



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Project overview

In 2000 and 2001, City Council adopted the Calgary Pathway and Bikeway Implementation Plan. The original plan provided a map of:

- existing built pathways,
- approved pathways,
- proposed pathway alignments,
- existing built/identified on-street bicycle routes,
- recommended on-street bicycle routes, and
- recommended on-street bicycle lane/wide curb lane facilities.

The plan included guiding principles related to the planning, design and management of Calgary's pathway and on-street bicycle route system and outlined an implementation strategy to build towards the pathway and bicycle network recommended in the plan.

Since then, significant construction of pathway and bicycle infrastructure has occurred. Many routes identified in the 2001 plan as future or recommended facilities have since been constructed, and some proposed connections have been rendered out of date by subsequent changes to the area road network or approved Area Structure Plans. Due to this, the Calgary and Area Pathway and Bikeway Implementation Plan will create an updated map with new recommendations for future pathway and bikeway routes, along with an implementation plan.

As part of the 2011 Cycling Strategy, updating the Calgary Pathway and Bikeway Implementation Plan was identified and funds were set aside to update the plan. Updating it will provide a plan to provide more opportunities for Calgarians to walk, jog, cycle, in-line skating and skateboard within Calgary.

Engagement overview

Engagement was done completely online from June 1-30, 2017. This was the most efficient way to reach a large group of participants. The online engagement consisted of a survey form, as well as two interactive maps that participants could place pins and comments on. One map was for participants to pin locations they regularly travel to or want to travel to. The second map was for participants to pin obstacles encountered either accessing the pathway and bikeway network or obstacles encountered within the network.

Participants shared 2,750 comments regarding barriers to the network, 2,706 comments about common destinations that participants shared and filled out 2,596 survey forms. Some overarching themes that came out of the engagement are comfort, connections, safety and directness.

What we asked

Within the online survey we asked participants to answer questions about the following:

- what they currently use the pathway and bikeway network for,



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

- how often they use it,
- whether the network is easily accessible from where they start their trips, and
- how long they are willing to travel on the pathway or bikeway network in ideal and adverse weather conditions.

Participants were asked to rank their priorities for using the pathway and bikeway network based on whether they were using it for commuting, recreational use, or other trips. The priorities they were asked to rank are:

- directness,
- comfort level,
- protection from traffic, and
- pathway availability.

We also wanted to understand what would encourage participants to use the pathway and bikeway network more, why it is important to them and things we should consider when upgrading or installing new walking or cycling infrastructure. For each of those categories participants were asked to select their top 5 out of pre-selected options, and given the opportunity to select “other” and provide an alternate option.

Using an interactive mapping tool, participants were asked to identify typical destinations that they travel to or would like to travel using the network. On a separate interactive map, they were asked difficulties or barriers they face when using the pathway and bikeway network.

What we heard

In our online survey, participants told us that they use the pathway and bikeway network for several activities, but predominantly for fun, exercise and exploring Calgary. Most participants identified themselves as regular users of the network and that they could access the network from their starting point relatively easily. Participants also indicated that when the weather was good they would be willing to travel longer distances on the pathway and bikeway network. When the weather was poor, people were still willing to travel the network, but the duration of those trips were not as long.

Many participants indicated in the survey that they have some access to the network. However, some participants indicated that the network is not well developed in some areas of Calgary. Participants also indicated that they travel to many destinations near leisure and recreation amenities such as parks and pools, work places and schools.

Using our online mapping tool, participants told us that the barriers they face with our pathway and bikeway network can be broken out into 4 general themes: comfort, connectivity, safety and directness of the route. For participants that use the network to commute the priority was more to directness and protection from traffic. Those participants who identified as recreational users also wanted protection from traffic but also wanted more pathway availability.



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

When asked what would encourage participants to use the network more often, their answer was that more direct connections, pathways and safer on-street connections would help. They also indicated that improved cleaning and maintenance of the existing network would encourage them to use the network more.

On the mapping tool, participants also provided information around typical destinations as well as the barriers that they faced when using or accessing the pathway and bikeway network. The most common destinations for the participants were home, work, school, parks and recreation facilities. Some of the barriers that participants faced ranged from a lack of connection to the network to site specific concerns about the repair of the infrastructure and the maintenance of the infrastructure.

A summary of the overarching themes that came out of this engagement opportunity can be found in the [Summary of Input](#) section below.



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Summary of Input

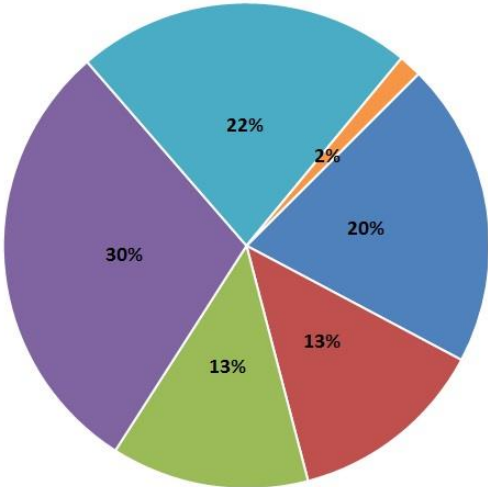
Survey results data:

Below are the responses received to our online survey that asked participants about their current and future habits when using our existing pathway and bikeway network. The results below are presented in the order that they were presented online.

The percentages shown below represent the number of times each category was selected. A participant could have selected more than one option.

I currently use the pathway / bikeway network for (please check all that apply):

- Commuting to work or school
- Running errands (grocery shopping, etc)
- Accessing entertainment (restaurants, sporting, events, theatres)
- Exercise or fun
- Exploring Calgary
- I don't currently use the pathways or on-street bicycle network





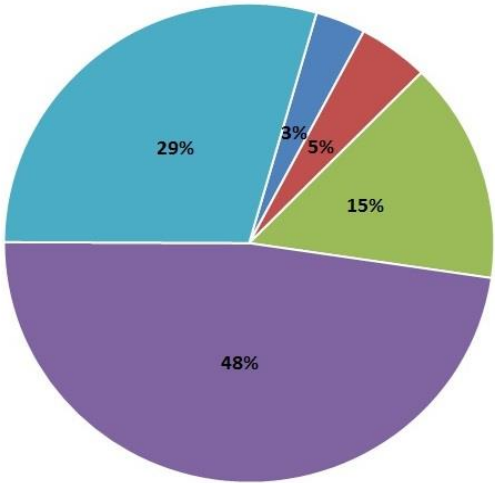
Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

For the questions below participants were only able to select one answer.

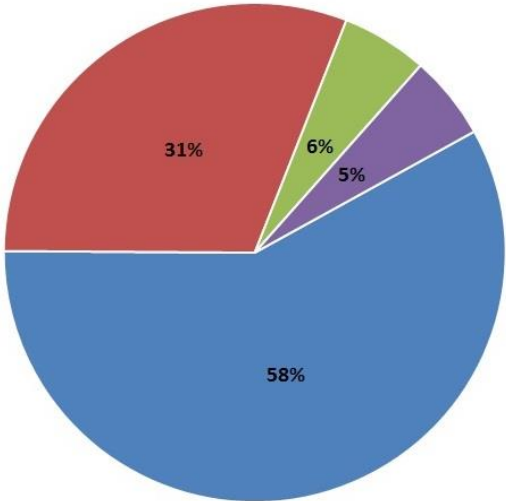
How often do you use the pathway/bikeway network? (check the one that best describes you)

- I never use the pathway/bikeway network
- I only use the pathway/bikeway network on weekends
- Sometimes I use the pathway/bikeway network
- I often use the pathway/bikeway network
- I always use the pathway/bikeway network



Is the pathway network and/or bikeway network easily accessible from where you start your trip?

- Yes
- Sort of – I can walk/ride to a pathway or bikeway but it is not comfortable
- No – I have to drive to access the pathway or bikeway near my starting point
- No – no pathway or bikeway facilities exist near my starting point

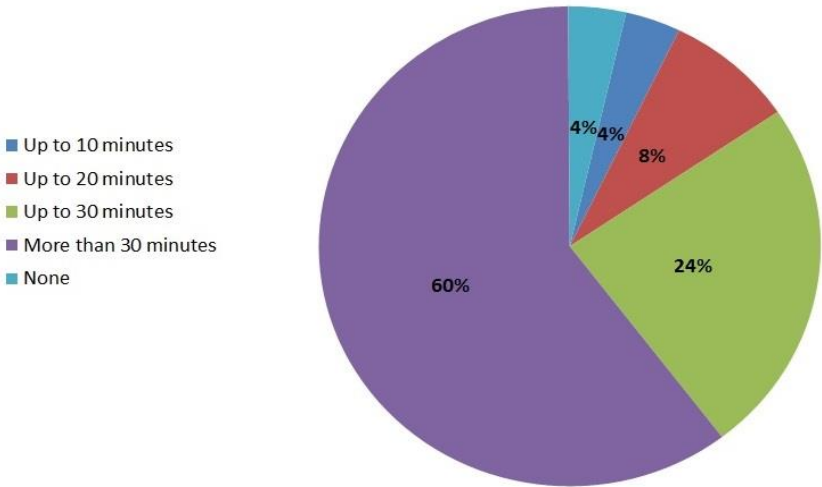




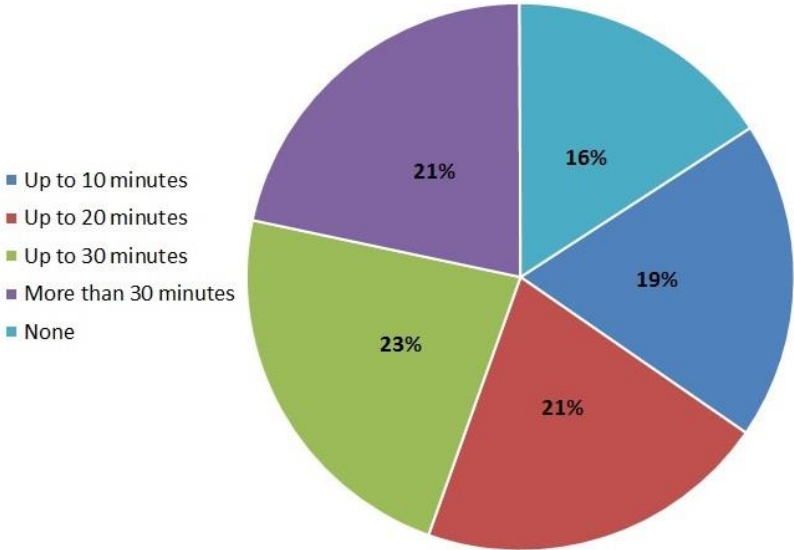
Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

If you are using the pathway and bikeway network to get to a destination, how many minutes are you willing to travel in ideal weather conditions?



If you are using the pathway and bikeway network to get to a destination, how many minutes are you willing to travel in adverse weather conditions (cold/wet)?





Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

2,596 responses were received when participants were asked to rank the importance of comfort level, directness, pathway availability and protection from traffic if they were using the network to commute, for recreation, or other trips. Participants could rank all three travel options, but might have chosen not to rank all three travel options. Below are the responses received for each travel option.

Longer bars indicate that those elements were more important to participants. Shorter bars indicate that those elements were less important to participants.

When using the pathway and/or bikeway network for COMMUTING to work or school, please rank the level of importance for each element of your route.



When using the pathway and/or bikeway network for RECREATIONAL use, please rank the level of importance for each element of your route.



When using the pathway and/or bikeway network for OTHER TRIPS, please rank the level of importance for each element of your route.



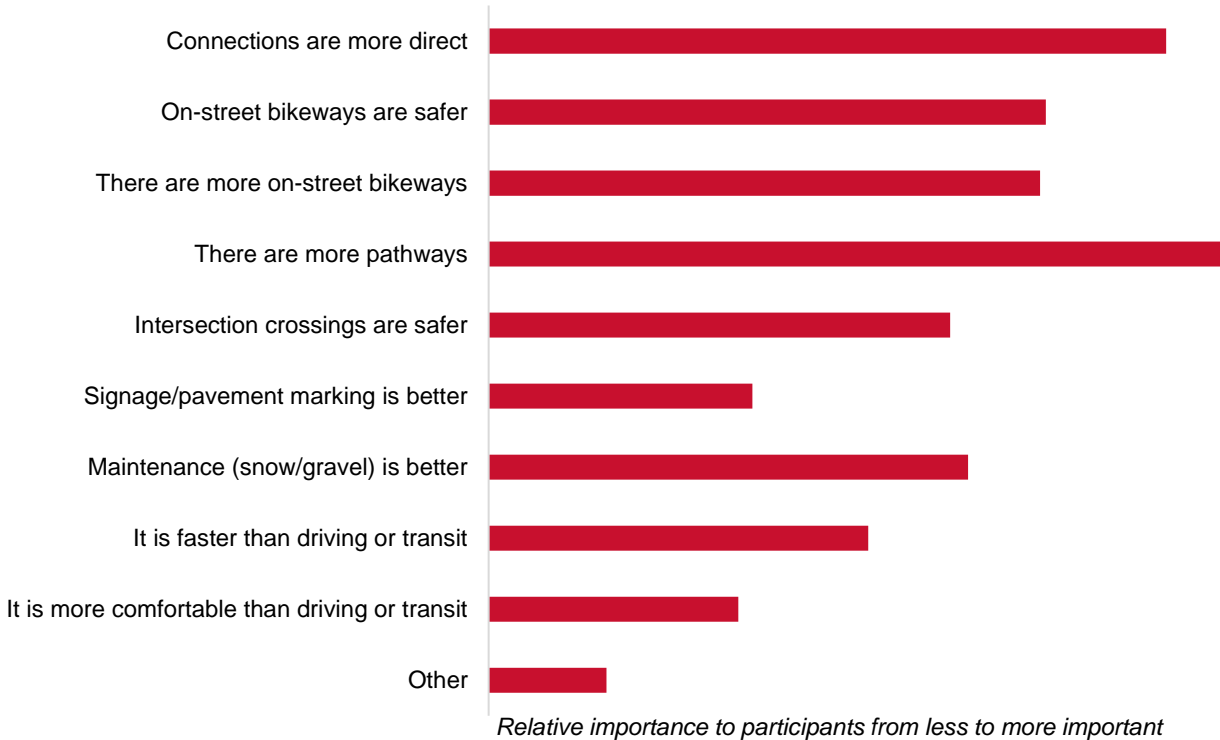


Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Participants were asked to select the top five things that would encourage them to use the pathway and bikeway network more. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

I would use the pathway/bikeway network more if (please select your top 5):



When participants selected 'other' these are the responses that they provided us with:

- Lack of lighting deters me from using recreationally in the fall/winter
- free additional education for drivers and cyclists for the rules of the road
- If blocking of the bikeways by vehicles was more enforced.



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
 October 30, 2017

Participants were asked to select the top five reasons why the pathway and bikeway network are important to them. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

Why is the pathway and/or bikeway network important to you?



When participants selected 'other' these are the responses that they provided us with:

- Biking is the path to financial freedom. I can live inner city, not waste time in traffic, and reduce my carbon footprint, and actual cost to the city (compared to suburban car-commuter).
- I don't own a car
- Because bikes are cheaper than cars and there is a need to promote safe alternatives that improve mobility for poor people

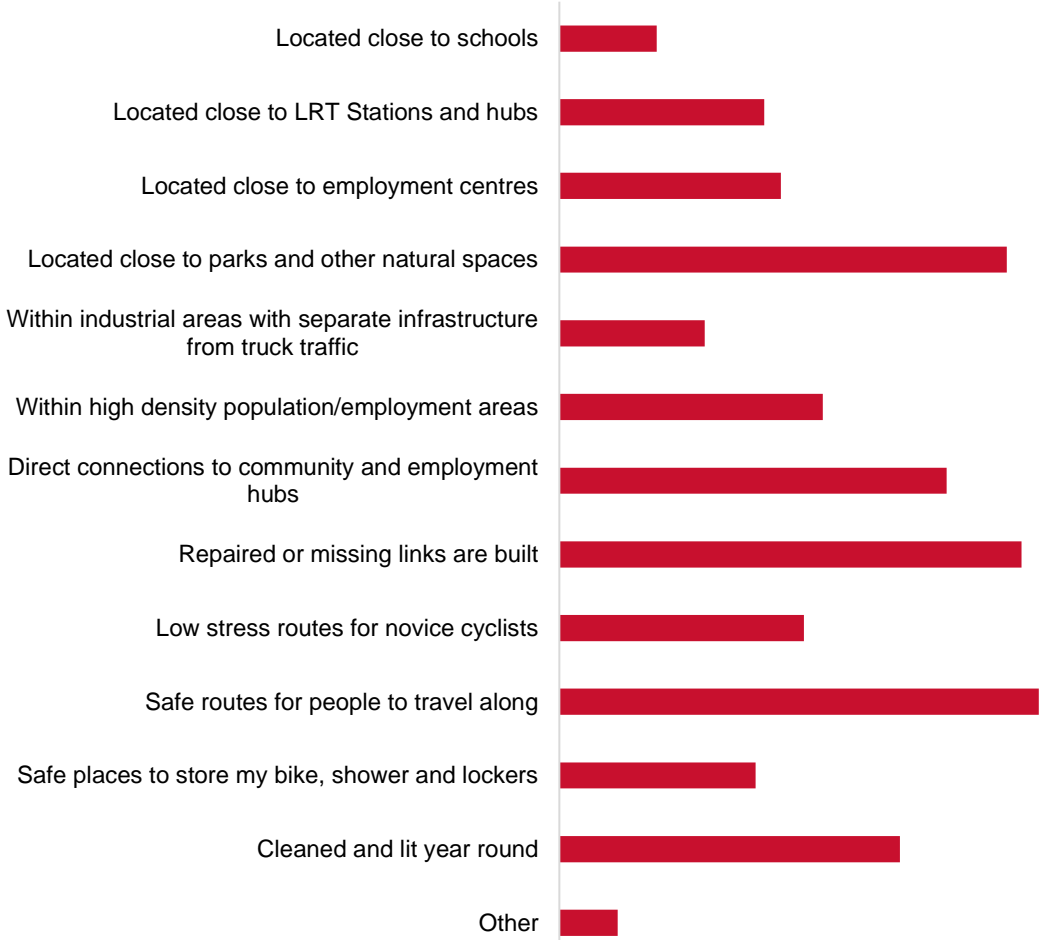


Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
 October 30, 2017

Participants were asked to select the top five things that we should consider when upgrading or installing new walking or cycling infrastructure. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

What is most important to you when upgrading or installing new walking or cycling infrastructure:



Relative importance to participants from less to more important

When participants selected 'other' these are some of the responses that they provided us with:

- Fix the potholes and generally maintain the pathways.
- Please require visible registration for cyclists on the road. They do dangerous stuff all the time and should be accountable.
- I am very concerned, at the speed a large percentage of cyclists cycle at. - it is way to fast and i am scared that i will be hit each and every time I use the cycle/walk way



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Interactive mapping tool data summary:

Participants were permitted to submit more than one pin on the mapping tools. They may have submitted pins on multiple occasions while the mapping tool was available.

When we asked participants to share their feedback on where they have encountered barriers and challenges within the network they identified locations that fall under the following themes:

- comfort,
- connections,
- directness,
- safety, and
- other.

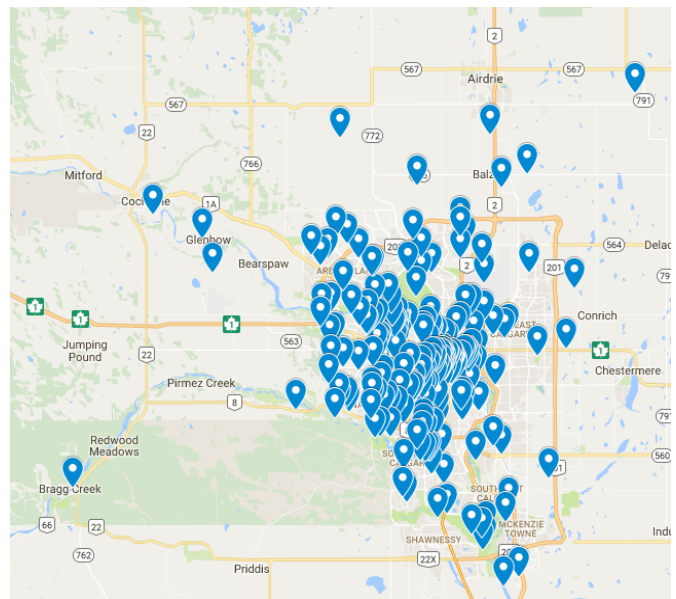
Below is detailed information regarding the destinations that they use the network to travel to, or would like to use the network to travel to. You will also find information regarding each of the themes listed above, along with links to maps that show the verbatim comments that we received in the locations where participants pinned them.

Destinations

This map shows what participants identified as frequent destinations – home, work, school and recreation sites like regional parks and other facilities. Participants were asked to select three locations, but could have selected more than or less than three.

Participants were also asked to describe how accessible the pathway and bikeway network is from their starting point. Some sample verbatim comments regarding accessibility are as follows:

- Not enough paths to get from the 12th street path to downtown. Going across the train tracks through the tunnels with traffic is dangerous
- Relatively accessible to get to downtown. (In the morning)

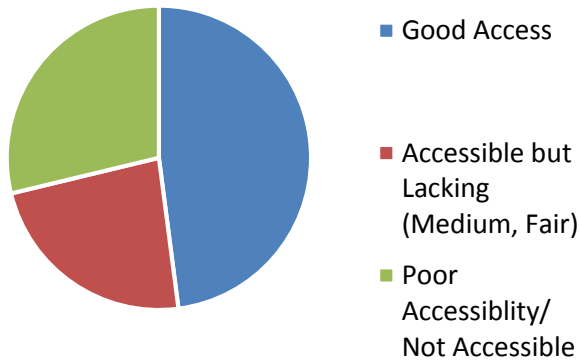


A Google map to view pinned verbatim comments is not available as participants shared personal information, such as their home address. To see the verbatim comments for this map please see the [Verbatim Comments](#) section.

Comment sub-themes

The pie chart shows the relative distribution of the comments regarding accessibility from the starting point of a trip on the pathway and bikeway network.

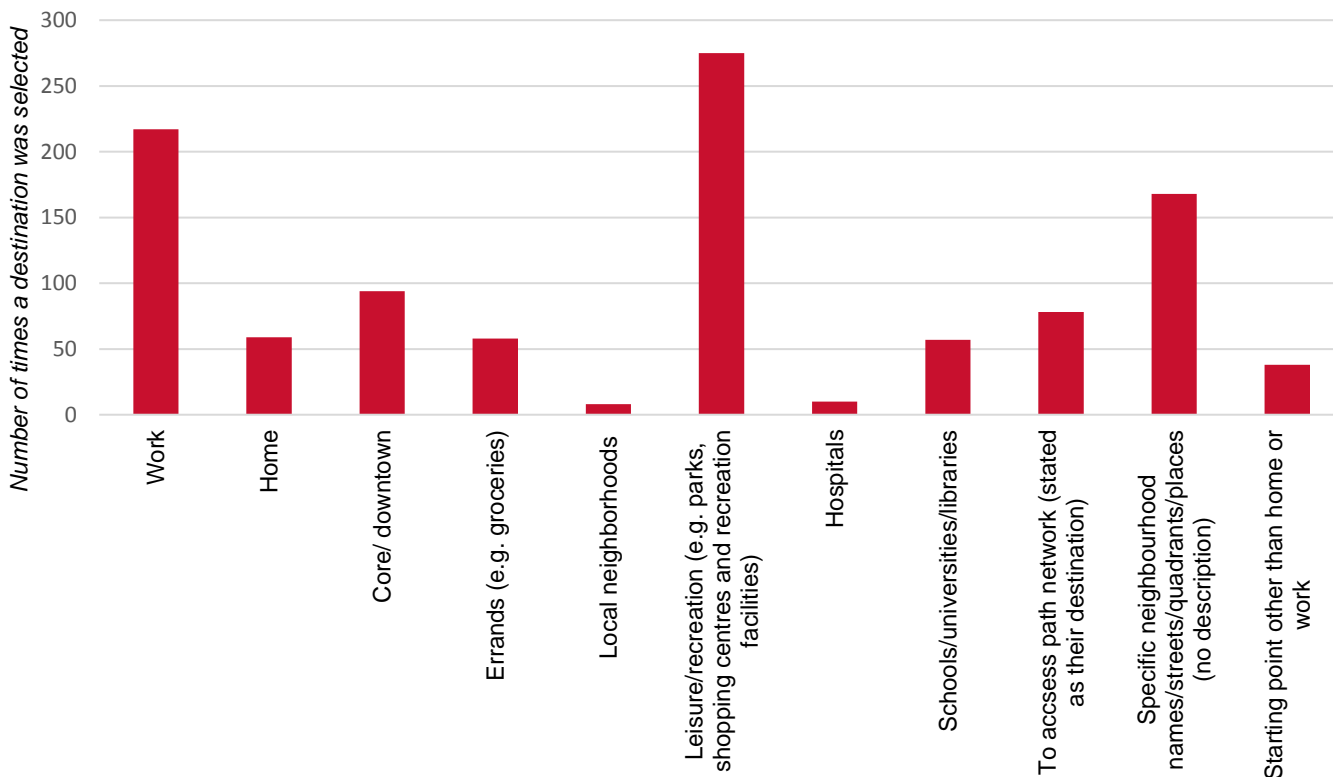
Ease of access from trip starting point



Common destinations

The common destinations that participants indicated they travel to using the pathway and bikeway network are displayed in the bar chart below. The category of 'Airport' is not included in the chart below as only one participant selected that location as a destination they travel to using the pathway and bikeway network. Participants could select multiple locations.

Common destinations





Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Comfort

Comfort is important to participants. Accessibility issues like pathways that just end, gates that are difficult for users to navigate around and missing curb cuts affect a user’s comfort level. Participants said that the visibility of other users and maintenance of the infrastructure also impacts their comfort level when using the pathway and bikeway network.

Verbatim comments

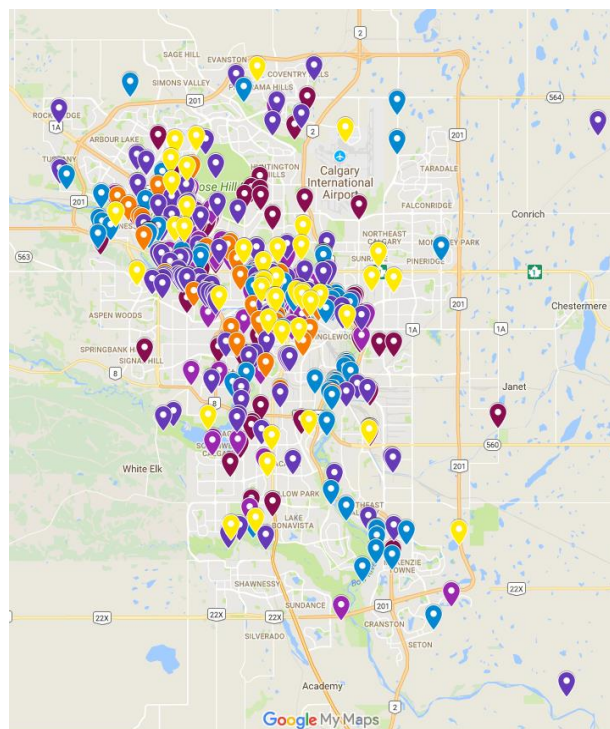
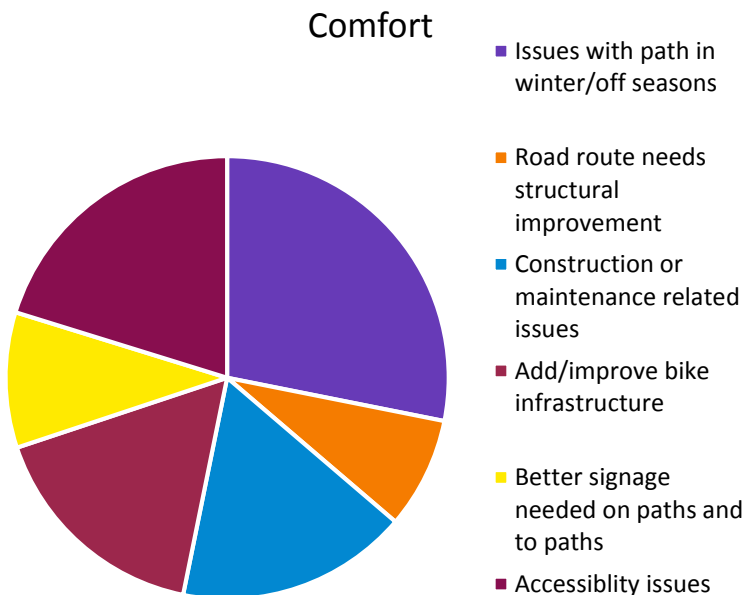
Some sample verbatim comments for this theme are as follows:

- Pathway can experience flooding that lasts for a prolonged period of time
- Poor directional signage. It's difficult to find the other section of pathway so you can continue your trip.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of ‘comfort’. The legend shows the sub-themes that comments fell within.





Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Connections

Connections within the pathway and bikeway network are important to participants. Comments under this theme refer to connections to the network or missing connections within the network.

