment 1: Agreed, I'm sure I've wasted entire days waiting at this intersection. though 9th ave being one of the only major roads bringing traffic into the core, im sure they're reluctant to stop its flow very often - you know how traffic is like a butterfly, right?

All we need here is a good old fashioned pedestrian overpass. | By Rob L

Comment 2: Agreed, I'm sure I've wasted entire days waiting at this intersection. though 9th ave being one of the only major roads bringing traffic into the core, im sure they're reluctant to stop its flow very often - you know how traffic is like a butterfly, right?

All we need here is a good old fashioned overpass. | By Rob L

Comment 3: Yes, anything to reduce the favouritism to vehicles is necessary for Calgary's pedestrian strategy. | By DEb L

Comment 4: Great comment! I spend so much time with a stroller every morning at this intersection, it's painful. | By Aleks R

Idea Title: CPR Underpass Upgrades & Maintenance

Idea Detail: The underpass improvements (under the train tracks) that have been taking place have been excellent and I would like to see the work on 8th, 4th, and 5th completed quickly. In the mean time, sidewalk surfaces should be kept at a high standard that reflects the volume of pedestrians that use these routes.

Idea Author: Dale H

Number of Stars 29

Number of Comments 2

Comment 1: The 8th St SW pedestrian underpass needs serious attention. They are very narrow the west side more so than the east side. | By Maria H

Comment 2: Excellent comment! | By Aleks R

Idea Title: more trees

Idea Detail: mature, fully grown trees and attractive landscaping

Idea Author: Kathleen G

Number of Stars 29

Number of Comments 1

Comment 1: tree lined streets are a great way to reduce car speeds which is probably the single most important thing for walkability. | By Cornelia D

Idea Title: All streets within 1 km of a LRT station should have sidewalks

Idea Detail: All streets within 1 km of a LRT station should have sidewalks. There are streets near Chinook station with no sidewalks - e.g. 62 Ave SE. There is room for a sidewalk if part of the grass median on the side of the road is paved over.

Idea Author: Craig D

Number of Stars 29

Number of Comments 0

Idea Title: Pedestrian Crossing

Idea Detail: Pedestrian crossing at 10AV. SW and 12 ST. SW by the Community Natural Foods is an accident waiting to happen. I cross this intersection at least twice a day and the marking is desperate. Needs flashing lights and crossing lights at the eye level.

Idea Author: Aleks R

Number of Stars 28

Number of Comments 1

Comment 1: I agree. This intersection is very dangerous and requires treatment. I have almost been hit here as a pedestrian! | By Alex P

Idea Title: Closer amenities in neighbourhoods.

Idea Detail: Amenities need to be closer to encourage people to walk. As an example some houses in Tuscany are more than a 30 minute walk to the commercial centre.

Idea Author: Kirk T

Number of Stars 28

Number of Comments 3

Comment 1: Cornelia you are absolutely correct. Not only do apartments and townhouses need grocers, restaurants and other businesses within walking distance, but they also need to

consider making higher density sites for all ages. Communities function better, are more interesting, and are safer when the ages range from newborn to retired. The age diversity ensures that people are out-and-about at all hours ensuring that one is comfortable in the area as it is not deserted after 5 or 6 pm. | By T N

Comment 2: Dale - you bring up a good point -- Calgary needs more diversity / neighbourhood options besides single family! But more important than density is land use mixing -- think 20 storey apartment blocks with nothing within walking distance! | By Cornelia D

Comment 3: I assumed that people moved to Tuscany because they hate walking. No one should expect a sprawling community full of single-family houses to be walkable.

There is only one solution to the long distances that discourage walking: MUCH higher residential density that can support amenities within walking distance. Sadly, Tuscany, and many other communities in Calgary, were built with cars as the priority. These mistakes will not be undone in our lifetime. This "Garden City" idea is a relic of 1902 urban planning and has no place in modern cities.

However, Tuscany does better than many other auto-centric communities since most Tuscans(?) have much less than a 30 minute walk to Tuscany's commercial area/parking lot. Furthermore, you do have nature running through Tuscany. So, I suggest that you put on a great pair of walking shoes, pack some water and try to enjoy the hike to Sobeys. | By Dale H

Idea Title: Snow Clearance at cross walks

Idea Detail: It is often very difficult to cross the street because huge piles of snow are left and not cleared at places where walkers must cross the street.

Idea Author: Jeannette P

Number of Stars 28

Number of Comments 2

Comment 1: YES, YES, YES... keep the sidewalks and curb cuts cleared of snow and ice. | By DEb L

Comment 2: Absolutely correct! | By Aleks R

Idea Title: Encourage parents to walk their kids to school.

Idea Detail: Encourage parents to find the time to walk their kids to school rather than drive them when it is only a few blocks away. The health benefits will be amazing for both parents and kids.

Idea Author: Doug C

Number of Stars 28

Number of Comments 1

Comment 1: YES, YES, YES... how about also encouraging parents to enrol their kids in local schools (esp inner city) rather than distant private, charter and special schools where they must drive the kids or else rely on bus transport | By DEb L

Idea Title: More pedestrian only areas like Stephen Avenue Mall

Idea Detail: Walking only areas in the downtown are best

Idea Author: Jane K

Number of Stars 27

Number of Comments 0

Idea Title: Pedestrian Crossing (flashing lights, pedestrian controlled stop light)

Idea Detail: Anything to make it safer to cross the 4 lanes of 4th Street to get to the bus stop, and slow the traffic down.

Idea Author: Trina P

Number of Stars 27

Number of Comments 0

Idea Title: Build a safe sidewalk (and bike lane) along 16 Ave NW between Banff Trail NW and 29 Street NW

Idea Detail: It is dangerous and difficult to walk from Motel Village bordering on 16th Ave NW to 29 St NW to go to either Stadium Mall or Foothills Hospital or U of Calgary Medical Campus. Many tourists and residents would use this pathway if it existed. People already walk this but it is far from safe and it is very unpleasant due to the proximity of traffic.

Idea Author: Lynn W

Number of Stars 27

Number of Comments 0

Idea Title: More neighbourhood connectivity

Idea Detail: Many suburbs are very isolated from one another. Community connectivity would make walking more interesting and provide easier access to other areas by foot.

Idea Author: Kirk T

Number of Stars 26

Number of Comments 0

Idea Title: Why do we plow snow from roads onto sidewalks?

Idea Detail: I find it interesting how we make such a fuss over plowing roads with little regard for pedestrians when the snow piles up on sidewalks. The slowplow and grader drivers should be required to walk the sidewalks after they have plowed snow onto them to assess their impact on pedestrian movement.

Idea Author: Doug C

Number of Stars 26

Number of Comments 1

Comment 1: Brilliant comment, as accurate as it gets! Hats off! | By Aleks R

Idea Title: Automatically Switch Lights at Edmonton Trail/Memorial Drive

Idea Detail: Have lights on Edmonton Trail (4th Street) and Memorial Drive switch automatically to a walk light, this would:

- a) show pedestrians that they are (at least) as important as cars
- b) drastically reduce the number of pedestrians jaywalking (as the light only switches to a walk light if someone is there in time to push the button)

Idea Author: Barbara W

Number of Stars 25

Number of Comments 4

Comment 1: This needs to be implemented at all intersections. It seems that as intersections are upgraded with new lights, they are also changed to only show a walk sign when the 'beg button' is pressed. This is an awful policy. | By Jon L

Comment 2: Yes, there are so many pedestrians crossing at this intersection that they need to be considered with all traffic management planning | By DEB L

Comment 3: I AGREE, I understand that this is one of a few critical vehicular accesses into our city core and as such presents challenges. So extending the rush hour programming (signage and routing) and signal automation to INCLUDE cycling and pedestrian movements is a great and innovative idea.

Logically city traffic management professionals must have examples where consideration paid to ALL MODES of travel vastly improves the movements of ALL MODES | By C B

Comment 4: I AGREE, I understand that this is one of a few critical vehicular accesses into our city core and as such presents challenges. I would think that extending the rush hour

programming (signage and routing) and signal automation to INCLUDE cycling and pedestrian movements is a great and innovative idea.

The city traffic management professionals need to utilize the 1000's of intersection camera's they now have up and where they don't have it get out and observe that there are areas like this where the attention is only being given to one mode of travel, and consider that attending to ALL MODES will improve the movements of ALL MODES. | By C B

Idea Title: ensure pedestrian connections follow pedestrian desire lines

Idea Detail: don't put fences in the middle of pedestrian desire lines.

Idea Author: Kathleen G

Number of Stars 25

Number of Comments 1

Comment 1: Exactly, and where there are goat trails is a pretty good indication of where there should be paths or sidewalks. Walking takes time, so pedestrians don't have time for 2 km detours. | By Kyle O

Idea Title: Sidewalk snow removal needs drastic improvement

Idea Detail: Sidewalk and sidewalk ramp snow removal needs drastic improvement. Try pushing a stroller and crossing the street after it snows anywhere downtown and/or uptown. Good luck!

Idea Author: Aleks R

Number of Stars 24

Number of Comments 6

Comment 1: Agreed Steve. Start fining people PLEASE! Mind you the roadside clearance isn't much better as the trucks only clear the centre of the streets, not the area next to the curbs which makes pedestrian walking even more of a hazard. How those with mobility issues manage is beyond me. The handibusses (sp) are notoriously behind schedule and full leaving those in need either housebound or managing the sidewalks with their walkers on their own. I see it all to often.

| By Tracy P

Comment 2: Agreed! | By Claire B

Comment 3: Please clear the sidewalk on the north side of 16 Ave NW between 29th St and 24 St NW - city land. | By Carol B

Comment 4: Agree - little wheels, stroller, grocery caddies are near impossible in the winter... my reason for converting to a back pack... which has now presented a new challenge.. the communities around the fringe to down town have become the new turf for the relocating street people, some who seem to stake their *turf* and see anyone caring a back pack as a potential encroacher.... the policy of enforcement down town solved little.... just moved it around..... I wish I had a solution for this one. | By Sal L

Comment 5: And enforcement! Calling 311 seems to have no effect at all, yet according to 311, homeowners are given 24 hours to clear their sidewalks after a complaint or the City will do it and charge the homeowner. I have yet to see this happen in my community... | By Steve E

Comment 6: Its important to allocate more money in the city budget to snow removal on sidewalks - critical if we wish to increase walking year round. | By DEB L

Idea Title: fix the trip hazzards -the heaved joints &fill cracks

Idea Detail: the bad condition of the sidewalk surfaces in the community have pushed the wheeled pedestrian uses you have categorized with walking onto the street / bike lanes -until money is found to replace the sidewalks in this 50's community at least fix the hazzards. The patch repairs that cut in to do infill housing split lot tie ins need to be revisited as they settle or

heave within months of the patch.

Idea Author: Sal L

Number of Stars 24

Number of Comments 2

Comment 1: As a Nurse who works with hip and knee surgery patients, their worst fears are trying to navigate this city even in the best of times and even in the heart of downtown. Residential neighbourhoods are avoided all together. Snow removal in front of businesses is a joke. Few fines ever handed out. As an able bodied person I too am beyond frustrated by the inconvenience of trying to walk in Calgary. Poor walkway locations, intersections without pedestrian walk buttons can mean up to a 6 minute wait on some cold winter corners (Erlton St crossing MacLeod). Why an underpass or overpass has never been built there is beyond me!! Yet a second (Very costly) bridge crossing from downtown to Kensington was built literally meters away from a existing one!?!?! | By Tracy P

Comment 2: YES.. Needs to be part of an established City sidewalk safety program | By DEb L

Idea Title: More trees and green space along pedestrian routes

Idea Detail: 8th Ave NE (East of Edmonton Trail) - This is a primary route for kids walking to Stanley Jones school. It is ugly, dusting and busy! More trees/shrubs to provide a barrier between the road and the sidewalk would be lovely.

Idea Author: kellee G

Number of Stars 24

Number of Comments 0

Idea Title: seeing people around

Idea Detail: things that attract people, pedestrian-oriented design, people watching, community design that allows you to bump into a friend (ie. walking to the store or restaurant), appropriate density to allow for small businesses to be possible/profitable

Idea Author: Kathleen G

Number of Stars 24

Number of Comments 0

Idea Title: Streetcar on MacLeod for Public realm character and for the creation of a pedestrian interface.

Idea Detail: Maybe a streetcar on MacLeod Trail is too farfetched but this is a street that gravely needs "Character transit connectivity" (that is a shout-out to the citizen who wrote about gondolas and streetcars). At a minimum, MacLeod Trail needs character.

Idea Author: Dale H

Number of Stars 23

Number of Comments 0

Idea Title: Make corners squared not rounded to force cars to slow down when turning right.

Idea Detail: So amazed how many people don't slow down when doing a right turn to check if it is clear or there are no pedestrians.

Idea Author: Matthew B

Number of Stars 23

Number of Comments 1

Comment 1: This is directed squarely at Transportation. You folks may not realize that there are elderly people and folks on wheels who have to make do with large corner radii, which increase vehicle speeds and the distance from curb to curb. Tighten the curbs. Cars and trucks can still make the turns. | By Christine H

Idea Title: Wheelchair accessibility

Idea Detail: Make sure all bus stops are wheelchair accessible.

Idea Author: Michaëlle T

Number of Stars 23

Number of Comments 0

Idea Title: New sidewalk

Idea Detail: 11 ST. SW desperately needs brand new sidewalks between 10th AV. SW and 8th AV. SW. One of the busiest pedestrian routes in the city with the 3rd world country sidewalks. embarrassing!

Idea Author: Aleks R

Number of Stars 22

Number of Comments 0

Idea Title: Pedestrian pathway bridge over centre street linking Crescent heights and Rosedale

Idea Detail: Linking Crescent Heights, Bridgeland and Sunnyside together via pathways with pedestrian bridges over the busy Ctr St. & Edmtn Tr. streets will encourage the busy areas to explore further east, and better tie in the communities - and myself to enjoy the walks to the other communities

Idea Author: Joe B

Number of Stars 22

Number of Comments 4

Comment 1: Basically yes. With the hills on either side of the road, a pedestrian overpass would not require any climbing "up" to get to, as the path would be already elevated. So the path and overpass would be in line with each other, because the roadway is essentially already sunken into a ravine of sorts. So pedestrians on the pathway would have no inconvenience at all.

Certainly pedestrians on the sidewalks flanking the street would have to climb up to the pathway and related overpass, but the idea is to create an organic pathway that continues from community to community for cyclists, walkers and joggers. | By Joe B

Comment 2: I think Joe is advocating for a grade seperated crossing on two roads where a better way to accommodate all nodes is required (something more affective than simply 'trying' to stop cars or slow them). Foot traffic in these areas is growing and growing. So if you don't like over we can try for under, as in into the future LRT stops that are below grade.

Lets see that happen sooner and that will get some cars off the roads. | By C B

Comment 3: Rather than making it harder for pedestrians, by making them go up, and over, and down, to get back to the same level they were already at, make roads safe to cross. Lower speed limits, eliminate lane reversal/highway on Centre Street, and start enforcing traffic laws that are broken, leading to dangerous sistuations for pedestrians (speeding, red light running, changing lanes without signals, passing in crosswalk zone, turning right on red without stopping, etc) | By Jon L

Comment 4: Not totally supportive of pedestrian bridges as they are so expensive but it would be nice to have better linkages between these north side communities and the great views of the down town and mountains | By DEb L

Idea Title: Non-intimidating and green felling river access from Bridgeland

Idea Detail: There is no "green" or enjoyable way to reach the river from Bridgeland. A banffstyle animal overpass over Memorial Drive to the new St. Patricks Island would be great. But having too use the Ctrain overpass or the starkness of the Edmonton Trail/Memorial

intersection is NOT enjoyable.

Idea Author: Joe B

Number of Stars 22

Number of Comments 3

Comment 1: this would be wonderful - allowing safe, green space access to the river from Bridgeland, instead of it being cut off by memorial drive. | By Laura M

Comment 2: For sure we need to improve the Bridgeland C train stn overpass.... it is very grotty. And while we are at it why not put memorial drive underground... out of sight... | By DEB L

Comment 3: Love the idea! Why not put all of Memorial drive from the 4th Ave ramp to the Zoo/Baines Bridge exit "under ground" :-). | By Barbara W

Idea Title: Better access to older community facilities: libraries & pools

Idea Detail: Some facilities do not have pedestrian friendly access and have not been upgraded for 40 years. Its great to talk about the new communities, but let's not forget the existing communities

Idea Author: Jane K

Number of Stars 22

Number of Comments 1

Comment 1: Let's do walking audits in older communities - around public facilities like pools, skating rinks etc. and work to improve pedestrian access and safety | By DEB L

Idea Title: Engage with community associations and do walk audits,etc.

Idea Detail: The city is promoting "great neighbourhoods", so be sure to engage with the community associations to support them to look at walkability in their neighbourhoods. Work with interested communities to audit walkability: to identify key walking routes and identify safety and other issues that impede walking. Then together develop strategies to overcome the issues. But the key word here is "engagement".. that is where real action becomes possible.

Idea Author: DEB L

Number of Stars 22

Number of Comments 0

Idea Title: Parking area for cyclists and walkers

Idea Detail: It is so busy by the Island, that this open space between east and westbound Memorial Drive would make a perfect place for parking for people looking to go out and enjoy the riverside etc. It would also encourage use of the pathways etc. east of Centre street - especially if more are built

Idea Author: Joe B

Number of Stars 21

Number of Comments 2

Comment 1: Amen Joe... we need to start considering that people who want to walk in these wonderful places often need to drive there to experience them. I know that sounds annoying to some people but its just reality; at least this way we wouldn't be parking all over residential streets and impacting home owners lifestyles. | By C B

Comment 2: Improving the pathway on the north side of the river near memorial drive would divert some walkers and cyclist from the busier south side... more people on this side would improve the safety under the Langevin and 5Ave bridges (where lots of creepy people loiter) | By DEB L

Idea Title: Character transit connectivity

Idea Detail: What about re-introducing some streetcars? Perhaps a route from Kensington along Memorial out to Bowness Park. The idea being that this type of transit will connect me better to places so I don't have to drive. Perhaps some pedestrian gondolas as a means of connectivity and ease of mobility.

Idea Author: Kirk T

Number of Stars 21

Number of Comments 2

Comment 1: there used to be a streetcar to Bowness - and it is a great neighbourhood that is hard to reach without a car. I like this idea. Have a rack on the back for kayaks and rafts! :) | By Laura M

Comment 2: Street cars and gondolas! I love it! The Memorial route that you suggested would be scenic and useful.

In addition to 'regular' people, I can foresee Bow River rafters using this transit service. | By Dale H

Idea Title: Add a pathway between West Campus and Stadium Shopping Centre

Idea Detail: Add a pathway along the north side of 16 Avenue NW between West Campus and Stadium Shopping Centre

Idea Author: Desmond B

Number of Stars 21

Number of Comments 0

Idea Title: Crosswalk signal light

Idea Detail: There are many pedestrians young (for school) and old that use this crosswalk. A crosswalk signal light would make drivers more aware of pedestrians attempting to cross the 4 lanes of traffic on 4th Street and much safer for the pedestrians.

Idea Author: Michael K

Number of Stars 20

Number of Comments 1

Comment 1: I see children crossing 4th street daily where there are no lighted crosswalks across 4 lanes of traffic. I think it might be helpful to reduce the traffic to 2 lanes & add lighted crosswalks. | By Erin W

Idea Title: Red light, pedestrian activated

Idea Detail: Crossing 17th at Scarboro St and at 15th St is dangerous. Cars fly up and down the hill, and often come to a screeching halt at the yellow flashing crossing lights. This would be easily solved by a red light.

Idea Author: Paul B

Number of Stars 20

Number of Comments 1

Comment 1: Agree - this crossing is terrifying. Some enforcement of the existing crossing would be nice but a pedestrian activated red is a good idea. | By Regina M

Idea Title: Eliminate the push buttons for pedestrians at lights.

Idea Detail: As a pedestrian in Calgary I find it amazing that I need to push a button to bring up the walk signal at stop lights. All crossings should automatically give a walk light like in downtown Calgary.

Idea Author: Doug C

Number of Stars 20

Number of Comments 2

Comment 1: I agree completely. In many cities the buttons have been disconnected though not

removed. There should be a pedestrian crossing during every light cycle, the pedestrians who don't arrive before the light change and push the button will know if it is actually safe to cross rather than walk against an orange hand because they didn't push the button in time. Only a button that actually affects the traffic pattern of a signal should remain. Maybe cars should have to push a button or else no green light :) | By Kyle O

Comment 2: I see where you are coming from, but it is very idealistic! These lights may be a minor nuisance, but at least they provide some assurance that it is safe to cross, especially on big roads. Cheers! | By Aleks R

Idea Title: 4 St. SW Underpass Improvements

Idea Detail: The 4th underpass is used by a lot of people, but it's quite nasty. Panhandlers are there all the time and smells like urine often. Just generally dirty and feels a bit unsafe. Some cleaning up and "renovations" would be a great idea!

Idea Author: Maxim D

Number of Stars 20

Number of Comments 1

Comment 1: Especially on a narrow, no escape section of sidewalk....Clean safe passageways are key to increasing pedestrian activity which then enables cleaner streets. | By DEB L

Idea Title: Cyclists Should Follow Traffic Laws

Idea Detail: I walk to work downtown and I feel like the greatest hazards to my safety are cyclists that ride on sidewalks, ride through 4-way stops or ride through crosswalks to avoid red lights. Bicycles are VEHICLES and they need to follow traffic laws like cars do! When cyclists use sidewalks because the roads aren't safe, they should walk their bikes.

Idea Author: Lelaynia W

Number of Stars 20

Number of Comments 4

Comment 1: I can understand cyclists being on the sidewalk for safety concerns, but I will never understand my safety being compromised in favour of a quick or efficient commute for a cyclist. The bylaw stating that cyclists over 14 cannot ride on sidewalks is there for safety reasons and cyclists should not be breaking it for their convenience. I walk down the Centre Street Bridge and where the walkway narrows at the bottom, there is a sign telling cyclists to dismount and walk their bikes. It would only require a cyclist to walk for 2 minutes or so until they can get back on the road. I don't see how 2 minutes can make that much of a difference to a commute, yet every day bikes whip by me. Even with a bell, it's too close. Cycling safely means walking bikes on sidewalks. | By Lelaynia W

Comment 2: I agree that unsafe cycling is not acceptable, however here's the caveat. When cyclists are commuting they are trying to get to their destination quickly and efficiently. If a roadway is too narrow or hazardous due to poorly behaved drivers, the safest place is the sidewalk.

That in no way gives a cyclist the right to frighten or intimidate a pedestrian, or to pass without using their bell. All parties should remember that it is the same as the rules of water; the least power (a pedestrian or a kayak) has the right of way. Having said that a pedestrian who steps in front of a semi is just foolish, and the semi who does not watch for the pedestrian is dangerous.

Let us all learn to share the asphalt safely. | By T N

Comment 3: Absolutely! It seems like cyclists simply choose which laws to follow, pedestrian or vehicle, depending on which is to their convenience. Then they have the audacity to yell at cars that don't see them when they hop down off the sidewalk or some other ludicrous doublestandard

| By Rob L

Comment 4: This is my pet peeve too and I feel irresponsible cyclists are also harming the credibility of cycling in general. The City needs to stop ignoring this issue and enforce the laws and educate people about them. | By Patrick M

Idea Title: More new sidewalk

Idea Detail: 8th AV. SW desperately needs brand new sidewalks between 11th ST. SW and 8th ST. SW. One of the busiest pedestrian routes in the city with the 3rd world country sidewalks. embarrassing!

Idea Author: Aleks R

Number of Stars 19

Number of Comments 0

Idea Title: Terrible sidewalk on 14 Street south of Kensington

Idea Detail: The sidewalk on the west side of 14 Street leading south from Kenington Rd. to the river is a terrible walking experience. This is a vital link for local residents to get to the Mewata Bridge and Bow River Pathway. It should be widened and buffered from traffic.

Idea Author: Patrick M

Number of Stars 19

Number of Comments 1

Comment 1: I agree this is a terrible, close to fast moving traffic experience. The road has a camber and when a larger vehicle is travel towards you it is leaning toward the curb. At times large trucks and pickup give those of us walking to and from the river an illusion that their mirrors might actually extend past the curb edge. We need a wider sidewalk to feel safe while walking to and from the river. | By Kevin J

Idea Title: Pedestrian overpass over Edmonton trail with pathways on the Bridgeland escarpment

Idea Detail: Linking Bridgeland, Crescent Heights, with an effective pathway loop system could drastically increase joggers, walkers and cyclists. Part of the reason the Sunnyside Prince's Island park routes are so busy is that there is greenery and LOOPS you can do.

The difficulty is crossing the busy thoroughfares of Centre Street and Edmonton Trail. There are some GREAT locations where pedestrian walking bridges could cross both Ctr st & Edmtn Tr, where the road is deeply below the hills on either side. Then give easy green access to the riverside paths, benches along the view points and Voila!

Idea Author: Joe B

Number of Stars 19

Number of Comments 3

Comment 1: Yes and connecting from Crescent Heights, through Renfrew/ Bridgeland Escarpment to Tom Campbell Hill, Zoo, Science Center, looping down to river pathways would be ahhhhmazzzing!!!!!! | By Ali M

Comment 2: And with the hills on either side of the road, a pedestrian overpass would not require any climbing "up" to get to, as the path would be already elevated. So the path and overpass would be in line with each other, because the roadway is essentially already sunken into a ravine of sorts. | By Joe B

Comment 3: The escarpment area is a lovely place to walk - any way to increase safe accessibility to this area would increase walking | By DEb L

Idea Title: clean safe pathways and underpasses

Idea Detail: Please ensure that the pathways and underpasses are not grotty places where drug dealers and creepy people hang out. Have excellent lighting and camera's, regular police

bike patrols and enforcement of drug laws so that walkers can feel safe

Idea Author: DEb L

Number of Stars 19

Number of Comments 1

Comment 1: Superb comment! | By Aleks R

Idea Title: educate cyclists & enforce bylaws to keep cyclists off sidewalks

Idea Detail: Many cyclists ride on the sidewalks making it dangerous for both.

Idea Author: Carol B

Number of Stars 19

Number of Comments 9

Comment 1: It is not always a safety issue, because I regularly see cyclists riding on the sidewalks on my residential street, where there is absolutely NO danger from cars. The average cyclist is completely CLUELESS about their responsibilities. When I occasionally confront a cyclist on the sidewalk, they are either astonished or belligerent in return.

I am convinced that hard infrastructure alone is not enough to solve this issue of cyclists using sidewalks, as Christina describes. The City and the school boards MUST develop a program for responsible cycling at ALL schools, like the "pedal pushers" program of the 60s. It is a more gradual solution, but an essential part. | By Patrick M

Comment 2: I understand that cyclists are concerned for their safety on roads. However, riding on sidewalks comes at a cost to pedestrian safety. Bicycles are vehicles and cyclists should walk their bikes on sidewalks until it is safe to return to the road. | By Lelaynia W

Comment 3: I understand that cyclists are concerned for their safety when they choose to ride on sidewalks. However, this comes at a cost to pedestrian safety. Bicycles are vehicles and when cyclists are on sidewalks they should walk their bikes until it is safe to get back on the road. | By Lelaynia W

Comment 4: I understand that cyclists choose to ride on sidewalks because they are concerned for their safety on roads. However, this comes at a cost to pedestrian safety. Bicycles are vehicles and when they are on sidewalks cyclists should get off their bikes and walk them until it is safe to get back on the road. | By Lelaynia W

Comment 5: Every cyclist riding on a sidewalk is in reality simply a vote for a protected cycle lane. | By Stewart M

Comment 6: Along Northland Drive, new bike lanes have been designated, signed and even protected by concrete islands and barriers. There are more bicyclists using the route, but they're not in the bike lanes... They're on the SIDEWALKS! Maybe the entrances from the existing bike paths to the bike lanes on the road need to be funnelled with some pylons, concrete barriers or something else, to direct bikes off the sidewalk and into the lanes created just for them. | By Christina D

Comment 7: Cycling in the city requires making a lot of complicated decisions because cycling routes are frequently transitioning into the pedestrian realm and the motor vehicle realm.

Cyclists are not wanted on the sidewalk and may not be wanted on the roads - yet both are necessary. For example, MUPs are, typically, accessed from a sidewalk, as are bicycle parking spaces. Furthermore, portions of road are just not suitable for bicycles and it is up to the cyclist to determine this and make the best decision. As Calgary develops its bicycle infrastructure, cyclists will have fewer and fewer excuses for sidewalk riding, but, as it stands, there are scads of situations where sidewalk riding has to be accepted.

This morning while trying to navigate my way over the Bow River into Bridgeland, I saw a sign that reads "Cyclists Yield to Pedestrians". Not only is this sign a sensible admission that sidewalk cycling is sometimes necessary, it is also the rule to follow in any location where a cyclist has opted for sidewalk riding.

I say we kick the bikes off of our sidewalks as soon as it is reasonably safe for them to ride

elsewhere. | By Dale H

Comment 8: You can “educate” cyclists by telling them (again) that they are not to ride on the sidewalk. Fact is, the sidewalk rider already knows about this but is choosing to ride on the sidewalk because they are afraid for their life or because the continuity of the cycling route is incomplete.

Carol B., I know what you mean about the danger posed to pedestrians. As a pedestrian, we certainly prefer to have bicycles off of the sidewalk. However, some sympathy towards the cyclist is necessary here. You will find that cyclists are using the sidewalk when the alternative of road riding is exceedingly dangerous (much higher than the danger posed to a pedestrian who may be faced with a bicycle on the sidewalk). Cycling is an essential part of active transportation and the sidewalk is an important safe-zone for a variety of cyclists -- especially for the meek would-be cyclist who is trying to make the sustainable choice of cycling rather than driving. | By Dale H

Comment 9: Cyclists ride on the sidewalk because they feel the road is not safe. Make it safer for cyclists to ride off the sidewalk and they will. Also, most cyclist slow down for pedestrians and use their bells to alert them if they are coming. | By Matthew B

Idea Title: street signage - pole on the sidewalk - not consistent placement

Idea Detail: added street signage poles seem to often end up being anchored into the narrow sidewalk space, and not in a consistent spot. A preference seems to be furthest from the curb forcing pedestrians toward the adjacent vehicle traffic - consistent placement at curb edge of the walk offer pedestrians a better interface to vehicles and consistency would be helpful for the visually impaired.

Idea Author: Sal L

Number of Stars 18

Number of Comments 0

Idea Title: Eyes on the Street - enforce street facing fence -shrub height measured from the sidewalk elevation

Idea Detail: often soil levels are artificially raised at the back of walk and then the fences are added on top of that to create a wall down the sidewalk route - height from the sidewalk pedestrian perspective is often well over the bylaw 1200mm (4 ft height)

Idea Author: Sal L

Number of Stars 18

Number of Comments 1

Comment 1: Anything leading to eyes on the street is always a good thing for the neighbourhood. What is noted above seems to be the situation that causes encroachment of the public realm where as private owners have actually installed fence or shrubs in or immediately adjacent to a public right of way and then don't maintain landscaping or fence and it grows out and over the sidewalk area. | By C B

Idea Title: Wide sidewalks and inviting spaces

Idea Detail: Wide sidewalks through inviting spaces-- greenery and low buildings with setbacks that allow the sun to come in. Walking through cold shadows is not inviting. Pedestrian crossings need to be visible and safe, and traffic calming needs to be in place--slow down traffic speed in pedestrian corridors.

Idea Author: Leanne E

Number of Stars 18

Number of Comments 0

Idea Title: Separate Pedals and Pedestrian Modes on Key Pathways or Major Rd

Idea Detail: From the north central area of Calgary the Nose Creek Pathway to Bow River, attracts many users, everything that might exist between commuting high speed cyclists to bird watchers!! (this mix scares many off as well)

Pathways like in an ideal world will allow for the co-existence of multiple needs and separation of the two modes along with good sign-age will allow for invitingly safe environments, highest usage and the greatest health benefit from a single capital investment!

Idea Author: C B

Number of Stars 18

Number of Comments 1

Comment 1: This is so, so key. Bikes and pedestrians do NOT mix. Please, Planning Department, don't substitute regional pathways for safe cycling commuter routes. They are not analogous, and their users do not mix! I love the separate paths along Memorial, and it's a nightmare where they are forced to join. So dangerous. | By Christine H

Idea Title: To get more people on the street by having destinations to walk

Idea Detail: to like a coffee shop or restaurant; by having people build their backyards in their front yards so people will stop and talk to them; by having events that encourage neighbours to know each other.

Idea Author: Joey S

Number of Stars 18

Number of Comments 2

Comment 1: Great Insight Joey... couldn't agree more. | By C B

Comment 2: Encourage more small businesses and encourage citizens to shop from them | By Joey S

Idea Title: Take a "pedestrian lens" to transportation & development project

Idea Detail: Too often new developments (buildings and road) are built and you can see deficits right away... i.e. poor lighting along Centre Ave in Bridgeland provides a great place for social disorder after dark...

Ensure that a lens - addressing the needs of pedestrians - is put to all new proposals to ensure that the end result is the best one

Idea Author: DEb L

Number of Stars 18

Number of Comments 1

Comment 1: I agree that all new developments should have a pedestrian plan for both during construction and after it is complete. I like to use the Alberta Children's Hospital as an example. There is no direct pathway to either Foothills Hospital or Market Mall from ACH though lots of people walk in both these directions everyday - they have to use the dirt path through the weeds or run across Shagnappi to get where they need to go. If pedestrians had been considered at the planning stage this would have been addressed instead of having to wait years for the rest of the land to be developed. | By Marie M

Idea Title: A pedestrian/cycling bridge from 19th St NW to Sunalta LRT

Idea Detail: Building a pedestrian/cycling bridge from 19th St NW across the Bow to connect to the Sunalta LRT station would connect the 19th St cycle route to the centre city and give many West Hillhurst residents access to a closer LRT station than any currently accessible. It's part of creating a walking, cycling, and transit friendly city and one component of an array of options needed to take traffic off Crowchild.

Idea Author: Byron M

Number of Stars 18

Number of Comments 0

Idea Title: Pedestrian education

Idea Detail: I think it's important to educate drivers but it's just as important to educate pedestrians. This city is full of people who step off the curb without looking, walk out from between vehicles, cross anywhere instead of walking the extra 20 feet to the nearby crosswalk. They have forgotten all safety rules and have this idea that as soon as they step off the curb, they have the right of way. I think police should be fining more pedestrians and maybe then they will start to take responsibility instead of blaming drivers.

Idea Author: Kim H

Number of Stars 18

Number of Comments 2

Comment 1: We all have a responsibility to know and obey the rules of the road whether we are walking or driving or cycling | By DEB L

Comment 2: Agree 100%, a public service campaign is critical piece in all of this; then in application it includes policy makers, School Boards, community leaders, Police, parents, and active adults who are observed by the uninformed.

ALL need to care about their own safety, that of others, and be on the same page about what that looks like. What appears as an obvious logical thought has eroded completely to what is a gross lack of physical or spatial awareness which puts a person at serious risk that we can all observe numerous times a day in our society.

Parents will take hours and years developing the habits involved with good hygiene, yet they will walk a 1000 places with a child and only tell them once or twice how to stay safe and alive simply walking or cycling on a path or just in the neighbourhood. | By C B

Idea Title: Management of ice on roads and sidewalks.

Idea Detail: The biggest deterrent to my walking in the winter is the problem of ice on sidewalks not totally cleared by owners and, probably worse, is ice on roads at many of the corners. Especially this is often a problem on hills such as 48th Ave NW at 20th Ave NW. You do a great job at bus stops...we just need more of that kind of service.

Idea Author: Dee O

Number of Stars 17

Number of Comments 0

Idea Title: Plant some trees east of the Edmonton Trail interchange

Idea Detail: The grassy/dusty areas by the flyover and where Memorial heads east from the very busy Edmonton Trail intersection could be made to look a LOT less free-way with a healthy dose of trees. Frankly the detail and attention given to the planters etc West of Centre Street should be continued all the way to where it just cannot for lack of space - a little distance east of the Edmonton Trail intersection

Idea Author: Joe B

Number of Stars 17

Number of Comments 1

Comment 1: Great idea to make it look less like a speedway | By DEB L

Idea Title: Iconic and interactive public art

Idea Detail: These things attract people. Think: silver bean, Chicago; Love sign, NYC;

39

Idea Author: Kirk T

Number of Stars 17

Number of Comments 0

Idea Title: Where's the sidewalk???

Idea Detail: 4 new huge apartment buildings being built on Brentwood Rd. Two are done and people live in them. There is NO sidewalk along Brentwood Rd... people are making a path in the dirt on the side of the blvd. Or they walk on the bike route. Where are people who live here supposed to walk?!

Idea Author: Jackie S

Number of Stars 17

Number of Comments 0

Idea Title: walkways are in bad condition

Idea Detail: the S.Cliff community has long blocks, but have well used pedestrian and bike pathways linking the north south streets with east and west walkways to allow shorter walking routes... they are in need of some TLC.... width encroached by shrubs, paving that is buckled, metal rails that are spaced wrong that block bike, a grocery caddy or stroller. Policy that adjacent land owners clear these walks like any other corner property sidewalk would help in the winter.

Idea Author: Sal L

Number of Stars 16

Number of Comments 2

Comment 1: make a no parking spot the width of the pathway at the entry / exit points of the pathway - no bigger as parking shortage on the street is an issue - perhaps paint the curb yellow & as others have noted a ramp at the curb would be helpful.... at one point "walkway" signs were visible for these mid long block sites ... signs over time have disappeared | By Sal L

Comment 2: open style fencing would be great as well, they are great little connectors but feel so unsafe, so much like a tunnel. | By C B

Idea Title: Extend pathways from Sunnyside/Rosedale through Crescent Heights, and through the Tom Campbell's escarpment

Idea Detail: The escarpment over Bridgeland has no paved pathways - though it really could support them. These paths could link Tom Campbell's hill to Sunnyside and Rosedale extending the busy inner city walking / jogging / cycling use across the whole north side of the river. Pedestrian/bike bridges over Ctr St, And Edmtn Trail would create the ability to walk or ride without the bother of the busy roadways and intersections...

Idea Author: Joe B

Number of Stars 16

Number of Comments 0

Idea Title: Pedestrian lights

Idea Detail: For signals at four way intersections... Have the lights change automatically (not having to push a button) with the flow of traffic, and have them be slower for comfortable pedestrian passing.

Idea Author: Michaelle T

Number of Stars 16

Number of Comments 0

Idea Title: Increase the city budget for walking initiatives by 300%

Idea Detail: How much money is currently spent on vehicles traffic/ roads, overpasses, etc...? ... millions ... possibly billions. Re-allocate some of this money to pedestrian initiatives... this will demonstrate that the city leaders value walking and wants to encourage more of it. Start with next year's budget please!

Idea Author: DEb L
Number of Stars 16
Number of Comments 0

Idea Title: Upgrade and Map neighbourhood pass-throughs

Idea Detail: Most neighbourhoods built in the '50's and '60s that have lots of crescents and cul de sacs have some pass throughs that allow people to walk to neighbourhood destinations like bus stops and shopping more directly. Unfortunately most of them are quite poor - hard or impossible to navigate with a stroller or wheelchair and they are unmarked so only hyperlocals even know they exist. I have taken some photos in Southwood as an example.

Idea Author: Regina M
Number of Stars 16
Number of Comments 4

Comment 1: Regarding Sal's mention of updating/adding missing Google Map paths, you can do so here (<http://www.google.com/mapmaker>) | By Tom S

Comment 2: PS - for any " map missing" locations - on Google - you can send in an update request and they will plot them on their map - agree the city interactive / pathway map could be more accurate - partly I expect an issue of "printed paper" editions and the fast pace of change (although no excuse for missing 50's community infrastructure). | By Sal L

Comment 3: recently there was some discussion of the expense of maintaining these walkways at council ... but considering in the neighbourhood of Spruce Cliff they actually replaced a "street" in the grid - they are a less expensive feature than a road to build and maintain... considering "walking" time of a commuter/ lugging groceries in a "less car neighbourhood" they are a great feature that has been neglected. | By Sal L

Comment 4: recently there was some discussion of the expense of maintaining these walkways at council ... but considering they actually replaced a "street" in the grid - they are a less expensive feature than a road to maintain... considering "walking" time of a commuter/ lugging groceries in a "less car neighbourhood" they are a great feature that have been neglected. | By Sal L

Idea Title: More light on multi-use trails

Idea Detail: I know the trails were built more with "recreation" in mind than actually being functional ways of getting to destinations, but some of them work and many times, they're not too circuitous. The issue (especially in the winter) is that the moment the sun goes down, I can't see anything and it's uncomfortable at best and scary at worst. While I realize lighting every metre of trail is unreasonable, adding substantially more light would go a long way in getting people to walk more.

Idea Author: Tom S
Number of Stars 15
Number of Comments 4

Comment 1: Adding more lights around is great, and it would perhaps be more economically feasible if they use solar powered lights. | By Michaele T

Comment 2: My pathway reference is in a community that has on street bike lanes that are *cleared and swept* after each snow fall - the section of pathway that then links to the river pathway which is shared bike & pedestrian receives no maintenance - making the *total* route not very accessible - pedestrian- bike path shared paved surfaces could be reassigned some of the *over cleared* street bike lane resources - better outcome for pedestrians | By Sal L

Comment 3: Sal, the City currently does not clear sidewalks of snow. City bylaw requires homeowners to clear snow from their patch of sidewalk that is in front of their house. The multi-use trails (unless they are part of the priority 1 snow clearing schedule) do not cleared at

all. I seem to recall an article in the Herald about someone at the City toying with the idea of requiring homeowners adjacent to multi-use paths being required to clear some of the snow but (perhaps unsurprisingly) this wasn't a popular idea. | By Tom S
Comment 4: I would add - clear the pathways to a sidewalk standard - would encourage year round use and improve on the ROI for the pathway infrastructure | By Sal L

Idea Title: Neighbourhood Access to Zoo & Science Centre

Idea Detail: Bridgeland & Renfrew Residents have terrible walking (and biking) access to the Zoo and Science Centre. Narrow sidewalks (not snow cleared in winter), few unmarked crossings, same with Mayland Heights. Neighbourhood within walking distance from these places should have at least ONE pedestrian friendly access to the Zoo / Science Centre. Why drive if you could walk? The City should define these routes and then look at the existing sidewalks and make them wider/safer and add some crossings.

Idea Author: Barbara W

Number of Stars 15

Number of Comments 0

Idea Title: Question 1: Safety and Environment

Idea Detail: I offer this answer to your question, things important to me are:

Safe walking area

- free and maintained walk, no tripping dangers and obstructions
- reasonable open and unobstructed views for safe distances
- some lighting for those short days

Interesting Interfaces (i.e. some variation and excitement, for example pockets of landscaping/seating, store fronts or home business interface, good architecture, etc.).

Idea Author: C B

Number of Stars 15

Number of Comments 1

Comment 1: CB has outlined a thorough plan that would work for many streets | By DEB L

Idea Title: Install Pedestrian Crossing Lights

Idea Detail: If you look at pedestrian accident statistics, the stretch of 37 ST SW from Richmond Road to 17 Ave is a pedestrian accident black-spot. In winter it is difficult to see pedestrians crossing from Glenbrook/Glendale to the east side of 37 ST to catch buses. Furthermore, because there is 4 lanes (2 NB 2 SB), when a vehicle does stop in one lane, vehicles in the adjacent lane often don't realize why (or think the stopped vehicle is waiting to turn) and fly through the crosswalk nearly hitting the pedestrian. Watching pedestrians cross 37 ST anywhere along this stretch is like watching lemmings leap from a cliff.

Idea Author: Izzy E

Number of Stars 15

Number of Comments 1

Comment 1: add - 37th block north of 17th to Bow Trail, and the pedestrian stats at Bow Trail are horrible ... all are in need of some major improvements for ped. safety bump-outs sharing the parking lane would shorten the crossing distance and make pedestrians more visible | By Sal L

Idea Title: create pedestrian bridge over Edmonton Tr & paths on escarpment

Idea Detail: Adding pathways on the Bridgeland escarpment, and link them to Crescent Heights and Sunnyside with pedestrian bridges

Idea Author: Joe B

Number of Stars 15

Number of Comments 2

Comment 1: This would be super. The cycling connection along 8 Avenue across Deerfoot is weak: the eastbound shared bike lane stops abruptly before the bridge, whereupon cyclists must cross to the north side regional path, down the hill, cross BACK AGAIN to the road lane and onward. Two uncontrolled crossings on a curve and hill. Terrible jog in the route, and utterly unsafe. The best option is through the zoo and up the "Max Bell Grind." | By Christine H

Comment 2: This would be a great recreational facility, which could lead along the escarpment from Bridgeland all the way to Montgomery. There is similar potential along the Elbow River's escarpments.

The City had the foresight 30 years ago to create the riverbank pathway systems, but there is leadership lacking in City Hall nowadays to take advantage of the escarpments as similar recreational facilities. | By Patrick M

Idea Title: reduce turning radii of roads that have pedestrian connections

Idea Detail: through design, ensure that cars slow down.

Idea Author: Kathleen G

Number of Stars 15

Number of Comments 0

Idea Title: More public spaces

Idea Detail: More public plaza's or squares with lots of amenities surrounding it. Places where people can just be - they don't have to be shopping or anything they can just go.