Verbatim comments

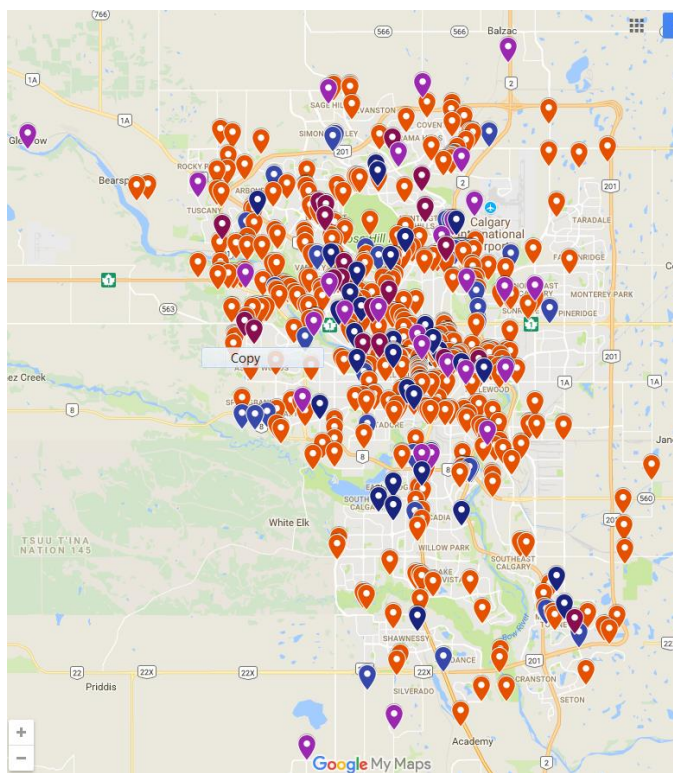
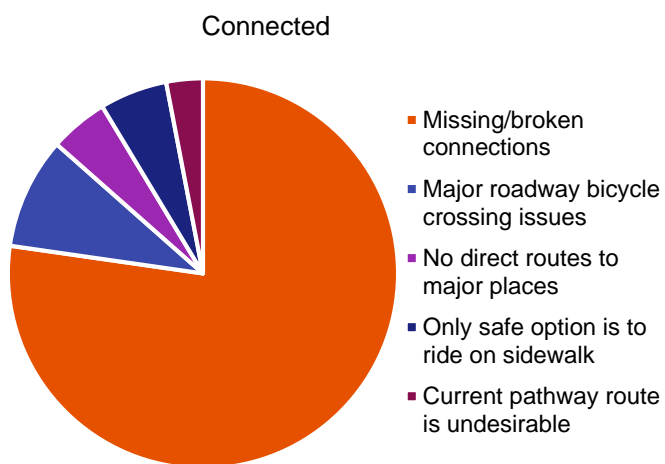
Some sample verbatim comments for this theme are as follows:

- Pathways do not line up with a cross walk... Have to go on sidewalk to cross, then through alley to get back to pathway
- No bike infrastructure connecting any of these areas in the NE, very difficult to get around with large roadways and fast moving traffic.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of 'connections'. The legend shows the sub-themes that comments fell within.





Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Directness

Participants indicated that they have concerns with routes and the time it took to get to their destination using the pathway and bikeway network. Participants also identified locations where crossing issues impacted their travel while using the network.

Verbatim comments

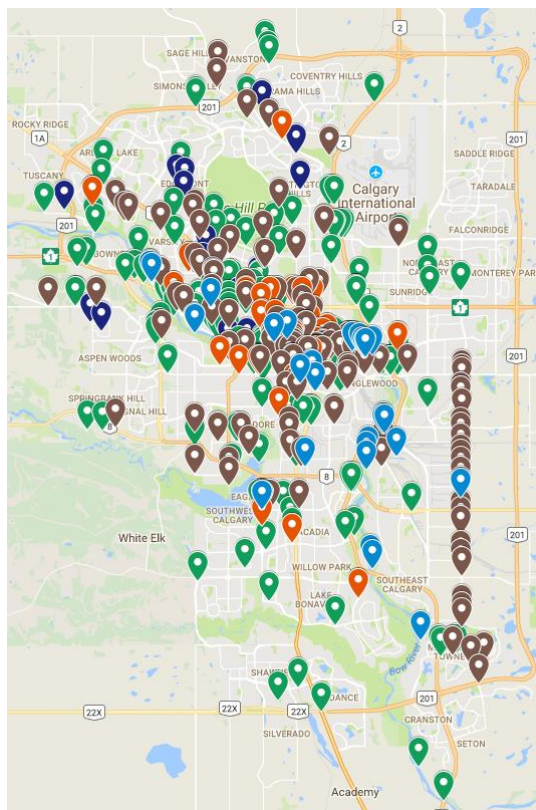
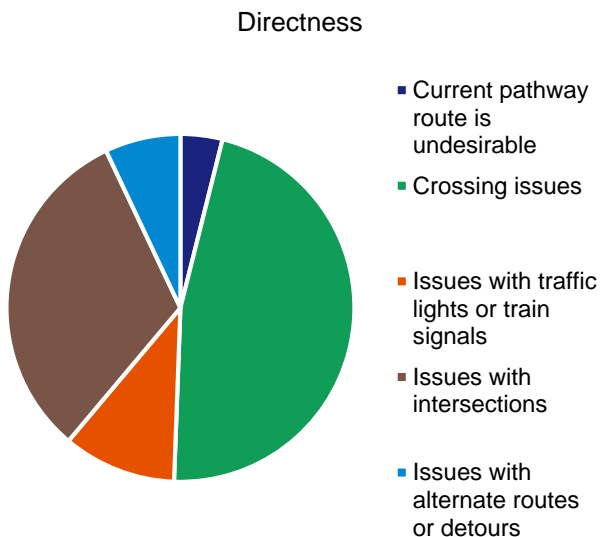
Some sample verbatim comments for this theme are as follows:

- crossing 36th street as a pedestrian is a nightmare.
- Continued pathway closure since 2013 [along the bow river pathway near Ogden Road]. Detour requires passing through busy intersection with significant heavy truck traffic.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of 'directness'. The legend shows the sub-themes that comments fell within.



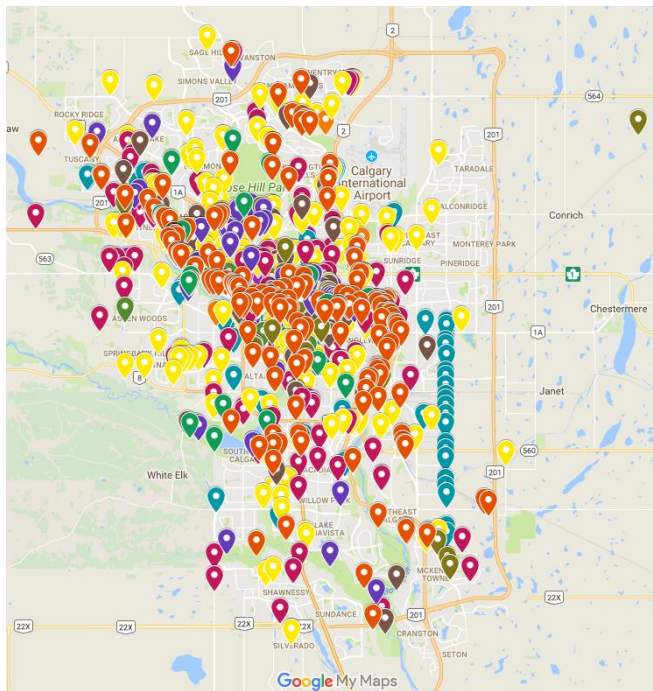
Safety

The perception of safety was a theme that participants provided comments related to the safety of pathway and bikeway infrastructure, interactions with vehicles and other pathway users, the design of the network in select locations.

Verbatim comments

Some sample verbatim comments for this theme are as follows:

- Extremely dangerous intersection heading WB on Northmount Dr as a lot of traffic is trying to get to the right lane to take 14th NB
- Cars coming out of the alleys frequently almost hit cyclists and pedestrians. Some signage reminding them to look would be good
- Cyclists speed through heavily used pedestrian/dog areas. Sightlines are poor and this is dangerous! [Bowmont Park]
- Terrible infrastructure gap under Memorial Drive to connect pathway system to employment along Barlow Tr



To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

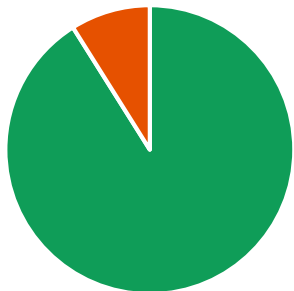
Comment sub-themes

The pie charts below show the relative distribution of the comments within the sub-themes of 'safety'. Due to the volume and variety of comments that fell under the theme of 'safety' they were categorized under the following sub-themes:

- Interactions with cars
- User group conflicts
- State of network infrastructure
- Design of network
- Perceived dangerous situations

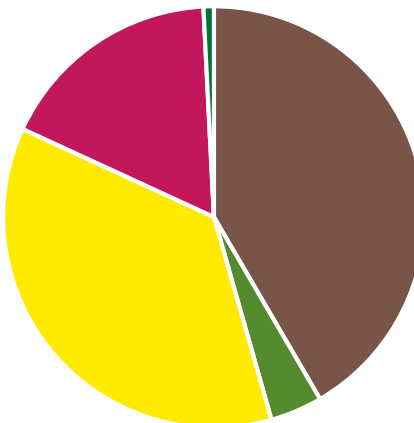
The pie charts below are arranged by sub-theme. Within each sub-theme there are additional categories that identify various safety concerns identified by participants. The pie chat legends indicate the categories that fall under each safety sub-theme.

Safety - state of network infrastructure



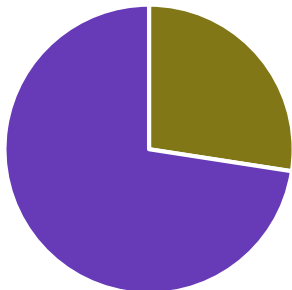
- Current pathway needs structural improvement or repair
- Gravel issue on pathway

Safety - design of network



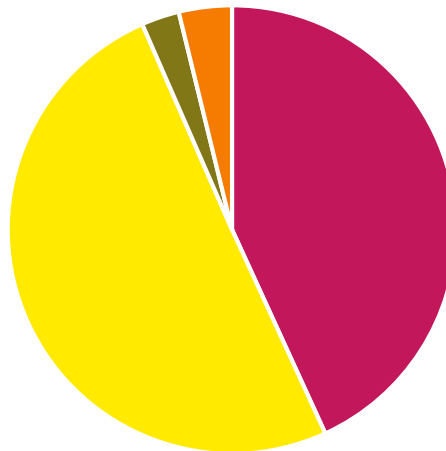
- Current pathway/bikeway maneuvering issues
- Issues with bicycle-related markings
- Issues with pathway/bikeway transitions or merges
- Overpass or underpass issues
- Unclear bicycle right-of-way

Safety - user group conflicts



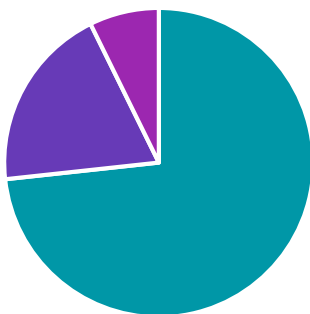
- Issues with non-pedestrians on pathway
- Issues with pedestrians on pathway

Safety - perceived dangerous situations



- Road route option available to cyclists is unsafe
- No safe way to bike on this route or access area
- Bikeway issues
- Attacks or crime issues

Safety - interactions with cars



- Conflicts with traffic
- Turning issues on roads for drivers and cyclists
- Signs ignored by drivers



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Other

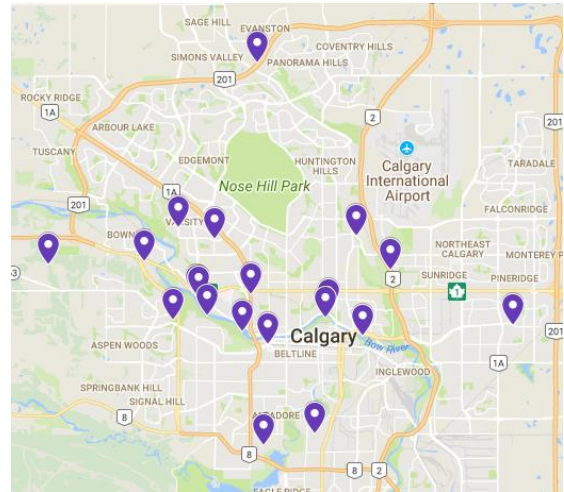
Participants also submitted general comments unrelated to the themes identified above.

Verbatim comments

Some sample verbatim comments for this theme are as follows:

- The stairs going up the ridge are congested with people working out, including boot camp groups going up and down these stairs [Crescent Heights]
- Parking lots need paved with marked spots. Often people triple park unknowingly and you are stuck.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.



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

Next steps

Technical analysis is being conducted by the project team, which includes analysing public feedback. Public feedback will help us develop an updated network plan and criteria used to prioritize the implementation of the plan.

A draft of the updated pathway and bikeway network plan will be shared with the public. More feedback will help us refine the updated network plan before presentation to Council for approval.



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Verbatim Comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language, both of which are removed with an indication that this has happened.

Mapping tool number one - Destinations:

Pin your most frequent destination(s) (up to three) and indicate how accessible the network is from the starting location:

- Fish creek park (recreation)
- South glenmore park
- Local commercial /groceries
- Need to have park and path near heritage station SE side
- again in this area. Lots of high density housing, but no where to walk away from businesses or housing
- Great way to walk to work from Sunnyside
- Good access from most locations in the Beltline.
- I can use local side streets to get around the mission area.
- 10 Street bike lanes, the pathway system, and the cycle tracks on 7 St, 5 St & 8 Ave make it easy and safe to get to work all year round.
- Headed here from Capitol Hill. Connections are available but awkward.
- The pedestrian crossing at 17 Ave & 15 Street SW has made it easier to get from downtown to Bankview
- Work here, travelling from Capitol Hill. On Street connections are mostly adequate, but 16th Ave is a barrier early on.
- I Bike Downtown from Capitol Hill after work when it is nice out. 10th street access is nice but it cen get unsafe.
- quite accessible
- not as accessible because of disconnected pathway in sunalta
- pathway around glenmore reservoir is accessible
- Medium Accessibility
- Upon completion of the engagement, The City of Calgary will host a meeting with the consultant
- Highly accessible, with the only barriers being elevation and the dangerous conditions present at Bow Trail and Sarcee.
- Accessible, but conditions along 32nd Ave are dangerous and incomplete. Add bike lanes to improve traffic flow and make cyclists safe.
- Highly inaccessible from the NW. The city lacks solid E-W connections, particularly from the University. Not enough Deerfoot crossings.
- nose hill
- confluence park
- Very accessible. Bike racks could be improved.
- Very poor access from downtown.
- Put a bike lane on 20th ave! That road sucks! And why are there no trees on it?



- Almost everything about 14th street is bad, but especially how it is TERRIBLY connected for bikes to Sunalta and Kensington.
- This is a CRITICAL area for cyclists that is nearly completely neglected.
- Cyclists should not need to rely on pedestrian crossings to leave Bankview. A traffic light is needed here.
- A treacherous path in the winter. Needs to be maintained or an alternate safe route to UofC from the SW needs to be thought out.
- The intersection of 32 Ave NE and 36 Ave NE is very dangerous to travel through as a cyclist or pedestrian.
- girlfriend's house - can use Bow trail, but safer, more direct Email/W route not in Valley (avoid hill climb) would be great
- Very accessible (within 1 block fo Stephen Ave)
- Commuting from west downtown. Through downtown is good but once I reach Deerfoot the trails run out, and I have to take the train from there
- 17th Avenue patios
- Prince's Island
- Marda loop, kind of accessible but needs less fast cars.
- Some sections are quite rough. It is an issue for rollerblades. The worn asphalt is hard on my joints. The heavy vibrations wreck my knees.
- Very accessible. Nice place to use the pathways.
- Work
- Easily accessible. For daily commute to work and recreation
- Home Area; this area requires some patient maneuvering to get to the main bow river bike path.
- U of C
- Where I work.
- University of Calgary. Good accessibility but I wish University Dr had a bike lane.
- About a 5 min cycle to get to glenmore park
- Work
- Groceries
- Home
- work
- home
- friends
- Coventry Hills starting location. Inaccessible from there. No trails.
- Coventry Hills starting location. Inaccessible; no bike trails to downtown from there.
- Starting point Coventry Hills. No bike trails from there.
- Starting occasion. Accessible.
- Starting location (ignore other pin placed in error). Accessible.
- Gym. Not as accessible from starting location.
- Work. Pathway construction never ending and often poorly signed. Not as accessible from New Brighton prior to McKenzie Towne Blvd path.
- Place
- fairly accessible. Mostly using the pathway instead of busy residential streets. However, it is an indirect route and is 20% further



- Have to cross way too many roads to bike here. Path should just follow the river. Bulldoze some rich peoples' houses if you have to.
- fairly accessible. Distance is far and hilly.
- Too many idiots taking their lunch break here.
- Eau Claire Tower - Very accessible from bow river path
- Not Accessible
- Not very accessible
- Extremely poor access for the last 500 metres, I am forced to ride along a narrow sidewalk adjacent to heavy traffic - quite dangerous.
- Poor access to Edworthy from the south. Edworthy Road is narrow and dangerous given high volume of cars. No family friendly access.
- No safe route from Wildwood to Lakeview
- Access along the east side of Deerfoot Trail is spotty... dont like 12 st gutters
- This location is fairly accessable. Riding along 42 Ave is the worst part of the trip
- The entire trip is on residential roads and drivers in this area do not seem to want to share the road with bikes.
- Good access to bike network-bike pathway along the stairs going would be ideal.
- Great!
- Ok... Not alot of options getting over John Laurie or across 14th St.
- Great!
- Work - highly accessible
- Highfield Road is terrible on bike
- Highfield road is horrible for bikes
- 42 Ave is terrible on bike
- Work and Downtown locations, including Beltline and 17th ave
- Trips to the industrial park for tools and supplies.
- Schools
- Shopping trips and exploring parks like the reservoir.
- Visiting family in the NW. I live downtown.
- Shopping centres
- Royal Ave is a drag strip for cars. Roads are wide, so separated bike lanes would aid in calming these dangerous wannabe Nascar bros.
- Work
- Starting point, very accessible
- Not friendly or accessible to wider bikeway network. Sidewalks that pretend to be pathways don't help.
- No connectivity for bikes from the Elbow River path to Highfield/Manchester for bikes, & 42 Ave SE is a dangerous road with room for an MUP
- Not at all accessible.
- 42 Ave SE is so wide that cars always speed. There's more than enough room for an MUP to get people from the east and west paths to work
- With the advent of cycle tracks, EV and Vic Park are now quite accessible
- Work in the area. On street lanes could be protected. Lots more would use.
- I commute here from Marda Loop, and there isn't much of a bike lane network between there and here that is direct



- Excellent access with the cycle tracks
- Excellent access via Riverwalk
- Hertge MUP is accessible only by riding on the sidewalk along Macleod Trail. MUP then has MANY crossings!
- Mediocre - good facilities at King Bridge, Edmonton Tr, etc. aren't well-connected. Getting between Bridgeland and the river is a pain
- Crossings at Heritage & 14th require riding with traffic or waiting for 3!!! pedestrian lights.
- Work DT
- Work
- Drink
- Relax
- Easy to elbow park MUP. but Cars want to pass even with oncoming traffic and parked cars on both sides... don't see that in school zones
- cycle to bowness park from home with kids
- cycle to Nose Hill Park with kids
- Work
- Home
- Excercise
- Very good access via the Bow and Nose Creek path system.
- Riverwalk and new paths on island make this an easy destination for the whole family to travel to.
- No true direct route not on streets. Cycle tracks along 2nd avenue in Sunnyside would help calm traffic (wide avenue).
- We often go to the arts district as a family or on dates. Theatre, museum, Olympic Plaza, Central Library.
- Inglewood has lots of destinations. Playgrounds, micro-breweries, shopping. Good for the family.
- 12th Ave cycle track corridor is great for daily shopping trips. Safeway, Co-op, or Sunterra.
- Terrible road for cycling - needs improvement in the safety department NOW
- There's no connection from Sunalta to the Bike lane on 12th Ave without riding on some major streets.
- Nose Creek
- Barlow/Max Bell & Nose Creek area
- Glenmore Park
- Downtown is accessible. 2nd street NW needs better signage
- path is accessible
- From Mount Pleasant, unless taking the river pathway. Better connections need to be made, perhaps a cycle ring route throughout the city.
- path is accessible but paths are not all connected
- work
- Direct pathways are within traffic zones that are busy, somewhat unsafe and dirty (Gravel on 20th Ave did not get removed)
- renfrew
- university
- downtown
- super easy to get to



- Higher river closes Elbow under Macleod Tr SE - no safe alt. 30 Av SW frn Elbow Dr to 8 St SW has bad lights & transitions for path users
- Relatively accessible to get to downtown. (In the morning)
- I would like to see the 12 Ave cycletrack extended to at least 15 St SW bikeway.
- Bridge over the Bow. Connect Nose Creek Path with South Bow Pathway. Was on the priority list but now seems forgotten.
- Curbcut needs to be added here
- From 20 ST to 14 ST - please consider moving the bikeway to 25 ave. 26 ave is too busy and too narrow to feel safe.
- I start my rides here
- Work. Network does not provide direct route to the office.
- River pathways are excellent. Have to take Centre St bridge to get there, going through Renfrew neighborhood.
- River pathways are great, but crossing 16 Ave N to get there is a little scary.
- University of Calgary
- Downtown offices
- Super easy!
- Bridgeland/Inglewood for recreation/enjoyment
- I need to get groceries. Still very difficult to get to superstore
- 20th St bike lane has improved access to marda loop, but its still a high-traffic road that isn't inviting to novice or beginner cyclists.
- Start point for commute. Close to bike path on Harvest Hills Blvd.
- Please improve this connection across 8 Avenue to help people cycling. Separated facility along the bridge would be wonderful. Thank you.
- Destination of commute. This destination is aceesible via bike ways (Sarcee Road/29st SW).
- Downtown
- Sprogs schools
- Commuting to work
- Commuting home.
- The sidewalk /pathway across Memorial Drive needs to be widened so families can feel safe cycling to the zoo & science centre
- Extremely accessible - Lindsay Park to the South, cycle track on 12th Avenue.
- Cyclists travelling southbound and going straight are carrying speed. Southbound cars turning left can't see the southbound cyclists.
- At peak hours there are lots of bikes here & I often miss a light, so i turn right on 10th and don't use the 12th ave bike lane.
- Groceries and Errands
- Home
- Starting from 10 street. Bike through rutted, potholed back alleys to hook up with the painted lane network.
- Work
- cycle track on 1 st SE or Macleod Trail would make a huge difference for access
- Bike lanes on 5th, but I tend to use the 8th underpass because it's more direct.
- bike lanes on 14 Street or Premier Way/32 Ave would help alot
- getting across Memorial tough, need bike lanes on 1 avenue ne



- Start
- This is hard to get to from altadore
- Easy to get
- Missing Link to Pathway both South and West of 11th Street and Heritage Intersection
- Connections to/from pathways terrible to non-existent. No infrastructure in highly-walkable/bikable Inglewood.
- Entire area East of Macleod, West of Deerfoot, North of Heritage South of 17th is lacking safe, viable bike routes.
- Patchy 'network' of bike ways, paths. Impossible to navigate if you don't know it extremely well. Terrible accesses to all the ped bridges.
- Excellent easy, safe connections from most of the city.
- Good accessibility to Edworthy
- Many detours around golf-courses :(like Confed, Silver Springs make routes indirect. Terrible infra. on 40th. Bad connections to Children's
- On-street network is easily available through the beltline. Spotty availability at beginning and end of trip.
- Great availability of on-street bikeway and pathways.
- Commute to work
- #1 destination
- Bike connections drastically improved with the addition of the 20th St cycle lane. Connection between 26 Ave and 20 St poor and unsafe.
- Not safely accessible.
- Not safely accessible.
- Home
- Fish Creek is my main recreational/exercise destination.
- The industrial park is where I work, but bike travel in the park is dangerous and sketchy. As a result I never bike commute to work.
- Commute to work. Pathways from starting point to intersection 3 ave 8th Street. Signage needed at intersection to increase safety for all.
- Network is accessible with up to 50% of the trip on public road ways
- Pathway in commute. Needs a light for night travel and better snow removal in winter
- 5/5
- 4/5
- 3/5
- Work, access can be improved from the SE quadrant
- 50/50 street and pathway. Feel protected from traffic during normal conditions. Snow and slush reduce effective street space in winter
- 1st half is residential streets, 2nd half is pathway.
- Network is nearby
- to Work, getting here is very easy with the bike network
- Network is nearby.
- Not easy to cross the major road with kids, bike racks are not very good.
- Network is nearby.
- easy to get to
- The bird sanctuary gets me to the downtown through Inglewood.



- harder to get to completely in protected lanes
- Accessing EV from Bridgeland. Would prefer a more direct route than current the LRT bridge. Please build another bridge over Memorial!
- Please add dedicated (and separated) bike lane. Many people (including families) use this to to access bike paths on other side of river.
- Would love a dedicated (and separated) bike lane all along 1st. Would also help with traffic calming.
- Accessibility is ok, some construction issues at the moment
- A big missing link between the Elbow or Bow pathways to Crossroads Market.
- Good
- great connection from the river trail system
- Important destination in our community but no bike lanes available.
- No bike lane on 20th AVE NW. High density residential, close to UofC, Sait, and there is no East - West bike path.
- Home
- Work
- Biking down Macleod cause a lot of driver bicycle conflict I almost get hit on a weekly basis
- 5A street to 5 st to elbow
- Easy to start
- Extremely accessible. I can bike along the Elbow River path and right up to work
- I wish this location were more accessible. I come off the pathways on 1st St SE and I would love to see a connection to 8th Ave
- I would like a more direct route from downtown here
- M-Tech Building - reasonably easy to get to via pathways.
- Place of employment
- 1st NE is supposed to be a bike route... but I find it very poorly maintained in winter conditions
- I can connect to the pathways, but the route is not very direct or safe.
- Easily access to the cycle track along Richmond, but terrible vehicle driver adherence to the rules at 17th/Richmond intersection
- I take the cycle track to get groceries, but the eastern connector between 12th Ave. and Inglewood/Ramsay is poor and unsafe.
- Hrtge/14t harsh intrsctn, 2 access trails, HP & wetlands frm Haysboro I cross 22lanes of traffic w/ dangerous slip lanes & cars going +70 .
- Highly used but paths needs improvements to bike/walk experience. off leash dog needs to be removed from around 90th Ave/new ped bridge.
- place of employment; I commute to here from Tuscany from May-Oct
- enjoy parking at Edworthy Park and then riding pathway along the river
- Pathway is very accessible
- 89th Ave needs bike/ped improvements, wider MUP instead of sidewalk on 1 side to connect from Elbow Dr up to new 14th St Ped Bridge.
- Pathway is very accesible
- Very accessible. Light timing is terrible going northbound 5th, though, so I usually walk since it is the same time.
- Mostly accessible. Tricking getting from 5th St and 17th Ave SW to Elbow river pathway.
- Pretty accessible. Tricky crossing 10th street NW.



- I work around here and it's pretty horrible to access. In particular, there is no protection from the west.
- My new worksite, haven't yet tried to bike there but intend to try year-round.
- Very accessible
- Not accessible
- Accessible
- Access to this location is good up to Fox Hollow golf course. After crossing the bridge by the Calgary sun, there is no bike infrastructure
- Pathway options possible nearly the entire route
- 52 St pathway on east side shares pavement with bus stops. Also requires switching side of the road 3 times between Mahogany and 114 St
- Good Enough, but I am comfortable with traffic.
- Work
- Should be pedestrian/Cycling access over deerfoot/mcknight. either 64th or fox hollow bridge only options
- I work at the University of Calgary. Getting here is my number one destination
- Very! Great access. Could use some more secure lockers or bike racks.
- Twice a week. Take an inconvenient route to avoid traffic on Northmount Dr. traffic. Cycle lanes on Northmount would make my trip safer
- Difficult to get from MUP S. of Northmount to the bike lanes N. of Northmount on Charleswood Dr. Use this area 3 or more times a week.
- Bow river pathway doesn't really connect to Parkdale blvd. Parkdale blvd is a nightmare for cyclists.
- Accessible
- 5th street cycle track does not connect to Bow River pathway. Ends at 3 ave SW. Requires me to ride on the wrong side of 5th street
- Not obviously well-connected to downtown pathways
- Lack of safe route from dover or pathways.
- 5th street cycle track does not connect South of 17th ave. Confusing and inefficient intersection with 17th ave.
- Poor accessibility: Indirect access on shared roads; terrible snow removal along #1; construction requires dismount at Bowfort intersection.
- Place of work
- Place of work, this a very Unsafe route, 42nd Ave needs an MUP
- Bike to school w/ kids - easy ride 8th Ave NE bike lane not always maintained winter; parked cars present a dooring hazard, esp. in winter.
- No good E/W infrastructure - direct route = ride along 20th Ave NW, heavy traffic during rush hour. Confed park way out of way
- bike path closures with unreasonably long distance/no forewarning detours! Difficult to navigate with children on bikes
- Not so accessible as biking has to be on-street and I don't feel comfortable
- Good accessibility to Nose Creek Pathway
- MUP along 52nd Ave feels unsafe at intersections and is broken at 50th Ave before railway tracks.
- There is no good east / west corridor. Painted infrastructure on 8th ave ineffective.
- easy to access via bike lanes, pathways and bike ways



- Network is accessible but there are gaps in my ride between sections
- Not bad, memorial and east village access could be better
- Terrible
- terrible
- home
- work
- work
- Home
- Difficult left hand turn to get onto 4a street from Landsdowne.
- Employment
- commute to work is excellent for first 3/4, getting from Parkdale blvd/29 st to UofC is awful and dangerous, both north and southbound.
- not very accessible through macleod trail
- Not bad, but bike lanes should be given higher priority for gravel cleaning - much too late IMHO.
- Not bad, but some of the intersections near Crowchild and Shaganappi are scary for kids
- Good!
- Network is accessible, but missing links along the way.
- Network is very close.
- Homw
- Work
- leisure ride along pathway to Bridgeland
- Trail ends, no connection to north of memorial to offices
- Trail just ends, weird intersection to cross
- This block on 26ave does not connect with the path on the rest of 26 ave and the elbow river path.
- This employment location is within a few blocks of the cycling network, but not actually on the network.
- Riverwalk. Very accessible from my location (Ramsay)
- Very accessible from my location (Ramsay)
- ACAD is reasonably accessible coming from downtown, although the final section between the sunnyside safeway up the hill isn't great.
- From Bridgeland. Relatively easy, but would be nicer if there was a more direct route across river.
- From Bridgeland. Good access on south side of river, North side is too narrow at times. Wish north pathway was as nice as south!
- From Bridgeland. Relatively easy, but wish there was a wider bridge across Memorial.
- Manchester yard
- Sunnyside
- Library
- Downtown
- Beltline
- Need paths on side streets not just in parks, for female cyclists travelling in the early morning/night.
- I come here from downtown, and have to go along 17th ave to avoid river path when it's dark out. Need safer on-street route.
- Good access to here via 12th & 10th avenues



- Good network access, though there are some noticable gaps for no real reason.
- Excellent accessibility.
- After riding up 10th St. getting to the mall is quite a challenge with traffic.
- not bad
- Cycle paths all the way from home to 17th ave. Riding gets tricky on 17th.
- To get to my work. 25 min. Bike ride
- To get to Downtown 10 minutes
- Going to Kensington for haircuts and facials
- Family lives here. 49 min ride
- Commute to work
- Commute home
- Take kids to park
- Easy access from the start
- Easy access from the start
- Easy access from the start
- Home
- Work
- Is reasonably accessible, but not for the casual cyclist!
- Quite accessible
- quite accessible
- quite accessible
- 17 Ave between 4 St and 2 St SW
- From Southwood, extremely easy and pleasant daily commute
- Extremely good access
- Generally good, but University LRT bridge has congestion & pedestrian/bike conflicts at peak hours & Capitol Hill Crescent is rarely plowed.
- Limited opportunities to cross from the path network into Nose Hill park. Only one (bridge) crossing over John Laurie for entire south edge.
- No good connection between Paskapoo trails and the Bow bike paths. No safe crossing along Sarcee Tr. near Canada 1 and limited park access.
- Spouse's place of work
- Last best
- Work. Terrible access. Please build more cycle tracks in the river valley
- access from pathway across barlow & memorial not good. use ctrain pedway. riding up barlow not safe. lots of cyclists
- I work here and it is mostly accessible but 10th st needs a bike lane
- I grocery shop in this area. It is okay to reach from my home but I need to cycle on 4th which is busy
- Home Turf
- Work
- Max. recreation distance
- Recreation destination
- Ride along the river to get to work and recreation



- I can only use the cycle network for 1/2 my trip to this destination. Between 12 AVE SE and 4 AVE SE I have to ride on McLeod Trail.
- Mostly goo, but the access to campus via 32nd is poor given the route's popularity,
- Poor, not direct, and poor car bike interface
- Broken pathway link to downtown along 20 Ave NW
- decent, in certain spots, but has been decent for a couple decades.
- fairly good access to pathways
- good access
- good access
- work location. access from the bow river pathway is not great. no access from the south.
- crossing 17th ave has to be done on the sidewalks with kids. Too many cars on 26 Ave btwn 14 Ave & 19 Ave SW. Need a safe crossing options
- crossing Crowchild on 33 Ave SW from Killarney is very difficult. Needs a better connection for peds and bikes.
- I have to be on the road with cars for only a couple blocks from Stephen Ave down to 5th ave. I've never had an issue with cars.
- This is a dangerous spot for the southbound bike lane to end because most cyclists continue down 5th street, which is a narrow winding road.
- Why doesn't the bike lane continue on to meet the pathway along the Elbow river? It would be safer and easier for cyclists.
- Very accessible!
- Starting location is in Cougar Ridge, I join the path system close to the intersection of Bow Trail and Sarcee Trail.
- There isn't good access to pathways that lead from my home to campus.
- Pathways through Confederation Park are great!
- To work. 840 7th avenue sw
- Abbeydale
- Getting here is awful. I have to drive. Northmount is extremely unsafe
- Cycling connection to the U of C are poor and unsafe. Nearby roads could easily include on street separated lanes and should
- I would ride my bike to coffee at Rosso but riding along 20th Ave is scary.
- Commute Edgemont-Nosehill to work @UofC Need better link from Charleswood @ Northmount to campus. Sidewalk/path poor & road traffic heavy
- Great pathway accessibility!
- Terrible pathway accessibility! High speed Truck Traffic and no sidewalks! Must go out of my way to find safer routes to get to a pathway.
- Very accessible
- Very accessible except during current park construction by the Peace Bridge
- Fairly accessible but 5th St doesn't always feel safe (risk of getting doored in unmarked bike lane between traffic and parked cars)
- recreational rides SW of Calgary - access along pathways, up through Edworthy, and along OBCR. past Edworthy access declines
- recreational rides NW of town. access is poor from downtown area. typically drive closer to start
- recreational rides SW of town along 69 St. Access is indirect, winding, hard to follow



- Coming from JohnLaurie/McKnight is ok. Area along 32nd really disconnected pieces along west & eastbound routes.
- Bike from Egerts park is quick and easy. Accessing the park via Nesbitt Road can be a challenge though because of fence openings.
- I prefer coming via Northmount drive. Some obstacles noted with barrier map. Cycle track in future would be awesome.
- Extending the 5th street cycle path from Elbow River pathway to the Bow River Pathway would greatly shorten access.
- More direct route North along 14th would be nice for commuting - say along new BRT route.
- Better bike access through SAIT across 37th Street would be nice.
- McKenzie pathway has been closed for repair but there is no evidence of repairs taking place.
- Work
- Home
- Very accessible
- Good access, 1.25 mile jog from my house.
- Pretty accessible access from here
- Accessible to pathway however I must ride down 9th Ave which is not a protected lane. Does not feel safe.
- No access to river pathway without riding on the road or taking a major detour from my route.
- The Slopes
- The Slopes
- Forced to ride on busy roads
- Easy to arrive here as I am in walking distance.
- Forced to ride on a major road for entire route or take extensive detour to avoid (which I won't)
- Have 3 ways of arriving here, either by a lot of walking, bus or car (by car pool).
- Access from residential roads eventually reaching cycletrack
- Workplace. Typically use bow river east to nose creek north.
- Used to ride bow river pathways north/south frequently but flood damaged pathways still have not been repaired.
- Quite accessible
- Quite accessible
- Quite accessible
- I travel here to work.
- I bike and walk here for the scenery.
- I bike to here for exercise from Forest Lawn.
- I work by the airport and live in Tuxedo, it's really challenging to bike to work as there's a lot of breaks between the pathways
- Park and Beach Volleyball Courts
- Difficult with missing sections from SE Calgary.
Need Connector instead of 52st to get to canal pathway
- Need better connector from SE to get to canal pathway
- I work Downtown and use the CBD bike lanes daily, weather permitting
- This is roughly where I park to make use of the bike lanes to get to work.
- Scenic Acres from Bridgeland: path is quite rough along N side of bow river west of crowchild to 43rd st NW



- Not Accessible from North of Stoney
- Great Pathway system
- Not easy to ride my bike to the U of Calgary
- Really challenging to get to the Foothills Medical Centre with all the construction nearby.
- Easy to get downtown via 10 Street Bikelane and through downtown on cycle tracks.
- home
- this is where my office is
- Not accessible by pathway if biking from the north.
- Not accessible by pathway if biking from the north; northeast in this community.
- Not accessible by pathway if coming from north/northwest of this community.
- The pathways by where I work are amazing but there is no connection from my community and many broken connections on the way there
- For work and events
- Volunteer work
- Family
- Kensington area- recreation
- 12 Ave is very close but that isn't my network I have to get to the Elbow River Pathway
- Lower Springbank Rd is a popular area for road cyclists to ride. I find it stressful to access this area through the traffic of Signal Hill.
- I drive here from home to start my commute because it is right beside the pathway network
- Edworthy Road is not safe for cycling from Patterson to U of C during winter.
- This is home, I have a pathway at the back of my house but connecting to rest of the network involves crossing a number of major roads
- University of Calgary to Bow River pathway
- Good access along quite streets to pathway
- Home
- Easy access to 52nd street pathway. Rail-way crossing on 52nd street is gravel, needs to be paved.
- work
- Safeway is right on the 12th avenue bike path and it is extremely easy for me to get my groceries here.
- downtown client
- CO-OP is one block north of the 12th Avenue bikeway but it is uncomfortable for me to cross the intersection without going onto the sidewalk
- Fairly accessible - a few blocks on road to access 21 Street overpass or 10 Street to cross Memorial.
- Workplace, University of Calgary, Easy access to Pathways and Bikeways
- A bike path through an off-leash area is stupid, close it or fence it off.
- A South to North route through this junction for bikes would be great
- Pathway system is near, for commuting it is more convenient to ride on road to West nose Creek park where I enter the pathway system.
- Another candidate for an on-road pathway?
- Elbow Drive would be a good candidate for an on-road pathway
- Access point to Fish Creek on W of Macleod, steep hill, flatten or provide a flatter option



- Galmorgan, Easy access to on street Bikeway (45st, 46Ave) better signage/markings, motor vehicle speed control would make routes here better
- Richmond Road could use a parallel bike way for commercial business access
- Banff Trail LRT - Very inaccessible.
- Confederation Park - need to cross 24th Ave to access. Lots of traffic. (PLEASE) put cycle track on 24th!
- needs safer routes to campus
- I start and end in Tuscany, most of the time. The infrastructure that was built when Stoney/Nose Hill went in is BRILLIANT.
- Bike traffic pedestrian traffic congested under Crowhchild bridge
- I work in Cochrane, now. I would LOVE for the pathway along the river to be completed.
- Roadway narrow - dangerous with cars coming up and down
- I frequently do an evening spin from Tuscany to downtown and back. Different route every time: choice!!
- Calgary to Cochrane path completion!
- Not very accessible. Starting downtown, almost completely on the road (Ogden)
- Moderately accessible, although there is construction along the zoo path which is disruptive.
- work
- Downtown for work
- The reservoir for fun and exercise.
- A few blocks away (one way streets) from the 5St track. Hardest is crossing into 4St traffic to turn westbound on 6Av to get to 5St track.
- Very accessible.
- Very accessible.
- Fairly accessible.
- Network is good for a majority of the ride. Just a short amount of the ride is on a roadway that is not very busy.
- Very accessible outside of a few blocks on roadways without paths
- very accessible, outside of a few blocks on roadways without bike paths
- Work
- Home
- Slightly annoying to access from Lake Bonavista
- Easy to travel along paths and side roads to access from Lake Bonavista
- Downtown enjoyable bike ride
- Haddon road could use a dedicated, painted on bike lane along busier parts
- Very difficult to cross 14 Street SW from Haysboro. Hoping new pedestrian overpass changes this.
- pathway adj to 90 Ave there r posts on bike path where intercepts with streets.VERY difficult to move around these posts with a kid trailer.
- I love to ride by the river! It is an amazing experience and a good exercise.
- This is where I commute to every day - downtown
- Going to school
- This is the other end of my daily commute to and from work
- This is the mid-way point of my occasional Saturday morning rides - Edworthy Park to the Inglewood Bird Sanctuary and back



- Given that I live near the north end of Nose Hill, it is easier getting there than getting home.
- Very accessible from West Hillhurst - Commute Daily
- There is no crosswalk sign or paint here for the bike paths that connect. Cars are speeding down to enter/exit heritage.
- Work
- Fishcreek
- South Glenmore Park
- short drive, crossing hwy 8
- short walk
- Edworthy Park along the Bow river pathway to downtown
- 14th ave interchange along the bow river pathway
- Bike lanes running up and down 12th Ave are good for fast commute on the south end of downtown
- The trail leaves you in the middle of nowhere, and you have to ride on the sidewalk/a very poorly maintained road
- One has to risk life and limb to get down the hill and onto the trail. Extremely steep, impractical coming back up.
- Too many people, dogs, strollers, and other obstacles crowd the bike thoroughfare and make the trip through downtown much less convenient
- Fairly accessible from Fairmount Dr.
- very accessible easy to find. Wish the gates had a later close time year round, 8pm close time is a bit early
- lincoln park - business park
- victoria park
- destination downtown with starting point Evergreen - it is tough between Canyon Meadows to Bow River near MacLeod
- Coming from Sunalta .. there is no path between 18th street and 12th street (where path starts)
- No pathway comes in to Sunalta
- To work from home: Very accessible.
- needs a proper maintained city path along W Cougar Ridge. This includes cutting down the curbs at Old Banff Coach Road. Connectivity!!
- Need to cross beddington trail to get to the bike path that runs along deerfoot path.
- good bike access
- Great destination with the family on the weekends
- accessibility is good
- good accessibility
- This section needs a paved path, it is frequently used by runners and bikers and currently in poor shape with gravel, rocks, mud and grass.
- Please extend this running and bike pathway along bow trail. It would be very popular & useful trail to commute downtown via bike/run.
- A very dangerous intersection for bike & pedestrian crossing. Please fix it so more people can use it to continue into Edworthy park.
- Start
- The network is quite accessible from my starting location.
- Finish



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard

October 30, 2017

- Fish Creek
- This doesn't work well on mobile (Android)
 - Fills screen
 - Can't navigate past
 - Won't unzoom
 - Won't pin
 - Just Sucks
- Need to make a little loop up Sidon, along Signal Hill Heights and back down to join up. Would be great to have an access on Sidon.
- Favorite spot with the kids to go for a ride / run.
- This does NOT work

Place pins at UofC
 Bowne ss
 Eau Clairemont
 Downtown
 Fish Creek

- Acadia - most direct route to core is actually along the river - Manchester or Macleod is pretty brutal, and i'm a 20 year road rider
- Missing links at the beginning of the route (Nolan Hill) mean having to take long detours to avoid high-speed traffic corridors
- Less ideal pedestrian crossing means that users won't utilize this pathway connection as frequently
- I start in Montgomery and ride the pathway to SE Downtown. Other than 500m its all on the the pathway
- From Banff Trail: can't bike east to 10 St. lane. 20 ave is dangerous. 14 ave to SAIT full of gaps and bad transitions / intersections.
- Telus FIRST tower. Good access via Stephen avenue + slow single-lane traffic on Center St
- Chinook mall, usually the theater.
Good access from the west.
- Fish Creek Park, NW entrance.
Access is good, if a bit underdeveloped. I hope the Ring Road project improves on this connection
- Lack of pathways in NE. When present - not conducive to jogging. Overgrown weeds, uneven ground, obstacles (bus benches/shelters, cut offs).
 - medium
- Home - Very Accesible, although coming improvements at nearby intersection are much needed.
 - good
 - good
 - downtown
 - Downtown area
 - JGD HS
 - Beach vball courts
- Very close to work and like to walk the path at lunch. Nothing close to where I live.
- Mostly accessible with bike lane, but could be improved by extending pathway from 17th Avenue S to Elbow River.



- Network is indirect and not used to get to this location
- bike/walking path
- Fairly accessible, with some points having to use sidewalks/roads.
- Start
- Finish but no direct (Or even remotely close to direct) rout.
- I am not doing grocery shopping on a bike!
- Fish Creek Park
- Love riding from Wildwood around Weaselhead Flats and Glenmore Reservoir. Wish there was a path to Glenmore, however.
- Love riding to Valleyridge, wish there was more paths beyond this (maybe joining up to Cochrane and the Glenbow Ranch!)
- Like to loop to here via Glenmore (along path next to Deerfoot), directly or via Nose Hill. A path from Glenmore Res. would be +.
- Downtown
- Beltline for work
- Edworthy for picnics and wildlife
- Who doesn't like fish creek
- Good Access to multiple paths
- No snow removal prevents cycle commuting for 4-6 months per year. No Other safe access routes.
- great access from our house in Edgemont to Nose Hill Park
- Love to ride and walk in the Edgemont ravine
- Ride to my daughter's house connections Good and Charleswood bike lane is much safer than before
- All paths, usually doing it with our kids.
- in order to access the downtown river path I must drive there first and park.
- Really good accessibility once you're on the river pathway system (with exceptions like Beaver Flats still being blocked)
- Very difficult to access Glenmore Reservoir pathways from south east
- bow river pathways are easily accessible
- pathways are easily accessible from the hospital but do not connect well to my community
- pathways accessible but there are a few large and unprotected intersections to cross to get to my community
- Home
- Fitness
- Work
- Great area for recreation/fitness
- Work
- Home (starting point)
- Generally good connections from our home through pathway network. Room for improvement on signage on 10th st bike lane
- Pine creek
- NE bike connections are poor. Crossing Deerfoot is hard - no safe crossing at 32, McKnight or 64th. Why no bikes in airport tunnel?
- Crossing 14th Street is difficult and dangerous. Need an overpass



- Fish creek
- Very accessible
- Acadia Dv has street bike route BUT pedestrian easements put cyclists in danger: must move to fast lane & the route doesn't reach downtown
- BUT the flood eroded some of the bike path & detours take us away from the river & back to road
- Commuters & road bikers need a way to get across Fish Creek Park at MacLeod
- must drive 20-25 minutes to access from NW calgary - not accessible via active modes AT ALL
- Very inaccessible from NW calgary - long, dangerous and circuitous route to attempt via cycling
- Very accessible via pathways. Would be nice for more connected cycletracks.
- I lock my bike in Centennial Parkade - great facility, great access from downtown cycletrack
- Beautiful walk
- Occasional bike to our service facility for work, can get within a block on paths, poor connection from paths, though.
- good access
- good access
- good access
- Please make the bike paths safer as I got hit by a car on the cycle track. Use better on street markers and signs.
- I live in riverbend. The pathway along the canal that leads to Chestermere is an AMAZING route for me to comuter here to work everyday.
- The pathway that goes through Sue Higgins dog park allows me to access the Deerfoot Meadows shopping center very well
- Very accessible
- Home
- Work
- Work
- Commute downtown, and neighboring communities surrounding it (as well as Forest Lawn/Dover Glen, Montgomery)
- difficult to get to, lots of high traffic street crossings when using sidewalks, and some sidewalks do not have access ramps
- when biking on sidewalks, some aren't connected by ramps and make it difficult
- Bike route thru riverbend and Lynnview along 18th st is busy. Get on bike path at Ogden road . Ogden road thru alsyth
- No easy bike route along glenmore to get to foothills industrial from riverbend
- Highly accessible, but the 20th St lane isn't well connected to downtown.
- Well connected, but the 5 St lane needs to connect to the Elbow River Trail.
- Foothills hospital
- Bowness park
- 10th St bike lane is for experience cyclists, not for families. Separated bike lanes would be much better to encourage more people to bike.
- Cycle tracks are great, but not sufficiently extensive to ensure cyclists stay off of sidewalks. More cycle tracks, please.
- 20th Ave NW needs bicycle facilities! Separated bike lanes / cycle tracks would be ideal.
- My work. I ride here 4 times a week
- I ride to Chinook mall sometimes for shopping or to go to a movie



- My starting point for all days
- IKEA difficult to access easily from downtown
- Path very slow and indirect to glenmore reservoir and area for lessons
- Difficult to get south toward Bow River. 2nd Ave is better route than 5th Ave.
- Route to my doctor's office near Sunridge requires a lot of unsafe road to be direct - paths not direct
- Excellent connections from Eau Claire
- Connections could be improved from Downtown from Nose Creek Pathway System.
- work
- home
- for fun
- no bike lanes going here
- Good pathways to anderson station but can be slightly scary to get from anderson station to here with traffic
- Not bad because bike lanes are close by. Would be great to have a bike lane on elbow though
- This does not work very well on a mobile phone
- I work here. The network is very accessible, although there is a MASSIVE hill by Max Bell Centre.
- I live here. I love how easy it is for me to access the network from my house!
- This is my granny's nursing home. I visit her all the time.
- Time consuming intersection
- Missing bike path
- Long detour for bikers planning to commute to Sunridge/Whitehorn area
- fairly accessible
- very accessible
- very accessible
- fairly accessible
- The bike lane is too narrow and and broken pavement from tree roots
- The gate is narrow. The post makes it difficult for people with kid trailers. The train track crossing is uneven.
- Poor access into fish creek from elbow, Macleod via existing pathways. Almost always a vehicle trip then we ride our bikes.
- The path is un-repaired from after the flood. The path was damaged due to repairs to bank for the train.
- These lights are awful to cross at due to the signal structure that favours vehicles.
- I have a bike with narrow tires. The crossing is in poor condition
- Lots of pot holes.
- The underpass has not been repaired since the flood.
- Needs a sign to indicate this is the path access.
- Grade of hill from Zoo to location is TOO STEEP!
- Lights at Century Gate do not trigger from bicycle in order to cross Barlow Trail
- Accessible but no safe parking and too much bike theft
- need a divided path way like it is east of center street bridge
- If am traveling west from center street bridge and where the path meeting the off ramp for the bridge is dangerous
- The west off ramp from the bridge is dangerous. There should be a merge lane, but that stone wall



- This a high traffic intersection that is poor paved and needs to be wider for people turning on and off.
- Homeless that stand around on the path.
- red lights going N/S when there is no train. Slows down bikers and drivers.
- To work. Not sure Joe to add more than 1 pin, though. This map is a pain to use
- City Hall
- Midtown Co-op
- My home
- Cycle track doesn't go far enough east
- I work beside the Bow tower. Bike access to this area requires road which is dangerous and stressful during rush hour.
- I live in Tuscany and commute by bike daily. There is no dedicated bike path to downtown requiring road travel which can be unsafe.
- All year commute from Evergreen 22km pathway, 14 km on street
- The McKenzie side of the pathway is crumbling again. Really important to find a solution or access to other pathways ends
- Weekend ride from Evergreen with kids thru Bow River. Amazing access!
- Grocery runs - hilly but direct from my house.
- this would be a good commuter route but complicated to get from the southland dog park across to southland
- Bowness Park - Going down is easy and direct...going up is direct ;)
- On street ride. No pathway. Sad that ringroad will eliminate this access point.
- This would be one of our favourite rides. I think there are still some complicated sections after the flood.
- 16 km Reservoir path loop
- Confederation Park
- Nose Hill
- Bow river pathway - must drive.
Travelling 14th street (most direct route) is a HUGE barrier. Hill + traffic + more traffic = NOPE.
- Edworthy Park
- Traffic down Acadia Drive can be dicey and fast, especially during normal commute hours.
- For festivals and recreation. Access easily from Edworthy.
- Easy to get near along the pathway adjacent to Sarcee from the north, but difficult to navigate through the shopping area.
- Starting in Skyview is great for recreational rides. No pathways to UofC. I take airport tunnel to 64th, all roads
- No proper pedestrian crossings across 36th from 6 ST and no sidewalks along 6th from 32nd to 36th
- Fort Calgary
- The only sidewalk on bridge is on North side and is narrow, people walk on south roadside rather than cross over to sidewalk. Not safe!
- When I am passing through the area I stop here for a river walk.
- Work
- Most accessible from my area.
- Work. Fairly good access from Renfrew, best when lucky timing the lights on 8th ave.



- Pretty accessible. Some pathways closer to Centre St to the Nose Creek Pathway network would be great.
- Anotehr place I stop when I am passing through the area.
- paths do not head to the NW, only East downtown. Paths (compared to street riding 14street - it increases the distance from 7 to over 12km)
- Very Accesible
- Area is not set up for bicycles. Access is dangerous and convoluted. Cycle route requires sidewalks and roads with 70km/h speed limit.
- Not accessible by bikeways or paths, must ride on roads, fairly quite roads though.
- path to crowchild/river is not direct/fast or winter maintained, so street riding Edgemont blvd & 53street
- Very accesible
- great accessibility but pathway are glued gravel, which is rough and slow to ride on. Paths are not winter maintained
- Lynnwood ridge. Great bike accesss once construction is finished. Too many unsafe pedestrians though for cyclists
- I travel through North Haven, and make my way to the cycle path that parallels John Laurie. Accessibility is quite good.
- Pretty accessible to/from 10th Stree
- Not good accessibility
- Good accessibility from 12th ave
- Cycle routes from Brisebois/40th and Charleswood/32nd are poor. I stick to the street as it feels safer.
- Starting from Lions Park - pathway available nearly the entire way
- Drive to Nose his and walk on pathways.
- Drive to a place near the park and walk on pathways.
- Work/Office Building.
Hard to get to.
- Nearest Mall.
Easy access from Memorial Drive.
- From Erlton to Ramsay school.
Pathway finishes too soon, have to go on sidewalk.
- 1st St SW. No pathway, just battling with traffic which is terrifying especially under the rail bridge. Going from Erlton to downtown.
- I usually start at Shouldice so the network is very accessible
- On-street, bike lane, pathway, cycle track. Cycle Track on 5th slow with poor traffic light syncing
- work
- Res rds, with major rd crossings. Wary dooring. 20 Av would be a good for bike lane > 19 St and 10 St
- home
- Easily accessible
- Easily Accessible
- Easiley accessible
- Some pathways, mainly residential streets and community arteries. Would like bike lanes. Risk of dooring.



- Have to ride on the sidewalk of 14th street to get to the bow river path.
- Start from Bowness. Bowness downtown is challenging.
- There are no pathways to get from this location to Okotoks.
- very accessible from starting point, difficult to navigate the maps within the park
- very accessible from starting point
- Work location, very accessible from starting point. Pathway closures along the route can require instreet biking.
- Nobody uses this, improve the roads for cars. The bikes will have an easier time
- Ok to get to from downtown.
- Have to go through downtown to get north of the river, and it its ok to do so, up 8th sTreet.
- A nice new area for riding and walking.
- easy access, less than 5 minutes from home
- I used to ride into work, but due to construction I was biking down 18 and subsequently quit due to traffic and continuous construction
- I run from the YMCA or from work - pathway is easily accessible
- From home, this location is fairly accessible, with the most challenging part being the crossing of 14 St SW.
- Very accessible but only after you connect to paved pathway.
- Difficult to access pathways to downtown, despite close proximity. Quarry trail is horrendous.
- Too far to drive from home, but the Skills Park is an awesome addition to Calgary. Need to connect to more pathways.
- Carburn Park is great. Cycling should be separate from dog parks; something Sue Higgins is working on. Needs access from SW.
- Easily accessible
- Great access along Riverwalk, deteriorating starting at Centre St.
- Frustrating jog away from the river around the houses at Inglewood. Otherwise good access.
- poorly marked route now that the pathway is closed for construction
- pathway very rough from here north to 90 ave. lots of tree roots and broken pavement.
- Poor to non-existent connectivity between Northland Drive bike lanes and Dalhousie.
- Important connection along Bow River Pathway network, but no bicycle-designated facility to ensure year-round function (maintenance).
- easily accessible by path
- very accessible by paths from multiple directions
- my work
- Home
- This is my origin and destination. Accessing path requires crossing ground level intersection.
- This is both an origin and destination. Sidewalks and 2 intersections must be crossed to access.
- Shaw. Where I work.
- Very accessible. Paths are seconds away, links to 2nd St bike lane to go N/S and access to 12th Ave lane to E/W is minutes away.
- Kensington. Where I shop for food
- Fair access considering it is an industrial are. Paths are close, but the trip to this location is a combination of bike paths and roads.
- Very good access to bike paths.
- Very accessible

- Some road riding through the neighbourhood, but fairly safe & easy access to pathways from 14 St and just before Crowchild
- Industrial area. Nice to ride bicycle to work.
- Airport.
- Moderately accessible – Need to navigate a fair amount of suburban roads/cut-throughs to get to the trail network.
- Temple.
- Along Stoney Trail.
- Westside of YMCA-parkade/angle street parking/residential driveway/YMCA parking/free flow off 4 St-blind access points, unclear traffic flow
- Always use this path to walk my dogs twice a day year round. very accessible from Douglasbank Cresent
- The library is difficult to get to from my starting point (Douglasdale). Crossing Anderson or Deerfoot has some safety concerns.
- Location is accessible, but issues with capacity on pathway from starting point (Eau Claire).
- Location is somewhat accessible, but requires travel along Elbow Drive as a cyclist, can be dangerous with cars
- Ok accessibility for running from Eau Claire but issues with repair and safety concerns with cyclists.
- mostly accessible, but awkward crossing in/out of campus on several routes
- difficult access to river path west of Sunalta c-Train, and to cross 17th ave and connect to 20th st. bike route
- generally good access, but needs the boxes for making turns at the 11th & 11th intersection (perhaps also 11thst and 10th ave)
- Poor in winter once you exit pathway (32 ave bridge) no infrastructure along 27ave nor 19 st pathway along McCall does not get cleaned.
- major recreational route with no/limited shoulders and history of driver violence/attacks we need better alternatives to get to hwy 22
- major recreational route with no/limited protection along 37th st
- i have to ride a bit (10mins) to get to a pathway. once there, I can make it to downtown on the bike path without a problem
- not easy to get to (on a bike path) from the NW
- The path is fairly accessible However there are some gaps between Bowness and downtown that prevent the path from being used for commuting.
- There are some gaps that prevent me from using the paths as a realistic commuting option.
- There are some gaps in the path system that prevent us from making this a more frequent (car free) excursion.
- Very accessible in downtown river area
- Very accessible.
- Mostly well accessible through on road bike routes.
- Good accessibility
- Transition from bike path to this area is problematic, not pedestrian friendly either. Heavy traffic and lack of signs or bike way is unsafe
- Bowness roads are the worst part of my commute downtown (winter maintenance and traffic)
- No pathway or bike lane on my entire route to the UofC



- Pathways around Tuscany for recreation and errand running
- No pathway or bike lane to cSPACE King Edward
- Pathway to Crowfoot for recreation and errand running.
- River pathway to connect to transit on way home on days I choose not to drive.
- Grand Theatre -- no bike lane on 1 St or 6 Ave
- FGL Sports head office. Nearest bike path runs parallel to Edmonton trail. Road conditions within the industrial are poor.
- West Hillhurst to Inglewood. More direct on pathways
- West hillhurst to Kensington. Don't have to worry about parking
- This is imposible to use!
- I commute to work every day all year, it's the best part of my day.
- Common riding from Silver Springs
- Love going up on Nose Hill, great cycle lanes to get there from where I live (Varsity).
- can stay on paths 80% of the time coming from the SW, its the couple blocks here and there thats are a hassle
- path down to MRU from the 37th St overpass is unlit and not plowed in the winter
- Work
- Home
- Start in Kensington. Path west of Deerfoot btwn 16 ave and 32 is really in poor condition. In the NE you get stuck on busy roads.
- Kensington to downtown is great.
- Start in Kensington. The path under the bridge at Bowenss road and Shouldice park (?) is in disrepair.
- Nose Hill park from the Shaganappi side is not great to access without a vehicle
- The River pathway is often crowded and people run or walk on the bike paths. This makes it unpleasant and unsafe to bike in these areas.
- 17th ave isn't safe to bike because of traffic.
- Vivo Recreation Center
- The Real Canadian Superstore
- Landmark Studio 16
- Climbing gym - awkwardly accessible from Marda Loop (unable to connect the whole way on path or bike lane)
- Downtown- awkwardly available from Marda Loop (can't stay on bike lanes or paths the whole way)
- Fairly accessible.
- Very accessible.
- Fairly accessible.
- Definitely my favourite area in the city to drive.
- Residence
- From our house, the connect to the path that takes us there is not bad. Some of the intersections are really scary with a child though!
- We love the wetlands. Our daughter's fave destination. The intersection at Mclvor is terrifying
- Cycling around the dam for recreation.
- Southland - no real cycling links from the west. Lack of through routes in neighborhoods makes cycling on main roads the only real option.