Idea Author: Kirk T

Number of Stars 15

Number of Comments 1

Comment 1: Great idea. You could even have a weekend market like they do in small towns in Germany. | By T N

Idea Title: Make Edmonton Trail & Memorial Drive NE a Gateway

Idea Detail: I frequently walk from Bridgeland or Crescent Heights into the downtown via Langevin Bridge. This is a key entrance into the downtown from the north. Crossing this intersection by pedestrian or bike is not for the faint of heart. I have nearly been struck several times by vehicles taking a left hook. The lanes are very wide and there is no pedestrian refuge island. Seniors cannot cross as the walk light crossing is too fast. There is no curb cuts on the northbound crossing of Edmonton Trail which makes it difficult to cross for those by bike or wheelchair. At night, the orange mercury bulbs flicker on and off and vehicular traffic can find it hard to see pedestrian. Not to mention, that this intersection can also find itself being unsafe due to drug users from the Drop-In Shelter across the river.

New lighting, curb cuts for cyclists, and pedestrian refuge islands for this intersection would dramatically improve safety at a key pedestrian/cycling pinchpoint. Thank you.

Idea Author: Dustin J

Number of Stars 15

Number of Comments 2

Comment 1: Safety for pedestrians and just personal safety are huge here...needs good sight line visibility and lighting...increased eyes on street | By Ali M

Comment 2: And cleaning up the drug traffickers who hang out under the Langevin bridge would help a lot too | By DEB L

Idea Title: Active enforcement of Sidewalk Clearing Bylaws

Idea Detail: There are sidewalks in Calgary that are routinely left icy by the owner/occupants

who are responsible for clearing them. I would love to have a safe sidewalks in the winter for everyone and the complaint-based system has proven to be ineffective. Active enforcement by bylaw officers would result in safer sidewalks and that would help to encourage walking.

Idea Author: Dale H

Number of Stars 14

Number of Comments 3

Comment 1: I think as the city moves to home owners having no reasonable claim of parking in front of their homes, the person who parks at the curb should be responsible for clearing the sidewalk | By Sal L

Comment 2: Great idea! | By Aleks R

Comment 3: Absolutely! The city downloads this responsibility to homeowners, yet has no effective controls in place to ensure this is being done effectively other than the complaint based 311 basis. In my community reporting all the negligent homeowners could be a full time job. Step up, City of Calgary! | By Nancy M

Idea Title: Safety

Idea Detail: Currently intersections are designed to ensure that cars have the clearest, fastest path - they can easily choose to ignore and may not even notice pedestrian infrastructure because of this poor design. Pedestrians are often forced to take inefficient and deeply unsafe routes across roads. The City approach to intersection design sets up pedestrians to be in the most vulnerable position possible when interacting with traffic.

Examples of this dangerous design occur in cross walks on and by the 14th st bridge across the Bow River, or across 14th st at 5th ave NW. While City policy states that pedestrian safety is a high priority, the designs commonly used do not reflect this priority. The City will likely end up liable for creating such unsafe pedestrian situations. In the meantime, pedestrian travel is discouraged, because it is much less safe than would be possible with good design.

Idea Author: Donald J

Number of Stars 14

Number of Comments 2

Comment 1: Donald - excellent point! Walking is apparently at the top of the city's Transportation Sustainability Triangle but you wouldn't think it looking at street design (or the transport projects that get funded). | By Cornelia D

Comment 2: Yes, we need to have priority to design for pedestrian safety | By DEb L

Idea Title: Apply best practices / what we know works in other cities

Idea Detail: Not coincidentally, most of these ideas also make cities more attractive:

<https://www.youtube.com/watch?t=196&v=Hy4QjmKzF1c>

Idea Author: Cornelia D

Number of Stars 14

Number of Comments 1

Comment 1: EXCELLENT video and very inspiring!! Everyone must send this link to their Councillors - and their friends! | By Patrick M

Idea Title: Add sidewalks along Brentwood Road all the way to Charleswood

Idea Detail: No sidewalks along Brentwood road forces pedestrians to walk through the mall parking lot to get to Charleswood so they can cross Crowchild to get to the University of Calgary. Also the lights at Brentwood and Charleswood prioritize cars. If you don't hit the button on the light the pedestrian signal doesn't display. Also, cars because ramps are used at intersections cars often speed around corners and pedestrians are vulnerable because the islands for waiting a small and unprotected. Adding concrete bollards at corners would protect vulnerable pedestrians.

Idea Author: Matthew B

Number of Stars 14

Number of Comments 1

Comment 1: Thank you!!! I walk this route every day. VERY very dangerous for pedestrians. It's ridiculous that there are no sidewalks along Brentwood road. And having a separated bike path would be better for cyclists too. That road has crazy, impatient drivers! | By Jackie S

Idea Title: Safer crosswalk across Parkdale Blvd NW

Idea Detail: There is not enough time to cross the street at this intersection and it takes an average of 3 minutes before the lights change again. As well, cars making right hand turns northbound speed around the corner and cut off pedestrians. It is not safe or convenient.

Idea Author: B B

Number of Stars 14

Number of Comments 0

Idea Title: retrofit all commercial areas

Idea Detail: so that there are direct, wide, convenient, useable, universally accessible pedestrian connections from all building entrances to the public sidewalk adjacent to the commercial development

Idea Author: Kathleen G

Number of Stars 14

Number of Comments 1

Comment 1: And anything new that is planned should have accessible as a required feature! | By DEb L

Idea Title: add at grade pedestrian crossing of Macleod Tr

Idea Detail: on south side of 61 ave by Chinook Mall

Idea Author: Kathleen G

Number of Stars 14

Number of Comments 0

Idea Title: Get input from the City's Age Friendly Strategy

Idea Detail: If a sidewalk or other walking area can be safely used by an older adult it can be used by everyone. It's important that all Calgaryans but especially older adults are encouraged to walk, so be sure to include the city's Age Friendly project and have a plan to consult other senior serving agencies and groups to get their input.

Idea Author: DEb L

Number of Stars 14

Number of Comments 1

Comment 1: seniors asked for more rest benches and public washrooms along walkways. | By Laura M

Idea Title: Uphill Edmonton Trail from 1st AV to 7 AV NE

Idea Detail: How do we lift people up or uplift the walk quality.

Idea Author: Marg C

Number of Stars 14

Number of Comments 3

Comment 1: Letting pedestrians know about alternative routes such as Bridge Crescent NE with a more gradual incline might help here... we would also need side walks added to parts of this road | By DEb L

Comment 2: Love it. Always say the hill needs escalator. Didn't know there was really one out

there already - and the cover would be great. | By Marg C

Comment 3: Escalators or small gondolas would carry folks uphill, easily interface with pedestrian movement and...oh yeah...very inexpensive.

<http://www.theguardian.com/world/2013/jul/31/medellin-colombia-fast-track-slums-escalators> |

By Tom S

Idea Title: improve bike roadway along 2nd N/S

Idea Detail: its already started. however limit more cross streets with bike access only (eg crescent heights) intersections to promote more safe bike traffic.

Idea Author: evan P

Number of Stars 14

Number of Comments 0

Idea Title: Scramble crosswalk at 10 St and 17 Ave SW

Idea Detail: This intersection currently has no-turn on red signs for the north-south traffic, however drivers do not observe the signs and it is a dangerous intersection for pedestrians. A scramble crosswalk may work better (and be more efficient for walkers and drivers).

Idea Author: Alys L

Number of Stars 14

Number of Comments 2

Comment 1: This intersection really is a headache for drivers and walkers alike. I agree something should be done and this idea sounds awesome! | By Rob L

Comment 2: Interesting location for a scramble crossing. Sure, let's try it! | By Dale H

Idea Title: Upgrade poorly maintained sidewalk to MUP

Idea Detail: This poorly maintained sidewalk should be upgraded to a proper Multi-use Pathway. It is very narrow, but as it connects to the Glenmore Reservoir pathway, it sees lots of pedestrian and bicycle traffic.

Idea Author: Christopher D

Number of Stars 14

Number of Comments 1

Comment 1: Couldn't agree more. | By Regina M

Idea Title: Easy crossing

Idea Detail: This intersection only gives a walk signal if the button is pressed. There should automatically be a walk signal at all intersections. We should make automatic walk signals a requirement at all intersections.

Idea Author: Erin B

Number of Stars 14

Number of Comments 2

Comment 1: I completely agree. Another compromise idea that I have seen in Anchorage is this: if the button is pressed while the traffic light is green, it turns the walk signal on immediately, allowing you to cross. (Presumably also extends the signal long enough to allow sufficient crossing time.) Could be a compromise for intersections in more car dominated areas with less pedestrian traffic.

| By Matthew L

Comment 2: Yes, why do you need to press a button - if no one is there to walk across the cars will just move ahead | By DEB L

Idea Title: Actually enforce sidewalk clearing by homeowners

Idea Detail: There are several homeowners in this area that never, ever, even shovel their

sidewalks in the winter. I've complained numerous times about these homes and according to the City, homeowners have 24 hours to clear their sidewalks after a complaint or the City will clean them and add costs to their property tax. I have yet to see any of the specific sections I've complained about cleared - by the homeowner or the City. If there is no enforcement of these bylaws what use are they?

Idea Author: Steve E

Number of Stars 14

Number of Comments 0

Idea Title: add sidewalk near motel village parallel to 16th Ave NW

Idea Detail: please add a sidewalk on the north side of the service road between 24 St and Banff Tr NW (parallel to 16 Ave NW)

Idea Author: Carol B

Number of Stars 14

Number of Comments 0

Idea Title: Continuous sidewalk needed along both sides of 11 ST SE

Idea Detail: The pedestrian experience is deplorable along 11 Street SE between Inglewood and the Crossroads Farmers Market. Sections of sidewalk are missing. The most frightening portion is at the CPR intersection where the sidewalk is missing requiring pedestrians to walk on the road.

Idea Author: Dale H

Number of Stars 13

Number of Comments 3

Comment 1: Definite need for improvements here - especially so that we can walk to the market. | By DEb L

Comment 2: C B, I can agree with the concept that you described but your use of the word 'current' is inaccurate since this is not the current condition; sidewalks are missing at the tracks and along portions of the east side of the road.

Funneling pedestrian traffic to the east side as you described, makes sense. Keeping the road sidewalk-less in front of the cement and chicken factories might be appropriate. Thanks for your thoughtful comment. | By Dale H

Comment 3: On the area of the rail crossing totally agree, it looks like a pretty scary situation with no defined pedestrian crossing here. Pass-ability of sidewalk on east side north of 21 Ave is pathetic.

However, personally agree with the current concept being the safest and better scenario:

- Sidewalk both sides north of Tracks to Inglewood

- Sidewalk on one side south of 21 Ave intersection, continued to cross Railway Tracks.

A wide sidewalk only on the east side ideally puts the pedestrians in a space separated from the road AND importantly channels pedestrian traffic away from trucks turning into and out of the ready mix plant AND TOO, one crossing point at 26 Ave SE in accessing the Market. | By C B

Idea Title: Safe crossing of Memorial Dr. needed at 19 Street NW

Idea Detail: There are only TWO relatively safe pedestrian & cyclist crossings of Memorial Drive in the 3-km section between 27 Street and 10 Street NW!! -- the bridges at 21 Street and 14 Street. 1000s of residents of Hillhurst and West Hillhurst are relatively isolated from the Bow River Pathway, which is an excellent walking and cycling route. Another crossing is needed at 19 Street, and it only has to be a manually-activated pedestrian crossing, which wouldn't disrupt car traffic significantly.

Idea Author: Patrick M

Number of Stars 13
Number of Comments 0

Idea Title: 14 Avenue NW widen sidewalks give pedestrians more priority in this area

Idea Detail: This area so poorly designed

Idea Author: Matthew B

Number of Stars 13

Number of Comments 0

Idea Title: Traffic calming on Edmonton Trail and area

Idea Detail: Edmonton Trail is unpleasant to walk on because cars are constantly exceeding the speed limit - especially between 12th Ave. NE and 16th Ave. NE. Cars gun it from the lights at 12th Ave. The sidewalks are also too narrow and the structure of the road puts cars too close to the sidewalk.

Idea Author: Susan J

Number of Stars 13

Number of Comments 1

Comment 1: The weekend parking on the Ed Trail has improved safety and slowed down traffic... maybe we should extend this up to 16 Ave | By DEB L

Idea Title: Better crosswalk or reduced speed limit

Idea Detail: Tell the police they should have more speed cameras on 24th Ave. The speed limit is 50 but it feels like everyone is going faster. Especially when you are trying to cross at this intersection which is VERY popular because it meets up with the pathways on the other side. With the hill and cars parked on both side of the road, visibility is terrible for cars coming east, especially if they are speeding.

Idea Author: Jessica L

Number of Stars 13

Number of Comments 3

Comment 1: crosswalks and lower speeds -- combined -- are even better! :) | By Cornelia D

Comment 2: Yes, very heavily used crossing and seriously dangerous. | By Darren C

Comment 3: Agreed! Visibility is terrible, and cars speed. | By Mavis S

Idea Title: more reporting of pedestrian / vehicle accidents

Idea Detail: We - the public- lack information about the incidence, outcome and cause of pedestrian/ vehicle accidents. You hear about the occasional accident (Often fatality) on the news but more thorough reporting - i.e. a monthly update, a website pinpointing the areas, root cause analysis over a quarterly period - would provide better information to not only planners but the public who are too often in the dark. Once we have a good baseline we could look at setting targets for improvements.

Idea Author: DEB L

Number of Stars 13

Number of Comments 1

Comment 1: a source for ped accident stats - www.cbc.ca/news/canada/calgary/map-details-16-years-of-calgary-pedestrian-vehicle-collisions-1.2549827 | By Sal L

Idea Title: Improve pedestrian walkways to 14th Street Bridge

Idea Detail: The sidewalks leading to the 14th Street Bridge from the North are not pedestrian friendly, neither is the underpass (both sides) leading to the bridge from the South. Walking could be much pleasanter if there were improvements.

Idea Author: Jeannette P

Number of Stars 13

Number of Comments 0

Idea Title: Very poor visibility

Idea Detail: The visibility for both cars and pedestrians is very poor at the pedestrian crossing for the Heritage to 14th st (North) turn lane. Vehicles are travelling fast here as they pick up speed and shoulder check to merge with northbound 14 st traffic. Trees and sound barrier hurt visibility.

Idea Author: Christopher D

Number of Stars 13

Number of Comments 2

Comment 1: Also would really like to be able to cross 14th St on the south side of the intersection - there is traffic flow that would allow it (straight through from Heritage Park eastbound) but the light is far too brief. Could extend the light timing if there was a pedestrian button. As it is now with MUP on both sides expecting people to cross three ways is kind of ridiculous. | By Regina M

Comment 2: Wow... looking at that corner and the amount of vegetation I wonder how often this situation exists in other similar area in Calgary, probably a lot. Notably the west corners of this intersection have much greater visibility around the corner simply due to different tree types and better maintenance. | By C B

Idea Title: Sidewalks in industrial areas please!

Idea Detail: A lot of people commute to industrial areas for work but there seems to be limited sidewalks in these areas which makes it impossible to walk around or really take public transit. Please complete these sidewalks

Idea Author: Ruth D

Number of Stars 13

Number of Comments 1

Comment 1: particularly west side of Horton rd between southland and heritage. Lots of walkers but have to cross to sidewalk on east side with no crosswalks. | By Laura M

Idea Title: Pedestrian/bike overpass over tracks

Idea Detail: Not sure about jurisdiction issues w/ CP, but at the moment the area has only two places to cross tracks which makes travel difficult.

Idea Author: Claire C

Number of Stars 12

Number of Comments 0

Idea Title: Keep up the good work on maintaining the Riverpath

Idea Detail: The City does an excellent job of maintaining most of the river pathways that I normally use. I don't think that this level of attention is very common in other cities. I hope to see this service continue...and continue to improve (e.g. St. George's Island pathway).

Idea Author: Dale H

Number of Stars 12

Number of Comments 2

Comment 1: Yes, they do a good job downtown but pretty much ignore the suburban pathways except for a certain designated ones. | By Nancy M

Comment 2: public washroom please - the bushes areas are getting tromped! | By Sal L

Idea Title: when sidewalks dead end there needs to be a marked crosswalk link

Idea Detail: stranded when traveling north and forced to cross the street to the west side to

continue north - on a radius corner where many speed

Idea Author: Sal L

Number of Stars 12

Number of Comments 0

Idea Title: widen the sidewalk - this is a major walking route to the LRT

Idea Detail: often people have to step on the street to pass groups / strollers etc as the back side of the walk is sloped and blocked by fences

Idea Author: Sal L

Number of Stars 12

Number of Comments 0

Idea Title: Narrow sidewalk and short light make for scary crossing!

Idea Detail: I get off the bus at the stop just south of Kensington Road on the west side of 14th with my two kids to take them to daycare. My options are 1) wait on the very crowded corner to cross 14th on a very short walk light, hoping that the drivers turning right actually see us and stop, or 2) walk south on the very narrow and cracked sidewalk to the underpass then have to walk on the very narrow sidewalk on the other side. If there are any bikes on the sidewalk it becomes even more of a circus (I know they are supposed to go on the road but the one time I saw a person on a bike using the lane all the cars were honking and speeding around them. I don't blame them for using the side walk). Ideas: Expand the waiting area on the southeast corner of the intersection (it is a vacant lot with a fence, some weird wooden posts and scrubby bushes, very ugly too I might add). I don't know what to do about the light, I imagine the advanced green (which delays the walk signal on the south side) is necessary. Maybe just make it a few seconds longer. We can honestly just barely make it across at a good pace. Not sure what someone with limited mobility would experience. For the sidewalk going to the underpass, maybe a metal railing or something so you don't feel like the cars are right on top of you. As for the bikes, again a tough one, they are only using a short part of the road to get to the pathways.

Idea Author: Jessica L

Number of Stars 12

Number of Comments 2

Comment 1: Perhaps the addition of bike boxes at this intersection would promote bicycle use on the road rather than the sidewalks. The bike box also shifts the crosswalk to a, somewhat, safer location. Just a thought. | By Dale H

Comment 2: Agreed; the area around this intersection requires more attention. The SW corner is currently undeveloped. There is an opportunity to provide space for pedestrians and transit-users in this location. | By Dale H

Idea Title: Redesign Entire Junction

Idea Detail: This is an integral pedestrian connector link for Glenbrook to the shopping area. It is also a nightmare for pedestrians. There are eight competing vehicle traffic flows here.

EIGHT!

* EB Richmond

* EB Richmond turn lane to NB 40 ST

* WB Richmond

* WB Richmond turn lane to SB 40 ST

* SB 40 ST to SB 40 ST

* SB 40 ST to EB Richmond

* NB 40 ST to NB 40 ST

* NB 40 ST to EB Richmond

This is further complicated by:

* very busy and heavily used car wash facility (Western Pride Car Wash)

* Parallel one-way Richmond Road co-joining/merging at 40 ST (south section) onto Richmond Rd proper

* Alley between 41 ST and 40 ST co-joining/merging at 40 ST (north section)

Idea Author: Izzy E

Number of Stars 12

Number of Comments 0

Idea Title: Convenient way to cross the Bow River East of the zoo.

Idea Detail: There is no way to do a walking loop. The river crossings are at the car bridge, or on St. Patrick's island, but no way to cross the river anywhere east of the zoo - to the weir. Part of the popularity of the Princess Island area is that there are numerous convenient and attractive river crossings that allow a "green feeling" of pathway enjoyment that is not there east of Ctr.St. in the memorial Dr. belt

Idea Author: Joe B

Number of Stars 12

Number of Comments 0

Idea Title: Plowing

Idea Detail: Make sure that the streets that the city is supposed to plow are plowed as soon as they can.

Idea Author: Michaelle T

Number of Stars 12

Number of Comments 2

Comment 1: I agree | By Michaelle T

Comment 2: Remove snow from sidewalks at cross walks. Often plows leave huge piles of snow where pedestrians need to cross. This is often difficult to do as most cars are impatient with slow walkers:) | By Jeannette P

Idea Title: sidewalks on both sides of 36 ave ne

Idea Detail: between edmonton tr and 32 ave connector ne.

fix intersection of 32 ave connector ne and 36 av ne. needs smaller turning radius for cars at all legs. remove advanced left arrow as it clearly demonstrates to pedestrians that they are lowest priority and first all cars must go. ensure pedestrian walk signal comes on every green phase, not only if someone happens to be there in time to press the button. pedestrian islands required.

Idea Author: Kathleen G

Number of Stars 12

Number of Comments 0

Idea Title: retrofit all roads so there are sidewalks

Idea Detail: on both sides of all

Idea Author: Kathleen G

Number of Stars 12

Number of Comments 0

Idea Title: require underground parking more, limit surface parking

Idea Detail: limit pedestrian conflicts with drive aisles. ensure developers are limited to 1 driveway access or ensure they share with an adjacent development to limit amount of

times/places pedestrians must cross a drive aisle

Idea Author: Kathleen G

Number of Stars 12

Number of Comments 0

Idea Title: riverwalk in E Village/pathways by eau claire/the peace bridge

Idea Detail: are super, super crowded. how can we allow calgarians to access these wonderful assets but make it liveable in terms of not having too many people? it feels like a claustrophobic zoo on a nice day. what is a good solution to spread these people out so it's not chaos and people can still run/bike/enjoy themselves? we need more spaces like this so the precious few we have are not so crowded. make other pathway areas as attractive as this area so they attract people too. ensure that this crowded, congested (with pedestrians and cyclists) area is spread out.

stephen ave has the same problem. would be difficult to squeeze in even 1 more skinny little waif on a nice day. add more pedestrian-only streets so more people can enjoy this asset.

Idea Author: Kathleen G

Number of Stars 12

Number of Comments 5

Comment 1: agree with Deb, if both sides of the river have great paths, will dilute the crowds. | By Laura M

Comment 2: Dirk and Andrew are on the right track, the only way to do this is to extend it out to other locales and offer it in other places; but as a citizen this is great and we only have one major river so hard to avoid.

Activity creates excitement, opportunity, encourages investment and increases safety and security. | By C B

Comment 3: Let's improve the north side walking trails and bridge underpasses along the river to encourage more people away from the crowded south side | By DEB L

Comment 4: I agree with Dirk...I don't see it as being a problem...it only shows that we need more spaces like this! Also - why not capitalize on this and have facilities/businesses that take advantage of pedestrian traffic and attract even more people? | By Andrew R

Comment 5: Let's not complain; it just shows that we need more places like these in other locations. | By Dirk V

Idea Title: Disperse drunks and panhandlers

Idea Detail: Meeting place for groups of drinkers and panhandlers makes this place very intimidating to walk. They block sidewalk and intimidate pedestrians. New construction project will probably not help matters.