- We love that we can cycle all the way to the zoo :) The connecting bits of path are sometimes tricky.
- Quiet roads without cycle paths but not too far to get on/off the city pathways
- My downtown destination
- My nearby park
- Enjoy visiting Bowmont park trails
- Easy access to the city pathways, some on street cycle routes, and an excellent pathway network via Confederation Park.
- Primarily on street cycle routes, pretty much no sidewalks or city pathway network. Big trucks using the same roads.
- Grocery store. Easily accessed from the 11th Street cycle track.
- I travel from Bridgeland to Inglewood, East Village, Eau Claire, Kensington
- Workplace. Must go on street between here and 11th St.
- Network is easily accessible from my home, but incomplete to destination
- Pathway network in community is really great and allows access to and from nearly all areas
- Accessible
- Not accessible until you ride the southbound Metis Trail shoulder between 104 and 80 Av NE.
- No reasonably safe route for this long trip from home.
- Auburn Bay school
- shopping
- Very accessible along river pathway
- Not sure how to get here using the bikepaths but would bike here if I knew the safest route
- Very easy to get to on bike using side streets
- I ride to work at FMC!
- I ride to anywhere along north side of downtown.
- I ride to Mission
- Super easy, I work here, and commute from Bridgeland. I only ride about 1km of road, the rest is pathway
- The pathway is right across the river from me, over the pedestrian bridge at Bridgeland c-train.
- Riverbend, Lynnview, Ogden
- very
- Closed for long time. City maintenance is totally useless
- Rocky View County
- Eau Claire movies/Princes Island park
- St Mary's cathedral
- pathways are not cleared in winter, not easy to access for novice and not clearly marked on roads
- Home. Pathway is EXTREMELY accessible.
- Work. Pathway is fairly accessible.
- Groceries. Pathway is accessible for approximately one half of the ride.
- Work
- home
- friends
- Work
- I bike from my condo to the grocery store. It's extremely accessible and safe.



- Travelling from Bebo Grove to South Glenmore Park is very traffic heavy and difficult for cyclists
- Nothing in this area
- Make two lanes. One for cycling and one for walkers
- Needs better connection. Bridge to nowhere
- Dangerous entry to neighbourhood. Conflicts with traffic safety
- My workplace is right on the 12 Ave cycle track
- I live close to existing pathways and to the Fish Creek Park
- Amazing biking trails and natural spaces
- Difficult to access via bike.
- Deerfoot mall, fairly accessible however getting onto 64th ave is challenging. Either walking up a dirt hill or a major detour
- No bike path from home to this location, road unsafe with traffic and cracks running in direction of travel
- Only missing link to this location is from home to beginning of fish creek park on west side
- Work
- Cycling between my home (Bridlewood near Spruce Meadows) and Fish Creek Park en route to/from the destination is a long, tedious drudge.
- 69 Street Station near my parent's home
- My place of work
- My religious community
- I go to River Park from Bankview frequently to exercise.
- I go to Arts Commons and Olympic Plaza frequently for work and to socialize.
- I go to Edworthy Park for exercise.
- Please link the Nose Creek Path to the airport!
- Very accessible
- Co-op
- Not very accessible
- I have to drive to access fish creek, due to the uncomfot I feel striding my bike on roads with cars
- Hard to bike around with children. No bike path.
- Bike Access to Deer Valley Shopping Area from Deer Run
- Need cycle markings at this intersection.
- Need more direct bike route from Elbow Drive after Elbow River going north.
- Coming from far NW I have to drive 20 minutes to get to a path.
- Accessible, but the existing Elbow river pathway is very slow and I prefer to use roadways.
- Mount royal
- Work
- Cycle to here for fun and recreation
- Coming from 26 Ave SW - I can access the reservoir trails easily by bike; must drive if going to skate.
- Foothills Medical centre
It's quite nicely accessible from the trail network.
- I commute from near the Sunnyside station and it's quite a good route up 10th street, across 20th ave., and up next to the C-train tracks.
- Home - very accessible but terrible ,terrible pavement along Bow Crescent.



- Work - very accessible
- awkward to get to direct route downtown for commute
- no direct pathway to get here from downtown or from 18th street / 20th ave NW
- this pedestrian overpass the the only one in the area. too small. awkward. need more of these across memorial drive.
- I can easily get to the pathway network to access this destination
- Often ride down 10th ave from Sunalta, as the light timing on 12th ave isn't great for bikes I find. Wish bike lane was on 10th.
- Great pathway access!
- Easy access with peace bridge and cycle tracks
- No continuous dedicated bike lanes/pathway from altadore to downtown area and saddledome.
- No continuous bike lane or pathways from altadore to Kensington.
- Nose Hill Park - street only accessibility from my home in Parkdale.
- The network is only a few blocks away.
- The Rocky Ridge area remains a great starting place for longer 'rural' rides. Getting to this area in a safe manner is only wise.
- Douglas Glen
- Parking is OK.
- Parking is difficult as it is typically full. We end up at Shouldice for parking
- Close
- It is a bit intimidating if you ever have to leave the bike path.
- Fish Creek
37 Street
Glenmore Park
- I bike from HValley to Kincora church, very dangerous route (no shoulders, no paths)
- This is another popular route. Somewhat busy along Bedd. Tr but still rel'ly well connected
- Bike from H.Valley to Beacon Hill centre. Shag. Tr is scary to bike but paths in Sherwood are great.
- Home. Near queens park, and just off 2nd street "bikeway".
- Work. On stephen avenue. I often just come straight down centre steet once I get into downtown.
- Family home. Access to bikeway is poor, but improving.
- Dalton drive.
It has great access to the network to the south west. It has decent access to the network going due south.
- Home and work
- To U of C sections not cleared in winter!
- To foothills: irregularly cleared in winter
- Transit Pass, Canada Post
- local store for food and things.
- the Ctrain
- I have to use some main roadways to get here and don't feel that safe
- Having bike lanes around Mt. Pleasant and Banff Trail would make it easyier for me to commute from school to work
- Inglewood
- St Patrick's Island and east village



- Parks like Riley park, Prince's Island park and even Edworthy park. I tow my two young kids in a bike trailer.
- Inglewood
- City parks such as st. Patrick's Island, east village, Riley, Prince's Island and even Edworthy. I tow my two young kids in a bike trailer.
- Need to have good connection right from home
- Retail connections
- Need connection from me to nose creek pathway
- 3 minute walk from my house
- This walk involves a combination of sidewalks and pathways, the pathways are about 15 minutes from my house.
- Lake view from Wildwood (along 45th, over Glenmore, through Lakeview)
- Good accessibility
- Good accessibility
- Good accessibility
- It's not accessible by bike at all from where I live- unless I am willing to bike for an hour
- Not accessible from where I live in the NW
- No sidewalk across McKnight Blvd or east side for safe walking.
- This location is where I work.
- I work and go to school at the U of C. It is a 7.5 km ride from my house and takes about 19 min.
- I often bike around the Glenmore for recreation and fitness. It's about a 24 km round trip from my house.
- Instead of driving, I like to bike to 17th to go out for drinks with friends. It's not always easy to lock my bike up
- Work. Good bike connectivity in downtown but need a cycle track on 5th St between 17th Ave and the Elbow River
- Family Bike Ride to St. Patricks / the Zoo.
Ride up along the elbow pathway system. Road crossing at the MacDonald bridge could be safer.
- Starting point
- Nose Hill loop
- work
- I now cycle to work because of the cycle tracks
- Edgemont to Dal. shopping & LRT. 53rd St bike path would be good. Multipath has so many ped users - esp kids - not safe for bikes to share
- access point
- Destination
- Access to Deerfoot trails is straight forward down, 32nd AVE NE and across to the 36 Ave.
Access to bike friendly 2nd St NW is easy.
- Destination
- Destination
- Good Path Network close by, could use a bit better interpath connectivity.
- Easy Access to a lot of good pathways
- I walk from my house in Country Hills to the Beddington Safeway on weekends and the bus home after grocery shopping.



- For the longest time I did not walk through this area because part of the pathway was incomplete. It's great that you can do a loop now!
- Need to bike 5 km through communities at start of trip, and cross major roadway to access Bow River Pathway
- easily accessible after a short on street bike
- easy access
- Low access to routes to downtown, good route access to the north
- Fish Creek Park, have to do some riding on the road to get to the pathway
- Cycle track stops short
- Getting here from my start in Fish Creek PP is circuitous - either a long ride into Downtown up the Bow River system, or via Glenmore.
- Work!
- Accessing the university from the 29th Street Hill climb is less functional than it should be.
- Access from the cycle track to Sunalta is non existent. Instead I use 10thave since it saves many turns
- 5th street track is very stop and go due to bad light timing
- easy ride on the bike path, but have to use pedestrian crosswalk on 9th Ave in Inglewood. This crossing sucks and should be a traffic light.
- 17th ave needs to be more walkable, and needs a bike lane
- Close to my home and easily accessible so I can walk my dog.
- Located close to work and it's a nice alternative to go running on my lunch break instead of around the Auto Mall and Deerfoot Meadows.
- Area of work
- easy to access
- Reasonably accessible from my dtarting point (Marda Loop)
- Shell Centre
- Need to get down 14th Street and onto the pathway before I really feel safe
- Shell Centre - 8.2KM from starting destination. Very accessible from starting location
- This is my place of work
- This is where I live and commute by bike to work at <redacted due to personally identifying comment> NE. Also I bike from here to the bow river pathway and Nose Creek pathway.
- Fairly good, although light sequenciong N-S on 5th Street has gotten bad.
- LONG ride unless I can take train. Route is bike->train->bike. Some safe ish parking for bike.
- Please look into reversing this 2way stop. Seems 'equal' both ways but is AGAINST the bike path.
- Sometimes path just vanishes and I awkwardly have to go onto street. People yell at me for both biking on path and biking on street.
- Bike path is bumpy and not fun. Intersections are very awkward. Heavy traffic is scary. Wish there was good path on Peigan.
- No on-street bikeway lanes fr Cranston,thru McKenzie Lake,Douglasdale,Willow Park,Acadia with wide enough streets for parking & bikeway lane
- No on-street bikeway lanes to Cranston,thru Acadia,Willow Park,Douglasdale,McKenzie Lake with wide enough streets for parking & bikeway lane
- Mission, Calgary
- From ranchlands, access only by Dalhousie Dr with no bike paths/ on-street paths whatsoever.
- Access the bow river pathway from Centre Street



- One of my favorite inner-city runs and play spots
- Favorite spot to access the pathway for a long run
- Decent except for from 7th ave to waterfront ave North / South
- Relatively accessible, though coming from the cycle track or the pathway there is no way around being on a busy roadway.
- Was disappointed to see a large section of the pathway along Sarcee is closed for construction despite being a relatively new pathway.
- Edworthy Park Hill - Accessible through on street, marked bike lanes.
- Municipal Building
- home
- Office buildings downtown. Fairly accessible.
- Quarry Park Industrial. Utterly non accessible by bicycle from the north without risking suicide on busy roads.
- Work
- Work
- Home
- Fairly accessible. Heading south I cross the pedestrian bridge into Sandstone, but then I'm on the road until 14th St and Berkeley Gate.
- Home
- The network is quite good to campus.
- Better signage from river pathway about how to cross the tracks. It's easy to get to Sunalta from Crowchild but it's not marked at all.
- Some way to get from Macleod/15 area to the 12 Av cycletrack - 1 Street SW? - would be great.
- Fairly easy to reach using bike pathways and city streets
- Easily reached using bike paths
- Can be reached using bike paths and city streets but can be hazardous currently due to construction in the area
- Access to Nose Hill is good. Could use better surveillance for break-ins and drug use.
- Live in West-End Down Town Core so very accessible to pathways. Clean, lit and populated enough to feel safe.
- Network is ok to get to but could use a good N/S route in this area to further encourage use.
- Access to overpass easy and convenient from north side of Memorial.
- Better signage of how to cross tracks from BRP would be excellent - there's a great route which is not clear at all.
- Getting to campus from downtown is quite easy.
- Easily accessible and safe
- Reservoir
- Fish Creek
- Nose Hill
- Mahogany.
- Nose Hill
- Downtown
- Sideshow Mountain Biking
- Edworthy Park is a good starting point for a recreational bike ride. Parking lot can be busy and could use defined parking stalls.



- getting there using pathways from other neighborhoods is difficult
- Somewhat accessible. Indirect but safe.
- Chaparral to fish creek, way too big of a hill to climb
- Mildly accessible, path meanders through the river and there is no path on Bowness road.
- Home, can be hard to get to as it is a bit of a bike path island from the rest of the city
- University, has OK paths to, but poor connectivity in the area.
- workplace, good access via paths
- Near home, pretty good access to paths.
- No easy connection to river valley West without cycling on road
- Access to river valley is via Tuscany hill, but drainage is awful, always floods and freezes in winter, fell off multiple times this year
- 5 minutes to a path from my house and another 20 minutes to get here.
- This is a 10 minute walk from my house, the most accessible pathway for me.
- Another 10minute walk from my house but through a higher road-traffic area.
- Dark, and "interesting" people walk through on some nights.
- Strange people walk through here some nights
- Good access, but a long indirect route.
- Fairly accessible.
- Have to ride on streets for two to three blocks to reach the Barclay Centre, but I am comfortable doing so.
- We usually drive to get to the park. Sometimes we'll walk from home.
- We walk to Elbow Park from home utilizing sidewalks and back lanes. The sidewalk system is good and Elbow Park is well cared for.
- We walk from Marda Loop to Rideau Park and along the pathways through Park Hill, Britannia, ending up at Sandy Beach.
- Very accessible, connected by good road with bus available.
- Home
- Often start commute here
- commute destination
- Workplace
- Commute to work
- Very accessible, nice ride
- Very
- Pathway readily accessible
- The bike path on Anderson Road is closed due to ring road construction and there is no convenient detour nor is it marked well.
- This is where you need a pedestrian bridge. It is a direct link to fish creek park on pathways yet difficult to cross at this intersection.
- Our local grocery store.
- My church.
- The paths beside the Bow River, for recreational purposes.
- Trails in this area combine opportunity for improving fitness (stairs!) and doing errands at the same time.
- Glad that path on South side of the river is now usable again. Nice to do a complete loop from Edworthy park to Crowchild Trail and back.



- Decently accessible via downtown bikepaths
- Not very pleasant to get downtown going semi-direct. Must go by hos or through university, no good bikepaths
- Bow Valley ranch
- Home
- work
- Not enough greenery
- Only direct route DT from East. Needs to be cleaner and needs a dedicated track instead of sidewalks.
- Work location
- It's relatively easy to get from here to the Nose Creek pathway, though the switchback is heinous going up. Gorgeous views going down!
- Favourite pathway to ride my bike (Bow River)
- Home.
- Bikepath start point for me
- Bike path exit
- There isn't a very direct route and 4 St NE is not good to bike down
- Very accessible!
- Very accessible!
- Leaving City Hall on the 9th ave cycle track is uncomfortable. Maybe because there is no side walk?
- Glenmore Park Area, Sandy Beach, Stanley Park, Downtown
- Needs better connection to pathways
- Ride to work - simple and easy from home, mostly on pathways, or low traffic streets.
- Running thru dog park on west has been a lot construction, worried about when ring road finished. I hope keep the shared dogpark/paved path
- Where I work. Very accessible. I use the river pathway.
- Home. Good access. I use Spruce Drive and then down the hill either via Edworthy or behind Shaganappi Golf Course.
- This is where I often shop. Access isn't that great. Bow and 37 aren't very bike friendly and the mall doesn't have many bike racks.
- Deer Run to downtown via the Sue Higgins Bridge when its not flooded over by the Bow
- Good access to bike pass
- no a safe bike route
- Easy to get to (work)
- home
- Difficult crossing Edmonton Trail, Centre Street, 16th Ave for downtown access.
- Downtown office area
- Westhills shopping area
- Sometimes I will bike to this area from downtown to pick up equipment or parts.
- Not very accessible from Chinook Mall area
- Very Accessible - great locking space and safe with lighting
- No direct route to/from north to access path if heading towards the NE.
- Network is accessible from/to this location, but is not on my direct route, so I often take non-bike lane streets to go north more quickly.



- Network accessibility is good through quiet residential streets and a pedestrian sidewalk on 8th avenue bridge.
- Calgary's bike trails are a treasure. Please keep up the good work!
- Not very direct.
- Good accessibility but much on-street routes without safety features/shared roadways.
- Good accessibility and nice new separated lanes for bikes and good access to river pathways.
- Work
- Poor and indirect access to Nose Hill park from our home with a lot of on-street routes to get there.
- Home
- Crescent hill
- Reasonably easy to get here by pathway.
- traffic signals at Old Banff and 89th are artificially narrowing the road, despite the remainder of Old Banff being two lanes. ridiculous.
- Stony trail south extension from highway 1 needs bike path lanes all around it. cumbersome to get past into city otherwise.
- Work
- Winter Parking
- Summer parking option 1
- Home
- Recreation centre (soon to be opened)
- Son's school
- This is where I work.
- This is where I work - it is relatively easy to get to now that 10 Ave SW crosses 14 St NW. Very easy to get to pathways.
- This is where I live. Access to pathways is decent. Need to use quiet community roads to reach bikeways.
- It is accessible via the nose creek pathway, but still presents challenges while along 6th street NE, and Edmonton trail.
- Great, using the 5th street bike lane!
- Dedicated bike lanes or pathways the whole way. Lots of parks and coffee shops are easily accessible.
- Some on street biking on busier streets during rush hour.
- Access from Ogden road along 50th Ave is poor/dangerous with significant truck traffic.
- Need to be on the road for about 2.5 km before being on the 52 Street SE bike path
- 3 blocks on the road to get to the river pathway
- The pathway along the Chestermere canal is not maintained in winter making cycling impossible
- Lacking pathways and ramps
- Lacking ramps to cross the street. Many schools and daycares in area.
- Very accessible. One of the main reasons we moved to this area of the city.
- Awesome to cycle here, but would love better/safe bike access to cross major roads to U of C. Have gotten honked at before.
- Enjoyable but challenging ride to MRU from Inglewood.
- The building I work in.
- I bike to the Zoo with my Family on the weekends.



- This is where I shop for groceries
- Work at MRU wish I could bike there from Coach Hill
- Work
- Relatively easy access from starting point.
- Friend
- Still a relatively easy bikeride from home destination
- Various routes, some easier than others (lots of uphill!)
- Mostly easy. Either access south via Max Bell station, or go north to 8th ave through Columbia College parking lot.
- Home. I ride to work through SAIT and cross at the 10th St pedestrian crossing.
- I like riding around confederation park but this street crossing sucks for oncoming traffic to see you.
- Easy to get to, wish there was more/safer bike parking.
- More street paths would be nice.
- Bike specific buttons near the roadway would be a good addition in the 17th ave area.
- no easy access to pathways outside of community
- Can cycle 90% on bike routes froms starting point
- very accessible by bike path
- Work, good accessibility
- Great for biking around for recreation. Would love make more sanctioned trails for mountain biking.
- accessible from start
- Accessibility is 2.5 km from my house. The distance from my house to the pathway is the most dangerous part of my day.
- Work Destination
- Pool
- Co-op
- Canadian Tire and Rona
- very accesible
- Ride around the resevoir, very accessible
- Fish Creek, very accessible
- There is good access north/south from this location, but not much east/west
- The new east/west pathway along mcknight is great for accessing this location, but crossing deerfoot over mcknight is very scary.
- Need a connection between the nose hill path and the new mcknight path. Crossing mcknight is risky.
- Good. 50th Ave SW could use a designated pathway or bike lane. Should also extend 5th Ave bike lane all the way to Elbow Dr.
- SLC is difficult to get to from the Res pathway - 19th st is busy & fast and squishes bikes b/t parked cars.
- Fish creek park, convenient pathway from evergreen. Used at least once weekly for recreation
- I bike the bow river pathway from the nose hill pathway which is a block from my home.
- I drive to bike around Fish Creek Park
- Pretty accessible from Killarney but a bike lane down 17th Ave heading east would be better.



- Have to ride on blackfoot to get to the cycle pathways that head south. Otherwise, I have to ride through Inglewood (via north on 11st).
- Long ride to get to pathway on Ogden Road. Wish river path was repaired!!!!
- very easy to get to pathways from ogden.
- Smoother path ways
- Somewhat accessible
- Somewhat accessible
- Very Accessible
- No safe way to access pathways with road bike, even though they are just down the hill.
- Work location
- Home
- Park
- Shopping
- Roads are usually hard to get onto due to several speeders or distracted drivers. Low/rare police observance
- Tricky to get to from any path way.
- SKYVIEW RANCH IS HORIBLE FOR PATHWAYS, NO PATHWAYS THAT CONECT TO EACH OTHER, ALL THE WALKING IS ON THE STREET SIDE WALKS
- Fish creek
- Work
- Dog park
- River Walk
- No fresh and safe water taps facility in one of the busiest park .
Water is the basic necessity
- Starting location. Very accessible
- Destination for work. Commuting Monday-Friday
- My favorite local.....
every bike trip, I make an effort to travel across or ride by...
- I travel here from Ranchlands, and I am able to use a pathway for about 50% of the trip, with the other 50% being on the road with the cars.
- To get here from Ranchlands, there are no pathways that will get here. All of it would have to be on the road except Northland Dr bikeway
- Biking, running, walking, dog walking access the river paths and Edworthy has easy access to the river path system, parking, and facilities
- A favourite running route/offleash that can combine into a wide variety of routes
- Great for weekend runs, walking, off leash and river access
- Canyon Meadows to woodbine
- Home area
- Work area
- Rec ride
- It's along 9th Ave Just past the bikeway on 5th. Not great access
- 6/10 accessible. 24th ave is always used by bikes, but has no bike lane and has lots of traffic.
- 90% easy to get to, except through the industrial area. Busy, lots of traffic and no lanes or pathways.



- Virtually impossible to get to. NE has little to no pathways and dangerous traffic. High speeds, volume and incompetency.
- My work
- Commute to work
- Starting point for commute
- My work location.
- My work location
- VERY inaccessible from mardaloop. There are no direct routes
- I walk to/from yoga approximately 15min each way from home.
- Prior to moving to SE Calgary from Capitol Hill I bike commuted or walked downtown to work when weather and lighting were favourable.
- Access to fish creek park from the west side of evergreen is needed by the new ring road.
- About 10-15min walk from my house to the first pathway entry in FCP. This entry point is the main pathway I use, east or west.
- I often walk my dog through the west side of FCP, accessible via Evergreen community.
- Mediocre access. Approaches not good from west (32 ave) or south (from river via Foothills) are not good.
- Bike access generally sucks from all directions. No room for bikes on 85 St and pathways loop endlessly and inefficiently through 'hood.
- I often use the Eau Claire pathways, up to Edworthy park. These pathways are in need of some TLC.
- Glenmore Reservoir Loop: Easily accessible from 37th St!
- home
- Chinook and surrounding area. Crossing Macleod is not very straightforward. Does not easily link with pathway from glenmore
- work - I ride to work May-Sept. I use the bike lane on 10th Street, and the section of the bike path through Confederation Park
- A roadside path connecting sarcee rd to crowchild would be useful. Currently riders have to either take the road or detour through the park
- This path is down the street from my house. It's very accessible for my family.
- This road NEEDS a designated bike lane as it's the only access to Edworthy from the hill. It's not safe for families: blind corners/narrow.
- Very accessible, nice paths.
- Home or starting point
- Pathway is great and very accessible.
- Pathway is good but a better signed link is required to the school
- One of the main reasons we chose Tuscany to live in is its pathway network.
- We bike from Tuscany to Bowness reqlently. The pathway is not totally direct but it is easy enough to access that it is not really an issue.
- my office - accessible via 12th avenue and 5th street cycle tracks, with some on street riding through Killarney, Scarboro and Sunalta
- East Village/Inglewood - easy access on the river pathway from my home in Killarney
- marda loop - easy access on 26th ave/20th street bikeways
- Bike network is only accessible half way through the trip on 37th st. Varsity drive would be a good connector between 53rd st. and 37th st.



- No Bikeway or pathway on the way to bowmont park. Pathway system within the park is great.
- Connect Valley Ridge to Bowness/Winsport /Greenwich without going down to the river valley first
- Create a link from Crestmont/Valley Ridge/New developments to Winsport/Bowness
- No near pathways
- It'd be great if there was a short bike lane down 1st St SE to connect the river path to buildings around the BOW. Popular street for bikers
- Few people use the bike lane on 9th ave, 8th ave is EXTREMELY popular for bikes (quiet, safe). Moving the bike lane would be incredible.
- Incredible access from inglewood, well done!
- Work.
Accessibility: Very Good.
- This hill is the reason I dont go west of my house, this could have a better across the hill path not straight up.
- Calgary public library
- I can't figure out this map on my phone, but I travel between McKenzie Lake, McKenzie Towne, and 130 av on pathways
- School for my children
my place of employment
- shopping/groceries
- not accessible as the pathway is not connected to where i live yet
- Very accessible
- I have to ride 3 blocks on the road which is very easy.
- 2nd street is a designated bike path so we only have to ride 1/2 block to access it. Awesome!
- From Mount Pleasant to the Peace bridge and back everyday. (walk)
- From Mount Pleasant to 105 58 Ave SE (walk)
- Commute
- Great pathways within nosehill, but not great access to nosehill (typically need a car to get there)
- I commute from 1713 17th Ave SW.
I would bike, but am uncomfortable on the road with traffic and their are not bike lanes on my route.
- fairly accessable. Need to street ride/walk 5 minutes
- very accessible
- very accessible
- accessibility is good
- very accessible
- Good accessibility
- Baker Park - very accessible from my starting location
- Downtown - Very easy to access
- Inglewood - Very easy to access
- not great for cyclists, parking is a zoo here, bike paths to the east should be better
- tons of pathways to choose from to get to Sicome Beach from DeerRun
- Getting to Canyon Meadows is a nice path through Fish Creek Park
- Not bad access from the pathway running alongside Deerfoot
- Heritage Park - right on route, brilliant



- Pretty good access.
- Stephen ave - Good drinking
- Underpass just goes back to the lights to cross Beddington as there's no pathway or bike lane on this side except the hard hill route.
- Excellent spot to leisurely ride to. Great access.
- Pathways are far too aggressive for an hour-long morning commute.
- Pedestrian / cyclist conflicts problematic - need fix(es) for quick cyclist access to downtown that don't compromise pedestrian safety.
- Mount Royal University. Build a protected bike path along Richardson Road SW to 45 st SW and the LRT on 17 Av and 45 St SW.
- Two lights to cross here and a third at Country hills because there's no bike lane. Aggressive hill path is not an option for commuting.
- Rough getting thru Hidden Valley, but otherwise fine ride to work.
- Aggressive paths are okay riding home, but not in the morning.
- Broken links need to be connected for commuters, school children, and direct access to schools and LRT.
- It's very hard to move east/west in the north. Country Hills BLVD is an accident waiting to happen from Coventry to East of Deerfoot.
- Access to the elbow park bike path from the downtown core is less than ideal with a bike lane on 5th ending abruptly at 17th ave.
- Eau Claire and the Bow River paths from the downtown core requires a detour down to Milenium park with dicey areas next to traffic.
- Pedestrian overpass stairs difficult for children to carry their bikes over and as a pregnant woman to carry a bike over the stairs.
- My kids use the sidewalk and have to cross several busy streets. I worry every day that they will pay attention and not get hit.
- Difficult to reach Louise Riley by bike.
- There is a bike path but it is longer than riding along the streets. My kids have run into trouble while using it.
- Stairs are terrible for cyclists, children, elderly, pregnant women...
- Easy access from my home
- Kids can get here quickly by using the path. It is a very busy route.
- Good parking and accessibility
- easy access to LRT
- Access to river pathways from Briar Hill via 21 St NW. Very accessible
- I commute from downtown and it takes 1 hour 30 minutes for 25 kms of distance.
- Traveling from Parkland S.E. to City Hall primarily via roads
- This is easily accessible because of pathways near the river.
- Between Motel Village and North Hill Shopping Centre along 16 Ave NW. Terrible!! It's dangerous cycling just about anywhere along 16 Ave.
- This is not easily accessible from NW communities.
- Takes about 10 -15 minutes to gain access to pathways (depending on where I'm headed in the city, sometimes longer)
- Easy to access



- Virtually impossible. No connection to Irrigation Canal. Choice between riding on a freeway and a ditch.
- When walking to and from downtown, some pathways break or are only along one side of the street (by Crescent Heights school along 3rd St.)
- This is my work
- Very accessible from my house
- existing routes in bowness to COP need upkeep. Want to access springbank but hard to do safely. Little infrastructure and signs.
- This area has been wrecked since flood. needs repairs and expansion. hard to access NW from downtown.
- Segment is NARROW. Barely room for one lane each way. no separate paved ped. path, creates dangerous env for all on narrow bike seg.
- Quarry Park
- Easily accessible from 8th Ave bike lane
- Elbow River path access is a short distance away
- Foothills
- Very accessible. I ride everyday from New Brighton.
- Hidden Valley pathway The amount of garbage from the 7-11 and Elizabeth Seton students is REVOLTING and I'm sure attracts coyotes.
- Newly paved a great addition- needs more garbage cans. MANY offleash dogs disturbing (killing) nesting birds and making cycling hazardous.
- access FCP
- Access to Glenmore Reservoir trail
- Busy traffic area and not much safe opportunity for crossing Parkway. Underpass path often floods.
- Not very accesible, from current location of Marda Loop. I would like to bike to Mount Royal as I go to school and work there
- Mount Royal, where I spend most of my time as a mature student/ employee of the university.
- I get groceries here, but cannot bike here as it is heavily dominated by car traffic.
- Studio Bell (National Music Centre) - My workplace
- City of Calgary - Manchester - My workplace
- Foothills Medical Centre - U of C Campus - My workplace
- can't enter the north side pathway because of wier construction.
- looked at on condition/ comfort. Last time I was on it was 2 years ago. very rough for the family to ride on. Had to use community roads
- Pathways linking cougar ridge to wentworth aspen etc!
- Heading to highline brewery and back
- Biking to the bird sanctuary and back for relaxation
- Quick and cheap transit to the stampede and other events
- Moderatly accessible.
- Foothills hospital /campus - quite accessible, though the path through campus isn't great
- have to ride on roads to get from southwood to ride aound Glenmore Reservoir
- have to ride on road from Southwood to get to Glenmore Reservoir.
- Conveluted path/road mix to get to fishcreek from Southwood.
- Have to use roads through University to office