Idea Author: Robert S

Number of Stars 12

Number of Comments 0

Idea Title: Improve Crosswalk at 19th St and 8th and 7th Ave N.W

Idea Detail: This is a Crosswalk that is used by students (Queen Elizabeth), many parents taking children to the West Hillhurst Community Centre play ground and also walkers going to and from work. Traffic comes from 19th St and also 7th and 8th avenues. The current Crosswalk is awkward and it is not well marked. Lines are hardly visible. There are often speeders who do not pay attention to the Playground sign. All in all this does not make walking easy.

Idea Author: Jeannette P

Number of Stars 12

Number of Comments 0

Idea Title: Fix the sidewalk on 11th St SW between 10th & 9th

Idea Detail: The condition of the sidewalk in this block, including how narrow it is, is a deterrent to walking to/from Coop and using a pull cart for groceries. Mind you, everything in, around and related to the rail tracks is an eyesore, but I don't know what the solution is for that.

Idea Author: Downtown W

Number of Stars 12

Number of Comments 1

Comment 1: Brilliant comment! This entire area is a disaster for pedestrians. I took my daughter to daycare for 4 years, and now I take my son the same way. This entire area, blocks around down 11th street is 100 years behind and looks so neglected! | By Aleks R

Idea Title: more pedestrian bridges

Idea Detail: Calgary streets become busier and more heavily used making it (I believe) less pedestrian friendly. As a mom, I'd feel better having my child walk and bike to school if there was a pedestrian bridge. I'd even walk to the grocery store. This is especially critical on busy streets that are still residential. In the case of Riverbend, Quarry Park was approved with the 'notion' of the LRT being there. Quarry Park development proceeded despite lack of public transit. Now, an additional 2000 more cars per day are using 18th St. SE - correlating with the increased amount of pedestrians being hit in marked crosswalks.

Idea Author: lisa M

Number of Stars 12

Number of Comments 0

Idea Title: 17 Ave SW should have sidewalks on both sides

Idea Detail: 17 Ave SW only has a sidewalk on the north side of the road where it crosses Crowchild. 17 Ave is difficult to cross as a pedestrian, so another sidewalks should be provided on both sides.

Idea Author: Craig D

Number of Stars 12

Number of Comments 0

Idea Title: Reduce speed in residential areas to 40k or even 30K

Idea Detail: This would eliminate the need to reduced speed limits near playground and school zones which only seems to frustrates drivers having to slow down for no reason.

Idea Author: Nancy M

Number of Stars 12

Number of Comments 1

Comment 1: While I am not a fan of this idea I respect that there are many residential roads in this City currently taking on lots of traffic. I prefer the localized zones and good enforcement or even installation of traffic calming instruments in those zones. | By C B

Idea Title: Pedestrian Bridge over Shaganapi to Children's Hospital

Idea Detail: There is a tremendous amount of foot traffic across Shaganapi to Montgomery, with no cross light. A pedestriam bridge is needed now for saftey. It should not wait for when west campus puts one in.

Idea Author: Alan M

Number of Stars 12

Number of Comments 0

Idea Title: Intersection Walk signals-automatic, eliminate pushbuttons

Idea Detail: Pedestrians shouldn't have to push a button in order to cross an intersection, Walk signals need to come on automatically. A split second delay in pushing the button and the pedestrian is expected/forced to wait for full intersection cycle.

Idea Author: Teriesa M

Number of Stars 12

Number of Comments 1

Comment 1: I completely agree. Another compromise idea that I have seen in Anchorage is this: if the button is pressed while the traffic light is green, it turns the walk signal on immediately, allowing you to cross. (Presumably also extends the signal long enough to allow sufficient crossing time.) Could be a compromise for intersections in more car dominated areas with less pedestrian traffic. | By Matthew L

Idea Title: Speed limit enforcement

Idea Detail: Schedule some portable speed monitoring signs on Brisebois Drive. It's a race track.

Idea Author: Christina D

Number of Stars 12

Number of Comments 0

Idea Title: A reason to walk

Idea Detail: All neighbourhoods should have areas that attract walkers. I would like to have a "high street" idea where there are shops, culture, restaurants, coffee shops etc. that attract people's interest and where people want to go. My neighbourhood (Panorama Hills) has strip malls at the fringes but nothing in the neighbourhood that attracts interest. As well, building neighbourhoods like ours where all the houses have front drive garages does not encourage socializing or interaction between neighbours and others. Our neighbourhood is a disaster for walking.

Idea Author: Randy H

Number of Stars 12

Number of Comments 3

Comment 1: Unfortunately, most suburban subdivisions in Calgary are not dense enough to have places (parks, schools, church, commercial areas, etc.) to walk to for everyone in the community. Panorama Hills actually is pretty good in terms of having neighbourhood type commercial areas within the subdivision. They are strategically located in the entrance points to the community or else they would never survive. There are also small parks/playgrounds located throughout the community and have pathways that make walking much more attractive. | By J K

Comment 2: The City has the power to influence and regulate neighborhood design. Giving people a reason to walk and great access should definitely be part of the requirements. I have the good fortune of living in a very walkable community - once I made a decision to be active, I discovered I could walk to most things - my work, shopping, the library, church, LRT station, restaurants, etc. More effort should be made to duplicate this in newer communities. | By Marie M

Comment 3: There are many suburban communities like yours and it is very unfortunate. Believe it or not, land developers say that that is the type of community design that home buyers want in the burbs! I believe it is because most land developers are COMPLETELY UNCREATIVE. The City has been part of the problem and they could be educating the homebuying

public about walkable community designs, so they will demand better community designs from developers. | By Patrick M

Idea Title: These intersections need improving

Idea Detail: I sent these suggestions to Evan Woolley but was told it has to go to the Bankview Community Assoc. so thanks for this forum now. 25th Ave between 18 and 19 Street SW could be greatly improved by putting a marked crosswalk at 18 or 19 St. Also change the yield sign on 19th St. to a stop sign. There is no safe place to cross here because of the hill on the east and having to come out from / go behind parked cars. Cars won't stop for pedestrians.

Idea Author: Arlene D

Number of Stars 11

Number of Comments 0

Idea Title: Comfort, space to walk, and feeling safe.

Idea Detail: I want to feel safe when I walk and not surrounded by cars. I also want my walk to be comfortable. Many of the sidewalks I walk on in my neighborhood are breaking down and crumbling. If my walk was nicer I would walk more. The sidewalks in my neighborhood are very narrow and when people pass me I am forced off the sidewalk and onto private property. More enforcement for sidewalk snow clearing. My neighbor never clears his sidewalk.

Idea Author: Jennifer D

Number of Stars 11

Number of Comments 0

Idea Title: improve non standard intersection - learn from others

Idea Detail: Bow Trail at 37th has bad pedestrian collision stats, has offset roads, merges 5 legs. Other jurisdictions with our climate might have some learnings to offer us.

http://www.cityofchicago.org/content/dam/city/depts/cdot/supp_info/ChicagoPedestrianPlan.pdf
page 74 & 75

Idea Author: Sal L

Number of Stars 11

Number of Comments 0

Idea Title: lower speeds of cars on Main Streets

Idea Detail: On 1st AVE NE as well as 9St and McDougall Rd (cutting through) the cars too often speed and make the streets feel uncomfortable and crossing the street feel unsafe. We have a lot of seniors as well as school children and it is important that they feel safe walking in their community. Please redesign a narrower street so that it feels uncomfortable to speed in our neighbourhood. A little police enforcement now and again would also help.

Idea Author: DEb L

Number of Stars 11

Number of Comments 0

Idea Title: 15 St NW immediately south of 10 Ave NW

Idea Detail: Lots of pedestrians and cyclists but no sidewalks on either side of the street! In winter pedestrians have to use the street, made worse by the "vehicle graveyard" from out of area vehicle dumpers. Add sidewalks and restrict parking.

Idea Author: David H

Number of Stars 11

Number of Comments 1

Comment 1: Forgot to mention: this is on a 7% grade hill | By David H

Idea Title: Keep sidewalks for pedestrians, not cyclists.

Idea Detail: Sure, riding one's bike on a sidewalk or in a crosswalk is illegal, but we see it all the time. Where are the signs to educate cyclists? Where are the markings on the surface

to show "No Bikes" allowed? Where are the barriers to make it difficult or impossible to transit on a bike but possible on foot? Where are the bike lanes where cyclists can feel safe and won't need to resort to riding on where they should not? Where are the police to enforce the law?

Idea Author: Tom D

Number of Stars 11

Number of Comments 1

Comment 1: Brilliant comment!!! | By Aleks R

Idea Title: Separate sidewalk from bike path here (and all along Charleswood

Idea Detail: A sign saying "cyclists dismount and walk across crosswalk" is needed at this and every crosswalk where a bike path crosses a road. This mixed use path looks like a sidewalk and encourages adults to illegally ride on sidewalks and across crosswalks. The solution is a combination of education (signs) and better design (please don't make bike/mixed use paths that look like sidewalks, and if you do, please mark them somehow to show where bikes are permitted).

Idea Author: Kyle O

Number of Stars 11

Number of Comments 2

Comment 1: I "second that" too! I walk or bike this route every day to work so I am very familiar with it. It is ridiculous that bikes and pedestrians are mixing on this heavily used sidewalk/path, and that there are NO signs indicating that it is a shared path anywhere along the route. I have written and called the city several times about it, and even sent photographs of how many bikes and pedestrians there were at once time. There needs to be a safe bike route to the university of calgary down Charleswood drive. | By Jackie S

Comment 2: "I second that"... another great example, there are so many around Calgary, where existing pathway systems only need be revised to be optimized for more use, safer use, less capital investment in less ideal spots.

cycling and pedestrian strategies need to overlap in cases like this. | By C B

Idea Title: 5 Ave NE in Meridian needs a sidewalk

Idea Detail: Though there are no sidewalks, there are paths worn into the ground on both sides of this street because so many people walk here. There's all kinds of transit dropping people off but they're left to walk on the side of a steep slope or literally walk on the street (I've seen it many times - usually people with strollers). I realize it's an industrial park, but the worn walking paths should speak for themselves.

Google Street View: [https://www.google.ca/maps/@51.056737,-](https://www.google.ca/maps/@51.056737,-113.99121,3a,75y,263.34h,72.54t/data=!3m4!1e1!3m2!1s78YsldBKK5JCWh-kfebWdQ!2e0)

[113.99121,3a,75y,263.34h,72.54t/data=!3m4!1e1!3m2!1s78YsldBKK5JCWh-kfebWdQ!2e0](https://www.google.ca/maps/@51.056737,-113.99121,3a,75y,263.34h,72.54t/data=!3m4!1e1!3m2!1s78YsldBKK5JCWh-kfebWdQ!2e0)

Idea Author: Danny H

Number of Stars 11

Number of Comments 3

Comment 1: Hopefully more properties in the area will be redeveloped soon as new developments will be required to put in sidewalks. We know that the City will never put in the sidewalks. It is a safety issue as some people are walking on the street instead (it's not something I would ever do). | By J K

Comment 2: Yes, the clues are there and city staff need to be watching for this and enabled to take appropriate action | By DEb L

Comment 3: I have to say I love the sentiment Danny, people are showing the City where they walk! So give them something to walk on. | By C B

Idea Title: Remove pedestrian cross button

Idea Detail: This intersection has a lot of foot traffic and shouldn't require a pedestrian to push a button to cross. Cross signals should be automatic.

Idea Author: Alex G

Number of Stars 11

Number of Comments 3

Comment 1: Sorry I should mention - 25th Ave and 2nd St SW in particular, but really there should be zero pedestrian buttons throughout the city. | By Alex G

Comment 2: Any four way intersection that require pedestrians to push a button to cross, and run just to see if they can push the button on time to cross. | By Michaelle T

Comment 3: What intersection?!? | By Aleks R

Idea Title: Connection from Riley Park to McHugh Bluff/Rosedale

Idea Detail: Either a bridge or a pedestrian crossing here, with proper signage pointing the way.

Idea Author: Alex G

Number of Stars 11

Number of Comments 2

Comment 1: This is also a missing link in the wonderful walking route along the top of the escarpment from Centre Street to 14 Street NW., with huge views of the downtown and the mountains. The section along Crescent Road is the best known, but the section west of 10 Street is just as good. | By Patrick M

Comment 2: What a good catch Alex, there are a few places in North Calgary that i walk and feel a connection would open the spaces up to others users and create some more activity - both Riley and McHugh Bluff are amazing spaces and the users of both would both benefit from the connection you speak of. | By C B

Idea Title: Reclaim excess intersection pavement

Idea Detail: This intersection is way oversized and awkward to cross for pedestrians. Please put in a landscaped roundabout (this would help reduce stormwater loads) and marked crosswalks to make pedestrian crossing and vehicle turning movements more predictable.

Idea Author: Desmond B

Number of Stars 11

Number of Comments 1

Comment 1: Pedestrian crosswalks must be as short and safe as possible... any excess of pavement only encourages more speeding so must be reduced in size | By DEB L

Idea Title: Communities with no sidewalks

Idea Detail: In my community, there are many streets that either have no sidewalks or sidewalks on only one side of the street. It's an older neighbourhood where pathways were put in between homes instead of having sidewalks. In today's age, having kids walk to school down dark / not-visible to others pathways isn't safe, but neither is walking along the road. I'm not sure what the solution is in this case, but it's a good example of a pathway trend that didn't work very well.

Idea Author: Steve E

Number of Stars 11

Number of Comments 0

Idea Title: Improve ped walkway beside bridge

Idea Detail: At the moment the walkway on the bridge is fairly good but the section south of the bridge is very narrow and covered in gravel. This unpleasant walk affects accessibility to Bowness Park from the North side of the river.

Idea Author: Claire C
Number of Stars 10
Number of Comments 0

Idea Title: Flashing ped lights

Idea Detail: Very inhospitable to walking but you must cross the street here to access Bowmont Park. Crosswalk is faded, cars speed and don't yield.

Idea Author: Claire C
Number of Stars 10
Number of Comments 1

Comment 1: Not sure if flashing lights are the way to go but there need to be design features that make it safe to cross streets... we have got to stop the carnage (pedestrian injuries and deaths) on our streets | By DEB L

Idea Title: widen this sidewalk that is the merge point - 8th, & Bow Tr. and get the bus benches off of the walking space

Idea Detail: the intersection at 37 & Bow Tr is a busy walking route for groceries, sidewalks terminate along the south side of 8th , others along Bow Trail pathway merge here - all to cross to a "island " going south on 37th with many obstacles -

Idea Author: Sal L
Number of Stars 10
Number of Comments 0

Idea Title: To clean up sidewalk and add trees, benches etc. to Centre St.

Idea Detail: Both Centre St. and Edmonton Tr., just south of McKnight Blvd. are horrible places to walk. Sidewalks are in terrible condition. No protection from cars flying by. Gravel and dust and dirty water are sprayed on pedestrians by vehicles going by. Homes along Centre St. are in terrible state of disrepair and it feels like you are in a ghetto. These property owners should be forced to clean up! Neither of these streets offers anything pretty to look at; ie: trees, plants, benches, etc. The slope of the yards off Edmonton Trail makes the sidewalk almost completely impassable when there is any kind of snow melt at the entire 3 blocks south of McKnight becomes a huge skating rink. And when the ice melts its a mucky mess. Not sure how these poor residents cope with this. Both streets over-all extremely unpleasant!

Idea Author: Maureen O
Number of Stars 10
Number of Comments 1

Comment 1: I completely agree. Edmonton Trail is scary to walk on even in the summer because the sidewalks are so close to the road and drivers seem especially fast and impatient. I completely avoid it in the winter because the sidewalks aren't cleared and you're guaranteed to be hit with slush/dirty water. I cross it twice a day but only at 8th Ave or 12th Ave--there are other crosswalks but they don't have lights so you are risking your life if you cross at them--and it takes forever for the pedestrian light to come on. I've often thought that Edmonton Trail south of 16 Ave could be a nice shopping/restaurant district (Big Fish, Boogies Burgers, oeb and Diner Deluxe are fantastic restaurants, the potential is there) but with all that traffic I can't see it being pedestrian friendly. | By Lelaynia W

Idea Title: LRT

Idea Detail: The LRT should not run any slower then every 5 min.s, and as much train presence as possible.

Idea Author: Michaelle T
Number of Stars 10
Number of Comments 0

Idea Title: Add a tax to raise funds to improve walkability

Idea Detail: If we want to have these improvements we need to be able to pay for them. Taxes are the ways that communities fund improvements for the common good. Alternately ask our city council to fund walking infrastructure to the same extent as car infrastructure... correct the imbalance

Idea Author: DEb L

Number of Stars 10

Number of Comments 0

Idea Title: Crosswalk needed here - 17th Ave and 5a St. SW

Idea Detail: 17th Ave is a pedestrian heavy area yet nowhere is it more clear how little the cityscape is meant for them. Sidewalks are too narrow, traffic is too fast and crossings are far too infrequent. Hopefully most of this will be addressed by the mainstreets initiative but it can't be too soon.

Idea Author: Regina M

Number of Stars 10

Number of Comments 1

Comment 1: I think it's a good point that pedestrian traffic may desire a crossing where you mention... but most importantly the specific area you reference has massively wide sidewalks and they can be found in many key spots along 17th SO I think your observations are a clear message to the City and politicians that this is one of, if not the most, desirable social gathering places and there are more people than they wish to admit who want to be down in this area on a weekend or on some evenings!! | By C B

Idea Title: Sidewalks need to be along every roadway

Idea Detail: Nothing is more frustrating than suddenly coming to the end of a sidewalk when the street continues onward to one's destination. It smacks of the city simply being cheap.

Idea Author: Tom D

Number of Stars 10

Number of Comments 1

Comment 1: Certainly not an unfair statement. With some experience in this regard I offer that you are not wrong, but it's not all on the City; it relates at its core to affordability and prioritizations associated with capital investment.

However you will be happy to know that the City and development industry have changed that strategy years ago and sacrifice other costs for sidewalks on every road. In fact recently making it mandatory for sidewalks on both sides as well as ensuring other full connectivity options through pathways etc.

While it is fairly standard now and has been maintained it won't address past decision, only substantial reinvestment by the City through our taxes can enable a full scale improvement; which means sacrificing other things we may not be willing to give up. | By C B

Idea Title: Community access pathways/ice and snow removal

Idea Detail: I live in a circumlinear community with great access to services such as medical, shopping and transit but for only six months out of the year. Mobility (walking) is severely restricted in winter due to ice buildup and the lack of snow clearing of the access pathways that lead into the community from Centre Street. I don't understand who determines which pathways/sidewalks get attention for some winter maintenance. There are three different city departments coming out to clear a few feet of snow here and there in Beddington Heights (refer to the City's snow removal map) but not at these access points. How much extra would it cost to clear a few extra meters of pathway when you are already out there in the

community?

Idea Author: Nancy M

Number of Stars 10

Number of Comments 1

Comment 1: Its a great point Nancy... i live in the same area and if the City efficiently cleans the direct routes of their pathways it will allow them to get done more frequently; and private owners along the route will need to be hit with some City enforcement to get on track as well in some spots. | By C B

Idea Title: Improve the pathway connection through Eagle Ridge

Idea Detail: Please improve the pathway connection from Rockyview Hospital to Heritage Park by:

-creating a new multi-use pathway between Heritage Park and Eagle Ridge, to the west of the residential development; or

-improve the easement pathways and incorporate traffic calming along Eagle Ridge Drive between the two easements

Idea Author: Desmond B

Number of Stars 10

Number of Comments 0

Idea Title: Complete sidewalks

Idea Detail: 19 Street SE connects to an LRT and there is not a complete sidewalk on the east side of the street where most pedestrians walk. In fact to access bus stops you must jay walk across the street there aren't even cross walks that connect from the west side walk to the bus stop.

Idea Author: Ruth D

Number of Stars 10

Number of Comments 0

Idea Title: enforce the speed limit and bikers need to respect the crosswalk or have loader bells

Idea Detail: speed on this neighbourhood road is over the top especially around the curved sections with short sight lines

Idea Author: Sal L

Number of Stars 9

Number of Comments 4

Comment 1: My original post was for a street bike lane site...I think at different sites and time of day- bike/pedestrian pathways behaviour varies greatly. At the recent Open House for Quarry Trail, some regular riders attending were advising the pedestrians to avoid the pathway during morning and evening commute hours as they saw it as a high risk for accidents. ... and as expected from their perspective it was the pedestrians who should vacate.

My youth first bike / licence was not in Calgary and I still remember the lessons / obstacle course and plate - it was a big deal....run twice a summer in the school parking lot by the police. No head protection though! I expect to some degree road smarts vary between those who have the perspective of having / had a drivers licence and those who have not. At this stage of *strategy* hopefully other jurisdiction best practices are looked at as well.

One of the answers may be different cycle speed limits for "shared" pathways than dedicated cycle lanes on the street..... and some type of permanent speed display feedback devices. |

By Sal L

Comment 2: I was a kid in Calgary when we had to have bike licenses. There was no

education program, the bureaucracy cost more than the licenses, and we had to have dorky flags attached to our bikes and as a result no adult wanted to ride one.

Fast forward to today and bells are basically irrelevant. Traffic from trucks is so loud no-one could possibly hear something as quiet as a bell and even when it isn't rush hour everyone outside walking is wearing earphones. I agree that louder devices - bells or horns - should be mandatory.

As a rider I am a little offended by CB.'s comment that 'very few of them (riders) utilize proper riding habits'. I have bike commuted often and the only riders I have seen that fit this description are couriers (I even got sideswiped by one once - he couldn't see or hear me because he was talking on his cell phone at the time.) | By Clyde P

Comment 3: cyclists education was an advantage of the historic licencing process, the idea that we encourage & allow road & shared pedestrian pathway use without a minimum verification of traffic law seems flawed. | By Sal L

Comment 4: Cyclists need a re-education on proper communication; someone is going to get seriously injured as the number of cyclists increases every year very few of them utilize proper riding habits and communication with those around them for everyone's safety (use of bells when approaching to pass). | By C B

Idea Title: Cut pathway into the hill to link through to Edmonton Trail

Idea Detail: The world ends at Centre street if you are heading east. Memorial drive's attractive features stop, the convenient green pathways away from the cars, etc. So why not extend the pathway from the pedestrian crossing on Centre street along the hillside to Edmonton Trail to encourage more pedestrians to enjoy the views and have a path that isn't right beside the busy road - but loftily above it?

Idea Author: Joe B

Number of Stars 9

Number of Comments 0

Idea Title: Evaluate waking along McDougall Rd in Bridgeland

Idea Detail: Lots of seniors here... need wider sidewalks and on both side of the road, esp between 12 St and 9 St NE.

Idea Author: DEb L

Number of Stars 9

Number of Comments 0

Idea Title: Develop a plan for walking audits

Idea Detail: Engage citizens in our community to do audits of walking areas... determine the strengths and weaknesses of your community and develop a plan to improve walkability

Idea Author: DEb L

Number of Stars 9

Number of Comments 0

Idea Title: Regional pathways as pedestrian and cycling commuter-ways

Idea Detail: There is a regional pathway that goes from the Foothills Hospital down to Shagg trail and Parkdale Blvd. It passes near (50 metres) some new commercial buildings, however one can not access the buildings from the pathway. Instead one has to walk about 400-500 metres in a round about route to get to the front of the building to gain access.

Idea Author: Doug C

Number of Stars 9

Number of Comments 1

Comment 1: This connection should have been picked up at development permit stage and

constructed by the developer/owner. Lost opportunity, Parks/Planning. | By Christine H

Idea Title: More garbage bins

Idea Detail: There are very few bins on the streets and on the pathways. If more of us are going to be walking, I think the City should be planning to provide more bins. The amount of garbage I see when I walk in my community and in other parts of Calgary is considerable and I don't see it improving without more access to well located bins.

Idea Author: Wendy D

Number of Stars 9

Number of Comments 1

Comment 1: Absolutely! | By Aleks R

Idea Title: Addressing one problem causes many other problems

Idea Detail: Traffic calming/physical barriers at this corner make it impossible for pedestrians to cross in any direction. This "solution" did not incorporate the adverse effects to pedestrians. Also, the temporary barriers have been there so long they are returning to their natural state (sand and gravel). The sidewalk on the northeast corner is very narrow, and the ramp (which is useless because of the barriers) pushes peds/strollers/wheelchair users into the roadway. Sidewalk was poured in 2014 and this issue was not fixed!

Idea Author: Jon L

Number of Stars 9

Number of Comments 0

Idea Title: Introduce a bylaw that prevents people from draining runoff onto pedestrian pathways

Idea Detail: I've contacted 311 / bylaw numerous times about a pathway that gets flooded every winter by a homeowner (not at the exact address shown here) who drains their roof runoff onto the pathway. It turns the pathway, which is the only pedestrian exit to 24th, the bus stops, the medical clinic, Co-Op, etc into a solid sheet of ice. According to bylaw, there IS no bylaw that prevents this... Time to do something about that.

Idea Author: Steve E

Number of Stars 9

Number of Comments 1

Comment 1: Yes there is a bylaw against that Community Standards bylaw 5m2004 http://calgaryarea.com/content/communities/good_neighbour.pdf I find the 311 less than helpful even when you point them in the right direction. | By Nancy M

Idea Title: Sidewalk on corner of 11 Ave and 8 St SW (kitty corner form Safeway)

Idea Detail: The sidewalk on this corner is already narrow when turning north onto 8th St - it almost seems like a blind "walking" corner. The biggest problem though is that there is a huge light standard post on the corner taking up most of the space on the already narrow sidewalk. This post needs to be relocated or at least resized.

Idea Author: Maria H

Number of Stars 9

Number of Comments 2

Comment 1: And 5th street btw 10th and 11th | By Rob L

Comment 2: Agreed. That is a tough corner for pedestrians and if the post can be moved, that would really help. In addition to that, I would love to see a wider sidewalk. There is plenty of room on 11th Ave to increase the sidewalk depth by decreasing the width of that odd width curbside lane. As suggested many times in this forum, we want narrower lanes for cars and wider sidewalks for pedestrians. This is a great place to implement that (both 11 Ave and 8

Street). | By Dale H

Idea Title: It's not just about moving vehicles more efficiently

Idea Detail: Every conversation I've ever had with a traffic engineer goes something like this. ME! If you build that new traffic structure the way you're proposing, it's going to make walking for anyone who isn't 20 and fit more difficult.

Engineer! But, we have to move XXX more vehicles through that corridor and besides, no one's been killed yet.

ME! So, get serious about creating disincentives to reduce the number of cars.

Engineer! That's unpopular and politically it won't fly.

ME! So your answer to increased vehicle congestion is to build more roads?

Get the message?

My idea, get serious about walking communities, quit designing everything around people and their cars. Sure, there'll be some grumbling but in the end, who really needs yet another mega mall!

Thanks for reading.

Idea Author: Lui G

Number of Stars 9

Number of Comments 0

Idea Title: All-way crosswalk at this intersection

Idea Detail: I cross here several times a day. It is SO dangerous, particularly the cars turning left from 32 to go south on Crowchild. They are not watching for pedestrians, they are watching 3 lanes of traffic coming towards them. This is a heavily used pedestrian crossing to and from the university. I have counted as many as 20 pedestrians and several bikes there at once.

Please make it safer!!! At least put a sign for the left turning traffic like "Watch for pedestrians and cyclists crossing". Thank you

Idea Author: Jackie S

Number of Stars 9

Number of Comments 2

Comment 1: Perhaps no turns on red at that intersection would work? | By Nancy M

Comment 2: Yes, make things safer for pedestrians. | By DEb L

Idea Title: enforce existing traffic regulations at intersections to yield to pedestrian

Idea Detail: enforce vehicle yield to pedestrian at all intersections. Remove right turn on red without stopping.

NEEDS ENFORCEMENT, otherwise the laws are useless !

Idea Author: Tom L

Number of Stars 9

Number of Comments 2

Comment 1: There need to be consequences for vehicles which run red lights and for those which fill in intersections after the light has turned orange. The intersection of 17th Ave./12th St. SW is particularly dangerous for pedestrians because of these infractions. | By Mary H

Comment 2: Superb comment, I am in complete agreement! Cheers! | By Aleks R

Idea Title: Sidewalk Closures - Provide Interim Sidewalks

Idea Detail: Sidewalk closures for construction (for example longer than 7 days) should require the installation of an interim sidewalk with proper protection and not just a few pylons.

Idea Author: Barbara W

Number of Stars 8

Number of Comments 1

Comment 1: Excellent point! | By Dale H

Idea Title: activity centre Westbrook - not this -picture

Idea Detail: community safety requires some community engagement - this is the walking route from the Westbrook LRT

Idea Author: Sal L

Number of Stars 8

Number of Comments 5

Comment 1: the city has a wonderful TOD plan for westbrook shopping centre and the LRT station. Can it get going? | By Laura M

Comment 2: Pedestrian access - including sidewalks are essential at LRT stations.... if pedestrian needs were considered perhaps there may not be so many parking woes | By DEB L

Comment 3: Thanks for the background Sal L... so your concerns have even deeper roots in the fact that some refurbishment has already taken place and it has done little to consider the community dealing with a new LRT station is nearby, let alone show that there is a plan for the future.

I hope this process brings some attention to this area as it is not unique in this current evolution of Calgary. Making the opportunities to do some great things in this spot and elsewhere very broad. | By C B

Comment 4: The other side of the street is the golf course and for a good portion of the block the 10 feet plus chain link fence is within a foot of the sidewalk, sadly a section of that sidewalk was rebuilt by the city with the widening of Bow Trail for the LRT work in 2012. Using that side of the street as the walking route from the LRT requires crossing two busy intersections at Bow Trail.

Hope... for a pedestrian friendly block that has a street design that send a message to drivers (including bikers) that they are entering a residential neighbourhood and no longer on the artery. The concept of street * crowding * and tree planting in the median island are possibilities - power lines conflict with that idea on the east side (although we can always wish that they get buried) . The bike lane install took away the street calming curb parking feature. | By Sal L

Comment 5: Your picture exposes a great opportunity for a much wider sidewalk (2m) on the other side of the street can be designed in the space available due to the setbacks caused by the overhead power enable; widen sidewalk AND separate from curb of roadway.

This in turn could allow for removal of this sidewalk in the centre of the photo to allow for a wider bike lane that can further separate cyclists from traffic and pedestrians.

This engagement is only one part though as change critically requires community buy-in and investment. The LRT in Westbrook is new and what exists was built long, long before - the change in that community is going to be so exciting. | By C B

Idea Title: adjacent land owners educ - curb cuts at the lane entrance/exit

Idea Detail: adjacent land owners are responsible to clear the side walk curb cut to the centre line of the lane.... many appear to not be aware of this - this spot get compacted quickly and in our community site drainage is directed down the lane to flow to the street..... all adding to a ramp of ice!!! also gravel tends to migrate from the lane onto the concrete sidewalk making for a "rolling step" year round.

Idea Author: Sal L

Number of Stars 8

Number of Comments 0

Idea Title: More infilling

Idea Detail: Only ~12% of the city's population lives downtown. Policies that promote infilling (for example, higher taxes on surface parking lots), will encourage development in the city's downtown, close to grocery stores, recreational facilities, work spaces, etc. and are therefore walkable.

Idea Author: Cornelia D

Number of Stars 8

Number of Comments 0

Idea Title: Pedestrians are incredibly vulnerable at this intersection

Idea Detail: Fast cars and small island make this incredibly dangerous.

Idea Author: Matthew B

Number of Stars 8

Number of Comments 2

Comment 1: Crowchild and 24 ave NW | By Matthew B

Comment 2: What intersection? | By Aleks R

Idea Title: Develop a culture in which pedestrians follow the rules.

Idea Detail: Often downtown, and likely elsewhere, many people don't wait for the traffic signals to change. They anticipate them. It would be more comfortable and hence safer if we all crossed the road at the same time. Perhaps we have a small-town mentality and haven't developed a city culture.

Idea Author: Norm B

Number of Stars 8

Number of Comments 2

Comment 1: We need cyclists and motorists to do the same. Cyclists should stay off sidewalks and out of crosswalks. Cyclists and motorists should always follow the traffic laws. | By Tom D

Comment 2: While I can appreciate a concern for pedestrian rule-breakers, I feel that this kind of approach assumes that pedestrians are generally the cause of vehicle/pedestrian collisions. And in a city that is trying to foster more pedestrian travel, I don't believe this will improve matters for drivers or pedestrians. | By Tom S

Idea Title: Use staggered crossings more.

Idea Detail: Some roads take too much time to cross relative to the need to move cars. Staggered crossings allow for less dashing for pedestrians. I use the word 'dashing' as it may seem so for some older folk. One could get to the safety island on an advanced signal and complete the crossing after the advanced signal. Staggered crossing could even be used when there is no advanced signal. This approach is different from just having an island in that there are fences for orderliness and safety.

Idea Author: Norm B

Number of Stars 8

Number of Comments 0

Idea Title: neighbourhood with sidewalks between houses need ramp curbs

Idea Detail: The old neighbourhood with sidewalks between houses doesn't have ramp curbs at the streets - would be great for these to be modified.

Idea Author: Norm B

Number of Stars 8

Number of Comments 2

Comment 1: Great idea - this would encourage cyclists to use these walkways, too. There are PLENTY of micro-improvements just like this which would help. | By Patrick M

Comment 2: when the walks link across a series of streets, a no parking spot at the curb (or ramp) would be better for access and safety sight lines | By Sal L

Idea Title: Improved pedestrian crossing at 26 AV and Centre street

Idea Detail: 26 avenue north and Centre street needs an improved pedestrian crossing. The intersection is currently uncontrolled. The addition of a lighted and marked cross walk would make the intersection safer. It would also encourage more foot traffic to neighbouring businesses. There are also nearby bus stops on both sides of Centre street. I often see pedestrians trying to sprint across Centre IN RUSH HOUR to catch a bus. It's a risky situation that would be greatly improved with the addition of a signalized cross walk. Another cross walk would also be consistent with prioritizing the pedestrian experience on Centre. There are a number of nearby cross-walks, but drivers tend to accelerate between the cross walks as there are no there traffic signals between 20th avenue and 32nd avenue. Another crossing would send a strong message that this is a pedestrian realm and that drivers should slow down. There are lots of ways this intersection would benefit from a pedestrian crossing.

Idea Author: Karl V

Number of Stars 8

Number of Comments 0

Idea Title: 61 Ave Ped Corridor OVERDUE for Investment

Idea Detail: Lets see priority efforts toward City and Private Partnership focusing on improved environment, safety, and volume capacity for cyclists and pedestrian from LRT station to major commercial/lifestyle hubs; its long overdue near Chinook!! I am ALL for this investment and my family lives in North Calgary.

My children aspire to take the train here with friends many times throughout the year, because its faster to do so with a bus pass than other options! Lets see the optimization of the long range planning that took place decades ago.

Similar opportunities exist in our city for drawing people together and will create excitement AND allow City staff to address the all modes of traffic knowing where it wants to go!!

My favourite similar opportunity: North Hill Mall/SAIT/Jubilee Auditorium- such a unique assembly of art, recreation, entertainment, lifestyle activity, and education!!

Idea Author: C B

Number of Stars 8

Number of Comments 0

Idea Title: Change stop sign placement to East/West direction

Idea Detail: Most pedestrian + bike traffic runs N/S at this intersection and the stop sign also faces this direction. Often there are many cars parked here making it difficult to see if traffic is approaching without getting out into the street. Changing the stop sign orientation to E/W facing will slow traffic down in this residential areas and increase safety for pedestrians + cyclists.

Idea Author: Lynette H

Number of Stars 8

Number of Comments 1

Comment 1: I agree. 20th has become such a busy traffic route (and is packed with street parking) that crossing it safely as a pedestrian (especially considering Confed Park and King George School are nearby) is a hazard as visibility is low and you actually have to encroach onto the street in order to see oncoming cars and for drivers to see you (pedestrian/cyclist) | By jasmine P

Idea Title: Sidewalks

Idea Detail: Have more of them.

Idea Author: Michaëlle T

Number of Stars 8

Number of Comments 0

Idea Title: Bus stop signs

Idea Detail: Bus stop signs should be a bright florescent colour, perhaps orange, or purple, something that stands out so that one can actually find the bus stops.

Idea Author: Michaëlle T

Number of Stars 8

Number of Comments 0

Idea Title: Busses

Idea Detail: Have busses run more often, and connect to each other as much as possible. I don't enjoy traveling because of the transit schedules! Should be max. every 15 min.

Idea Author: Michaëlle T

Number of Stars 8

Number of Comments 0

Idea Title: ensure that being expected to cross a highway/interchange

Idea Detail: on or off ramp at grade in order to walk places is not considered a reasonable expectation of pedestrians.

Idea Author: Kathleen G

Number of Stars 8

Number of Comments 1

Comment 1: Pedestrians should take priority over cars.. and pedestrians should never be expected to put themselves at risk in a car dominated area | By DEb L

Idea Title: traffic calming on strathcona dr west of 69

Idea Detail: This is a long wide street that traverses this area and cars travel very quickly down it, despite it being residential. Calming measures that narrow the road at intersections might help slow the speeds.

Idea Author: Laura M

Number of Stars 8

Number of Comments 0

Idea Title: Replace all "legacy" sloping driveway cuts with level sidewalks.

Idea Detail: The old driveway cuts become icy and very dangerous in the winter--many pedestrians fall and are injured from these sloping sidewalk sections. Replacing them is a matter of safety. Many elderly residents, in particular, are afraid to walk in the winter time because of the danger these sloping sidewalks pose.

Idea Author: Byron M

Number of Stars 8

Number of Comments 0

Idea Title: 13 Ave Crossing of University Drive

Idea Detail: This is a dangerous intersection for pedestrians crossing University Drive in the morning in the darkness of winter. Motorists are so focused on short-cutting via 13 Ave from Crowchild to University Drive that they often forget to watch for pedestrians. Perhaps better lighting, cameras or a better police presence will help.

Idea Author: Doug C

Number of Stars 8

Number of Comments 0

Idea Title: Make walk lights automatic at most intersections

Idea Detail: It should be possible to cross at a major intersection without waiting a full light cycle just because you didn't push the button. Since whether or not a pedestrian has pushed the button doesn't seem to affect the timing of most traffic lights, why do we need the buttons? Save the expense and have a pedestrian crossing as part of every light cycle.

Idea Author: Kyle O

Number of Stars 8

Number of Comments 2

Comment 1: In my area, the buttons don't affect the light cycles. I have no problem when they change the light cycle, but instead I see many many pedestrians cross against orange hands because they have missed the button. Also the button means many must wait a full light cycle (when they arrive on green but aren't allowed to cross because the button has to be pushed during the red to change the pedestrian signal.) | By Kyle O

Comment 2: the concept of automatic walk lights at all intersections is a common comment, but i don't know that i can support it sorry.

Perhaps my area is different but I find use of the button turns on the walk signal and extends the traffic lights i am aware of. so i think it is a good tool for extending the light when necessary but not unnecessarily doing it every time.

I can certainly understand the frustration if button wasn't pushed for sure. | By C B

Idea Title: Encourage more kids to walk to school.

Idea Detail: I've noticed that in my neighbourhood school there is no longer a school patrol. I wonder if schools with a high number of walkers could get a funding kick to bring back school patrols. It gives the older kids a big leadership opportunity and would encourage more parents to let their kids walk to school. (The number of kids driven three blocks BLOWS MY MIND). My kids have to cross Bowness Road and it'll be a long time before I let them walk alone.

My kids have been very motivated by the Mayor's Walk to school initiative. Could the program be extended into schools? What about rewards for walking and in-school promotion?

Idea Author: Erin B

Number of Stars 8

Number of Comments 0

Idea Title: Curb expansions at 18th, 17th, 15th, etc.

Idea Detail: Drivers travelling east and then turning onto Macleod from any one of the avenues between 10th Ave S and 18th Ave S generally fly around the corner, whether the light is green or red. I walk along this route every morning and it is a rare day when I don't almost get hit.

Expand the curbs and add trees to the expansion to reduce driver visibility, which would encourage them to be more careful when they approach these intersections.

Idea Author: Alex G

Number of Stars 8

Number of Comments 1

Comment 1: Yes, design for safety | By DEb L

Idea Title: Foot grips on metal bridge connectors

Idea Detail: The plain metal plates on the sidewalk where the bridge to its foundations is very slippery during winter and when wet. Coat these plates in a gripping surface to reduce clipping.

Idea Author: Alex G

Number of Stars 8

Number of Comments 0

Idea Title: Improve water drainage

Idea Detail: A giant puddle forms at this location (west side of 1st St SE just south of 10th Ave) during winter and whenever it rains. Pedestrians are splashed constantly when this happens.

Idea Author: Alex G

Number of Stars 8

Number of Comments 1

Comment 1: Truth | By Rob L

Idea Title: Better access to Stanley Park

Idea Detail: Improve pedestrian access to Stanley Park from 42 Avenue/Crescent Boulevard SW, at the SW corner of the park. This is the closest point between the multi-use pathway and the skating rink/community hall, please make an easy walking connection to the alley east of 4A Street SW.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 0

Idea Title: Improved access to 39 Avenue LRT Station

Idea Detail: Please improve walking access to the 39 Avenue LRT station by:

- widening and maintaining sidewalks (including snow removal)
- adding a signalized pedestrian crossing near the CPR tracks/1 Street SE
- narrowing/improving lane definition along 42 Avenue west of MacLeod Trail SW
- adding a marked crosswalk across 42 Avenue SW at Stanley Road SW
- improving sidewalks along 42 Avenue SE across the CPR tracks and east to Manhattan Road
- consider a 4>3 lane road diet for 42 Avenue and adding bike lanes to it, Manhattan Road, and 46 Avenue SE to link up with the similar design on 11 Street SE, creating a real network for cycling access to the Alyth-Bonnybrook-Manchester industrial areas.
- ensure future development applications at 42 Avenue and MacLeod Trail result in a reduction in the number of curb cuts
- widen sidewalks where curb cuts exist in order to allow walking on a safer, flat surface.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 0

Idea Title: Repair heaved sidewalks in Princess Obolensky Park

Idea Detail: Sidewalk panels are heaving and exposed joints are hazardous.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 0

Idea Title: Unite the escarpments

Idea Detail: Consider an escarpment level pedestrian bridge above Mission Road linking the two parts of Roxboro Park at escarpment level. It would greatly enhance the park experience, could be an iconic structure, and would be a great attraction with amazing views.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 1

Comment 1: Awesome idea! | By DEb L

Idea Title: Link Roxboro and Erlton

Idea Detail: Please repair/enhance the walking path that connects Roxboro with Erlton through Roxboro Park; it's a great and scenic link.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 0

Idea Title: Lindsay's Folly pathway maintenance

Idea Detail: Please maintain this pathway year round (snow and ice control) as it is a vital link to the neighbourhood up the hill.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 1

Comment 1: Yes, this is an important link | By DEB L

Idea Title: Stanley Park pathways

Idea Detail: Please rehab the pathway linking 42 Avenue SW with the Elbow River pathway through Stanley Park (past the tennis courts and the outdoor pool). It's in rough shape (poor drainage). Please also maintain year-round (snow and ice control).

Idea Author: Desmond B

Number of Stars 8

Number of Comments 1

Comment 1: This change will make this park more accessible to all people but especially those who need wheels to move. | By DEB L

Idea Title: Dangerous curve

Idea Detail: Tighten the turning radius (NBR) from Elbow Drive onto 58 Avenue SW. Given that there's a playground zone immediately east of here, why is the turn itself designed for high speed? Makes things sketchy for walking along here.

Idea Author: Desmond B

Number of Stars 8

Number of Comments 1

Comment 1: Yes, we need to design our roads for safety - always... but special attention to playground zones | By DEB L

Idea Title: Snow and Ice Control on Rideau Road

Idea Detail: Please link up the excellent snow and ice control done on the Elbow River pathway segments in Stanley Park and on the west side of the river from Wood's Park northwards by also doing snow and ice control along Rideau Road between Stanley Park and the Rideau Park Bridge

Idea Author: Desmond B

Number of Stars 8

Number of Comments 1

Comment 1: And on the ramps to access the new footbridges. The slopes connecting the bridges to the sidewalk were often very icy as the snow melted off the bridges and froze on the ramps. | By Wendy D

Idea Title: Pathway improvements along Crowchild Trail SW

Idea Detail: Please upgrade and widen the pathway along Crowchild Trail to account for the volume of all users, and consider providing separate facilities for walking and cycling, as is done elsewhere in North Glenmore Park

Idea Author: Desmond B
Number of Stars 8
Number of Comments 0

Idea Title: Add a sidewalk along this stretch of 34 Ave NE

Idea Detail: This section of 34 Ave NE (between 35 St and 29 St NE) is used by many to travel from Whitehorn LRT to their jobs in the Horizon industrial area. A sidewalk could be added here and would logically terminate at the existing sidewalk at 29 St NE and at 35/36 St NE near Whitehorn. I use this route daily and have counted scores of people who walk this same route daily to get to their jobs.