- Very accessible via on street cycle track
- OK from downtown but no safe route east / south to river pathway
- not bad
- d
- I always have to walk my bike in Tuscany to the bridge under stoney trail or go all the way around
- near impossible to access from n.e.
- very accessible due to surrounding residential neighborhoods
- Friends house
- Riding the gravel alley or highway is extremely difficult to get to cross iron. It is a nice scenic ride and would love a path.
- Start Point
- School location
- This pathway is never cleared in the winter - neither is the city sidewalk along ranchlands Blvd. walking the dog is dangerous in the winter
- Glenmore Reservoir
- Macleod Tr is all terrible, but sidestreet options & access to Macleod businesses gets progressively worse south of Glenmore Tr
- fairly accessible - I cross 2 streets with no bike lane or signals.
- Terrible non-auto options in all industrial areas. How many jobs there require private autos? Interface w/ pathway needs improvement eg. canal
- River pathway out of the way, so 14 Ave more direct, but bridge w/ stairs at Crowchild adds unwanted twist.
- Very accessible
- Very easy access to pathway from home
- Cross peace bridge for DT Y. Too many cyclists do not use bells & bladders do not require but should have
- Walk across Princes Island bridge for DT Y. Too many cyclists do not use bells and bladders should be mandated to use them.
- Home to work. 85% of route river pathways - a great route. Last kilometer in industrial area and uncomfortable.
- City hall for work meetings. Very good connections from river pathway.
- Lake Bonavista mall. Short 1.5km trip from home. frequent trip with family. Usually ride sidewalks as roads too busy for kids.
- Drive to work at the City of Calgary Bears paw
- Edworthy park
- 8 Ave parking pathway to the zoo area/east village
- Bowmont Trail Access and parking
- My preferred access to Fish Creek.
- Hidden Valley trails. I access either through Bowmont or Parking off Tuscany Dr.
- Pathway between 17th ave and. Bow trail sw needs skateboard friendly fun stuff along the pathway.
- Good start. Somewhat difficult/unsafe to cross crowchild trail at 50th street
- Good access from bike path through the community.
- Good access along bike paths
- University for courses and children's activities



- Work
- North Hill/SAIT
- Glenmore Park
- Fish Creek Park
- I'm fearless, but for a novice, 20 Ave NW would be replaced by winding around Confederation/Canmore Park and take 2x the time.
- Missing link 1 St SE; would be within 1 block. Bow MUP to Centre St, line of Centre St BRT buses. E downtown access sucks compared to W.
- 32 Ave for fearless. 40Ave sucks up hill when Highland Golf Course could be so much easier Northmount Dr needs protected bike lanes
- No adequate bicycle or pedestrian access
- we park here and can ride east or west
- Starting point is accessed using roads, back alleys, and breaks in fencing. Route is not continuous
- Network accessibility is a few minutes ride
- network is a few minutes ride from start
- Fish Creed Park
- Glenmore Park
- The pathway along Memorial Drive.
- Fish Creek Park Pathways
- Reservoir trails
- Very easily accessible
- Need to drive from my house, only sidewalk available to get to John Laurie trails.
- There are a few sketchy intersections/sections without bike lanes I need to travel to get to work at foothills on my bicycle.
- Work - 50 minute cycle from my place
- Reasonably accessible from my home, but pathway access not reliable (e.g., snow clearing incomplete, pathway closures with no good detour)
- Home
- Confluence park
- Fish creek via bow pathways along zoo
- Winston Heights
- Short bike trails lead to nowhere, they all feed into busy streets. Unsafe for kids - it's the suburbs, they should be safe.
- No connection between Coventry Hills and new trail parallel to Deerfoot that ends on 96th.
- Medium accessible from Hillhurst to the Ship and Anchor. However, it is NOT easy to bike down 17th Ave.
- Pretty good accessibility, but it includes biking on sidewalks from the Riverwalk.
- Great access! The Riverwalk RULES!
- Great access down the river.
- Somewhat accessible - when cycling, you must use sidewalks to get under the railway @ 14th st. That is the least safe part of the journey.
- its alright. using 14th street under the rail road tracks is a pain.
- Start
- Destination
- Work



- Century Gardens to get Drugs
- It's a short walk from my house.
- Very accessible!
- Not bad, a few missing connections but nice having the 5th st bike lanes
- I use the pathways in north glenmore park to run walk and bike
- I use the pathway along to ridge to run bike and walk
- I use the pathway along the river at lunch to run and walk
- Home
- Work address
- REcreational walking / biking route
- Quite accessible
- Work. I commute to here 2 - 3 times a week from Mckenzie Towne, Southland or Heritage Stations (depending on schedule and weather)
- I ride to/from here for inner city recreational rides.(20 - 60 km)
- Access to Fish Creek pathways from McKenzie Towne is limited/dangerous due to crossing of Deerfoot.
- not super accessible
- not super accessible
- Work office.
- Home area - shopping is nearby. Takes about 7 minutes to bike to a pathway in either direction.
- Kensington - shopping and socializing spot. It is awkward to get there from the bikeway.
- The network if followed will go directly from my starting point at 2nd st and 12th Ave SW to my destination at 60th ST and 90th Ave SE
- IThis is mid point of one of my rec. rides. I can follow the path almost immediately out my door to this point.
- I prefer the south side of the reservoir and Weaselhead to the north side of the reservoir.
- Safeway
- Bow river pathway
- Elbow river pathway
- Client
- Client
- pathway currently being renovated, detour is very inconvenient (near Zoo). I have to double back considerably and use a high traffic road.
- very accessible by park and road bike paths
- I am a few blocks away
- Pretty close to me, but many of the paths are under construction. I hope they are fixed up.
- Sometimes bike while my kids are at gymnastics. Unfortunately, there is a blocked route due to contaminated area.
- Start in Bridgeland. Accessibility moderate through city - East Village and 12 Ave SW, good via Elbow River Pathway.
- Origin: Bridgeland. Good accessibility via Elbow River Trail and 2 St/5 St/Mission Rd.
- Family area for walks and biking
- recreation area
- recreation
- very accessible



- :(there's absolutely no way I can think about biking to and from work from here, there's no bike paths that go downtown!
- easy enough... taking 12th ave but traffic gets stressful there's no dedicated lane
- Work
- Recreation destination
- Only 2 blocks of city streets to get me on the pathway system
- Easy to access from 50th ave and Elbow River Pathway. Would be nice to have locker room available to change in the morning though!
- I have difficulty along 34th avenue with lots of potholes, and it's very difficult crossing 14th st at 34th ave during high traffic times.
- Accessing the pathway from home in order to get here easily
- Only a couple blocks from bike paths and cycle track! I love it.
- I live in sunalta. Please make a connection to 12 ave and 11 st sw pathways.
- very accessible
- Work
- 9th Ave needs bi-directional separated bike lanes built for 30 year cycling traffic volumes from 5th Ave SW to Inglewood
- Bi-Directional separated Bike Lanes required from Crossroad Market to the Stampede Ground and down Dartmouth to connect with 11St SE
- Have to travel on a lot of roads to access
- Wish there were more links to the Greenway
- Bike Paths needed-Airport to airport Road Pathway. Airport to Nose Creek by 26th Ave NE. Long-term locker rental for passengers.
- Hard to access - all roadways
- Workplace: very accessible in all weather --walking, transit & cycling :)
- Quite convenient from pathway system all the way from home in Eau Claire by bike.
- To exercise
- Forcwork
- Biking on pathways from Riverbend are great until Douglas Glen, then it is pretty dangerous riding on 114th street. Medium accessible.
- Run route from home. Great pathways, very accessible.
- Cycled here from Riverbend. I wish the pathway connections from the southeast to downtown through the industrial areas were safer.
- Work - it is fairly accessible
- There is very little pedestrian and bike accessibility when travelling east-west along Anderson Rd.
- Very accessible
- Very accessible but gets dicey once you get down on 17th
- dangerous commute from Somerset
- no safe connecting path from Somerset train station
- unsafe connection to Somerset train station
- commute destination. access is not good. road maintenance needed.
- make this complete into Lynnwood
- Bow loop - work being done - keep it up and finish route up to Valley Ridge
- nice loop but short - use the cemetery to add mileage. Which is OK.
- Bike from Mahogany community to Sobey's to buy groceries.



- Work location.
- Starting location. Pathways in this area are not maintained in winter.
- Accessible pathways in wetlands are excellent, then roads (north entrance to lake by pathway has no bike racks - have to use beach club).
- Pathway here is very rough with roots and plants pushing up through the pavement. Height difference between path abs bridge are quite bad.
- Bike to grocery store & pub. Accessible on pathways most of the way: gap at 52 St SE & Seton Blvd due to construction.
- Only place to cross the rail tracks is 61 ave and it's not especially bicycle friendly. Only real option is to ride in heavy traffic.
- By car, access is fast via Deerfoot Tr.
- Lots of traffic, access is fair via several different street and road throughfares.
- Cycle along the elbow from home up to hear is quiet, pretty and safe to ride with friends
- Local school
- Easy to get to once you get on the path system, and the hub of bike/running activity in Calgary
- Closest shopping complex for me to walk to, but major gap in connectivity to Sarcee trail path (through hostile parking lot)
- Getting to the CORE shopping Centre and Stephen Ave is pretty easy and stress free with the cycle tracks.
- East Village is easy to get to on the pathway system, but sometimes there is a lot of other pedestrian and cycle traffic on the pathway.
- Going to Coop is easy along the pathway system but then heading south along 11 St is not the best because the cycle lane is not protected.
- we live one block away, super easy
- were we live.....the best place to live and access the bike paths.....
- Work
- Home. No link between home and work pins.
- Arts Commons.
Not enough North -South bike routes to get across the train tracks. Going through tunnels with road traffic isn't safe.
- Not enough paths to get from the 12th street path to downtown. Going across the train tracks through the tunnels with traffic is dangerous
- I have to go at lease 6 blocks after a bike path to get here
- Network is relatively accessible, I commute daily to downtown because I can get to the network without dealing with many cars..
- The new cyclepath options downtown are excellent, making this easily accessible from both the river path and cycle network.
- This is scary and difficult to get to as once I leave the bike path at Eau Claire I have to go down 3rd street.
- Reasonably accessible from my starting point.
- Have to go down side streets to get here. The hill is not list during winter
- Better access via pathways from the west of the city to Glenmore reservoir would be great! Have to go via busy streets and intersections.
- Bragg Creek - accessible by roads. Hwy 22 very very busy. Would love to see a pathway like the Legacy Trail between Canmore/Banff.



- Hills out of the river valley are not a consistent grade. Very steep sections are tough for regular commute biking
- I'd like to see a pathway/bike lane along the 85th street between Country Hill Blvd and 144 Ave, better seperated from the road
- the sidewalk along the Country Hills Blvd can be expanded to a pathway for multiuse purpose.
- Municipal Building
- very accessible from pretty much everywhere
- Fairly accessible, can avoid large roads which is good
- Connecting to Airdrie, Okotoks, Cochrane, etc would be great.
- Very accessible
- Very accessible
- Quite accessible
- Odd end to the 5th Street cycle track - would be nice if it extended all the way to the river.
- Connection between south end of 5th Street bike lane and Elbow River would be a huge improvement.
- Cars parked in bike lane a very common occurrence. Requires better signage or flexi-posts to ensure it remains a viable and safe bike route.
- WORK
- GOOD PLACE TO HANG OUT
- typically pretty accessible with the exception of the area around foothills hospital
- EXERCISE, BABY!
- Home sweat home.
- Headed to Work
- Checking things out, downtown, events, restos, bike gang (bicycle).
- University of Calgary
- Home
- Work
- Love the cycle track but this transition is terrible - get rid of parking on 5th st after 17th
- Betrays an otherwise great cycling connector with an unsafe spiral ramp - I have seen 3 accidents here
- Love walking around this natural area! We drive and park in one of the lots because it's a long bike ride from Dalhousie.
- We walk our dog every day -mostly off leash walk. Love multiuse areas. Playgrounds on the side. Hubby & son bike to the river from here.
- Drive from Dalhousie park here & then walk the river path (snack at Lazy Loaf) or cross the bridge and go up to the Edworthy off leash park.
- home
- work 1
- work 2
- From Riverbend, not so safe route once you get to Heritage Drive, available route is very long.
- Work destination. Traffic at Meridian Rd and Centre Avenue is SCARY for cyclists and pedestrians
- It is very difficult to get to the library from the Bow River bike path system. We end up riding on the sidewalks to get there.
- The connection from Bridgeland via St. Georges Drive NE is very poor.



- I regularly run errands and cannot safely walk. The pathways randomly end, there are few proper crosswalks, and traffic flows too quickly.
- Poor accessibility
- Easy. I go along the bow and elbow river bike paths from the SW.
- The PLC hospital is not safely accessible via a bike. PLEASE link the PLC to the city path network!
- During the warmer months, I cycle around Glenmore at least twice a week for my evening exercise.
- I run 10km a few times a week from my home near Westbrook Mall down to Edworthy Park and back from Crowchild.
- I hope to start biking/running to work from my home near Westbrook Mall.
- This is where the missing link for the bike path from our home to our school is needed.
- Shawnessy Ctrain station
- SMART Technologies
- Moderately accessible, but indirect route to city centre.
- 100% accessible
- Pathway drops into a busy parking lot. Would be nice if the pathway lead to the Richmond/Sarcee Interchange
- I love riding downtown, because I can use the river pathway to get there.
- Ride to work is easy, but finding the bike paths is at times challenging.
- I've lived here for 14 years and have always wanted a pathway along here where I can ride my bike from my house and/or walk my dog.
- Peter laughed hospital
- Parked cars on bike lanes. Shared bike pathway too narrow. Steep inclement, and broken. Open construction adjacent to railroad crossing.
- No space for bikes on 17 ave
- Good access from Dalhousie station
- Not safe to travel by bike around here
- I ride residential streets to the pathway. High traffic roads are barriers, street cycling poorly marked to here.
- Access to pathway impacted by 12th street bridge construction but normally it's excellent.
- Recreational skating on pathway starts here. Great access.
- Work
- Very jaccessible except for current construction in the area.
- Not very accessible. No bike lanes in the area, and the closest way to get to the river path involves either roadways or sidewalks.
- Not very accessible. Only direct connections include either street or side walks.
- 17th avenue
- Work
- Family
- I commute to Foothills Hospital from Centre St and 27 Ave NE. I would like a bike lane on 20 Ave NW, and a two-way bike lane on 24 St NW.
- There is no direct bike route from Centre St/27 Ave NE to the Winter Club at Nose Hill. We bike on the sidewalk on 14 St NW.



- There should be pedestrian/bike bridges over 16 Ave between 14 St NW and Edmonton NE, particularly near SAIT and Centre St.
- Work
- Intersection is very dangerous. Needs better signage and possible re-routing under the bridge to by-pass human/vehicle interaction.
- work
- Not accessible
- Very easy now that the cycle track is in effect. This is my place of employment.
- Inglewood Bird Sanctuary (recreational use)
- I ride the 12 Ave SW cycle track. Starts/ends at 11 St. Should extend past 14 St
- I go to Stampede Park for fun & concerts
- Work. Relatively accessible through residential side streets.
- Accessible either through river path or 29th St NW. Would like a more direct path above the bluff.
- Quite accessible but occasional skirmishes with vehicular traffic through downtown.
- A path built here would connect to the new path at 96th Ave. Currently, residents have to bike through Harvest Hills to get to the pathway.
- Home
- Work
- Very accessible.
- This is under construction but nothing is happening and cyclists have to use the street. not cool
- This segment has been under construction for >1 year. Would like to see this completed before the summer.
- William Reid School
- Community Natural Foods
- Love the new pedestrian overpass over Anderson. Would be great if it connected directly to the pathway along the offleash area.
- Riding along 50th Ave can be a bit scary. the intersection at 58th and 5th street is awkward to go from the path onto 5th street.
- Prince's Island and Sunnyside are frequent family outings. We drive to Spring Garden's to access the bike path by the bus barn.
- Dartmouth - work location. 14Km from 5039 Nesbitt Rd NW. Bike lane/path all the way. 45 to 50 min each way.
- Shouldice/Edworthy. Frequent family for river pathway. Park and ride.
- Municipal Building
- William Reid School
- Community Natural Foods (grocery)
- A safe access approach to City Hall is needed.
- The pathways to E. Park both north and south sides of river need widening and twinning. The ped/cycle bridge in the Park needs centre line.
- Good access. Would make better connection from Pumphouse theatre eastbound to 12 av cycetrack on south side of rail road track
- Terrible connections from North West Calgary to Mt Royal University area. 45 street bike lane needs to be improved.
- For events and recreation
- Hextall Bridge is broken and lack of on-street bike routes for Bowness Road and Home Road.



- 17th ave is a frequent destination for me and my family coming from north of downtown. Good access via the 5th street cycle track.
- The daily commute destination. Good access from the river pathways. Rush hour congestion on these pathways needs some attention.
- Very accessible. There are still some pretty big closures though
- From ACH. Very accessible. Pathway closures impact my way home though
- Path along the eastern edge of Coventry full loop around the community, not just loop to the sidewalk at the northern end.
- Some better accomodation for northbound cyclists coming from the pathway/alley into the intersection when the lights are green.
- No accessible network from starting point on Silverdale Dr NW. would like to commute to work via bicycle
- work. surface roads immediately surrounding are nerve wracking
- The network is somewhat accessible via the alley
- The network simply ends here. Why can't it connect south to the river?
- The path terminates here on the east side of the river and does not have a clear connection other than some small sinage.
- Lots of interruptions on the pathways. Don't use cycle paths as hard to access from Elbow River pathway (use 2nd St instead)
- In the winter, Flanders Park is impassable due to snow and ice accumulation on the pathway. Makes it difficult to get groceries!
- Monterey Park Greenway. Home is in Pineridge, and is accessible within minutes via running on sidewalks.
- Nose Hill is a 25-30 minute car ride from my house.
- Home to work
- Nose Hill Park -- we run and walk all over Nose Hill several times per week. We access via the overpass bridge near Brisebois Drive.
- Bowmont Park from Home Road to Bowness Park. We run and walk but the construction at Klippert's has limited the access.
- Bowness Park and Baker Park. Excellent pathway system. We run there every week.
- I live in Acadia. Access Fish Creek by residential roads and Southland Dr Path. Southland DR and Blackfoot TR crosswalk is quite dangerous.
- Work downtown. From Bike path I access downtown from 1 St SE. Often very busy in the mornings.
- Often ride into Fish Creek for recreation. Also often ride into Ramsay, Inglewood other core neighborhoods for restaurants.
- An ideal location for a pedestrian bridge - allowing residents and students to safely connect to the Nose Creek pathway.
- This pin is an hour and 45 minutes ride. Not really doable to ride 3.5hrs everyday for a commute.
- I prefer to use my time walking along the river so I drive and park.
- Easy start to a walk or bike ride access through Fishcreek
- Commute to work
- Bike home from work
- Reasonable access. Use 3rd Ave coming off bike pathway to the West.
- Access can be a bit challenging, especially Crossing 33 St from the East.



- Not ideal for kids. 37st is very steep.
- Fish Creek
- Use residential Streets, limited piece of network. City should widen Elbow Drive and put in a Bike lanes. 5th Street to the traffic Circle.
- The last part of this ride is challenging. An ability to get to the river pathway system would be great.
- Excellent connectivity to bike network
- very accessible
- Lots of inter-connecting pathways especially the Mattamy-Greenway pathway
- Love the safe quiet streets and linking pathway
- 95% accessible via bikepath, on street designated bike routes and cycle track
- Work ... network is easily accessible from my start location
- Getting out of City to ride bike in Bearspaw area. Safe way to transverse Nose Hill Drive (between Tuscany & Silver Springs) needed
- Exit point for road riding in Springbank area. Great access ... no improvements required.
- Travel on residential roads from Marda Loop to Bow river pathway. 20th St. has bike lane for part of that section. Pathway to downtown.
- The speeding cyclists often do not ring a bell or alert pedestrians so we don't use the pathways during the high cycle traffic times of day
- very accessible with cycle track and bike lanes. Would like to see the bike lanes replaced with cycle tracks.
- Fantastic commute from Crescent Heights. Why we live inner city, allows me to bike in work clothes and enjoy the ride
- Easy ride 99% of the way taking 2nd st to 18th ave but is always interesting crossing center as to who will stop at flashing cross walk
- good bike lanes and pathway connectivity. Again why we live where we do to enable biking as much as possible
- Bicycle parking
- Home Rd/32 Ave is a nightmare, seen many near miss accidents pedestrians and cyclists. Road painting and signage is needed updating.
- Will be much more accessible once the 17th Ave Transitway is complete.
- The bike lane on Bowness Rd Bridge over Shouldice is needed for east bound cyclists.
- Bowness Rd under the train bridge is scary as a cyclist. The sidewalks on either side are too narrow for pedestrians and cyclists to share.
- Easy except for the intersection of Anderson Rd. and 24St.
- Very easy to get from Woodbine to the pathway through Fish Creek Park.
FYI - The district of Woodbine is not marked on the map.
- Bowmont Park
- Confederation Park and Canmore Park are very accessible - keep up the great system (no changes needed).
- SAIT is well connected and easy to access - except from northbound 10th Street by bike. But that applies equally to vehicular traffic.
- Couple of blocks from network - good otherwise.
- Ogden Road north of the Bow River is not bike friendly. when will the Bow River Pathway detours be completed? I ride from Mckenzie.



- Huge problems and very unpleasant crossing Memorial drive and Edmonton Trail
- The network is nicely accessible however a bike lane is would be great to have on 32 Avenue between the university and Market Mall.
- Not good access. A bike lane on Silver Springs Blvd is needed. Car drive too fast it feels quite unsafe to be on that road.
- It is highly annoying to get there as there is no bike lanes and traffic is very dense.
- Accessibility is good however a bike lane would be nice between the University and Market Mall.
- Ok connection. But a bridge between Baker Park and Bowness Park would be a great plus!
- well connected overall but difficult to get on and off pathway system
- Good access but there is just one access point to the pathways by the river
- limited pathway selection across the river, must use roads
- Start from St moritz dr. I have to ride to North glenmore park or Edworthy, Souldice park.
- Replace the sidewalk with a proper pathway on Bow Crescent: already a pathway, lots of year round use and gets crowded with 2-way traffic.
- had to detour for an hour from mayland heights due to closure.
- Illogical gap in path - comes from zoo, across memorial, evaporates to a grass lane people have created, then a nice path up the hill.
- walking/bike bridge needed
- The Quarry Road is a real pain to travel on in the winter. I'd love to see it paved/plowed!
- Work location.
- Groceries and/or Crowfoot train station
- Hospital (only traveling there frequently for daughters treatment, short time)
- There are "share the road" signs that are hidden by trees all down Acadia. Also often lots of debris on the road.
- A disaster of an area for both pedestrians and bikes.
- This crossing is the worst in the city. No pedestrian light, can get caught by a train, very long light, drivers in the bike lane, etc.
- Work - pathway is close. On street lane for 3 blocks is kind of scary
- Home - direct connection to 26 ave bike way, which is good. But 26 st connector to bow river gets no respect from cars
- Shopping etc. In Marda Loop. 26 ave connection is not fun due to LARGE hill on 20 st, and that everyone parks in the bike lanes.
- Very accessible except for Macleod Trail
- Easy to get to. Don't like the packed gravel trails on steeper routes. (Same for walking.)
- Harder to get to without using streets. Worth it.
- My kids' school. Hard to get there without going on-street with traffic. Not a huge problem.
- Rockyview Hospital
- Merchant Law building, good accessibility until the last few blocks.
- Accessible
- Accessible
- Walkway across Sherwood Blvd dangerous crossing
- Pretty good access from all areas.
- Needs better North/South routes to access.
- Area of the pathway is a gathering place for socializing on weekend & weekday evenings. Boozing groups of young adults is not acceptable.



- Eau Claire, Prince's Island region
- Glenmore reservoir loop
- Edworthy Park
- Symons Valley
- Nosehill Dr
- accessibility is fine
- easily accessible with the new cycle trks Would be nice to have a more direct route to the river path due to stephen av so busy with peds
- My Workplace
Horrible to access from my house (lynnwood) no direct route, lots of breaks in pathway, poor crossing conditions of deerfoot.
- Inglewood from Lynnwood. Easy access great routes and I feel safe on the local smaller roads.
- Downtown from Lynnwood. Great access along the bow river pathway. the 12th ave bike lane is great and I feel safe along it.
- Home
- Work
- Going around industrial areas is hard
- No bike lane on 24th ave NW
- No bike lane on 20th ave. This makes crossing the city east-west north of memorial hard.
- There are cycle paths and bike routes nearby, but 14th st is too busy for cyclists. At least there are back roads!
- Previously good. But now much harder until bridge reopened
- This entire area has poor bike routes and almost no pathways. Even sidewalks are scarce.
- Very accessible from my home off of 5 Street SW. Use the 5 Street SW cycle track from 17th Avenue, to 8 Avenue SW directly to work.
- Accessible from work & quick access to river pathways & services (restaurants, entertainment) from 5 Street SW cycle track & Lindsay Park.
- It's okay to get to bike path, since I can travel on residential roads. Winter is bad because they aren't always cleared
- Good, I'm close to bike paths and usually streets are clear in winter
- Good, close to maintained cycle route
- Willowglen Industrial Park
- MEC
- This destination is right on the bike track, which is excellent, but I have to travel 3 km on busy streets to access the bike track
- Can take a bike lane part of the way here, but about half the journey is on busy streets. Finish the bike lane at 33rd + 20th SW!
- Can take the 20 St bike lane part way, but crossing Flanders interchange is dangerous.
- Work and student at university. There are some great paths to the university but not from my neighbourhood
- Would like to see this paved from here to the south end of nose hill so that the commute is quicker to ctrain & more accessible year round.
- Confederation park
- Paskapoo slopes
- Pretty accessible, could use more bikeways from the west, apart from the river path



- Getting across Crowchild Trail from the University area is not as smooth as it should be
- Traveling east is difficult because of the presence of 16th avenue and the lack of direct routes through residential areas.
- Easy to reach by foot as I live near by.
- To come here, I either have to come by car or by bus. By using bus, I have freedom to decide to walk home or return home by bus.
- I can only reach this point by car. With the future SWBRT, this will become more accessible as a starting point.
- eau Claire ymca
- Where I frequently join the river pathway
- st Margaret school
- A good way to avoid crossing Sarcee
- Need to repair rotary mattamy trails leading south to fish creek from 37th ST
- I drive & park near Golden Acres Garden Centre NE. Can't bike from home (MacEwan Glen NW) without mixing with traffic.
- Access SunLife building via Sien Lok park. Construction 2yrs. Terrible crossing Riverfront Ave. MANY close calls witnessed.
- home/shopping
- pleasant area in my commute
- work
- Access via cyclepath on 12th Ave or 5 St, but usually (faster and more direct) along 10th Ave.
- Access via pathway along Stoney Trail towards the Bow.
- Access to the University via signed roads from Scenic Acres to Varsity. To Foothills, through UHeights or up 29th St from river.
- what is up with the lane changes here? dangerous for bikes to have drivers almost running into cars and each other
- gotta fix this lane changing situation guys. In summer drivers cant follow the lines. Imagine the cluster that is winter. come on!
- Gets me into Nose Hill
- gets me to beacon hill but it's close at the moment :(
- Prince's Island Park from St. Andrews Heights community
- Unitarian Church of Calgary from St. Andrews Heights community
- N Hill Shopping Ctr. from St. Andrews Heights community
- NE corner of U of C campus as part of a running loop from St. Andrews Heights community
- James Hextall Bridge, Shouldice as paart of a running loop from St. Anrews Heights community
- S end of 14 St. / Mewata Bridge as part of a running loop from St. Andrews Heights community
- E side of Hounsfild Heights / Briar Hill escarpment as part of a running loop from St. Andrews Heights community
- NW corner of 16 Avenue / Shaganappi Trail / Foothills Medical Centre pathway as part of a running loop from St. Andrews Heights community
- This would be nicer if this trail connected across Glenmore
- This section east is in very rough conditions
- This section SE to Glenmore is rough
- West from this point would be nice to have a trail so that comuters going west would have a direct pathway to take going into the downtown