Idea Author: Alex P
Number of Stars 8
Number of Comments 0

Idea Title: Needs a well defined sidewalk

Idea Detail: The sidewalk on the north side of 10 Ave SW just west of 12 St SW (just in front of Community Natural Foods) is not well defined. The entire area between the curb and the building is paved in asphalt and it is not clear where pedestrians are supposed to travel. Vehicles often park on the sidewalk area blocking pedestrians and causing them to weave in between parked and moving vehicles. This walkway should be marked or repaved to prevent vehicles from monopolizing the pedestrian realm.

Idea Author: Alex P
Number of Stars 8
Number of Comments 0

Idea Title: put accessible pedestrian signals at busy intersections

Idea Detail: There are some intersections in Calgary that are simply put crazy! If you can't see the traffic light, you literally take your life in your hands every time you step off a curb.

To make matters worse, there's increasingly more different kinds of pedestrian actuated signals. There's the true accessible pedestrian signals which beep when it's clear to cross and then there's the buttons which seemingly do absolutely nothing, except chirp when pressed. Use only one kind of APS, be consistent throughout the city and make sure that every intersection with complex crossings, multiple lanes of traffic are equipped with accessible pedestrian signals.\

PS: Who can cross an intersection in 3 seconds! Get real!

Idea Author: Lui G
Number of Stars 8
Number of Comments 0

Idea Title: Allow Bikes on Stephen Avenue During Non-Rush Hour

Idea Detail: Stephen Ave during non-rush hour (eg 10am, 2.30pm) should be bikeable. Perhaps mark the centre lane (that's also used by cars) for bikes. It would be such a great connector for bikes to get safely through downtown. Mark a speed limit and crack down on that instead of bikes riding slowly through a wide and quiet street. Get people moving, encourage biking, walking and sharing space.

Idea Author: Barbara W
Number of Stars 7
Number of Comments 3

Comment 1: Thanks Nancy... yes to my surprise and extreme disappointment I learned this recently. Shameful... I have let my councillor and the area councillor know in writing of my

disappointment and the reconsideration it will require for our family relative to the regular summer visits to the area :(| By C B

Comment 2: Too late! There is only the one pedestrian centred zone in the whole city, and they had to open it up to cars after hours, and now full time to the cyclists. Great pedestrian strategy, there City Hall. | By Nancy M

Comment 3: Please No. I feel too strongly about this to be simply neutral. Sorry Barbara but the wonderfulness of Stephen Ave as a pedestrian mall would be completely compromised if not marginalized by such a lane.

The City is giving higher rate of speed cyclists a huge stake in the game on many other roadways downtown, please do not ruin one of cities great Downtown social experiences. | By C B

Idea Title: mandatory pull "off street zone" for school bus loading

Idea Detail: with the current policy to transport kid to other neighbourhoods to go to school - site plans need to embed an off street zone for this "loading" activity - it is a ZOO! - zone location not necessarily at the front door of the school.... "walking" to the side of the building ..would encourage a change of "drop at the door" mind set. several "zoos" along 45th SW.

Idea Author: Sal L

Number of Stars 7

Number of Comments 0

Idea Title: housing density increases without increases in park space - our streets need a "park feel"

Idea Detail: places to rest, more trees to crowd the street, curb extensions to shorten crossing distances

Idea Author: Sal L

Number of Stars 7

Number of Comments 2

Comment 1: We don't necessarily need more parkland, just beautify existing streets with trees, benches and please MORE garbage cans and (what a thought) recycling containers. Plant trees on meridians like Memorial drive. Encourage business owners to "beautify" the sidewalks in front of their shops/offices. Offer small business owners small grants/loans to repaint a shop, build planter boxes outside etc. | By Tracy P

Comment 2: You always have such stimulating ideas! Policy on the amount of private owned land to be surrendered for parks, roads is governed by the Municipal Government Act first and then further refined in Land Use Policy jurisdictionally.

I think one way of achieving what you suggest above (which has certain community benefit for sure) is for the municipality to reconsider its standards and perhaps create an ability for less to be lost in hard surface roads/sidewalks or utility lots/easements that restrict beautification or access - in exchange for more landscaping or public amenity space. | By C B

Idea Title: Increase land use mixing

Idea Detail: It's difficult to walk to school, work, shops, etc. because most neighbourhoods are built for automobile transport. So it is important to make sure that new neighbourhoods are walkable. Retrofitting existing neighbourhoods though space reallocation and zoning changes is also necessary.

Idea Author: Cornelia D

Number of Stars 7

Number of Comments 0

Idea Title: Cameras at this intersection

Idea Detail: Hold the drivers accountable. When I used to cross here every morning, the people on foot would wait patiently while the people in cars got the advanced green (turning east). When the light started flashing and invariably went solid (as the walk signal turned to go) one and sometimes two more cars would speed through the right turn, nearly ploughing down the pedestrians staring to cross. The because of this the time to cross was even shorter. This behaviour is unacceptable. Honestly, put a camera in and if you ticket every person who does this you will make your money back in a year.

Idea Author: Jessica L

Number of Stars 7

Number of Comments 1

Comment 1: Or get rid of the advanced turn. | By Jonathan C

Idea Title: Walking access to Bowdale Crescent NW from north side 16 Ave NW

Idea Detail: Before the flood you could go under the 16th Ave NW bridge (although you did have to cross the rail tracks illegally. Now the only option is to walk over 16th Ave NW on the Sarcee Trail Bridge which is narrow, the traffic tends to be speeding and it feels very risky and unsafe. I don't do it so am forced to drive.

Idea Author: Dee O

Number of Stars 7

Number of Comments 0

Idea Title: Speed table

Idea Detail: To reduce high end vehicle speeds that generate excessive noise for pedestrians, make pedestrian street crossing safer, while still allowing emergency vehicles to get to efficiently get to their destination.

Idea Author: Michael K

Number of Stars 7

Number of Comments 0

Idea Title: Add a pedestrian light at 13th ave SW and 14th street

Idea Detail: This is a difficult intersection to cross and often there is significant traffic. I've seen many people begin to cross and have cars fly past the stopped vehicles and almost hit the pedestrian. A pedestrian light would definitely help!

Idea Author: Claire B

Number of Stars 7

Number of Comments 1

Comment 1: This crossing is part of the "13 Avenue Heritage Greenway" and yet does not have pedestrian crossing lights. It doesn't even have painted lines to mark it as a crosswalk. However, this actually is a crosswalk according to the Alberta Traffic Safety Act. I like to make a point of exercising my right-of-way at this crossing. Although it may be dangerous and unpopular, I hope that the occasional motorists will take notice that this is an unmarked crosswalk and they should be ready to yield to pedestrians in such situations. | By Dale H

Idea Title: More pedestrian/bikepaths to link cul de sacs - shorten distance

Idea Detail: cul de sac neighbourhoods make it difficult to walk quickly to a school or shopping area. a system of paths to connect these suburbs would be like the grid neighbourhoods - would make walking more enticing.

Idea Author: Laura M

Number of Stars 7

Number of Comments 1

Comment 1: I agree with the idea, but it will be completely impossible to achieve if the City

does not already own land for a walkway at the end of the cul-de-sac. | By Patrick M

Idea Title: Have park benches along streets such as 90th Avenue.

Idea Detail: Sometimes when walking with my husband in our neighbourhood it would be helpful if he could sit down a few minutes.

Idea Author: Ann L

Number of Stars 7

Number of Comments 0

Idea Title: Refresher advertising campaign for vehicle parkers....

Idea Detail: I quite often observe vehicles parked too close to intersections or driveway access, putting pedestrians at risk at these locations. The current \$700k advertising campaign for recycling for apartments etc seems to be a good (but expensive) model that could be used to remind people the guidelines around how/where they park their vehicles. This might also offload some of the calls to Parking Control.

Idea Author: David H

Number of Stars 7

Number of Comments 1

Comment 1: What ever happened to the "zone" yellow paint on the curb? | By Sal L

Idea Title: Painted crosswalks in Mckenzie Towne

Idea Detail: There are a number of places in Mckenzie Towne where the sidewalk dips down and it is obviously meant to be a crossing area but there are no crosswalks marked. I am referring to points on Promenade Way and Mckenzie Towne Boulevard but I'm sure there are more. Just the busy roads.

Since all kids have to bus to school - Mckenzie Towne Blvd would be a good place to start because it's the bus route.

Idea Author: Ashley O

Number of Stars 7

Number of Comments 2

Comment 1: Roundabout pavement marking example from Florida:

<http://usa.streetsblog.org/wp-content/uploads/sites/5/2015/03/Screen-Shot-2015-03-30-at-2.30.26-PM.png> | By Nusrat J

Comment 2: Much of the design is auto-oriented (wide traffic lanes, no crosswalk markings).

As a pedestrian you feel like your competing with cars. My suggestion is regarding High Street (which intersects Promenade way). I believe this area can turn into a lively pedestrian hub with the removal of angled parking along the street. Replace the parking spots with bicycle storage and sidewalk patios, which would encourage more sustainable transportation. | By Nusrat J

Idea Title: widen the side walk across Blackfoot because it connects to a regional pathway

Idea Detail: Widen the sidewalk to encourage more use it is a busy bridge and I can't imagine two bikers going opposite directions sharing this pathway.

Idea Author: Ruth D

Number of Stars 7

Number of Comments 0

Idea Title: Upgrade older pedestrian overpasses.

Idea Detail: These steep staired overpasses are not accessible to cyclists, moms with strollers/young children, seniors, persons with mobility issues. They can be dangerous to use in winter and some are in disrepair.

Idea Author: Teriesa M

Number of Stars 7

Number of Comments 1

Comment 1: So are overpasses the solution? | By Cornelia D

Idea Title: 4 way stop

Idea Detail: For some reason drivers also don't like to stop for pedestrians at the intersection of 23rd Ave and 19th Street but I have no idea why. I have almost been hit several times and drivers just swerve around me. At first I thought it was just that they don't like to stop on hills in winter but it happens year round in either direction. There is a stop sign on 19th Street but there really needs to be one on 23rd Avenue - a 4- way stop would be the best solution because this spot needs traffic calming badly.

Idea Author: Arlene D

Number of Stars 6

Number of Comments 0

Idea Title: Broke my leg at this Intersection- slipped on Ice

Idea Detail: Keep the ice off the roads and sidewalks.

Idea Author: Jennifer D

Number of Stars 6

Number of Comments 0

Idea Title: 17 Ave West of 14th to 37th St is a pedestrian nightmare

Idea Detail: Too many to name. It's a terrible street to stroll down but it should be a great walking and biking street. Change to two lanes with a centre turning lane. Add protected bike lanes on either side to connect to the beltline, NOT painted lines. This plus some trees lining the streets would provide a nice buffer for pedestrians and be a boon for local businesses.

Idea Author: Mike C

Number of Stars 6

Number of Comments 0

Idea Title: Add Sidewalk Bump-Outs to 1st Ave Intersections

Idea Detail: Bump-Outs on intersections will make pedestrian more visible, allow the pedestrians a line of sight of approaching traffic and slow down cars. Existing bump-outs don't extend far enough. There is often only one sidewalk ramp placed diagonally leading a pedestrian into the intersection instead of having two ramps to cross either the avenue or the street.

Idea Author: Barbara W

Number of Stars 6

Number of Comments 0

Idea Title: a little coordination would help - obstacle course

Idea Detail: understand the catch basin is a little tough to move around but the pole and the fence? - the access to the pedestrian/ bike overpass ramp is directly behind me in this picture.... it should be easier to get to it. - stepping out onto Bow Trail is a questionable option.

Idea Author: Sal L

Number of Stars 6

Number of Comments 3

Comment 1: this photo shows several design issues.... the pathway (and the east side as well) so close to the curb of Bow Trail, no trees at the curb, and a transit stop platform area that often has people standing there... in direct conflict with through bike & pedestrian traffic on

route to the over pass. - all could have been solved by locating the bus stop on the west- north side of the overpass ramp - as the paved path terminates at the ramp.

| By Sal L

Comment 2: WOW... I can't even believe what I am seeing here! | By C B

Comment 3: why was this pathway and the one on the east side installed so close to the road?- the gravel on the path >in the winter that is flying road crud pedestrians have to try and dodge... no trees at the curb? What has me so disappointed is this is all relatively (since 2013) new installations. | By Sal L

Idea Title: Install signals or remove crosswalk

Idea Detail: There is a "crosswalk" (painted lines and white/black crossings signs) on this block on 14th, one block north of an actual intersection. What is the purpose of this? Is it leftover from when 14th wasn't such a busy street? I'm fine with slowing down traffic here and making cars stop for pedestrians, but please put in a full cross walk (buttons and lights) or remove the crosswalk. It is so dangerous, I'm worried someone will get hurt.

Idea Author: Jessica L

Number of Stars 6

Number of Comments 1

Comment 1: People try to cross here, but without a sign, cars continue at full speed. I agree that it needs to become a proper crosswalk with flashing light. | By jasmine P

Idea Title: Pedestrian bridge over Shaganappi that works.

Idea Detail: A pedestrian (and bicycle friendly) overpass at Shaganappi and Varsity Drive (spanning Shaganappi). This would connect Varsity east of Shaganappi to the schools west of Shaganappi.

Idea Author: Norm B

Number of Stars 6

Number of Comments 0

Idea Title: corner ramps should face the direction the person is going

Idea Detail: good example of this in Bridgeland on 1st ave - the wheel ramp faces obliquely into middle of intersection instead of facing the opposite sidewalk. decreases visibility and puts person at risk.

Idea Author: Laura M

Number of Stars 6

Number of Comments 0

Idea Title: Safe crossing for schoolchildren at 90th Ave and Bayview Drive

Idea Detail: I live in Bayview, an area between 90th Ave on the south and the Glenmore Reservoir on the north. I have 4 school age children. I would love for them to be able to walk back and forth to school every day but am concerned that they are not able to safely cross 90th Ave even though there is a traffic light at Bayview Drive. 90th is a very busy road and my observation is that cars tend to exceed the posted speed limit (60 km/hr) and often run the yellow lights at excessive speed. Many parents in the area share the same concern and we are not left with much choice other than to escort them or drive them to school and back. I would like to see the crossing made safer for young children through some combination of implementing a much lower speed limit (30 km/hr) for a few hundred meters on either side of the crossing, installation of better markings to alert drivers that there are children crossing and even hiring a crossing guard for before and after school. Walking or bicycling to school is a far better and healthier option for children than being driven everywhere.

Idea Author: Jim M

Number of Stars 6

Number of Comments 0

Idea Title: Pedestrian scramble at 10th St. NW and Kensington Road.

Idea Detail: This is a real traffic mess with pedestrians competing with cars. A separate scramble light for pedestrians in all directions would let cars move more free,y and safely.

Idea Author: Lucretia M

Number of Stars 6

Number of Comments 0

Idea Title: Left turn signal at south bound 10th St. NW at 3rd ave.

Idea Detail: Lots of traffic turning to get to Safeway. With no left turn signal, cars go on yellow or red and compete with pedestrians.

Idea Author: Lucretia M

Number of Stars 6

Number of Comments 0

Idea Title: Better pedestrian lights/school zone/reduced speed

Idea Detail: This already marked crosswalk is one of the busiest in the neighbourhood. Kids have to cross Bowness Road to get to Bowcroft Elementary. People constantly drive through the crosswalk with lights flashing. We need better crosswalk lights, a reduced speed in this section and possibly a school zone. I'd like my kids to be safe to walk to school on their own but, given the way things are now, that won't be possible for a long time.

Idea Author: Erin B

Number of Stars 6

Number of Comments 0

Idea Title: Walking? Just walking? Wheelchairs? Strollers? Seniors?

Idea Detail: Walking? Just walking? Wheelchairs? Strollers? Seniors? Mobility issues?

Idea Author: 1 2

Number of Stars 6

Number of Comments 2

Comment 1: "active transportation" includes wheelchairs strollers etc. I think the pedestrian strategy is targeting all of these. | By Laura M

Comment 2: I think you are missing the point? All of those are related to 'pedestrian movements'. Instead of criticizing the language, embrace the intent and provide some feedback on those items you are concerned with? | By C B

Idea Title: Change 9th Avenue to 2-way traffic

Idea Detail: 2-way traffic would slow driving speeds and benefit businesses along the street.

Idea Author: Alex G

Number of Stars 6

Number of Comments 1

Comment 1: This has nothing to do with walking, or being a pedestrian. One way streets are way nicer for pedestrians than two way. | By Rob L

Idea Title: Improve 9th Ave pedestrian realm

Idea Detail: There should be proper walking space along the south side of 9th Avenue between 4th St SE and Inglewood.

Create a separated bike lane to buffer pedestrians from traffic. Add trees to the bike lane-car traffic median to create a safer space for pedestrians and cyclists.

A tree-lined avenue into Inglewood would also make this entrance into the "best

neighbourhood in Canada" much more welcoming.

Idea Author: Alex G

Number of Stars 6

Number of Comments 0

Idea Title: Midblock painted crosswalks

Idea Detail: To allow greater visibility for pedestrians, helping to avoid those drivers who are turning right while only looking left for oncoming traffic, and not seeing the pedestrians right beside them.

Idea Author: Nancy M

Number of Stars 6

Number of Comments 0

Idea Title: Make the most of this island on Riverdale

Idea Detail: Now that there are no properties that depend on the little extra bit of Riverdale Avenue by the Riverdale Avenue bridge, consider expanding the park and reclaiming some of the road right-of-way as park space. If the road must be maintained, look to Garden Crescent SW as an example of what this space could be.

Idea Author: Desmond B

Number of Stars 6

Number of Comments 1

Comment 1: Reclaiming roadways for safe walking and park space gets my vote | By DEB L

Idea Title: rocks in your socks

Idea Detail: Elbow Drive receives fairly intensive gravel/sand during the winter a lot of it ends up on the sidewalk/footpath. Any chance of cleaning/sweeping this with the street cleaning programme?

Idea Author: p Q

Number of Stars 6

Number of Comments 1

Comment 1: Same with Edmonton Trail (at least between 5th Ave and Memorial) | By LJ T

Idea Title: Pave this and put in sidewalks with access for those living in the NE to take the 8ave flyover to the Telus Spark and the Zoo

Idea Detail: Access to Telus Spark and the Zoo is great if you are coming from the southwest but if you are coming from the North East and was to take the 8 ave fly over it's like you're coming in from the country.

Idea Author: Ruth D

Number of Stars 6

Number of Comments 0

Idea Title: Make this block less scetchy

Idea Detail: So I dunno what it is about Scotia centre but I feel bad for their security guards because the block between 1st and 2nd street SW must contain most of the city's sketchtards at any given time of the day. Worse still, this phenomenon occurs on both sides of the mall, on 7th ave and Stephen ave. The culprits are undoubtedly the 24h macdonalds on the one side and the Tim hortons coupled with the number 1 bus stop on the other, you can't ask the businesses to move but perhaps the bus stop could be relocated to spread out the crazy?

Idea Author: Rob L

Number of Stars 6

Number of Comments 1

Comment 1: They live there, 24/7 - washouts, deadbeats, lowlifes, bums and hobos. I walk that way at least twice a day, sometimes more, and it's always the same, day and night - unbelievable!!! | By Aleks R

Idea Title: Enforce off-leash rules along this pathway

Idea Detail: This used to be a great path to walk. Now that it is an off-leash area from Brisebois Drive to 14 St., it can be very intimidating as a pedestrian because of the out-of-control dogs.

Idea Author: Christina D

Number of Stars 6

Number of Comments 1

Comment 1: Sick of dogs and dog owners who think this world should be tailored to their dogs' needs. | By Aleks R

Idea Title: Get rid of dangerous right turn islands

Idea Detail: Cars and even busses making this right turn (64 Ave eastbound to 4 Street southbound) are looking upstream at traffic and don't see pedestrians trying to cross over into the right turn island. Similar corners all over the city - right turn channels shave a few seconds off the turn but not worth the risk.

Idea Author: Jonathan C

Number of Stars 6

Number of Comments 0

Idea Title: Small grocers at terminal ends of LRT

Idea Detail: The tube in London, England does this very well. For our larger stations and for the terminal ends it would be great to have a small grocer (not a tiny newsstand as was tried in the LRTs early days) so one could pick up a loaf of bread or jug of milk on the way home from work. In London there are also coffee/sandwich shops so you can grab your breakfast on the way in to work.

Idea Author: T N

Number of Stars 6

Number of Comments 0

Idea Title: How about pedestrian ONLY hiking trails in our parks?

Idea Detail: Mountain bikes have taken over all the non-paved trails in all the parks in Calgary. As a senior citizen, I don't feel entirely safe when I go "off-road" walking. A lot of the cyclists go way too fast for the sight lines along those trails. I'd like to explore more of those nice, wooded trails, but it's a bit risky. I notice in Banff Park there are trails where bikes aren't allowed. How about a few here?

Idea Author: Val H

Number of Stars 6

Number of Comments 0

Idea Title: Ban Pitbulls.

Idea Detail: I think everyone would feel safer walking if they didn't have to run a gauntlet of pitbulls when taking their dogs/kids outside. Just yesterday the Calgary Herald reported 2 separate pitbull attacks that resulted in smaller dogs being killed on city sidewalks. Seems like people would enjoy walking in Calgary a lot more if they didn't have to worry about having their dogs/kids torn apart by pitbulls.

Idea Author: Chris C

Number of Stars 6

Number of Comments 0

Idea Title: pedestrian crossing lights in Marda Loop

Idea Detail: As Marda Loop densifies (and as Currie Barracks develops) 33rd Avenue SW is becoming more and more frightening to cross. There are lights at 14th Street and 20th, with more west of 20th, but NOTHING between 14th and 20th, except rotten visibility at crosswalks. And in the city's wisdom, the field at King Edward school is no longer available for South Calgary kids to play, while the athletic park is fully booked summer evenings and weekends, forcing us to cross both 33rd and 34th Avenues south into Altadore if we want to throw a frisbee. At the same time, families from Altadore are taking their lives into their own hands crossing to the outdoor pool or the library...or not, because they've retreated into their cars. It will get worse. Could we have a lighted crosswalk at 16th or 17th Street please? And while we're at it, lower the speed limit?

Kudos to whoever figured out that the red light for the fire station on 14th Street could also function as a pedestrian crossing.

Idea Author: Frances V

Number of Stars 5

Number of Comments 0

Idea Title: Kids crossing at 19th St. NE and Mayland Dr. NE

Idea Detail: Intersection at 19th St. NE and Mayland Dr. NE desperately needs flashing lights at the crossing. Belfast Elementary is just around the corner and there are many kids using this crossing. It's insane that there are no flashing lights to alert drivers of kids crossing.

Idea Author: Aleks R

Number of Stars 5

Number of Comments 0

Idea Title: Implement road diets

Idea Detail: When done correctly, they will not affect car volumes significantly, but will free up space for wider sidewalks / bike lanes.

Idea Author: Cornelia D

Number of Stars 5

Number of Comments 0

Idea Title: 32 AV crossing over Crowchild - unlevel sidewalk on overpass.

Idea Detail: Unlevel sidewalk on overpass leading into Charleswood Dr. Poor pedestrian - bicycle crossing at traffic light flowing into Charleswood Dr.

Idea Author: Norm B

Number of Stars 5

Number of Comments 0

Idea Title: Better street lighting - more coverage

Idea Detail: Since the change in street lighting, it is no longer safe to go walking your dog, out to the store or out for a stroll in the evening or early morning, before work. The light shines straight down in a pool and you are safe only if standing in that pool of light. In between lights, it is pitch black. I literally could not see my neighbor, unlocking his car, after I stepped out of the pool of light. This is dangerous and my daughter often has to walk to the bus or home in the pitch dark and it is extremely terrifying. The bus stops and the crosswalks are often out of "the pool" and treacherous to be alone in.

Idea Author: Kari E

Number of Stars 5

Number of Comments 0

Idea Title: Install Cross Walk

Idea Detail: Busy roadway and speeding drivers refuse to stop for pedestrians and school kids. Need cross walk(s) on Valley Ridge Drive to increase the safety of people crossing the street.

Idea Author: Robert S

Number of Stars 5

Number of Comments 0

Idea Title: Better salting of icy sidewalks.

Idea Detail: When walking to the bus stop on Paliser Drive, the sidewalks are extremely icy and dangerous. To prevent falls they need to be salted.

Idea Author: Ann L

Number of Stars 5

Number of Comments 1

Comment 1: Salt is dangerous stuff. It should only be used judiciously: hills are the best places to target. Pedestrians with good footwear can negotiate ice with good walking technique. | By Tom D

Idea Title: Need a mirror at north end of Glenmore ped/bike overpass just west of Elbow

Idea Detail: The sound wall that protects the community from Glenmore also makes for a very dangerous intersection for bikes and pedestrians - anyone joining the pathway from the overpass cannot see if there is anyone approaching - it is an accident waiting to happen with a very simple solution - a convex mirror mounted on the wall would allow all users to see around the corner.

Idea Author: Regina M

Number of Stars 5

Number of Comments 1

Comment 1: Sounds like a smart idea that wouldn't cost much and might work in other places as well. | By C B

Idea Title: No right-turn on red at this location

Idea Detail: Just to be clear - my title would have been better if I had said "need a right-turn on red" at this intersection!

I find I am continually almost hit by cars at this intersection around 7:30 am when I try to cross 9 ave northbound on Macleod Trail. Cars are coming from underneath the train overpass, and have a hard time seeing pedestrians who are crossing here because of the incline and the building on the corner. Some cars don't even care that pedestrians are crossing, because even when I make eye contact and hold up my hand, they don't stop turning right (and right into me). I only cross when there is a "white person" signal (never on the flashing hand) and I only cross when I know the other car has seen me and is slowing. I find this intersection really scary for pedestrians!

Idea Author: Heather H

Number of Stars 5

Number of Comments 0

Idea Title: Sidewalks on 10th St SW

Idea Detail: My family would be safer walking to school and work if the city put sidewalks in 10th St SW by Premier Way.

Idea Author: Joelle C

Number of Stars 5

Number of Comments 0

Idea Title: lower speed limit on the stoney trail ramp over Bowness park.

Idea Detail: I feel that the sound from stoney trail really affects Bowness/ and Bowmont park. I think a reduced speed would help improve the noise pollution in these areas.

Idea Author: Anna M

Number of Stars 5

Number of Comments 0

Idea Title: Re-open Closed Cross-Walk

Idea Detail: The closed cross walk across 14th st on the south side of Heritage mean multi-use pathway users need to cross heritage twice in order to cross 14th st.

Idea Author: Christopher D

Number of Stars 5

Number of Comments 0

Idea Title: Student safety

Idea Detail: Calgary is a fast paced city and we need to find ways to slow drivers down. I've lived in several cities, in several provinces and this is the only place that school buses do not use flashing red lights. Why is that? Using these lights would force drivers to slow down in school zones and at bus stops. This is a simple and effective way to keep students safe.

Idea Author: Kim H

Number of Stars 5

Number of Comments 0

Idea Title: Change 11th Ave to 2-way traffic

Idea Detail: This would slow down traffic speeds and increase pedestrian safety.

Idea Author: Alex G

Number of Stars 5

Number of Comments 1

Comment 1: This has nothing to do with walking, or being a pedestrian. One way streets are way nicer for pedestrians than two way.

| By Rob L

Idea Title: Change 12th Ave to 2-way traffic

Idea Detail: This would slow down traffic speed and increase pedestrian safety

Idea Author: Alex G

Number of Stars 5

Number of Comments 2

Comment 1: If 11th Ave is also 2-way, there shouldn't be a change in capacity. | By Alex G

Comment 2: how would it affect the cycle track? if still room for that, i like it. | By Laura M

Idea Title: Enhance sidewalk along south side of 12th Ave

Idea Detail: Between 5th St SE and the Macdonald bridge, the sidewalk is abysmal. Snow is rarely cleared appropriately, and the sidewalk itself is very narrow. Horrible conditions for pedestrians here.

Also, encourage the Stampede to remove the fence surrounding the park between 12th Ave and the Elbow River... it would create a more open, accepting space.

Idea Author: Alex G

Number of Stars 5

Number of Comments 0

Idea Title: Vendor kiosks

Idea Detail: Add small vendor kiosks to this bridge area to increase pedestrian activity and increase usefulness of the area.

Idea Author: Alex G

Number of Stars 5

Number of Comments 1

Comment 1: Great IDEA!! People have clearly stated that one thing that would make them walk more is something to walk to!! What an exciting way to create interest, the City just has to make it possible and if the Vendor is willing to take the risk then we will have a trial to see if it creates activity. | By C B

Idea Title: Add sidewalk to Dartmouth Rd

Idea Detail: There is no sidewalk here. Install one to increase connections between Ramsay and Crossroads Market.

Idea Author: Alex G

Number of Stars 5

Number of Comments 0

Idea Title: Create a dignified entry to Stanley Park

Idea Detail: Redesign the intersection of 1A Street/Stanley Drive/42 Avenue SW to:

- remove the concrete Jersey barriers which reduce driver's ability to see pedestrians and create a freeway on-ramp atmosphere
- install a signalized crosswalk
- widen sidewalks along 42 Avenue SW
- maintain and remove snow from crosswalks in winter
- improve the pavement surface along 1A Street SW, north of 42 Avenue
- explore opportunities for low-impact development and more ecological storage and treatment of stormwater runoff

Idea Author: Desmond B

Number of Stars 5

Number of Comments 0

Idea Title: Create a more people-friendly 4 Street hill

Idea Detail: Consider re-allocating road space along 4 Street SW as it climbs the hill by widening the sidewalk and striping an uphill lane for cycling (akin to Samis Road NW).

Sidewalk is too narrow for two adults to pass meanwhile there is paved right-of-way in excess of what can be used (since there's no parking on this stretch of 4 Street). Also an opportunity for slowing/storing stormwater runoff.

Idea Author: Desmond B

Number of Stars 5

Number of Comments 0

Idea Title: Create a gateway to River Park

Idea Detail: This could be a great formal entry point into River Park. Consider:

- creating a landscaped roundabout
- adding a signalized crosswalk
- improving the pathway to make it work for all users/abilities linking to this NE corner of the park

Idea Author: Desmond B

Number of Stars 5

Number of Comments 1

Comment 1: sounds absolutely lovely and would enhance walkability in the neighbourhood |
By DEb L

Idea Title: Curb cuts

Idea Detail: This park needs a couple of curb cuts to make access easier for people with strollers, wheelchairs, and bicycles.

Idea Author: Desmond B

Number of Stars 5

Number of Comments 0

Idea Title: Safer access to 39 Avenue LRT

Idea Detail: Please make access to 39 Avenue LRT safer by:

-widening and adding sidewalks to both sides of 39 Avenue
123

-making the MacLeod Trail crossing safer

-adding a marked crosswalk across 39 Avenue on both sides of the LRT tracks

Idea Author: Desmond B

Number of Stars 5

Number of Comments 0

Idea Title: Make better use of the Mission Bridge

Idea Detail: Put the excess capacity of the Mission Bridge to good use by:

finalizing/formalizing the 3 lane cross-section

re-allocating the leftover road space as either wider sidewalks or bike lanes on both sides

Idea Author: Desmond B

Number of Stars 5

Number of Comments 0

Idea Title: Better Design Attention to Preventing Ice Build Up on Walks

Idea Detail: Calgary's winter climate often sees warm days and cold nights.

1. Snow melts off roofs and flows onto walks to freeze at night (improper drainage -- smaller lots than in 1950's so roof melt refreezes on walks)

2. Single sidewalk on e-w facing roadway should be on south (sunny) side. Compare Shawnee Dr (good) to Evergreen Hill (bad)

3. Train street plowing crews to not dam up the gutter on the side of street with a sidewalk (have seen all of street windrowed to sidewalk side...leaving side with no walk un dammed)

Idea Author: Lloyd A

Number of Stars 5

Number of Comments 0

Idea Title: The City should clean snow from Mission Bridge sidewalks .

Idea Detail: The City does nothing to clean the snow and ice from the pedestrian sidewalks on the Mission Bridge. They are used by adults and students. Apparently there is no program for removing snow and ice. There should be.

Idea Author: Willis O

Number of Stars 5

Number of Comments 0

Idea Title: Reduce glazing covering for storefronts

Idea Detail: While the city has a process of approval(Development Permit) to regulate build new building and signage, it does not seem to police the practice of store owners covering up

the glass area with semi- or non-translucent graphics, greatly reducing the transparency to and from within the stores. Adding physical and visual interests to the street is important in improving walkability, and I feel like these types of oversized graphics are circumventing of the DP process by turning transparency into solid walls, and putting up unapproved signage.

Idea Author: hardy H

Number of Stars 5

Number of Comments 0

Idea Title: Even sidewalks - wider sidewalks in places

Idea Detail: Better sidewalk maintenance. Clearer marked crosswalk areas in Bridgeland. Better lighting. Somehow reduce fast vehicles cutting through the area (McDougall Road) where seniors live. Need a crosswalk on south side of McDougall Road at 12 Street to get to the East side.

Idea Author: Joan G

Number of Stars 5

Number of Comments 0

Idea Title: Dangerous intersection for pedestrians! (34 Ave/34 St NE)

Idea Detail: The intersection at 34 Ave and 34 St NE is presently very dangerous for pedestrians (I've almost been hit many times myself). Vehicles travel fast along 34 St NE and visibility for both drivers and pedestrians is very limited due to trees and berms along the roadway. The curb is also set back far from the traffic lanes meaning a pedestrian must venture far into the roadway to be in sight of drivers. Adding a painted crosswalk which crosses 34 St NE and signage to indicate this crossing to drivers would go a long way to improve this intersection. Pedestrian traffic is high here due to the proximity of shops to the south-east, south-west, and north-west of this intersection. Vehicles tend to speed due to the wide roadway. Adding extended curbs would slow vehicles and make pedestrians more visible. Another option could be a roundabout to slow traffic and facilitate turning movements (many vehicles turn here to access businesses, Whitehorn LRT, and to travel west).

Idea Author: Alex P

Number of Stars 5

Number of Comments 0

Idea Title: Pave this street

Idea Detail: 18 Avenue NE is not entirely paved making it difficult for pedestrians to connect with the Vista Heights and the Deerfoot Industrial area

Idea Author: Ruth D

Number of Stars 5

Number of Comments 0

Idea Title: clearly designate the bike path on the road

Idea Detail: Cars travel very fast on this road and it's unsafe for bikers which means that they share the cement barricade sidewalk with pedestrians. This is crazy make a designated bike and cycle path along this bridge.

Idea Author: Ruth D

Number of Stars 5

Number of Comments 0

Idea Title: Improve walkability in shopping areas

Idea Detail: I can walk to local shops and shop there far more easily than the big shopping areas (like Signal Hill) where I have to traverse vast expanses of open parking lot to get to a

store or sometimes to get between stores.

Idea Author: T N

Number of Stars 5

Number of Comments 0

Idea Title: Pedestrian Overpass to link Coach Hill and Strathcona neighbourhoods

Idea Detail: Coach Hill is walking distance to the schools and Strathcona Square shopping area but it's not safe crossing this busy intersection across Bow Trail. A pedestrian overpass would help make this intersection safer, but also link these two communities more closely since they already share so many services, schools, shops etc. More people & kids would be walking between the two neighbourhoods if there were a safer way to get to and fro.

Idea Author: Jennifer D

Number of Stars 4

Number of Comments 2

Comment 1: I like *enhanced* street level crossing better than overpasses.... especially in the winter. Overpasses add measurable time to a journey, are often uncovered wind tunnels, have icy ramps at steep grades or the equivalent of 2 stories of steep steps. Where overpass locations seem logical is if they facilitate the "short" walking route that is not close to an intersection. The Main Street comments had lots of great ideas for better pedestrian street crossing features. | By Sal L

Comment 2: Good idea Jennifer but you need to mobilize walkers in your neighbourhood to advocate for this upgrade to justify the expense of a pedestrian overpass | By DEB L

Idea Title: Better access or signage to off leash parks

Idea Detail: walking north along 85 st, one off leash park is only accessible by foot if you go under bridge before crossing the river, the other is only accessible by foot if you walk over the bridge to the north side of river. There is no signage or clear indication of how to access the off leash areas that you can see but not walk to.

Idea Author: Claire C

Number of Stars 4

Number of Comments 0

Idea Title: Additional Pedestrian Crossing on Edmonton Trail (4th Street) between 1st Ave and Meredith Rd NE

Idea Detail: Currently pedestrians can only cross Edmonton Trail/4Street NE on the north side of 1st Ave and at Meredith Rd. Add another crossing in between those two.

Idea Author: Barbara W

Number of Stars 4

Number of Comments 0

Idea Title: Sell this city own vacant land so that it can be developed as a walk to retail site

Idea Detail: a great spot for a walk to restaurant.

Idea Author: Sal L

Number of Stars 4

Number of Comments 2

Comment 1: the corner of Spruce Drive and Bow Trail SW - NW corner of the intersection - | By Sal L

Comment 2: Where is this land? I can't find the link to the map! | By Patrick M

Idea Title: Pedestrian bridge is a ridiculous and expensive solution to a simple problem

Idea Detail: Why build this ridiculous piece of infrastructure when you could simply put in lights and traffic calming to make it safer to cross.

Idea Author: Matthew B

Number of Stars 4

Number of Comments 2

Comment 1: I don't think Shaganappi Trail drivers would want lights or traffic calming here. I agree the bridge is "over the top" and probably too expensive but the number of pedestrians who cross here is large (evidenced by the path worn in the median). When the Crowchild/Shag interchange was built, the city specifically said there was no money for the ped overpass despite there being a need (I asked about this at the open house). They probably could have built it for less as part the original project in 2001. Many comments in the media complain that pedestrians should just walk around. But to do that (which I do) adds 1.7 km (20 min + waiting for lights) to the walk so it's easier to drive. I hope that Northland Mall and Canadian Tire/Coop have contributed something to this project since both will benefit? | By Kyle O

Comment 2: Where is it located? | By DEb L

Idea Title: Add Pedestrian Lights

Idea Detail: This crosswalk is used much for people going back and forth to confed, 55+ centre, Community Association etc.. It was on the City priority list of intersections requiring flashing lights years ago, but never happened! Please do before a family gets killed.

Idea Author: Darren C

Number of Stars 4

Number of Comments 0

Idea Title: Add Crosswalk

Idea Detail: Add a street level crosswalk. Many people cross this way already at this intersection.

Idea Author: Darren C

Number of Stars 4

Number of Comments 0

Idea Title: Sidewalk along upper Bridge Crescent - There is NO sidewalk as of now...

Idea Detail: There is no sidewalk on Bridge Crescent from 864 up to the top of the hill. There are stairs that go STRAIGHT up the hill (roughly 100 steps), but no sidewalk on either side of the road that pedestrians can walk up if they can't take stairs.

So people with strollers, seniors, children with small bicycles etc have no option but to walk on the road.

It is an accident waiting to happen - I know, I have personally seen people scatter as vehicles round the top of the hill from 9A st where it becomes Bridge Crescent and narrowly miss people. I also saw one Senior fall on the street last weekend as it was slippery, and there was no clear sidewalk to walk on. I helped her up but she was limping pretty badly.

The same problem happens with the gravel on the road, where children fall due to lack of traction and people carrying infants walk in the tall grass to avoid the likelihood of falling. I think this is a very important pedestrian issue. Because one of these days it is inevitable someone WILL be hit by a car...

Idea Author: Joe B

Number of Stars 4

Number of Comments 0

Idea Title: Put lights on this crosswalk

Idea Detail: I cross it twice a day and nearly get hit, twice a day....even though it is marked. It is

a busy commuter route and lights would make vehicles more aware.

Idea Author: David S

Number of Stars 4

Number of Comments 0

Idea Title: Get Rid of A-Frame Sidewalk Signs

Idea Detail: This is a very congested sidewalk and vendors push their Sidewalk Signs right into the pedestrian flow. There should be a law against this. It would also be helpful if unused barricades, construction signs were removed. Push any bus benches against building to and give people room to walk.

Idea Author: Robert S

Number of Stars 4

Number of Comments 0

Idea Title: Widen sidewalks on this block

Idea Detail: The sidewalks on either side of Centre St between 2nd and 3rd Avenues are horrendous. Narrow traffic lanes to allow for a wider sidewalk

Idea Author: Alex G

Number of Stars 4

Number of Comments 0

Idea Title: Remove the horrible gates

Idea Detail: Please remove or otherwise change the metal gates that mean folks with strollers or wheelchairs can't use the easement pathway connecting Britannia Slopes with Lansdowne Avenue

Idea Author: Desmond B

Number of Stars 4

Number of Comments 0

Idea Title: Complete the walking path alongside the sand storage bin

Idea Detail: Please complete the walking path from the bottom of the staircase out to Mission Road by:

-addressing seepage and drainage issues (stormwater opportunity)

-creating a real walking path along the sand storage compound that isn't sketchy, narrow, and improvised

Idea Author: Desmond B

Number of Stars 4

Number of Comments 0

Idea Title: Create a walking/cycling trail along the CPR from the Union Cemetery to Heritage Drive

Idea Detail: Formalize the gravel CPR service road and alleys and add connections to create a single straight-line route from Heritage Drive to the Elbow River

Idea Author: Desmond B

Number of Stars 4

Number of Comments 0

Idea Title: crosswalk markings

Idea Detail: in general, these are poor (especially at the old and strange traffic circle on Elbow and Riverdale) It is not the fault of motorists as they are not well identified and delineated.It can be a hazard especially with R turning vehicles who don't yield to crosswalkers....

Idea Author: p Q
Number of Stars 4
Number of Comments 0

Idea Title: Add flashing crosswalk lights / make crosswalk more visible.

Idea Detail: This is a major crosswalk for the Southland Leisure Centre, and two schools. Lots of people use this crosswalk which has no flashing lights. Crossing here daily, I see countless cars speed through the crosswalk while small kids are in it. I've come close to being hit by someone totally focused on their cellphone conversation. They passed within feet of me while I was in the middle of the crosswalk. The City said they couldn't put up lights because it was within 200 feet of another crosswalk, but this is a HEAVILY USED one. In the early evening, drivers heading west can be almost completely blinded by the setting sun. This crosswalk needs to be much more visible.

Idea Author: Steve E
Number of Stars 4
Number of Comments 0

Idea Title: Make crosswalk on curve MUCH more visible

Idea Detail: The crosswalk here is in a terrible location - right on a curve. It is heavily used, especially in the early morning for a daycare, community center and an elementary school. The crosswalk signs are often covered up by trees and it was only repainted a few years ago after I emailed numerous community groups. That email triggered a large number of "yes, that's a terrible crosswalk!" responses and the City did finally repaint it. However, it needs to be repainted annually and made much more visible due to its location.

Idea Author: Steve E
Number of Stars 4
Number of Comments 0

Idea Title: Cut back vegetation by descent onto Glenmore dam

Idea Detail: Another case where multiple calls to 311 have done nothing... Some genius decided to install TWO bollards on the multiuse pathway that crosses the Glenmore dam. This is at the bottom of a steep hill. To make it worse, vegetation blocks the view of anyone coming down the hill or along the dam so you can't tell if there are other users on the wrong side of the path. I've seen a number of extremely close calls between cyclists, cyclists and pedestrians, roller bladers, etc.

Idea Author: Steve E
Number of Stars 4
Number of Comments 0

Idea Title: Traffic circle and pedestrian crossings

Idea Detail: There needs to be pedestrian crossings at this intersection. It is quite dangerous as three streets meet and there is a blind hill.

Idea Author: Ruth D
Number of Stars 4
Number of Comments 0

Idea Title: Year-round maintenance of steep commuter trails on McHugh Bluff

Idea Detail: Example: 7A Street NW trail between Rosedale and Sunnyside. Immediate clearing of snow there as well as other pathways to minimize ice compacting later in the winter. Pedestrians walk in winter, too! Add sanding/gravel stations on steep trails along the Bow River Escarpment to aid winter passage.

Idea Author: Wayne W
Number of Stars 4
Number of Comments 0

Idea Title: Snow removal

Idea Detail: It's getting better over time... keep the approaches and the bridge deck, PLUS the pathway down into Varsity Acres, clear of ice and snow.

Idea Author: Christina D
Number of Stars 4
Number of Comments 0

Idea Title: Removing dust off the road before it gets picked up by the wind

Idea Detail: Walking downtown on a windy day = dust in your eyes.

Not nice.

Idea Author: Janick B
Number of Stars 4
Number of Comments 0

Idea Title: Add Sidewalk on West Side of Centre Street North of Centre St. Bridge to 7Ave

Idea Detail: Continue the sidewalk from Centre Street bridge to 7Ave North on the West Side of Centre Street. Pedestrians currently have to cross Centre Street twice to get around this missing bit of sidewalk.

Idea Author: Barbara W
Number of Stars 3
Number of Comments 0

Idea Title: Turn Part of Intersection into a Park and Add Sidewalks

Idea Detail: Due to the massive size of the intersection at the top of Abbot Ave (linking Colgrove, Abbot, Cardell and Child Ave NE) traffic is fast and dangerous. Turn part of this intersection into a park and add the missing sidewalks to connect with the existing sidewalks and pathways.