- This is where I access Fish Creek Park.
- Great store for cyclists needs
- Great rec spot swimming and lazing on the beach!
- Bird sanctuary where nature can set you up for some peace
- Commute from 27 Avenue SW. Route is decent - but missing some pieces. 11 Street SE shared cycleway is constantly full of road debris.
- Commute from 27 Ave SW is great. No issues.
- Commuting to work in this area is very dangerous. Big trucks no sidewalks high speeds
- Good access from Elbow River pathway, but Inglewood needs better connectivity.
- Good access from Elbow River pathway. Pedestrian bridges are critical linkages.
- Crossroads Market needs better pathway connectivity to Inglewood/Ramsay/East Village
- Grocery shopping
- I cycle to work every day, all seasons - cycle network is very accessible. Can ride most of my commute on network and some on street.
- MEC Shopping. Reasonably well accessed by the cycle track
- I cycle to theatre after work (all season) - network is quite accessible
- General shopping and errands on 4th Street. Access is not great. Connection required to the cycle track along 2nd Street or 5th Street
- Good connection from Rockyview Hospital to auburn Bay.
- Good connection to Chestermere from Rockyview Hospital.
- Connection missing from Calgary to Glenbow Ranch Provincial Park. Pathway exists within Glenbow to City boundary, broken there.
- From SE part of Lake Bonavista, using on-street bike paths, to Kensington/Hillhurst area - about 70 minute cycle.
- My neighbourhood
- Good access, bike lane along 26th ave is very helpful
- Pathway accessible for my whole commute, however, the condition of the pavement is atrocious
- The network is reasonably accessible from the starting point (on-street bike lanes) but crossing Deerfoot on 8 Ave NE is the worst.
- 42nd ave is very busy with no shoulder. This is the only direct connection back to the west of Macloed.
- Morley would be an excellent candidate for and improved bike route.
- This map is inaccessible rubbish
- love the ride from North Haven along the deerfoot to downtown and past to bowness; or split at the zoo and go south along the bow river
- we do this ride frequently with friends on Saturday or Sunday mornings
- Path should be all the way to weaselhead
- work
- pedestrian conflicts, turns are quite sharp. no clear markings for cyclists to take sidewalk on north side of LRT station - would help
- left hand turn here hard. bike in left lane. if bike through, intersection slope makes it difficult to get going again. bike box here pls
- location of cycle track not great for eastbound cycling into bridgeland. bad location.
- Getting work. Very accessible. I take the river pathway to 3rd Ave, and go west on 3 Ave to 1 St



- meet friends for coffee. I use the bike path and then a designated bike route. accessibility is excellent.
- meet friends for coffee. take pathway to designated bike route. very accessible.
- work commute - very accessible. I ride my bike along the river pathway all the way!
- A tricky section to get onto the bikepath when heading east on 46 Av. Signage to let motorists know about the bikepath would make it safer.
- A bikelane along 45 Street from Edworthy Park to 46 Ave SW would connect the Bow River pathways to Glenmore and the Elbow River pathways
- This is a dangerous intersection for bikes. Bikelanes or paths connecting Richmond Rd with Westhills would reduce traffic
- work is accessible with 50% on pathways and 50% on roadways in the NE (once I cross deerfoot over the bike bridge by the Sun building.
- The community core of West Springs Cougar Ridge
- This is my starting point
- Fr Ranchlands. Bikewy btwn McKnight@4 St NW & 12 St NE non existent. I use 64 av N or 25 Av N to x Drft Tr. Path metis to 47 st needed.
- This area has a lot of missing pathway links along 50 Ave and 36 Street SE.
- I like to shop here, and would prefer to cycle for groceries.
- The 10th Street Bike Lane is good, but would be better if there was more physical protection for cyclists, not just paint on the road.
- where I work, well serviced by on street bike ways
- often a recreational ride
- currently have to drive to Glenbow.. would love to ride there!
- Work
- My favourite store!
- Ranch
- Put a pedestrian crossing here so you can easily cross 96 ave NE and proceed to the bike path
- Direct from starting point; all side streets and smaller hills make this route not super difficult
- from kensington, lots of construction currently, not all detours are logical
- from kensington, all paths are clear up until bowness park, some paths are less clear
- Very good along path paralleling Sarcee Tr.
- I work at WestJet. The new paths along McKnight and along McCall Way are great except they are not safely accessible from the NW
- Shouldice Park
- Need A more direct route from 114th crossing the RR tracks on 68th St.
- Work commute - 15 Km from home
- not easy path to get through via wheelchair
- The on-road bike path until 16ave is Ok, but there is no safe way to cross 16 ave and ride on 19th street from 16 ave to 24 ave.
- From Banff Trail to 4700 47th str the network is good. Sharing network between cyclists and pedestrians using headphones does not work
- There is no safe bikelane/path along 16ave. This would increase direct connections hugely. Room can be made for a bikepath on 16ave.
- Bikelane on 10th street between 16ave and Kensington is perfect!
- My house



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard

October 30, 2017

- very accessible
- quite accessible
- very accessible
- starting location
- work
- play
- No very accessible for commuting downtown.
- work
- home
- Under construction. Assume short term only.
- Not very well maintained, paths too small to accommodate runners, cyclists at same time.
- no easy way in other than driving to the zoo
- accessible via bike path if willing to travel 50% further
- Ver accessible by bike path. Slower speeds required due to business of pathway
- Athletic park not accessible by bike path from the north. Destination location for cyclists
- Use twice a day, going to and leaving work.
- Use twice a day. Going to and leaving work.
- Awesome trail all year long, use everyday.
- very easy access
- Accessible to pathways thx to pedestrian bridge over 14th St. Would be gr8 to see Elbow Dr w. a bike shoulder/lane for commuting to the core
- Starting location
- Incomplete network.
- Incomplete
- Complete
- Incomplete
- Incomplete
- Incomplete
- Incomplete
- Quite accessible.
- Starting location
- Very easy to access from starting location through Nose Hill. Have come up this direction for recreational rides and events
- Played sports in Riversbend. Longer ride but easy to get to. Easy to get further to FishCreek also
- The last kilometer coming from the South is not very accessible.
- Walking between here and Peace Bridge is unsafe!! Poor bylaw enforcement and aggressive joggers, cyclists will result in serious injury.
- Sidewalk ends on south side of 17 Ave, west of St Moritz Dr, and there is no safe crossing at intersection of Cortina Dr & 17
- No bikes allowed, this road would be ideal access for biking in springbank. Cannot safely access lower springbank from this area
- No bike or pedestrian facilities, road is very windy, narrow, unsafe, and has no street lighting. Motorists speed, no visibility
- My work. I usually access the pathways via 3 Ave SW



- I live in the NW and take Norhtmount/10 St to downtown for my commute. I access the pathways via the Memorial Ctrain pedestrian overpass
- Ride from Coventry Hills to Science Centre.
- Often turnaround point for recreational ride
- I commute to work at the university by bicycle
- The commute from hillhurst is a mix between community streets, on road bike lanes and sidewalks.
- Crossing at 42nd Ave & Stanley Dr. SW is extremely hazardous. Someone will die here and it better not be my family.
- Crossing at 42nd Ave SW and Stanley Dr. is EXTREMELY hazardous. Someone will die here and it better not be a member of my family.
- Crossing @42nd Ave SW and Stanley Dr. to access pathways is extremely hazardous. When with my kids we have to wait for a car to stop for us
- Starting point
- Ending point
- Destination
- School
- Artpoint gallery - 45 minutes great route from my house
- Reservoir - Loop ride from my house, around the reservoir and back home or south to fish creek park.
- Alternative to Metis Trail required to access the pathway network north of Stoney Trail, and Airdrie area.
- Good access to this area from Beddington
- Relative good access to this area from Beddington via pathway system
- Recreation riding. Secondary highways shoulders to Airdrie from North Calgary are inadequate in width
- Recreation riding. Secondary highway shoulders are lacking in width to allow safer separation between moving vehicles and bicycles.
- Work, light industrial zone, shared traffic with trucks - not very safe or easy access to pathway system
- Very accessible.
- Very accessible.
- Very accessible.
- Deerfoot Trail
- In general the bike trails are in good condition around the area I cycle.
- very accessible
- very accessible
- Start
- Work
- Very good for most of the route. Not great within downtown.
- Good access around the university
- griffith woods
- needs a pathway/ pedestrian bridge for when ring road construction is complete
- bike paths needed
- not safe for biking/ walking



- Cyclists are really bad about speeding through West Bowmont Park. Rude!
- Calgary Rugby Union for ultimate
- Very difficult to access from NW safely
- It would be safer if there was an extended bike lane on N.B. Macleod (not just the 1 block sidewalk between 8 and 9 ave)
- I would like to see a walkway/pathway/bike path over the new ring road, linking the springbank and discovery ridge
- My employment. Once I get to the Home Road? Should ice network it is great, but lots of on-road travel from Hawkwood.
- My Doctor. Northmount cycle track great. Dalhousie drive lots of traffic. Ranchlands has narrow roads with parking on both sides.
- Work - Great access from Silver Springs. 12 Ave cycle track ends. People ride sidewalks on 12 ave, 14 st, 10 ave. need better connections.
- Bank. Northmount cycle track, bridge over Shaganappi great. Dangerous through Northland parking lot to access bridge from east.
- very accessible
- pathways to fish creek from the north are chopped up and very inaccessible and safe
- Missing link. Cannot take strollers on north side of park to Sarcee Tr ped bridge
- Cannot bike around natural area, missing north path connection
- No designated north side path link, can't use when wet = mud. Rest of park has path
- Natural area is wheelchair accessible on west, south and east side. No north side path and cannot do full loop of park
- North side of park has no pathway. Line of sight survey for approval already completed 2016
- Pathway loop around park missing north link. Can't take stroller or wheelchair around environmental reserve
- Can't access Sarcee Tr ped bridge without taking steeper south path. Makes access to commercial area much longer. Need path on north side
- Please complete path loop around Hawkcliff Park. Community Assoc supports this missing link
- Between 50 and 150 users on north side of park each day but no path exists to complete full loop around park
- Many users each day here yet no path to complete loop around park
- Mostly on-street biking
- Use the 10th street bike lane but wish there was a 20th ave connection
- Use the 10th street bike lane but there is no easy East-West connection
- Crossing Highway 8 to Griffith Woods
- Love to use the pathway around the reservoir for recreational rides
- Not that accessible.
- Not that easy to access by bike.
- 7/10 accessibility
- north segment of path around park missing. prevents use of park for those with limited mobility incl seniors
- This is a place my family and I love to bike to and hang out,
- My son's school-we bike or walk almost every day but it is scary! - confed park is the short section we feel safe



- Though 4th beats Centre, neither street encourages cycling, especially with a full load of groceries.
- Bow View Manor-easy access via Bowmont Rd and bike path-no issues
- Eau Claire market-good access via pathway. Only problem was bike theft of a locked bike outside the coffee shop!
- MEC-good access path and 10 th. downtown bike lanes too expensive,wasted time for drivers for a few bike users.prefer regular streets.
- Pathway is somewhat accessible. 9th Ave. bikeway is accessible, but I don't use it because I don't feel safe (prefer 8th Ave. SE).
- I use 7th St. cycle track to access the pathway from here. It is great.
- Griffiths Woods - some difficulty in crossing Highway 8
- Difficult to cross 17th Ave to the train station. A long wait to get a walk symbol, with the frequent trains heading east/west
- need a ped/bike bridge over hwy 8 for safe connectivity to LRT, pathways and Westside Rec
- Safe to cross highway 8
- Please add a connector from North of Highway 8 to Discovery so that Griffith Woods can be accessed.
- We need a link from Discovery Ridge to west Glenmore/Weaselhead Park.
Hwy 8 as is a barrier for accessing schools.
- Several Friends in the neighbourhood
- Westside rec center is used often by us and cycling access is best.
- Children have several friends here and bike back and forth all the time.
- Recreational
- work - good access, almost feeling safe
- Work
- Very steep hill to get in & out of downtown. Shared rivr pathway has too many pedestrians for easy biking. 8 Av shrd portion crowded in pm
- Dangergerous connections between pathways & roads. Cars speed on roads & parkng lots. Paths crossng N-bound Sarcee headng East are steep
- Right in a cycle track - great! Poor access south of beltline though, as the tracks end and leave people stranded and riding in traffic.
- Both 10th St and 20 Ave would benefit from protected cycle tracks. They are both dangerous (or scary) to ride on
- UofC is not connected to any pathway and requires riding along 24th or 32nd. 32nd, in particular, is a deathtrap for cyclists.
- University of Calgary
- Downtown entertainment / restaurant district
- It is fairly accessible. I usually use the pathway towards Edworthy, Cougar Ridge to OBCR. Then Pathway from Tuscany back to Downtown.
- Use pathways from Downtown, towards Beddington, across Nose Hill, Down Edgemont, to Bowness, to DT.
- Use the pathway system from Downtown to Chestermere.
- Very bad, patchy and disconnected "network" to get to the edge of the City. Can piece together decent routes, bt not mch help frm "network".



- Getting to Nose Creek is hampered by poor, non-existent or completely missing infrastructure; not continuous.
- Getting to Calgary Rugby Union is very hard and has been made WAY worse with new construction that lacks any bike amenities. NE terrible.
- Good access via southside river path from SW but the southside river path has iceflow.
- sf
- 8th Ave is main route across Drft: traffic moves too fast and need protected bikelanes; Barlow Stn access is poor going anywhere but south
- Crossing Memorial is poor and indirect. Getting from Bow River thru Brgland to Renfrew is difficult with no dedicated bikelane
- Cycle track ending before 14th St is horrible. Needs a safe connection to 17th Ave and West Calgary.
- 8Ave portion is a bit scary because of car traffic & the gravel access on St George's is rough on the bike. Otherwise, I like biking here.
- I would do more shopping here by bike if there were bike racks.
- Getting to SAIT is fine, but North Hill Mall is almost impossible by bike. I end up shopping in Kensington because it's easier to get to.
- Have to cross 22 lanes of traffic to get from Haysboro to Glenmore Res Pathway. includes 2 dangerous slip lanes
- no accessible pathway from 87th Ave to 89th Ave other than elbow dr or cracked sidewalk along 14th St. Need connection from 11th to 12th St.
- sidewalk along 14th St used as bike path to access library. elbow drive is intimidating and has frequent accordion buses in right lane.
- Must travel 7 blocks to reach a painted bike lane on streets without any infrastructure for bikes
- No infrastructure is present to reach this location by bike despite being directly beside a train station
- No east west infrastructure exists on the north hill one must ride along 20th or 16th neither of which are good for bikes
- Daycare. While it is quite close to the pathways, the last few hundred meters are on busy streets with tricky turns.
- This is work. It is quite accessible from home except for a few big hills.
- This bikeway is too steep to tow a child trailer so I use the crowded Centre St sidewalk instead.
- Crossing Hwy 8 to reach New Discovery is unsafe.

Online mapping tool number two – Barriers and Challenges:

If you experience a difficulty or barrier when using the pathway and/or bikeway network, please pin the location and tell us what the difficulty or barrier is:

- It's very challenging to access the airport by bike. Especially across Deerfoot. Sidewalk is narrow and road is very busy. help!
- So many schools along Northmount Drive, pls add bike lanes. Also intersection at Northland & Northmount could be protected.
- Pathway connection between Kensington and Lions park would be nice.



- Part of Edm Trail has bike lanes, but up here it is unsafe and makes getting downtown difficult
- The speed is too low for a double pathway during commuting hours
- Very rough and worn asphalt. Hard on the knees when rollerblading. Also, a bit of a blind corner under 14st.
- Please consider rollerbladers when planning. steeper slopes and rough surfaces are more problematic for us - citywide, not specifically here
- stretch to crowchild has been pushed up by roots and is super bumpy, uncomfortable for hardtail riders and dangerous for roller bladers.
- A connection between Kensington and Lion's Park needed here
- Connection between Kensington and Lion's Park
- Bike lanes on 19th
- Love to walk from here to crowchild with my dog on the path. It is nice, clean, and well maintained, so that I feel very safe year round.
- Access to Stampede and Saddledome is difficult and feels unsafe when coming from the south.
- not bike friendly, no bike lane, one way vehicle traffic on 19 St SW makes going north on bike not easy.
- this is the most direct path going north-south crossing the bridge on Bow Trail, but this is a gravel backlane. not safe for bikes.
- for bikes going N along west side of crowchild, a better N-S connection pass 17 Av. It's hard to merge onto 24 St from S of 19 Av
- there's a missing N-S pedestrian/bike connection west of crowchild
- there's no curb ramp at the end of this laneway for bikes. see google streetview <https://goo.gl/maps/Lf2RBK9uk5z>
- there's no curb ramp for bikes at the end of this laneway. see google streetview <https://goo.gl/maps/WJa7q9SjpCG2>
- it's not easy nor safe to cross this intersection
- the separated pathway gets disconnected here westward. there should be separated bike path connecting to the 20 St bike path.
- the underpass beneath the rail is quite steep and narrow.
- it would make the commute shorter if there's a easy and safe E-W bike path bypassing the bend at repsol sport centre
- can this sharp 90 degrees turn right after a steep downhill be made safer?
- need a safer crossing for students biking to school
- The lights at this intersection are extremely long. If entering on the East side of downtown need better access.
- A bike lane on Morley Trail would be great
- Path for bikes and pedestrians on bridge to skinny. Not enough room for two bikes to pass each other going opposite directions.
- Path here is seriously deformed and sloping down the hill
- Missing link between new McKnight pathway and Nose Creek pathway. No crossing for kilometres N or S, making this an unviable E-W connection.
- Too many cyclists mixed with cars on 32nd. Add bike lanes to accommodate students and improve traffic flow. Students often lack helmets.
- So dangerous right here, cars continually pulling out blocking the path.....why is this path not on the south side of this road!



- This underpass has been severely damaged and closed since the flood....fix it please.
- This entire road is a disaster....there is a path, but even the connecting portion is a mess, giant potholes....not safe riding conditions
- An important crossing from Bankview towards the Bow River. A traffic light is needed.
- There should be an access point into Tuscany here (a switch back is in order).....going around and up Tuscany hill is a 3+KM detour
- Super important yet awkward intersection. Bikes need to become pedestrians to be safe since infrastructure is lacking.
- Navigating from Sunalta to Kensington on 14th is much scarier than it should be. This is a major barrier.
- 5th St between 17th Ave and Elbow River is precarious to ride, especially during winter. A separated lane would connect the Bow and Elbow.
- Dangerous intersection when riding south during PM rush hour, many drivers turning east onto 10th Ave don't see bikes when turning.
- Crossing Glenmore while riding along the canal is dangerous, paths are disjointed and pavement is a mess.
- pathway to and throughout the northeast are disconnected, and generally lacking.
- Pathway closed... Why can't you open a route through here during rehabilitation? Gravel is fine
- No bike trail from Coventry Hills to downtown.
- No bike path exists exiting New Brighton Gate to get to path on McKenzie Towne Blvd. Must use sidewalk to avoid heavy traffic on Blvd.
- Limited bike paths to access shops of 130th. Must use sidewalk to avoid heavy traffic.
- Agree with user Alex. Novice users should disembark to navigate up and down hill to avoid falling.
- Pathway construction has been going on 9 months but there never seems to be anyone working there. Why close the pathway then?
- Pathway closed for months due to safety concerns. Alternate route is a nuisance and discourages exploration north of Quarry Park
- non-dedicated bicycle lane mixing pedestrians and cyclists.
- Too many people here during lunch. They block the path and move slowly. [Redacted due to inappropriate content]
- pathway closed
- Mike is right. There's often a lot of gravel here too. Very poor design.
- Cycle Network ends and I have to bike on 42nd Ave to get where I'm going.
- There needs to be a better way to integrate the elbow pathway to the bike lanes on 5th street.
- Potholes and poor protection from vehicle traffic
- awkward transition from bike path to road way back to cycle track
- Getting from Lower Mt. Royal to Marda Loop. East-West lanes are lacking. 34 Ave could use a separated lane.
- Extending 12th Ave cycle track west to Sunalta would help connect that area to the Beltline
- Lacking E-W connector along 17th. Pedestrian bridges are too far North/South
- No E-W connector from Stanley Park to 11th St/Ogden Road
- Missing link Spruce Driver to Bow Trail. No safe way for bikes travelling south on Spruce then east on Bow Trail.
- No safe connection for bikes from the pathways along the Bow River to Kensington Rd / 14 St.



- 42nd Ave is the worst part of my commute. It is a busy road and drivers sometimes don't give you very much room when they pass.
- Pedestrian/Bike Overpass here would be great.
- Extremely dangerous intersection heading WB on Northmount Dr as a lot of traffic is trying to get to the right lane to take 14th NB
- Middle lane heading WB Northmount Dr NW very dangerous - if a bike doesn't take the entire middle lane they're taking a huge risk.
- Northmount Dr is an ideal street for a bike lane - so many schools. Make it safe & encourage kids to bike to school.
- Cars often 'temporarily' park in the bike lane here.
- 42 Ave does not have any separated bike lanes and there are a lot of angry drivers rushing to get past
- Narrow two-lane road with no bike accommodation. This is part of my daily commute.
- This section of path is like the forgotten stepchild. Could use some TLC
- Pave this section of road please. It's a highly travelled part of the path network
- Really hard to access North Hill Mall from anywhere really, which is hard when trying to do my food shopping, banking, etc
- Track crossing uneven, very bumpy on bikes. Cars often do not yield to bikes already in the circle.
- Need safer route from 10th St lanes to Northland (and vice versa).
- Bike lane needed on Ogden Road.
- Sidewalk in front of warehouse is not maintained in winter. Could be converted to an MUP for bikes and peds, extended E-W to paths
- No curb cut for cyclists. Lots of people use 7th street.
- Poor connection from this overpass to community to the south. Sidewalk is not great for cycling.
- Pathway along 32nd feels incredibly indirect and cumbersome to transition to/from roadways. Never use it because of that.
- Need protected cycle track south of 17th ave. Difficult to cycle on right now, particularly in winter.
- Crosswalk vs a traffic merge + turn - someone is going to get killed here. Traffic calming needed: Separated bike path since road is so wide
- Underpass closed on one side, open on the other, still not fixed after 2013. Most convenient way to go south.
- Need to extend cycletrack west here. Dead end.
- Poor bikeway connections to commute to downtown from Huntington Hills. Taking pathway is to indirect.
- Only 3 more blocks to river pathway. Why end cycletrack here? Needs to connect.
- Thanks to the mid-road meridian, cars pass bikes too closely on this route. Meridian replaced with separated bike path makes more sense.
- Concerned about crossing here as new pedestrian overpass will not accommodate bikes.
- Lack of safe/friendly NS route on E side of downtown. Unless fearless requires long detour.
- Cleared snow/slush currently collects in the bike lane, making conditions particularly dangerous
- Pedestrian gates here make it difficult to cycle through, particularly with kids or a trailer.
- it just ends. and it sucks because heading west you are on a road with oncoming traffic and have to walk across two crosswalks



- Super hostile to bikes.
- Pedestrian gates make it hard to cycle through.
- Lack of connectivity of 12th Ave to... anything else south and west of this intersection.
- Very poor connection from MUP to 37th street.
- 10th street would really benefit from a protected bike lane / cycle track to protect young / novice cyclists on this high-speed road
- Sidewalks too narrow under CPR tracks, road outright hostile. Slip lanes have poor sightlines (W side)
- Service Lane under tracks underutilized. Largely used as fake parking lot near station now.
- No sidewalk or MUP makes this a tough spot for anyone not in a car, & this is one of the few ways to get in/out of Highfield
- Lack of wayfinding/non obvious route for many unfamiliar with area.
- Geese attacked me while riding by.
- Two lane traffic-circle would benefit from bike signage/lanes because drivers seem to lose their ability to think when they see a bike here
- Lack of bicycle infrastructure in Sunalta only 15th St marked as blue route.
- Protected bike lane ends turning to nothing. Needs to be extended south to river
- This hill is steep and I am tired by the time I get to the top. Please flatten out this hill
- Asphalt improvement leading up is great. Crossing is still terrible.
- More direct access Foothills / HSC from the east, north of 16th. Currently no direct route to allow many employees to commute by bike
- There is no safe way to bike from the Elbow pathway west on 30th Ave SW. The signals at this intersection do not accomodate bikes.
- Beg buttons are on left making for awkward interactions between pedestrians and bicycles. What side to cross on? Should be right
- Trying to connect from 42 Ave SE to the Bow River pathway East, Ogden road is unavoidable and heavy with traffic. An MUP would solve problem
- Would like safe to bike option that is parallel to 17th since 17th Ave plans don't care.
- Bike box or signage to make two stage turning easier.
- People constantly park in painted bike lane. Add a barrier? Actively enforce? Something needs to be done, otherwise bike lane is useless.
- Allowing bikes to go straight north along 22 St SW would make it easier to connect to the 26 Ave bike route
- Better transition to/from pathway. Going through crosswalk is clumsy.
- No safe bike connection from Elbow pathway to Bow pathway on Ogden
- Bike lane becomes sharrows (east to 14th St). Down/up a hill when need most. Need fixing for more people to use as it is not for the timid.
- When heading east on 17th AVE SW, cyclists need to cross four lanes of two-way traffic to get to the bike path across the street.
- Connecting between Edmonton Tr cycle track & George C. King Bridge is difficult & dangerous
- The bike light is short, then pedestrians and motorists get long light. Why not bike green while pedestrians can cross? Weird configuration.
- Better wayfinding/signage for area pathways. Feel like they just dump you at locations.
- No safe bike connection from Bow pathway to Elbow pathway near 42 Ave SE
- Curb cuts / friendly way to transition from pathway to roadway to get to/from Farmers Market



- Connecting between George C King Bridge and Bridgeland is laborious, slow, difficult, & often dangerous
- Lack of safe EW connector to industrial area.
- Heading North and turning left (West) is confusing because you are going the opposite on a one-way.
- There is only a painted bike lane eastbound (nothing westbound) & the lane is usually full of rocks, glass, & broken pieces of car bumpers
- This road is treacherous in winter.
- Heading North and turning left (West) can be difficult.
- Difficult to merge into traffic off the overpass - a curb extension at the ramp to move cars away from curb is necessary!
- There should be a lane where you can slowly ride your bike (along the east wall) through the station under memorial
- Difficult to make left turn onto overpass, a left turn bike box would be appreciated
- We just need a little ramp to get our bikes from the path to the road so we can carry on our way
- There needs to be a separate crossing over Sarcee for pedestrians and cyclists. Too many near misses with vehicles turning at high speed.
- Confusion as to who has right of way here. Sometimes East/West traffic will yield to cyclists riding South across the Ped crossing.
- This area of road connecting to the paths is treacherous in the winter
- Sidewalk with yellow line? This is too narrow to be a good MUP
- It sucks to bike in the NE as it is. Considering how wide 27th is, it'd be perfect for a separated bike lane to connect areas
- 14-Macleod Heritage MUP - has too many road crossings, making SNIC difficult and winter riding hard.
- Riding on 14th is dangerous. I usually just (illegally) use the sidewalk. Maybe designate one sidewalk as a multi-use pathway?
- This fast right turn lane encourages cars to NOT stop for pedestrians and increases the speed in a potential collision.
- Better snow removal, most times snow is pushed onto the bike lane and become useless.
- 42nd needs to have separated bicycle lanes. It's awkward to get to the area b/c of rail yards and a lot of truck traffic
- Open up all crossing directions for bikes/pedestrians
- Waiting for the crosswalk here is not safe with young kids, no protection from the fast moving cars.
- Bikes get, like, a 4-second green light here. The light changes before I can get my cargo bike through the intersection. Yeah, I'm slow :-)
- This overpass is hard to navigate with a bike trailer/double stroller/ cargo bike etc.
- This overpass is too narrow, and feels unsafe, cannot be navigated with a trailer.
- Highfield and Ogden Rd both need separated bike lanes. Truck traffic, wide roads and limited ways to go between Inglewood and 42nd Ave area
- BAM cycletrack over with no connectivity. If you're heading W you're now going the wrong way down a 1-way for forced to bike on the sidewalk
- Better bike connection here across Macleod through Haysboro/Acadia is a desire line.
- Better bike connection from Train ped. overpass across Macleod here is a desire line.



- Just connect this southbound bike pathway to Elbow and end this confusing dead-end
- The sharrows in the door zone on 26th are deadly (esp. uphill). Bike infrastructure at it's worst!
- WID Area. Poorly maintained pathway
- need more path connections
- Better signage, share the road signs and better on street markings. The parked cars and narrow roadways can make this an issue.
- Dangerous intersection for cyclists as there is only 1 straight through lane and 2 turning lanes (R and L).
- This road is a shambles - needs paved or put in a bike lane
- Sketchy on a bike - too narrow. Improve it.
- The missing link between the Elbow pathway and 5th is significant, particularly at the bends in the road where it is narrow.
- Congestion, drivers merging and turning makes this dangerous.
- bike path starts at the bottom of the hill. Need a way to get up and down the hill
- Better signage or perhaps some separation between cyclists and pedestrians is needed. Even better paint on the path.
- Dangerous section; the bike lane ends uphill onto a busy intersection. Even taking the lane for safety I've had a near miss with a driver.
- Terrible signals for path users. No transition to road from path.
- Accessibility issue to get here from 30 Av SW. It's behind a concrete barrier. Have to use sidewalk to access.
- Bike lanes needed on 20th. Unsafe with careless drivers and gravel has not been removed, reducing the clean area where you can ride
- No safe alternative when this underpass is closed.
- Add bike lanes to 25 Av because Elbow pathway closed for high rivers.
- Lots of people salmon to this intersection, don't know to get to the path without using the crosswalk.
- Why doesn't the advanced turn just turn into a red like the other turns on 12th? Lots of close calls here.
- Video of near miss: https://youtu.be/w_0VJ58tbVM?t=101
- Close call here. Drivers sometimes don't look the opposite way on a one way.
- I have to ride on the sidewalk because 14th has no safe room for bikes in the am
- This hills sucks in the winter. It's dark and the city depts can't agree who's supposed to clear it.
- Crossing or biking along 20th ave is not that safe.
- Crossing 16 Ave is not that safe.
- Dead end. Getting to Sunalta is awkward.
- The walkway on the bridge is too narrow during high pedestrian traffic.
- Extend protected bikeway to elbow MUP, if there isn't space on 5th then use 2nd. Important for all ages/winter use.
- Also agree that there needs to be a connection across Mcknight over Deerfoot.
- The light is too short here. When I dismount to use the walk signal, it really confuses the drivers.
- Prime location for a bridge over the Bow. Would connect Nose, North Bow, & South Bow pathways.
- Need bike infrastructure along Ogden Road in Bonnybrook/Highfield.

- Bigger yield signage for motorists turning in to Safeway.
- Easy bike/ped connector to build. Ogden Road south of Millican Road.
- Extend the cycle track to 14 Street. Dead end.
- Everything about this is confusing. Going north? Take the side walk!? Seriously? Going east? Good luck!
- Get rid of this dedicated turn left turn on to north bound 9 Street.
- 76 Av SE is heavily used by cyclists traveling to/from Bow River and WID canal paths. No infrastructure or signage.
- Brentwood shopping area is not cyclist friendly. Lots of traffic, no pathway connections to the university/research area.
- More enforcement of cars parking / stopping with hazards on in the bike lane.
- Please build path on W side of Bow River. Major missing link. Existing path on east side of Bow is closed more than it is opened.
- No signage for people exiting the bike lanes onto normal road on 8 ave.
- Why stop the cycle track 3 blocks from the pathway?
- Better marked bike lanes with posted signage.
- Path/ped connector on Heritage Dr east of 11 St SE to Bow River. Easy and obvious connector.
- The 12 Ave. cycle track should be extended at least to 14th st. and preferably all the way to crowchild/bow trail.
- Bikelane just ends with no signage, etc. Obvious fix that City has know about for years. Please do something.
- limited access have to use the sidepaths
- Common access point, but no one knows who has right of way. The construction project doesn't help.
- The 5th St. cycle track should be extended south the Elbow River. This is a major gap in the network.
- Pedestrian and cycle access to back alley has been blocked by cable
- A protected lane along 25 ave. could bridge the gap between the Elbow River pathway here, avoiding the long meander of the river.
- Lack of bike way in the construction zone makes things more confusing for everyone.
- Laycock Park to Confluence Park. The pathway is in terrible shape with frost heaves and cracks everywhere.
- Intersection requires clarity for bikes going northbound from the SW corner path. Entering traffic legally is diff.
- Need some kind of N/S bike connector through Burnsland.
- What are you supposed to do when underpass is closed - jaywalk Macleod?
- Frost heaves/cracks all through Confluence Park. Very jarring on road bike.
- The pathway SNIC control is great - but riding through the neighbourhood connections is HARD!
- Extremely narrow in multiple places around the Stampede grounds; blind corners, etc.
- Median forces motorists closer to curb. Too many close calls with cyclists. Please remove or narrow.
- Need a connector through Richmond Green into Currie Barracks.
- Confusing where to go from here. Is there a safe way to get to 27th Ave?



- The very wide pathway here could be separated into pedestrian and cyclist lanes. This would improve the experience for all users.
- Pathway (east side of Elbow) disconnected at 9 Ave. Opportunity for mid-block crossing/underpass with new bridge.
- Bike box should be added on northbound 5 Street SW for cyclists going north from pathway to bikeway.
- Add curb cuts to provide more direct connection to pathway.
- The 12th Ave. cycle track should connect to the Elbow River.
- The pedestrian crossing triggers at the same time as the signal for bicycles.
- The markers that indicate the transition from the road to the sidewalk have worn away.
- The timing of the lights slows traffic down. It makes sense for heavy game-day traffic, but any other time it's absurdly long.
- Confusing.
- The road is extremely uneven here. I've had bike baskets rocked off my rack as I rode over.
- Super rough pathway just needs a re-pave
- Add bike sensor for east bound traffic. On occasion I have waited 3 light cycles to get across 14th.
- Pathway here is broken up by tree roots. Just needs a quick grinding/shave
- The adjacent construction has torn up the road near this location. This part of the track isn't well maintained.
- The cyclist light is comically short. Dismounting and crossing as a pedestrian is the best option at the moment.
- Continued pathway closure since 2013. Detour requires passing through busy intersection with significant heavy truck traffic.
- Nowhere to cross Deerfoot safely
- Violent Coyote attacks
- Pavement in very poor repair along on-road bike lane along 9th Ave SE from Elbow River to Blackfoot Trail
- Need a cycle track on 1 St SE or Macleod Trail...major barrier
- 12 Street NE bike lanes to connect from the Fox Hollow pathway up to the new pathway east of 12th street at McKnight.
- turn bike lanes into cycle tracks, do not feel safe right now all the way into Inglewood
- These criss-cross paths connecting to the north Bow paths are steep and not intuitive.
- 2nd/9th Avenue too wide. Add cycle tracks for connectivity to 10th street and points east of Sunnyside.
- I feel unsafe crossing Bow and Sarcee. I have had several near misses.
- Is it possible to get a bike connection from the road to the pathway? The gravel road is rough and there are several potholes.
- Cycle track (and the road in general) is in very poor shape along 12th Ave between 8th St and 9th St. Very bumpy and uneven surface.
- Please consider improving crosswalk / intersection
- Motorists pulling out of the Safeway parking lot to turn left onto 12th Ave frequently block the cycle track.
- No connection to West or South to Bike Path. Bike Lane ends and cyclists are forced into dangerous situations daily.



- Pathway needlessly hilly and longer because it avoids the golf-course (should keep following creek).
- Should be a connection across the golf-course for peds, bikes here instead of awkward detour to bad sidewalk on 14th :(
- No Viable or Safe East-West Connector to 11th street bike lane
- 19th street has been a "bike way" for 30+ years and is still COMICALLY bad. NO infrastructure. Take out boulevards, put in cycletracks
- Still no cycletracks on Northmount :(after decades of heavy cyclist use
- New median and "door zone" paint-only lane is terrible. Should have made protected cycletracks with the space (not median).
- 26Ave cycle lane needs to be extended at least to 20St. It ends at the worst possible time, heading uphill coming out of a playground zone.
- No pathway across Deerfoot. There are very good pathways on either side but no connection.
- A sidewalk re-purposed into MUP is terrible bike infra. Crosses more than a dozen roads/driveways :(
- 40th ave bike-lanes under Crowchild are very bad: huge drains/bumps right in lane and usually crammed w/ gravel/debris
- Connection to the S end of Northland Dr cycletracks is NEVER plowed in winter. Usually terrible, ice conditions. Unusable then.
- Northland Dr cycletracks should continue W on Dalhousie Dr. Plenty of room for proper separated cycletracks. No door-zone lane plz.
- 19Ave is a "cycle friendly road" but has stop signs every block and goes through a park. 21Ave has almost no stop signs, is wider, and safer
- Despite removal of one bollard, this is still a very bad underpass sidewalk and is very often completely covered in ice or gravel.
- How are you "supposed" to get anywhere from here? Bad connections to shopping center, or east or north.
- Pretending the sidewalk is a multi-use pathway here is a complete joke. Cyclists go 50+km/h down this hill; unusable.
- Dedicated Bike Lane ends with nowhere safe to go.
- Nice brand new overpass has no way to access it at all from the North. Have to drop tons of elevation into Arbour lake, immediately re-climb
- No cycling or walking connection; giant desire-line dirt-path.
- Calgary's shortest bike-lane? Why don't these continue N of Rocky Ridge?
- Beaver Flats pathway closed for YEARS!
- No way to access this overpass from the north w/o dropping tons of elevation, immediately re-climbing
- Crappy un-cleared back roads, alleys and sidewalks are *NOT* a high-quality connection to the only Sarcee ped overpass :(
- Add sign to prioritize and increase safety for bike & foot traffic leaving the river pathway system to connect with other bike paths
- Cycletrack awkward and unsafe to get into when heading southbound. Should probably be extended those last 2 blocks to the river pathway
- No proper connection from 53rd northbound to this supposed access to ped overpass. No signs either.



- Bike Path Ends. Should have connector to west side of Macleod and Bike Path there.
- Room on the bridge for bike-lane. 53rd street lanes just vanish here - should continue N
- Need better snow removal in winter. Specifically overpass is rarely cleared but the pathway leading to it is.
- Take out 3+ meter wide median, make proper buffered cycle-tracks north and south bound on 53rd.
- Add a light for night travel.
Could increase snow/ice removal in winter but not a primary pathway.
- Lane extremely narrow over bridge. Unsafe to pass pedestrians or oncoming cyclists/pedestrians.
- Vehicles constantly parking in bike lane both northbound and southbound between 32Ave and 35Ave. Seems to go unenforced.
- Add bike racks at Saddledome, that are not hidden and out of sight (easy target for bike thieves).
- Bike thieves love Steven Ave. Make sure you have a good lock
- Separated Bike Lane Needed On Ogden Road with Connector to 11th Street Bike Lane.
- The side street heading northbound around this area is very bumpy. Usually I need to take the lane in order to bypass this.
- This area needs improvement as it is just a painted line on a narrow sidewalk
- Bike infrastructure (i.e., a thin track on the stairs) on the stairs for those who want walk up Bridgeland hill (off the street).
- Snow removal needs to be priority
- South Crosswalk is closed, Yet Bike path is on the south side of Heritage. Increasing # of traffic crossings Req.
- A road-bike friendly connector between 1 Ave NE and the top of Meredith Rd ... somehow.
- A connection to/from the cycle track is needed. I often connect to/from Scarborough and have a hard time getting to/from here.
- MUP parallel from Canyon Meadows to 39th Ave Station. No safe alternatives N-S from the SE specially in winter
- A bike commuter sensor for the traffic light would be nice.
- Multiple road crossings that need signage and bike lane paint to make drivers more aware.
- Multi-use pathway just ends and turns into sidewalk. Connection further north to / from pathways along 14St made difficult.
- The pathway up to Foothills is great but crossing Hospital Dr NW is very awkward and can be dangerous for cyclists.
- Lengthy delays some times
- very poor ground at the island, hard to ride over. needs to be completely repaved
- not enough space to ride on the road here with cars. too difficult to ride with kids
- Southland Dr needs a E-W pathway to safely connect residents to bow river pathway
- no good way to cross crow child here or anywhere near to here. this bridge only has stairs
- Bike lane on 20th would help greatly. 20th is the most stressful part of my commute DT due to car traffic, esp. in winter
- Pathway could be built along the train tracks. Big shortcut to DT from the SE
- No bike lane, no safe crossing to continue down 12Ave. Cyclist waits for light to turn twice to avoid crossing live traffic.



- Very narrow and unsafe coming from the cycletrack.
- some bike locks here would be nice. will allow the users to lock their bike and walk down to the mall.
- Stairs with a piece of metal you're supposed to push your bike up. Kind of comical. Hopefully this gets fixed in the Crowchild redesign
- Snow greatly reduces the bike lane in winter. Can feel dangerous when going downhill.
- 58 Ave and 5th St, I'm always unsure how to navigate here from South to North. Needs improvement.
- need a curb ramp here for the entrance to the lane. google streetview <https://goo.gl/maps/4uUzU5Ctz3t>
- Lack of access across Memorial from Bridgeland. Need another bridge please!
- Lots of room between the road and the train tracks for a safe pathway
- Hard to get E/W through SAIT/ACAD area connecting to 10th street bike lane to 19th
- Add dedicated bike lane please. Would make it safer for families travelling to St Patricks and EV.
- need a curb ramp here for the entrance to the lane. google streetview <https://goo.gl/maps/TeXs3gNpi4s>
- Shoulder is often quite potholed. Bike lane would be very welcome
- Missing link on Elbow pathway system. Going around Stanley Park is not a real alternative.
- No bike lane on 20th Ave makes it unsafe. High density area close to schools but there is no East-West bike lane.
- Nice roads, but not enough bike lanes in this community. We need more.
- Intersection needs improvement, better eastbound crossing.
- there needs to be a bike connection b/w 15 St bikeway and sifton blvd regional pathway.
- Extend pathway west along Southland, many people have to ride on sidewalks
- an official regional pathway between 42 ave and crestview rd would allow mount royal u students to bike from school to the river directly.
- expand this entrance to the park on the city land to accommodate bikes and connect it to the 42 ave bikeway.
- Nose Creek pathway in dire need of patching/repaving. Extremely rough on road bike wheels.
- 96 ave/Nose hill connector needs to be plowed in winter. Lots of cyclists go year round. The dog walkers would appreciate it as well.
- Please extend bike path along Southland. Riding on the road is too dangerous here.
- No cycle track in east end of downtown going north south. To much car bicycle interaction to safely commute
- Pathway connected by narrow sidewalk on bridge
- This end to the pathway is confusing, and the width of 5th St from 17th to Elbow makes it to narrow and hostile for bikes.
- better connection between the 39 Ave C-Train station and the pathway at Stanley Park
- Dangerous intersection for cyclists.
- Snowplows push snow up against the curb, blocking the ramp to the bike lane, trapping northbound cyclists on the shared sidewalk
- There should be a pathway / walkway on the south side of 38th Ave on the northern boundary of the park.
- Pathway ends with no connection to other pathway ??



- Very poorly maintained in the winter months for bikes.
- Very poorly maintained in winter. Very steep and can be hazardous in winter. Needs better lighting and better snow maintenance.
- Poorly maintained in the winter for a bike route.
- Lack of westbound connectivity redirects people north or south. Connectivity all the way to Crowchild/Bow River Pathway would be ideal here.
- Construction hoarding hides cyclist visibility, resulting in many near misses to crashes.
- Would prefer more lighting and a bigger presence on this side of the river. Can get a bit too seedy here to take the kids.
- Drivers turning left cut off cyclists, causing accidents. Better visibility for cyclists & the track is necessary
- Drivers don't understand this signage. They don't turn right on red, yet turn right on cyclist right of way (red arrow, green bike light)
- leave pathway on north side of river at 14th Street to go to bike lane on 12th Ave. Would be nice to have a pathway beside 14th Street.
- Very confusing and inefficient. I don't understand why cyclists aren't cycling on the right of the street, allowing this to continue south
- Missing connection between 17th Ave SW and Elbow river. Single lane traffic makes biking risky here.
- Have to ascend steep icy hill when returning from downtown, often after midnight. Very sketchy in winter especially!
- Seems like there is often construction interfering with the cycle track around this location. Sometimes blocked completely.
- Why are the traffic signals inconsistent on the cycle track? Sometimes cyclist signals, sometimes pedestrian signals-why?
- Relatively high speed intersection (bikes and runners), high traffic area. Would be good to reroute commuting bikes out of this area.
- It would be nice to have snow removed from the path in the winter.
- No bike infrastructure connecting any of these areas in the NE, very difficult to get around with large roadways and fast moving traffic.
- A separate path for bikes would be nice
- More direct option for west - east travel, south of Glenmore Trail
- Should have regional pathway on both sides of 52 St, currently requires switching back and forth
- A separate path for bikes.
- Unsafe to have persons waiting for transit on regional pathway (often have headphones on and aren't paying attention to bells)
- Transit passengers often wait for bus on regional pathway due to lay by
- Pave the service road like planned already!
- More beg buttons like at this intersection to change lights to make crossing safe elsewhere in the city as well!
- This road is very Dangerous and should be plowed clean in the winter, also the gravel makes it more dangerous in the spring.
- Crosswalk should be bicycle friendly. Cars rarely look for ped/bike as crosswalk distance is long and pathway system requires crossing here



- Stop walking back from promises for complete streets; from cycle track, to raised lane, to building nothing at all.
- Bike lane routinely covered in gravel, vehicles are too close for comfort.
- North and south bound shoulders very uneven forcing cyclists further into traffic.
- Cannot get from elbow River pathway east toward Ogden / quarry park safely
- Too narrow for reasonable use with two way traffic.
- Winsport is supposed to be a training ground for Canada's best athletes, yet they can't even get there safely by bike.
- No safe connection between Elbow River and Bow river pathways. 42 ave/Highfield/Ogden is a good candidate for a separated bike path.
- Unfinished pathway section.
- Unofficial transition from canal path to 61 ave is frequently used (see Strava heatmap). Would be good to make official.
- have to go to 64th or fox hollow to cross deerfoot. not efficient and blocks cyclists/pedestrians
- Difficult to get from MUP S of Northmount to cycle lanes N of Northmount on Charleswood Drive.
- This part of the MUP needs a curb cut.
- Lack of Cycletracks on Northmount makes east/west travelling difficult & dangerous. Could do many more bike errands if it was safe.
- This short section of path sucks. Could anything be done to make it wider to connect w. rest of 14th street path?
- In the Fall there are often cross country meets on my commute home. Organizers don't seem to take cycling into account.
- What happened to the proposed cycletracks? We start with awesome complete streets... but always build something subpar.
- Fox Hollow hill pathway needs a repave, lots of seams and uneven sections.
- Pavement ripped up by construction.
- 26th ave could use a bike button like 5st & 50ave sw - for safer crossings.
- Shouldn't need dual suspension for a commute...re-surfacing required.
- Bike lane ends abruptly just as all. Ads are turning right. Really scary intersection. I always go on the sidewalk
- Please consider adding a pathway from 85th to 69th to connect to the rest of the pathway system and LRT station.
- incredibly difficult to turn left onto 8th ave when travelling north on 5th st.
- agree with everyone else. lane is pretty narrow and cars fly down here.
- There is no shoulder here, this needs to be fixed, please add an MUP here
- This place is dangerous, 42nd ave needs an MUP
- If you can't make this light, you can just dismount and walk across. Why not just make it same as pedestrian light?
- No connection here to the 11th ave painted lanes, please paint lanes or add an MUP to the sidewalk
- Painted bike lane ends here for no reason, should continue under the bridge.
- There is no pavement here even though many people use this route, this needs to be paved and connected to the pathway network.
- These guys never shovel their sidewalks or sweep gravel from it



- This school zone has many cars that speed around bikes in it. There should be a 2 way cycle track on the east side of this street
- Turning left here to get onto 5th street is very scary, most bikes take 2nd street north
- Blind corners under bridges, would be nice to have a convex mirror to see around corner
- Missing network from Weaselhead to Discovery Ridge: Calgary needs to talk w/ Tsuut'ina: see if link can be made through new developments
- Poor transition between roads and pathway through parking lot. Intersection needs better cycle and pedestrian crossings
- MUP just stops here. This area gets very muddy and is not passable.
- from just south of Northmount drive to north of the winter club on 14th street the path is very unclear
- No connector from Heritage Meadows Way SE path to bike lane on 11th St north of Heritage.
- Trail effectively ends here. No reason this can't continue west a little then up 32nd street behind Sunridge mall.
- 60 Km/h limit with many vehicles doing multiple lane changes to turn left onto 9 St NE. Most cyclists take the sidewalk
- Turns south then ends a little ways down. No reason a trail going north on Barlow towards McKnight can't be implemented
- Bike lane to pathway connection is blocked in the winter by pile up from on-street snow clearing.
- Poor sight lines. Dangerous intersection to cross on bike.
- Bike lane is used as a convenient parking spot by city workers.
- too dark at night to ride under the bridge
- <COMMENT REDACTED DUE TO PERSONALLY IDENTIFYING INFORMATION>
- Unprotected bike lane in the car-door zone. Cars should be parked between traffic and bikers.
- Not always clear who has right of way between cars and cyclists coming off the path.
- Home Rd is a heavily used commuter route for cyclists yet there is no safe way to make a left turn onto 52nd St when heading N on Home Rd.
- Particularly Southbound, where the track abruptly ends in uneven grass, crossing Parkdale Blvd is poorly done.
- Could use a westward connection to 8th street sw (would allow bicyclists to avoid pedestrians traffic at the peace bridge / eau claire).
- Light timing seems awkward for bikes. Get stopped at nearly every light.
- Southbound is dangerous "cycletrack" that spits you out into (agressive and unpredictable) traffic
- cycle track disappears here. Should be able to cross the transcanada safely without dismounting as a pedestrian
- Very busy road with continous pedestrian/cyclists crossings and cars not stopping. Overpass needed.
- Volume of traffic makes it hard to turn onto 10th from the cycle track.
- cyclist education needs to improve here... people don't yield coming off the bridge onto the pathways. Better signage?
- An 8 Street connection to the river pathway would make travelling by bike on the western end of downtown easier and safer.
- suggest reversing stop sign directions here so less-used East/West streets are stopping and North/South has ROW



- bike-sensing cameras do not seem to function well at night, I get stuck here in the dark if i try to cross north/south
- Rough asphalt, in need of resurfacing
- Cyclists ride on the sidewalk from 14th to 10th, and then turn east on 10th without stopping, from the sidewalk. Not safe.
- Biking to and from hockey games requires weaving through heavy traffic. Connectivity to 12th ave and the underpass would make this safer.
- awkward to transition south to 5 street as you need to switch sides of street.
- Missing connection south of 17th ave to Elbow River Pathway system.
- Travelling south over the bridge takes you from a pathway, to the road, back to a pathway. Unpredictable for motorists.
- Traffic coming from bridge and both east/west directions merge in narrow unmarked area shared with pedestrians. Many close calls
- I spend a lot of time waiting for the cycle light when there are few, if any, vehicles turning north. I usually end up running the red.
- It's insane that there is no plan to build a MUP as part of ringroad construction to connection Weaslehead and Westhills. .
- uneven and broken pavement surface on path beside street
- Upgrade 9 Av SE to full cycle tracks.
- Need a proper cycle track here. The shoulder feels dangerous and the #1 bus will stop in the bike lane.
- One block to library, but it requires sidewalk riding.
- Good area to add bike lanes or MUP
- Crossing 42nd ave is dangerous even though this is a marked crosswalk. Many cars do not yield to pedestrians and/or cyclist walking across.
- Library / City Hall to river pathway involves a sketchy ride up Macleod.
- Need a cycle track on 1 St SE for N-S connection on east side of Downtown. Would help connect to employment and to business in Chinatown.
- Intersection lights are extremely unfriendly to pedestrian and cyclists. 311 requests have resolved nothing.
- Install bike lockers to deter thieves.
- Long stretch between 1 St SW and 1 St SE with no pedestrian crossing.
- North side of the road involves sidewalk riding due to gaps in bike infrastructure.
- City clears the entire road in the winter, then transit comes by later and pushes their snow off the platform and into the bike lane. -_-
- Human pylons standing in the middle of the bike lane on the Peace Bridge taking photos. Please clearly mark the centre lane as bikes only.
- Lack of cycling infrastructure for cyclists travelling south from the university (to Kensington / river pathway)
- Bicycle route is in desperate need of a resurfacing.
- Totally agree with[Redacted due to personally identifying comment] that it's a mess under here. I've reported the bumps/dips via 311, but months later they're still there.
- Cars turning left to access Crowchild don't seem to see bikes coming down Brisbois.
- Bike lane was filled with gravel until very late in the spring. Shouldn't roads w/bike lanes be cleared of gravel sooner?



- A wide shoulder here would be nice - see the other side of the hill for a great example!
- Merge+crosswalk+disappearing median+T-intersection make this intersection incredibly dangerous for bikes, pedestrians, and drivers
- No pedestrian/cycle crossing lights. dangerous. cars have poor visibility of crosswalk due to the shape of the hill and curve of the road
- new off-leash fenced area. yay! no cycling access through spring-loaded heavy gates. doh!
- Cars coming out of the alleys frequently almost hit cyclists and pedestrians. Some signage reminding them to look would be good.
- Repave this please and keep it clear of gravel, it's steep!
- A narrow section around a corner, gravelly and vehicles attempt to pass a bike going around the obstacle
- bike lane ends. must continue on northmount :(
- Highfield is best alternative to 42nd Ave to access river path system. Tight lanes, lots of fast traffic make it dangerous
- Cars often struggle with traffic circles. Throw a bike in there and it all becomes too much for some drivers to process.
- bike path ends. must continue on 14th to get to Cambrian bike way
- Lighting between Bow river Pathway and Bow Trail is lacking. Often feels unsafe to cycle here after dark
- Lighting through Shaganappi Park is severely lacking.
- This hill is too steep, especially in Winter, please flatten.
- No transition from Millican Road 'path' to southbound 19 Street. Very dangerous intersection for cyclists. Only worse when LRT comes.
- Consider having Lynnview Rd SE as a bikeway alternative to Millican Road. Longer but less steep. No traffic.
- Attacked by cyclist while crossing Peace Bridge.
- Path or Bikeway along 50 Av SE is an easy obvious fix. From WID Canal to 52 St SE.
- Need a signalized bike/ped crossing at 8 Av and 11 St SE. Similar to 50 Av SW, west of Macleod Tr.
- Transition from 8 Av SE (unofficial bikeway) and Elbow River Traverse bridge needs to be dealt with. Dangerous at moment.
- Section of path is incredibly steep and dangerous. Should never have been built in first place.
- Very dangerous intersection for peds and cyclists. Particularly since this is the only north-south route with Beaverdam closed since 2013.
- Dangerous intersection, especially for cyclists heading south. Heavy traffic at high speeds.
- need to connect path from max bell to offices on other side. only a well worn single track trail
- Pathway right next to road. Vehicle traffic often in excess of 60 km/h. Dangerous. Move path away from road!
- Super tight corner with loose gravel, consider adding own pathway bridge over nose hill creek
- Lane too narrow. Needs to be widened.
- This hill is really steep, super dangerous in winter.
- Pathway closed since 2013. Not opening until June 2018 (maybe). How is this allowed?
- super tight and narrow
- needs a stop or yield sign at intersection
- Crappy connection between Ogden and Riverbend. How about a bike/ped bridge?



- Bike lane ends????????
- Pedestrian path too narrow. A separate pedestrian bridge south of Stoney would be great.
- the elbow path to the 26ave path is awkward. ends in a intersection
- People like to "hang out" under the overpass at night
- Bike lane just ends????????
- Add bridge here?
- Easy fix. Connect 11 St bikeway and Heritage Meadows Way pathway. Should of been done 5 years ago.
- Too many issues to list. Just fix it!!
- 9 Av under Blackfoot and tracks dangerous. Cyclists end up using sidewalk to avoid road.
- 8 Av SE is an unofficial bikeway (particular with other detours). Why has the City dragged its feet on this obvious route?
- There needs to be a major N-S route for cyclists east of Macleod. Tired of being ignored.
- This dirt path is heavily used
- No side walk
- Sketch at night
- Very dark path at night
- Also a poor MUP (sidewalk) to street connection considering this is a key connector for greenway.
- Needs underpass
- This area is really confusing where to ride vs walk
- very tight corners
- Cars constantly park in the middle lane of the road here and there is no way to get around them. Parking Control rarely responds.
- The cycle track needs to extend further south to where people live.
- These traffic lights have very poor pedestrian timing.
- The pathway is fine, but constant noise from Memorial can be unpleasant. Some noise barriers would be welcome.
- Track up Edmonton Tr. is good, but then just ends. Would be great to have lane continue along 1 Ave to give direct access to Bridgeland.
- 5th St sw between 17Ave and elbow is very poorly paved and marked.
- 2Nd St sw is same, from 12 Ave to elbow river
- 2Nd St from 12 Ave to elbow river, very poorly paved
- Within park paths are not safe for women travelling alone at night. Need on-street routes.
- Paths within parks/ by the river are not safe for women travelling at night. Need on-street alternatives.
- Had a few drivers almost hit me when left-turning here. Need to have better visibility for bike lane, and/or separate left turn light.
- Sidewalk is too narrow to comfortably walk a bike across, and the road has a very narrow shoulder
- Pathway ends here for no obvious reason.
- The drivers in this area do not "Share the Road" at all. It's very uncomfortable.
- Pedestrian crossing needs to be here and replace the crossing on 9th and 7th streets.
- Cab drivers outside of the Ramada enjoy taking smoke breaks on the cycle path.
- People getting off their vehicle never look for cyclists.



- Safer than riding on 17th, I was almost hit by distracted drivers and doors opening while riding on this block between 4th and 2nd
- SB lane narrows dangerously
- Crossing Symons Valley Parkway to get to the path.
- No path connection on underpass on the east side of creek.
- Danger of parked car doors opening
- Very poor transition across 17th Ave. Should continue cycle track S to Elbow Dr.
- Big network in SE communities. Big network in Quarry park. Two networks are disconnected because this tiny stretch has no paths!
- Rideau Rd is dangerous in winter. Needs to be plowed to same standard as connecting pathways.
- Riverdale Ave is dangerous in winter. Should be plowed to same standard as connecting pathways.
- Steep hill needs better snow/ice control
- Unrealistic to expect cyclists to walk across dam - get rid of signage.
- Sharp left turn at base of sloping bridge - can be dangerous in icy conditions.
- Steep narrow hill needs better snow/ice control.
- Dangerous approach to roadway - down steep hill with post in middle of path and poor visibility.
- Eagle Ridge Dr is dangerous in winter - needs to be plowed to same standard as connecting pathways.
- Need a better South bound transition here - many cyclists continue on sidewalk. Need safe and direct connection to River Dale Bridge.
- Dangerous road crossing, high volume of fast moving vehicles and cyclists.
- Blind intersection, seen 2 cyclists almost hit at this location in 5 weeks that's with the bridge closed
- On street bike route heads S along 19th but there is no connection across 90th. Signs actually direct you to turn right on 90th
- Daily white knuckle spot due to dangerous narrowing of SB lane
- Bizarre layout. Bike path spits you out onto the road facing a median, not at a spot where you can cross.
- No safe crossing from bike network near 19th St NW into Nose Hill Park.
- No safe crossing from bike network near Charleswood Drive into Nose Hill Park.
- Bike path and pedestrian stairs cross on the west side of the University LRT station, creating cyclist/pedestrian conflicts at peak hours.
- Narrow bike bridge barely accommodates two oncoming cyclists/pedestrians. Staircase down to 16 Ave a hazard for passing cyclists.
- Parked cars and sustained traffic on 19 St NW can make crossing on 12 Ave NW difficult during peak hours.
- Underpass receives considerable traffic, despite being closed since the flood. Badly needs maintenance and should be officially re-opened.
- No safe way for cyclists to cross Sarcee Trail between Bowdale and Paskapoo.
- Transition from bike path to road is horrible. Consider linking this to the 12 ave cycle track better
- Rosdo coffee
- There needs to be cycle tracks on 6 Ave between 4 street SE and 7st SW. There's room. Crossing downtown takes too long on 8 Ave.