Idea Author: Barbara W
Number of Stars 3
Number of Comments 1

Comment 1: yes! Safer Calgary did an exercise recently where part of the road was taken over, and the traffic slowed down appreciably. | By Laura M

Idea Title: Add sidewalks to 9th St NW

Idea Detail: Place Sidewalks on West side of 9 St NW between 16th Ave and 23 Ave

Idea Author: Nelson H
Number of Stars 3
Number of Comments 0

Idea Title: Add sidewalks to 23 Ave NW

Idea Detail: Place Sidewalks on South side of 23 Ave NW between 9th St and 10th St

Idea Author: Nelson H
Number of Stars 3
Number of Comments 0

Idea Title: Add sidewalks to 5th St NW

Idea Detail: Place Sidewalks on West side of 5 St NW between 22nd Ave and 24th Ave
Idea Author: Nelson H
Number of Stars 3
Number of Comments 0

Idea Title: Place sidewalks on 24 Ave NW

Idea Detail: Place sidewalks on North side of 24 Ave NW between 4th and 5th St NW
Idea Author: Nelson H
Number of Stars 3
Number of Comments 0

Idea Title: Sidewalks on 26 Ave NW

Idea Detail: Place Sidewalks on North side of 26 Ave NW between 4th and 5th St NW
Idea Author: Nelson H
Number of Stars 3
Number of Comments 0

Idea Title: Fix the crossing signal

Idea Detail: There is something weird about this signal, I think every time the train goes by it resets it or something. Even if I push the button sometimes I stand there through multiple cycles of the light and the white walk guy never shows.
Idea Author: Jessica L
Number of Stars 3
Number of Comments 0

Idea Title: Let turning vehicles go before pedestrians.

Idea Detail: This would improve vehicle flow and reduce congestion. Less congestion is safer for all.
Idea Author: Norm B
Number of Stars 3
Number of Comments 0

Idea Title: Connect escarpment paths btw communities

Idea Detail: Escarpment in Crescent Heights should connect through Bridgeland and renfrew to Tom Campbell Hill and down to paths by zoo, Spark
Idea Author: Ali M
Number of Stars 3
Number of Comments 0

Idea Title: Dogs need to be on a short leash.

Idea Detail: I walk mostly in the suburbs and dogs are what I fear most when I go out. Almost every time I go out there are dogs being "walked" off-leash by people in parks that are definitely not off-leash areas. Even when they are "on" leash, people tend to use those extend leashes (I though it was illegal to use those here already, perhaps we need a bylaw to make it illegal to sell them here too). Those leashes do not allow enough control, frequently wrap around the owners legs and often cross the entire path creating a trip hazard for others.
Idea Author: Clyde P
Number of Stars 3
Number of Comments 1

Comment 1: Great comment! Same thing in downtown. I despise that presumptuous attitude that most dog owners have, that everyone loves dogs and that their dog is the friendliest dog

ever. My support to you!!! | By Aleks R

Idea Title: Remove curbs and create a shared space on 9A St

Idea Detail: On 9A St, remove the curbs, plant more trees and create a shared space for cars, transit, bikes and pedestrians.

Pedestrians generally walk across this street at any point already, so reinforce this natural movement with proper design and aesthetics.

Idea Author: Alex G

Number of Stars 3

Number of Comments 0

Idea Title: Walking/cycling bridge to Bowmont Park

Idea Detail: Add a pathway bridge connecting downtown/main street Bowness with Bowmont Park

Idea Author: Desmond B

Number of Stars 3

Number of Comments 0

Idea Title: Sidewalk mysteriously disappears for ~100m.

Idea Detail: The sidewalk running along the west side of 11st NE ends near 28th ave. The entrance to the pathway system is about 100m away. Many users use this route, as evidence by the grass being trampled in 2 well defined paths leading to the pathway system. This pathway is heavily used by the adjacent office buildings at lunch.

Idea Author: Blair H

Number of Stars 3

Number of Comments 0

Idea Title: Do something about fence across the pathway

Idea Detail: On the multi-use pathway between John Ware Jr High and St Benedict Elementary there is a big chain fence. Right across the pathway. The city even nicely paints a yellow divider line along the path right up to the fence and then a few weeks later, paints "out" the yellow line with black paint. I'm not sure who's not talking to who, or if there are silly politics at play but it's a comedy of errors and potentially dangerous since kids have to cut out into the busy parking lot to get around the fence. It could also be deadly for cyclists at night.

Idea Author: Steve E

Number of Stars 3

Number of Comments 0

Idea Title: Attitude shift: respect non-motorized transportation options

Idea Detail: As viable, valuable and convenient ways of getting around this city.

Idea Author: Teriesa M

Number of Stars 3

Number of Comments 0

Idea Title: Raise lights at 12 ave and 16 St SW pedestrian crossing

Idea Detail: The new low cost push button crossing on 12 Ave is great, but the flashing lights are mounted too low on the posts and are often obscured by parked vehicles on both sides of 12 Ave. The city needs to move the lights up on the posts, or move crossing to the east side of the intersection - give drivers a chance to see the pedestrians who are also hidden behind the parked vehicles.

Idea Author: Sharon H

Number of Stars 3

Number of Comments 0

Idea Title: Clear the snow off sidewalks faster

Idea Detail: I walk to work and back along 9th Avenue. The sidewalks in front of the parks are not cleared as quickly as the rest are. I know they are considered "Parks" territory and are maintained differently, but all are considered City territory and should be maintained equally. Another area of concern is where my husband walks to work, along 15 Street to Blackfoot, and over to Ogden Road. This area is more industrial, but the Bridge over the train tracks is highly dangerous for walking, especially when covered with snow.

Idea Author: Maria R

Number of Stars 3

Number of Comments 0

Idea Title: Improve the lighting along the sidewalks around Fort Calgary

Idea Detail: In the winter months, when walking to and from work usually happens in the dark, the sidewalks around Fort Calgary do not have enough lighting. There are stretches of sidewalk that are dark, making it difficult to see the sidewalk, where there might be ice, snow etc. And there is always ice, as the sidewalk slopes towards the road, and when the snow/ice melts it drains across the sidewalk.

Idea Author: Maria R

Number of Stars 3

Number of Comments 0

Idea Title: Make Pedestrian Crossing More Visible

Idea Detail: The pedestrian crossing by the Memorial Drive exit ramp to St. Georges Drive/12 Street NE on the South side of the bridge is not visible enough. Cars often stop on the pedestrian crossing.

Idea Author: Barbara W

Number of Stars 2

Number of Comments 0

Idea Title: Calm traffic on 10th Street NE to Increase Pedestrian Safety

Idea Detail: Pedestrians crossing on 10th Street NE are poorly visible (often hidden behind parked cars) and due to nature of the street (wide and straight with a hill) cars are going fast. Cars often don't have enough time to stop for a pedestrian once they see them appear from behind a parked car and drive by with a "sorry" wave. Add bump-outs by intersections (2nd Ave, 4th Ave and up the hill to 8th Ave NE) to make pedestrians more visible and slow down traffic.

Idea Author: Barbara W

Number of Stars 2

Number of Comments 0

Idea Title: On question one: being away from traffic, even bicycle traffic.

Idea Detail: I walk a lot and find a route that is not along traffic the best. Even the mixed use paths along the river often have cyclists who are racing to or from downtown and make walking unpleasant. Can we have some ways of slowing these people down?

Idea Author: Dirk V

Number of Stars 2

Number of Comments 0

Idea Title: Education

Idea Detail: If we all know what the rules are and follow them, walking would be more fun. E.g., <http://londonist.com/2015/02/quiz-whose-roof-is-this.php?showpage=3#gallery-1>

Idea Author: Norm B

Number of Stars 2

Number of Comments 0

Idea Title: Where walkway meet road not at an intersection there should be warnings for vehicles.

Idea Detail: I have seen it suggested that the walkways be raised to cross the street creating a speed bump, but I think signage would help a lot. Signage is used in certain locations possibly because of high volumes or complaints. Of course no one needs to go 50 kph on these streets so lower speed limits would also help.

Idea Author: Norm B

Number of Stars 2

Number of Comments 0

Idea Title: Advertise about public transit on the radio.

Idea Detail: We need better public transit, but we also need more riders, so we need to educate the public more about the impact of choosing to ride or drive. For example, driving means increasing possible costs to health care, via accidents, increasing pollution, contributing to traffic jams. Riding contributes to lessening pollution, increasing bus service which helps people have more time for their families, for studying, and increases peoples chances of getting to work on time, etc. It also helps decrease the number of people getting sick due to waiting for the bus in the winter, plus decreases the temptation for those who should not be driving to drive.

Idea Author: Michaelle T

Number of Stars 2

Number of Comments 0

Idea Title: Manchester Water Centre and Building U

Idea Detail: a tunnel or a skywalk.

Idea Author: Ken K

Number of Stars 2

Number of Comments 0

Idea Title: Better lines of sight and East-West connectivity

Idea Detail: The research park needs better east-west routes specifically and safe continuous lines of sight between Brentwood LRT and surrounding communities generally. Varsity village residents won't walk through here to the LRT because the routing is convoluted and dark.

Idea Author: Kyle O

Number of Stars 2

Number of Comments 0

Idea Title: Remove right turn cut-offs from this intersection

Idea Detail: Northland/Crowchild. The right turn lanes on and off are dangerous for peds crossing and cyclists using the new cycle track because of high car speeds and confusion about who has right-of-way. A simple solution would be to close the right turn lanes and direct right turners through the main intersection (where they can stop, look, and then turn right rather than maybe yield.) Peds emerging from the gap in the rail/wall are most vulnerable and are often nearly missed by cars existing Crowchild.

Idea Author: Kyle O
Number of Stars 2
Number of Comments 0

Idea Title: Long intersection

Idea Detail: This is a really hard intersection to cross safely because five streets come to a point. When crossing East-West or West-East it is impossible to see across the whole way. Add in the corner parking from the high school students, the multiple busses and it's a recipe for an accident. To be honest, I don't know how to make it safer but I think an expert could figure it out.

Perhaps a traffic circle?

Idea Author: Erin B
Number of Stars 2
Number of Comments 0

Idea Title: Create pedestrian pathway through Talisman parking lot

Idea Detail: In order to get into Erlton, pedestrians either have to walk around the Talisman center, or directly through a large parking lot. The parking lot is a large expanse of pavement and walking conditions can be dangerous if drivers are backing out or looking for spaces. A crossing pathway in the form of a t, from north to south and east to west, with trees and snow removal, would increase walkability from the east end of the Beltline to Mission and Erlton, as well as from the Talisman to Erlton c-train station. Trees would also help with the heat island effect of the parking lot in summer.

There is plenty of space in this parking lot for the addition of these pathways without any impact to parking capacity.

Idea Author: Alex G
Number of Stars 2
Number of Comments 0

Idea Title: Snow clearing along Edgemont Drive

Idea Detail: The pathway on the east side of Edgemont Drive is never cleared during winter, rendering it unwalkable for pedestrians and dog-walkers throughout the winter season.

Idea Author: Alex G
Number of Stars 2
Number of Comments 0

Idea Title: create more opportunities to safely cross Centre Street

Idea Detail: Right now Centre Street divides numerous communities including, Tuxedo, Highland Park and Thorncliffe. It would be great if Centre Street were more pedestrian friendly and there were more places to safely cross centre street.

Idea Author: Elise B
Number of Stars 2
Number of Comments 0

Idea Title: Crosswalk visibility on 16th Street and 44th Ave SW

Idea Detail: There are three school and a church within four city blocks on 16th Street SW. There is a bus stop, school bus stops, and four parking lots immediately beside the crosswalks near the schools and church. Because of on street parking, it is hard for vehicles to see pedestrians waiting to cross the street. There are also four crosswalks between 46th Ave SW and 42nd Ave SW to access the schools and church. Could there be a pedestrian corridor to help pedestrians navigate 16th Street? Perhaps one enhanced crosswalk so children could

safely cross the street? 16th street is not necessarily busy all day long, but is very busy at the start and end of the school days. The community of Altadore is growing, however, and increased traffic on 16th has made crossings more dangerous. A meaningful solution to help pedestrians at peak hours is needed and would help promote walkability in the community.

Idea Author: Charlotte P

Number of Stars 2

Number of Comments 0

Idea Title: Flashing walk lights for pedestrian crossings

Idea Detail: 19 Street is a busy street and there should be flashy lights at pedestrian crossings so that drivers can see that a pedestrian is in the crosswalk.

Idea Author: Ruth D

Number of Stars 2

Number of Comments 0

Idea Title: Garbage, lighting and snow removal

Idea Detail: How can the pathway and "green" space immediately behind Varsity Landing be kept safe, lit, cleared of snow and garbage-free?

Idea Author: Christina D

Number of Stars 2

Number of Comments 0

Idea Title: Ensure bollards are in place so that pedestrians at roadways.

Idea Detail: Ensure bollards are in place so that pedestrians know they are approaching a roadway and so they can find where the pathway continues when the pathway is offset. Don't let the guy that cleans the pathways dictate safety at crossings.

Idea Author: Norm B

Number of Stars 1

Number of Comments 0

Idea Title: 2-frequent speeding automobile traffic at X-walk along 40th ave

Idea Detail: I'm not sure why this a problem but someone thinks it is. Perhaps it's the design of having a crosswalk where the road effectively turns.

Idea Author: Norm B

Number of Stars 1

Number of Comments 0

Idea Title: Better access to the dog park from west side of Centre Street

Idea Detail: Right now there are very few controlled intersections to cross Centre Street. We love to walk our dog across from the old Highland Park Golf course- but crossing Centre Street is like taking your life into your own hands! Lets make Centre Street a walkable safe corridor.

Idea Author: Elise B

Number of Stars 1

Number of Comments 0

Idea Title: There needs to be a traffic circle here

Idea Detail: This interection is hard to navigate. It's three roads meeting at once with no pedestrian cross walk. A traffic circle and some nice pedestrian connectors would help with navigating this interection. It's quite dangerous.

Idea Author: Ruth D

Number of Stars 1

Number of Comments 0

Idea Title: Repair the sidewalk bordering the park and make N half wider

Idea Detail: East side of 8th street SW btw 7th & 8th ave

This is a treacherous block of sidewalk, the North half is super narrow and constantly has busses stopping there to let off entire shoals of people to wildly merge with the steady stream of foot traffic already clamouring to get to the train platform, then once you've made it through you have to contend with the south half of the sidewalk. It's all cobblestones, sitting at whatever altitude they please that day (I'm certain it shifts like the tide) so you have to watch the ground but it's impossible to keep all your attention focused there because you're too busy frantically darting your head about making sure some hoodlum doesn't come far enough out of the shadows to actually make a snatch at your valuables. Like I said, a harrowing block.

Idea Author: Rob L

Number of Stars 1

Number of Comments 0

Idea Title: Lighted crosswalk across 8th at royal

Idea Detail: I'm always nervous crossing here, from a pedestrian perspective its a blind cross. It's not quite far enough up the hill to see if traffic is coming and when they come down that hill, they COME DOWN THE HILL! Plus the intersection is as wide as Macleod trail and the area is full of moms with strollers, school kids and seniors.

Idea Author: Rob L

Number of Stars 1

Number of Comments 0

Idea Title: Access from pathways to publically used buildings/facilities

Idea Detail: Example: EFW Radiology Bldg, Veterans Way NW built steps from pathway but tall chainlink fence prevents access. Pedestrian access is onto streets and considerably longer.

Idea Author: Teriesa M

Number of Stars 1

Number of Comments 0

Idea Title: Better light timing in Beltline to support pedestrians

Idea Detail: All lights crossing 13th, 12th, 11th, 10th and 9th Avenues are timed for car travel and not pedestrians. Creates unnecessary delay and results in crowding. Shorter light cycles would reducing waiting and delay, reduce speeding by cars for safety too.

Idea Author: Greg M

Number of Comments 0

Idea Title: Add a pedestrian crossing here

Idea Detail: 17th is predominately pedestrian already. Start acting like it.

Idea Author: Greg M

Number of Comments 0

Idea Title: Remove all "orphaned" curb cuts in City sidewalks

Idea Detail: Our community has back lanes, which means that most garages/driveways are in the rear, and back-of-walk boulevards along the streets, which means that the City sidewalk is right at the curb and any property with a current or former street-accessing driveway has a sloped curb cut in the City sidewalk. These sloped curb cuts create a stumbling hazard year round and a slipping hazard when ice-covered in winter, particularly when the street-accessing

driveway has since been removed so you are not expecting the sidewalk to suddenly slope/dip down. The City needs to remove all "orphaned" curb cuts to make walking on City sidewalks more comfortable and safer, particularly for those with mobility issues. The City also needs to ensure that any property owner or developer that redevelops a property with an existing curb cut that will no longer be used for vehicle access after the property is redeveloped is required to remove that curb cut as part of the redevelopment project (and does so!).

Idea Author: Doug R

Number of Comments 0

Idea Title: No right turn on red

Idea Detail: people get too distracted by trying to turn right they do not pay any attention to pedestrians crossing the street. This whole intersection is very busy with kids walking to school across the street and adults walking to the Shaganappi Point C-Train station.

Idea Author: Mike C

Number of Comments 0

Idea Title: slower speed limit on 29th Street

Idea Detail: 50 km/h is too fast to be able to respond to pedestrians trying to cross this road. Parked cars limit corner visibility so you have to go half way across the road before drivers see you. At 40 km/h you are able to respond more quickly to pedestrians crossing. Raised pedestrian crossings would also make drivers slow down at intersections.

Idea Author: Mike C

Number of Comments 0

Idea Title: Too many curb cuts.

Idea Detail: I think it is important not to waste money on sidewalk curb cuts on roads that are difficult to navigate due to many driveway curb cuts. I have tried to take my stroller on the sidewalk of Varsity Estates Drive and didn't get too far because all the slants of the driveway cuts make it difficult to keep the stroller on the sidewalk - it drifts towards the road and takes a lot of muscle to keep on the sidewalk. I have seen strollers on the road and I suspect it is because of this - which may be another reason to install a few traffic controls such as stop signs on that road .

Idea Author: Norm B

Number of Comments 0

Idea Title: A controlled Pedestrian crossing.

Idea Detail: Well considering there are many businesses on both sides of the street it would make sense to have a controlled crossing just like many other places in the city. (4th Street for example) or change the speed limit on Bowness Road. Crossing there is a huge problem with the volume of traffic and the speed they travel

Idea Author: Dave B

Number of Comments 0

Idea Title: Upgrade cross walk to lighted crossing

Idea Detail: This cross walk has old signage and no lighting. As it is close to a community center, bus stops, and a future skate park, it should be upgraded.

Idea Author: Christopher D

Number of Comments 0

Idea Title: Do not allow traffic connections across Macleod on 18th Ave

Idea Detail: Drivers coming west on 18th Ave, crossing over 1st St SE, are looking north for

traffic. When pedestrians are crossing 18th Ave on the west side of 1st St, drivers do not see them until they are already heading through the intersection. This is very dangerous! Block this intersection and make drivers use 17th Avenue, where the intersection is controlled.

Idea Author: Alex G

Number of Comments 0

Idea Title: Improve pedestrian conditions at the SE corner of Elbow/Lansdowne

Idea Detail: Add extra sidewalk landing, crosswalk, and curb cuts in order to allow safe pedestrian crossing of Elbow Drive along the south side of Lansdowne Avenue, particularly along the SE corner. Extend the sidewalk along the south side of Lansdowne far enough to have a crosswalk to the north side (maybe near the alley or at 5A Street SW).

Idea Author: Desmond B

Number of Comments 0

Idea Title: Wider sidewalks!

Idea Detail: It's just too narrow, I don't think there's even a full sidewalk-width if you were to put both sides together. At least get the poles outta the way.

Idea Author: Rob L

Number of Comments 0

Idea Title: Remove the ice from the path. It always builds up here.

Idea Detail: Every winter, the sidewalk leading to the bus stop builds up ice. It is very dangerous.

Idea Author: Andrea W

Number of Comments 0

Idea Title: Add lights at crosswalk

Idea Detail: The sun setting makes it difficult to see pedestrians.

Idea Author: Andrea W

Number of Comments 0

Idea Title: Allow access to businesses from bike path

Idea Detail: The Cambrian Wellness Centre is a prime example of lousy accessibility. I walk down from Foothills Hospital on the bike path, but have to take a major detour to get to the front door. When I spoke to them they said it was a city requirement for them to fence their property. This is ridiculous if you want walkability. Let me get there from here!

Idea Author: T N

Number of Comments 0

Idea Title: Pathways connecting roads

Idea Detail: If you walk or cycle on Springborough Blvd. you must either head north at 69th street or go all the way to 77th street to get the 17th Ave. SW. From Ernest Manning you cannot walk north to 17th Ave to the west of the parkade either. Businesses/Schools and other facilities should have paths between them, rather than blocking/fencing entire masses of real estate.

Idea Author: T N

Number of Comments 0

Idea Title: Left turn signal at Springborough Blvd. and 69th St. SW

Idea Detail: Pedestrians crossing 69th street on the north side of Springborough Blvd are often endangered and ignored by drivers wishing to turn from Springborough Blvd eastbound to 69th

street northbound. Both pedestrians and drivers need to be able to safely navigate this intersection during busy times. Currently the drivers are hampered by the mass of pedestrians going to and from the school and the rec centre. A left hand turn signal facing the eastbound Springborough Blvd would help keep both groups safer!

Idea Author: T N

Number of Comments 0

Idea Title: Better wheelchair and pedestrian access to Max Bell Station!

Idea Detail: I just saw my coworker (in a wheelchair) struggle from 3 Ave SE/Barlow to the Max Bell train station. That means crossing Barlow, wheeling down a hill into a private parking lot, across a dirt field to the bus loop. The route to the Franklin Station is too steep for him. We cyclists and peds can manage this (poorly) but this guy!? He must be Superman. Solution: regional path straight east of the bus loop and up Barlow to the 3 Ave SE intersection. There are three major office buildings that would make heavy use of this connection!!

Idea Author: Christine H

Number of Comments 0

Idea Title: More police visibility to reduce loitering around alpha house

Idea Detail: More casual visibility and presence of enforcement to reduce activities that create an unsafe pedestrian environment, around the Alpha House.

Idea Author: C K

Number of Comments 0

Idea Title: To cross 5th St SW at 25 Ave you have to press the button. Why isn't this automatic?

Idea Detail: if I don't get there in time I don't get the walking man even though 5th St traffic is stopped. Everyone just jay walks over when it's there 'turn' anyway. The drives never object. It's a totally pointless push button that teaches pedestrians to basically ignore the lights.

Idea Author: Keridwen C

Number of Comments 0

Idea Title: Clarity about where people are supposed to cross

Idea Detail: Should they cross Royal at Hope St. (no sidewalk to the north means it's terrible in winter & soggy in spring)? Or should they cross at College Lane (and walk over the grass verge between the path & the road)? Or maybe they should walk diagonally from the driveway that crosses the grass verge on the south to the sidewalk on the west of College Lane as that's the only way with sure footing on both sides of the road. Royal Ave becomes a rat run, especially in the evenings, so it's difficult with no crossing as no one stops. Clarity would make the crossing safer

Idea Author: Keridwen C

Number of Comments 0