- The 1st SE cycle track should be installed. Its a local transportation decision, not a city wide political decision.
- 4 street SE needs a cycle track connecting 12 Ave with the 6 Ave cycle track (also need), the river pathway, and Bridgeland.
- Signal timing on 3rd Ave is terrible. A low traffic street (cars) with so many bikes should have better timing for bikes.
- These lanes are so wide. Why on Earth aren't there bike Lanes here? It's the perfect location for them.
- no safe way from here to offices north of memorial and east of barlow. have to use ctrain ped crossings. barlow not acceptable to ride up.
- 26th AVE SW to 20 St. SW cycle path. Problem large hill + parked cars. Drivers are impatient and pass dangerously. Bike lane would be safer
- Lack of cycling lanes on 10th and in this area in general
- na
- A North-South route on the East side of downtown is needed.
- Add overpass for pedestrians and cyclists
- Broken link from Capitol Hill on 20 Ave nw
- the gate makes difficult to get my recumbent trike through
- No bike infrastructure on 14 th St under railroad tracks.
- the gates make it difficult to get my recumbent trike through
- the gates make it impossible to get my recumbent trike through I have to lift a 25kg bike over it.
- No connection from river pathway to Stanley park pool and into parking lot - conflict with pedestrians
- the gates make it difficult to get my recumbent trike through
- The narrowing on 3rd ave from 6th St to 8th St is very nerve racking when trying to get to the pathway.
- way more bikes cross N-S on this road. stops signs should be on E-W on this road.
- Riding south on 5 ST & need to go west on 12 Ave, it's hard to get into the turn box on 12 Ave, especially if there's other bikes behind u.
- The asphalt is super bumpy. Could it be resurfaced?
- Need better traffic calming on 26th to make this a safer route for bikes
- Need traffic calming on this street. This is an important N-S connector.
- The most dangerous intersection on 5th St cycletrack. Need to ban or control automobile left turns.
- 19th st to university doesn't have great protection from cars, especially going up hill.
- Dangerous spot for the bike lane to end, most cyclists continue down narrow winding 5th street to the Elbow pathway.
- Extend the existing 5th St bike lanes from 17th south to Elbow. Intersection at Elbow is a mess, and 5th st portion is dangerous.
- The walkway is too narrow for bikes and pedestrians.
- On road cycle track is in a terrible state of repair. Steep slope towards sidewalk, always covered in gravel/snow/ice.
- Pathway/Pedestrian connection between Baker Park and Haskayne Park as part of TransCanada Trail through Al Azhar Temple Lands status?
- this section should be cleaned regularly and always smells of gas fumes



- What genius decided to eliminate two lanes on a very popular biking route. Lets force bikes and cars to play together?
- Lane widening to accommodate a bike lane.
- 2 street NW: A could bike street but could be a great bike street!
- Novice cyclist. This intersection is not fun. The path Judy ends and there is a missing link all the way up to elbow river.
- Difficult to get from NB to the path.
- Super scary road to ride. Cycle track needs to continue to Elbow to be a viable option for me.
- Unsure how to legally get from pathway to NB 5 St SW without dismounting and using Ped crossings.
- This turn is quite awkward. There is often someone parked there
- Buses parked in front of King George frequently block the bike lane
- Between 4st SE and Inglewood - the on street bike "lane" is crazy dangerous - fast fast fast cars.
- 8th Ave SE is defacto bike route thru Inglewood. Parked cars and fast cars/shortcutters make it not safe. Need safe protected separated.
- Unsafe intersection - car and bike/ped conflict. Need to protect bike/ped users at this crossing once the new wide/straight bridge is in
- Unsafe intersection - blind corners - 8 Ave is the defacto bike route, and transition to the Traverse is dangerous.
- Pathway is so busy. Please construct separate pathways for bikes and pedestrians.
- Pathway is so busy. Much conflicts. Please construct separate pathways for bikes and pedestrians.
- The No-right-turn-on-red for cars (due to cycle track) is routinely ignored. Very scary.
- Where to go from here? Cycling dead end. Need safe/separated route east of here.
- Where to start on this underpass. DANGEROUS. Steep. Narrow. Blind. Train noise means cannot hear others. DANGEROUS.
- This pathway between 14 St SE and 15 St SE is awkward. Due to ups/downs, crossing of streets, indirectness, etc.
- Pathway diagonal crossing of 15 St SE is dangerous. Hard to see. Many entry points. How about paint or other on-street marking?
- Pathway is in poor state of repair.
- The pole that is in the middle of the pathway is dangerous here, too tight a curve.
- Need a way protected way to get from here to the east side of downtown before 4 St SE (ie. cycle track on 1 St SW, 1 St SE or MacLeod Tr).
- this pathway is in poor state of repair for >10 years.
- Build bridge! Part of 2000 plan.
- Hard to get my cargo bike or bike with trailer through the gate.
- Wire means cannot get bike over/through to green space.
- The wire means i cannot get my bike over it and access the green space.
- At the bottom of the hill, pathway is very bumpy, in a bad state of repair, has been for >10 years.



- Unsafe for cyclists due to parked cars and fast vehicle speeds. How about a cycle track extension from the west to Elbow R?
- Needs a curb cut (ramp from sidewalk to road) at this corner.
- Need official access to road from this point in the Pathway to access the industrial park.
- Blind corner when cycling from the south.
- Needs a wider curb cut to avoid being forced into the 12st SE traffic lane.
- 72 Ave is a very busy road, with traffic that consistently travels much faster than the posted speed limit (50km/h). No Pathway or sidewalk
- Bus is often parked in the cycle lane.
- This short strip is narrow forcing cyclists partially into the traffic lane.
- Crossing (cycling across) the exit ramp is scary.
- Tight turn, pavement in poor state of repair.
- heavily used section, should be twinned
- one of the busiest stretches of pathway - it is becoming unsafe due to high volumes during commute rush hour.
- pedestrian pathway is narrow, bumpy, and unsafe. needs to be widened to current standards
- pedestrian pathway is narrow, bumpy, and unsafe. needs to be widened to current standards
- unsafe many months of the year. would be great to see solution to allow year round access
- sharp corners with poor sight lines coming off bridge and around next corner
- high use/conflict area with bridge/pedestrian traffic and cyclists. should be painted (green) to improve awareness
- missing link. lots of room to add proper pathway connection along side of road
- unsafe crossing in shade/dark under overpass. road surface is rough and full of holes/mud
- missing connection from Home Rd pathway to 32 Ave pathway. Zero transition from S side 32nd to NW side Home Rd
- poor pathway connection uses UofC property/road. feels unsafe. poorly signed
- improve DESIGNATED trail connections through the middle of the park. create more loops for users for runs/walks
- Designate and maintain this trail to provide additional loops for park users
- Designate and maintain this trail to provide more loops for park users
- provide designated, maintained trail access from the winter club parking lot
- missing a designated trail link on the east side of 14th St from Nose Hill within the community
- this would be a great bikeway street. provides connectivity from nose creek paths to Beddington BV pathway up Huntwick Way
- unsafe pathway crossing/intersection. pathway underpass would be great. will become an issue again once 12th st bridge is done.
- new plaza is bad for peds (runners!) only a narrow bridge through plaza area. should pave a bypass
- unfinished pathway (possibly construction related), but needs to be finished/paved



- missing link east side of river would improve access from SE and avoid some winding routes in Inglewood
- underpass very unsafe. sharp/narrow corners into fast steep hill
- undefined space. lots of ped/cyclist interactions that could be avoided with proper separation
- ped path along river is under-utilized and puts more peds into undefined promenade space. separate them!
- Nasty pothole
- paint a line/double line closer to this intersection. eastbound users cut the corner to the underpass
- Constantly almost getting hit by careless right turns onto 9th Ave. Long red and short green light during morning commute makes it worse.
- Hard to use the turn box going from 5 St right onto 12 Ave
- ped path from Canoe Club to Weaselhead is in poor shape and narrow for such a highly used park. needs replace/widen
- stairs should be double the width (or more) to account for popularity as a workout spot. width doesn't meet demand
- in poor condition for a heavily used pathway
- railway crossing is unsafe - very bumpy / gaps - unsafe for both peds and cyclists
- missing link from pathway, through parking lot, to paved road. lots of room to pave path on E side of lot
- great opportunity for a bikeway - this is the route recreational riders often use heading W out of town on OBCR
- Really hard to cross this wide street with no light on a bike
- cycling infrastructure on OBCR would be great. very popular with recreational cyclist head W out of town
- continue bikeway (sharrows would be good!) over bridge. lots of rec cyclists use this route to head NW of town
- provide on street bike infrastructure for the many recreational cyclists that use this route
- Would really benefit from a connection to the river pathway
- Biking from Egerts Park - my younger kids can travel no further. Just want to connect to the next tunnel to the west.
- All of the fence opening's are unusable for bikes with trailers. Better community access to Egerts Bike Path through this fence is needed.
- I've seen a lot of close calls at this intersection. East/west traffic should yield to north/south in my opinion
- Wheel Chair Accessible curb needed to get onto the pathway.
- This section of path suffers from drainage. It's a sheet of ice in the winter and is eroding away
- Broken link in Bike path connectivity. Perhaps a path could be installed beside the alley connecting to Northmount Drive?
- A death trap in the winter. Melt water flows across the path and freezes over night
- Awkward angles for this crossing. The Marked crossing on your map in contrast to the on street paint confirms issue.
- Bike path is super narrow along this section and right up against a fence
- Is this not someone's driveway? If not, lets iron out those desire lines.



- Pave the alley crossing?
- Access to the bridge could be improved. Connecting roads could do with clear direction. Lets ensure this isn't a broken link.
- Cool ramp... should I proceed down the alley though? Perhaps paving either of the directions could help.
- The sidewalk to no-where.... connect this area to Egerts park pathway.
- Lots of desire lines around this fence opening.
- I see lots of commuters come through this intersection. Lets ensure it's set up for a safe crossing.
- Should cyclists be using the sidewalk to by-pass the bus-trap, or could a more elegant solution be installed?
- No crosswalk markings. Manhole in pathway (often with potholes). Curbs are not wheelchair accessible (thus not kid friendly)
- I think there are even a collection of big rocks over here to make accessing this non-existent pathway harder on a bike.
- There is no entrance to this park that is easily accessible to kids on a bike.
- Lots of desire lines on the North Side of 32nd.
Also +1 for 32nd Ave bike path.
- Lets continue the bike path through this green space!
- Love the single file sharrows, much better to the side by side version. Driver's are less angry when riding out away from doors.
- Curb cuts on both the N and S side of the intersection. for bikes going west, and coming east.
- The transition from the pathway to and from home road is dangerous at 32Ave . Drivers don't obey the yield sign
- Intersection Fix: No way to get from pathway on SW side 5th street, across 58th av to the NE side 5th were the "bike route" goes.
- Putting bike path as multiuse on N side of street greatly inferior to bike lanes both sides. 1A/61 Intersection to big - traffic calm.
- McKenzie pathway hs been closed for repair but there is no evidence of repairs taking place.
- I agree, no signage to walk your bike pls... you are twice as wide walking your bike - 10km/h sign instead?
- Rough trail full of ruts and holes
- No right turn for cars is basically always ignored. Light for bikes is VERY short.
- Unprotected bike lane. Scary to ride on.
- Please fix 12 Ave between 11th and 10 th st for cars. The lanes are awful, create chaos in winter.
- Sidewalk pathway could easily extend to here from Thorneycroft Dr Maybe even to 72Ave NE @ Centre st.
- Safer connection over Deerfoot Tr and Bow River needed. Sidewalk too narrow.
- Bad design is why everyone hates the cycle track. Please make sure car lane shuffle is fixed when track goes permanent
- Lots of tree roots poking through pathways in this area. Makes it dangerous to use them.
- The sharp turns on this bridge are dangerous to navigate when on a bike.
- A bike lane is needed here on the west side of Home Rd to connect to river path.
- Transition from southbound 5th to the elbow path requires completely unsafe crossing of traffic and then long wait at traffic light



- Please create an Edgemont Blvd/53 St corridor connect to Varsity.
- Separate infrastructure for bikes and peds would make this safer because of the steep incline.
- 17th is a scary road to ride. Use is too oriented towards car traffic given land use
- A bridge along here would make it easier for people when the Zoo pathway is closed due to flooding
- Can pathway here be cleaned a bit better? Lots of gravel to travel through.
- Intersections on this stretch of 8th produce many close calls. Cyclist hidden by parked cars
- Any intersection with no turn on red should have prominent sign for drivers to remind. Was hit here
- The pavement is really rough around here for biking
- Bow River pathway closed since 2013 and not open until 2018? This is a main connector north/south, no way it should be closed for 5 years.
- No easy path to get from Woodlands to Canyon Meadows past the golf course if you don't want to go down into Fish Creek.
- 2 block gap between cycle lanes and pathway
- Pathway closed for entire summer of 2017. Detour option is an absolute nightmare and adds significant time.
- Hope the new overpass/construction incorporates an easy way for bikes to continue on canal pathway.
- Poor directional signage. It's difficult to find the other section of pathway so you can continue your trip.
- The pathway along 52 Street is often closed, with no detour for peds or bikes. Must walk/cycle in mud.
- Connection from this Park & Ride parking lot to the pathway is not cleared in winter
- I want to bike to Elliston Park but there is no safe way to do it (on-street or pathway).
- The embedded rail is a death trap for cyclists heading north here
- This would be a great connection to recreational riding outside of the city. However it is narrow and cars move at high speeds
- It takes a courageous cyclist to head west along here in order to connect to lower springbank for recreational riding outside of city limits
- Can this sidewalk be changed to a pathway and get ramps to the roadway so bikes can use it?
- The gates here are difficult to navigate around if you are on wheels. Very close together.
- The road is wide here, can a bike lane go in so they have a separate space from cars and peds?
- It's hard to safely get onto 37 St S from the pathway.
- Can't get to work safely on my bike from tuxedo
- Please Install cycletracks on 17th Ave. If this can't be made a complete street then what's the point?
- Unrepaired Underpass
- No good means of accessing pathway networks for out of town commuters.
- Single file signage along 1st Ave is ALWAYS ignored by motorists. Need an alternate method of having cyclists on the road
- Bike/Pedestrian crossing over/under Stoney from, would make Nose hill more accessible
- Washboard path surface, needs to be repaved, or relocated further from trees to avoid recurrence
- Turning onto 9 A street, then encounter lots of pedestrians over Memorial Drive
- Indirect routes and busy roads travelling west along 23/24 Aves to UC and Foothills.
- Not easy to access Foothills via 29 Street or W Campus Blvd.



- Would like to access these pathways directly through pathways from Coventry Hills.
- Would like to be able to access this pathway via another pathway from Coventry Hills.
- Need a proper traffic circle, SB/EB cyclists often use the E arc, not the W arc. Smaller CTR island makes the RH turn East safer
- community access to river (locked fence) and bridge to pathway across river connecting Mainstreet Bowness to new east bowmont park.
- square garden blocks foot/cycle traffic, pinches peds and cyclists before path split EB. needs circle
- No bike lane or side walk to cross Deerfoot on McKnight. While some cyclists do ride on McKnight to cross - its a suicide mission!
- Please create more accessibility along Country Hills Blvd to Metis Trail. Would help bike commuters get to the NE/Airport area.
- Path ends abruptly
- Another point along Deerfoot towards the NE that could use more bike pathways or a means to commute to the Airport/NE Calgary
- Lower Springbank Rd is very popular with cyclists. It is tough to access through Signal Hill.
- Connecting to the rest of the network from Silverado involves crossing and/or using a number of major roads.
- Edworthy Rd is unsafe for cycling in winter. Gravel build-up & huge cracks in road are problematic.
- I fell while riding across the rail on the Elbow River dam in May '16...I broke both of my front teeth! This is an extremely dangerous spot.
- There is not a pathway to cross Macleod alongside 22X. Getting to Fish Creek from Silverado goes through Sundance, not very direct.
- Drivers do not look for pedestrians or cyclists at Bow & Sarcee. I've also had several near-misses.
- Connecting to Fish Creek from Silverado is not direct, a pathway alongside 22X would be great
- Silverado's pathways circle the community but there is no connection to Bridlewood from the NW corner.
- The pathway has to cross 162 Ave and there is not a well constructed crossing
- Pathway comes to an abrupt stop & have to go on-road for a short distance to connect to other pathways and/or the bridge over Macleod.
- A pathway beside 22X would be great
- A pathway beside 22X would be great
- An on-road pathway on 24St would be great
- No pathway across railway, needs to be paved.
- Road surface is terrible
- On on-road pathway would be great, seems to be a popular road for cyclists heading into Downtown
- Finish pathway along 50th ave to link up with bow river. Missing several blocks of path that would be easy to add.
- Gate is annoying, should be changed to single post to stop vehicles.
- Not family friendly to connect to the network from Silverado, need to drive somewhere
- high traffic, narrow junction and narrow path eastbd. reopen/pave lower path.
- Could we have an orbital pathway beside Stoney that connects to the network, ideally separate walking and biking pathways
- Underpass is very low, dark and sketchy. Needs to be upgraded and changed.



- EV charging stations at popular park/ride spots like this one would be a good idea
- In the morning (before 7AM) the light for North / South travel takes too long to alternate.
- This would be a great street for a bike path
- Edworthy road needs better drainage design to alleviate ice buildup from adjacent perched water tables
- Direct bikeway access to shopping areas along Richmond road is needed
- A separated bike lane on 24th would connect Confed Pk pathway to U of C, hospitals
- Make pathway connections to the new bridge over Anderson Rd. rather than using this intersection
- This overpass is extremely inconvenient, but 16th/19th intersection is dangerous. Poor access to North Hill.
- Pathway doesn't go all the way to cochrane yet. :((to my knowledge, or information on it is scarce)
- Busy section for bikers, walkers
- This "dead end" paved path needs to connect to Marshal Springs parking lot
- Tunnel or overpass needed
- Excellent bike lanes in bowness end on the bridge, needs a fix. There are good routes on N and S of the river, hard to cross.
- Please remove cars - make bike only
- Pathway is closed (for construction I think)
- bike lane ends here, it should go a few more blocks to the east to join up with elbow river pathway
- Need speed signage & strick enforcement.
People training for races treat the reservoir loop as their own tour de france race circuit.
- Gravel rolls down from parking. Dangerous for cyclists making turn onto 52 St.
- Really tricky area to navigate. Narrow sidewalk and hard to turn on the path.
- Should be a bike lane or pathway that connected to the canal from 52 st
- People hate the bike lane because of the poor lane continuation here. Put parking on one side of the road and keep it there!
- Should complete pathway to the canal. Would make for much safer travel for those that use 50 Ave.
- Path ends abruptly. Legally a cyclist must get off and walk on the sidewalk.
- Need to improve safety for cyclists along 20th Ave
- when the path ends you have to cut across traffic. it's awkward because it's a three way traffic intersection.
- Can we do anything about geese? They block the pathways, defecate everywhere, and I've been attacked twice despite trying to reroute.
- Blind corners and tight turns. Cyclists cannot see oncoming pedestrians/cyclists past walls.
- Sidewalk on eastside of 52nd at this location to connect to Mattamy Greenway pathway.
- Prefer for west side of 52nd to be pathway as well, so 52nd doesn't need crossed for pathway access from McKenzie Towne Link Path.
- Conditions are bad
- There are posts here that make it hard to move around with a kid trailer
- Needs a crosswalk painted on road or signs or something here to indicate bikes/people cross here.
- Too many people (bikes, cars and pedestrians) ignore the stop signs



- Repair the [Redacted due to inappropriate comment] path
- When walk signal starts, you have 10 seconds before it starts flashing. Not enough time to cross for anyone, especially kids.
- Turn is too tight. Dangerous for cyclists.
- Come close to being run over by cars going south who ignore the green bike and pedestrian walk signs and try to turn east onto 5th Ave.
- It won't sell condos, but how about a bridge over the Bow?
- No ramp in the curb at this location.
- No easy access from this area to Edmonton Trail
- street crossing in this area is very confusing
- Tough to get across Southland at the marked cross-walk. It's definitely designed for pedestrians not cyclists.
- Difficult to get from here to the Reservoir, especially with kids.
- There should be a direct route right up Elbow Drive. Zig zagging through the communities is not efficient.
- very difficult to get to Signal hill from the reservoir - would be good to have pathway near Glenmore
- Dead end. Make it go to 18th Street.
- 20th Ave is the best east-west route in this area, but isn't very safe due to the lack of a bike lane and narrow streets.
- Cut down the curbs for easy access to these paths. Remove the concrete barricade that is blocking these paths
- Missing connection btwn Signal Hill/ West Hills and Weaselhead would be great if a specific trail was built between the two.
- blind corner on this pathway is dangerous
- heading west from bow trail ped. bridge to westbound bike lane on 12 Ave, options are riding wrong way on 1 way street or riding on sidewalk
- Would be great to have a bike lane on 42 ave
- Going south this is where the wider sidewalk turns to a narrow sidewalk.
- would be nice to see a full pathway connecting between north haven drive and Northmount Drive.
- Would be nice to have this as wide as the rest of the 14th st. pathway.
- this is a blind intersection for cars/peds/cyclists. Not sure if something can be done here.
- Does this bollard really need to be here? Some people have struck it and they don't move...
- Blind corner for cars seeing bikes/peds coming SE on pathway. Maybe a sign to warn drivers?
- Bike lanes from Southland on acadia dr to heritage station please! (would be traffic calming too!)
- Would be nice to see the sidewalk from here to Hidden Valley Drive replaced with pathway to make connection to behind 7-11.
- This area between Inglewood and forest lawn needs a bike path. Current options are either dangerous or too roundabout
- Blind intersection especailly in spring/summer with bushes and especially coming south.
- Would like to see this hill added to the snowclearing route in winter so we are not forced onto the street in winter.
- Eastbound on 24th has horribly wiggly and connection to bike path. Many bikes choose the dangerous road instead.



- Multiple blind corners going through this park and under Elbow Dr. A more gradual drop to the underpass would be great.
- Broken link on the Elbow Pathway. Going via Stanley Park adds 10mins. On-road bike lane for this stretch of Elbow Dr would be great
- Masses have spoken: this obvious gap between the Elbow Pathway and the downtown CycleTrack needs a redesign for better connectivity
- Year round cycle tracks in Calgary are not utilized during the winter months and should only be around during spring and summer.
- Potential for right hooks on people cycling west on 11 st and cars turning from 8 Ave on 11 ST heading north.
- The pathway forces bikes into traffic. Best solution might be green pavement markings to alert drivers of merging bike?
- There's a dirt hump. Could it be paved? It's a pain to ride over.
- Very dangerous blind corner. Convex mirror would be helpful
- Commute to SAIT from Sandstone by bike on a daily basis (Spring until Fall)
- Need for N-S connection has been noted by others. I would suggest Center. One end of street dead end; slow, single lanes
- fish creek
- 23st On the way to Vista heights, no bike path. A little scary when biking right beside trucks. It's the only way to dt from NE
- So unsafe for a car driver
- No safe way to cross this bridge, you have to go onto the roadway, even as a pedestrian.
- Airport Trail at Greenway not connected
- Pathway ends here, it should continue westward across 18th at this point.
- Very difficult to get a bike through this gate.
- Too many people walk here and ignore bells from bikes (and take up entire path). Need stricter enforcement and a separate lane perhaps.
- Agree with Ian- needs a wider path.
- Random pathway closures with no detours posted
- Very dangerous intersection, there is a stop sign for the road traffic but many people barely slow down and do not look both directions
- No connections to the pathway or bikeway network from here, few sidewalks nearby. Would like to get across Deerfoot by foot from here.
- Need better access to 61st.
- No snow removal on Canal path prevents cycle commuting for 4-6 months per year. No other safe route exists.
- New Mcnight path ends abruptly. Needs direct access across deerfoot to Nose Creek pathway system.
- Going down Edm Tr to get to cycle tracks in Bridgeland is dangerous. Drivers are aggressive, do not respect space, unsafe
- By SWC High School - rarely cleaned of snow when needed in the morning.
- Tight downhill turn into a busy patio area. There is open space to the south to add one more switchback to path.
- Short Gravel/Unfinished pathway section. Would be great to see it finished once weir construction is completed again.



- Significant tree roots pushing through pavement.
- Harold Panabaker School is hard to get to on bike for my kid, who's coming from Oakridge: lots of traffic and busy crossings.
- From Oakridge, tough to get safely to EP Scarlett.
- NE pathways are sorely lacking. I must drive to find a nice path to walk. Essentially we have 1 pathway and its not all connected.
- Beaver Flats still blocked.
- no one uses this bike crossing. need a different plan for bikes going north on 11 to get to river. bike collection box at front of intersect
- The protected bikeway should extend through 17th Ave & be connected to the Elbow River pathway.
- Not cleared in the winter
- Large difference between bridge deck and ground. Makes for rough ride on to bridge.
- Water pools in shoulder seasons. VERY Icy/wet.
- Lots of large cracks. Very rough
- Why aren't bikes allowed in the airport tunnel - there is lots of room and it is LONG way around on busy roads.
- Metis Trail pathway is THE critical direct link to the far NE for bike commuters. Proper options are needed when construction is happening.
- Bad erosion from Nose Creek. Pathway starting to fall in to creek.
- Northbound path just ends, any plan to extend north alongside rail line to Airdrie pathways?
- Very rough section here, especially around the manhole
- Lots of streambank erosion. Pathway will eventually fall in to creek.
- Great pathway to nowhere on Mcknight - needs connection to Nose Creek and/or bikeway on 12th St down to 27th
- Bad erosion on gravel pathway
- Lots of erosion on pathway
- Improve condition of gravel. Mostly larger rocks, hard to walk on.
- Connection to Bow vallley pathway is very confusing
- Narrow, and really tough to navigate these 90° turns with a trailer or ride-along.
- Connection of Brentwood rd with Northland dr pathways is confusing and with a lot of traffic. Brentwood rood in winter is not being plowed
- The bikepath eroded from the Flood. There's detours in several sections that have not yet been fixed.
- We can't bike along macleod trail to cross Fish Creek Park. It's really difficult if commuting or road biking to go north/south
- Pedestrian easements along bike routes force bikers to move into the fast traffic lane. It's dangerous for us. This is just 1 of many.
- we need bikelanes on northmount dr badly. don't vote for sean chu. [Redacted due to inappropriate comment] who doesn't know how to bike.
- Underpass damaged by flood and still closed. Alternative is crossing Bowness Road at 52nd St. and does not feel safe during rush hour.
- [redacted due to inappropriate comment]alley badly needs to be repaved.
- No access from pathway to 61 Ave., a ramp would be appreciated.



- Water / snowmelt flowing across the path creates a foot thick layer of ice in the winter. Proper drainage would alleviate this.
- One of two work locations where car is not needed.
- Second location for work where car not required.
- Just like it here.
- There is about a 100 foot stretch where these two pathways are not connected. Have to ride on a very busy industrial road.
- Closer
- No where to safely cross Deerfoot on McKnight without a car!!!!
- When travelling south it would be convenient to cross the railway bridge rather than going along Deerfoot to 17th ave which is unenjoyable.
- This access is not always plowed in winter
- sidewalk from heritage to southland is in bad shape and holds water due to low slopes
- Bike lane to close to traffic, busy street.
- 18 st very busy. Separate bike lane needed.
- No bike lanes along glenmore or Barlow. Streets very busy.
- Dangerous due to ice and snow in winter, not maintained yet a critical piece of my commute.
- Very icy in winter, needs maintenance (clearing and gravel) to keep downhill roadway safe for cyclists
- 34 Ave is a bike street, but it's a wreak. 10 years of redevelopment have left it bumpy and pot ridden with lots of debris.
- All the best ways for a biker to get downtown are illegal lefts. Change the signs to exempt bikes.
- 5St Needs end to end bike lanes.
- No connect to the 20 St track
- There's no bike lane or path to safely cross Deerfoot McKnight
- The intersection at 17th is confusing, and the lack of bike lane between there and Elbow dr on 5th St is the scariest part of my commute.
- Path is broken up very rough to ride on
- Absolutely terrifying. No safe way. No sidewalks. Crazy cars, all directions, plus train.
- When cycling from the Crossroads Market back to Inglewood, the sidewalk comes to abrupt end. Nowhere to go!
- survey is skewed in favor of bike lanes 12 ave bike lanes are useless, seen more people biking in lanes than on bike lane. never 1 in winter
- Bridge was never rebuilt after flood
- I end up cycling through the green space from 16 St SE to 16 St SE because no nearby road.
- Brutal crossing. Fast cars that don't see the cyclists/peds.
- I avoid this entire (otherwise very pleasant) route due to this underpass. So low. So dark. So loud. So blind. So very sketchy.
- ramp please!
- A bridge here would open up a whole bunch of possibilities!
- I'd love to be able to cycle to Saddledome events. But, no bike parking, and sketchy to get there due to sharing busy space with cars/peds.
- Need more direct connections - along 16 av to east Calgary
- Routefinding to Nose Hill can be improved.
- curb cut is very small, be nice it was a wider, at least as wide as the pathway, yes?



- Need connection across to Barlow from Mayland near 8th ave
- No winter maintenance. Extremely ice build up. Impassible. Odd for such an important link.
- Bike lane on st George's drive for commuters and easier access to Telus Spark and zoo
- Narrow and congestion
- Congestion
- Traffic conflict
- Need a 30 meter path on the south side of bowness road, where It connects to the shag lights. we have to cross over the 16 ave east merge.
- Area can be undesirable to use at night. Better presence and visual awareness. CPTED Principles.
- Improved surface
- Primary Link is required. Should be priority. Major route link to Fish Creek PP.
- Ice continually forming here. Improved drainage.
- Improved connections between Confederation / Highland / Egerts Park to Nose Hill.
- Pedestrian Bridge Location
- Very dangerous to cross as cars try to turn left as cyclists come up the hill
- I HATE this pathway closure. The detour adds at least 10 minutes to my commute, and an extra hill. I often choose to drive instead.
- Lights to cross Barlow from Century Gate do not trigger from bicycle users.
- Hill is too steep!
- would like bicycle path or sidewalk along memorial. faster route and even grading
- Very large bump right before a sharp turn. Often almost lose control of bike.
- Completely blind corner
- This closure should have been a #1 priority to fix as it still requires a detour through residential that is not clearly marked
- We live in Calgary! We have winter weather 7 months of the year- that is the biggest barrier to having more people access bike lanes!
- An overpass is needed here to connect these communities that share a high school. Lk Bon students should be able to bike to Scarlet
- This green space is used by cyclists as a safe connector between lrt stations and shopping. It would be easy to make it official
- By marking a couple of crosswalks here and opening the fence a connection could be made from Lk Bonavista community to the Bow Path
- West end of 12 Av cycle track needs to connect to the west, north and south.
- Pathway disappears and cycling on the sidewalk is the only viable option. Wishing it was connected pathway.
- Construction and vehicle traffic make accessing this path hazardous. Fix it before something happens!!
- Eversyde Blvd provides a direct link to shopping centres in Evergreen and Bridalwood
- pathways are closed
- pathways are still damaged
- challenging to get from west fish creek to glen more park by pathway - need some busy road time
- Poor surface. Lots of vegetation breaking through the surface
- At the end of 32nd Ave NE (at 6th ST) would be good to have a small foot/bike bridge to connect to the Node Creek Pathway System.



- Difficult to navigate through shopping area due to no bike lanes.
- Need to add a bridge here. Access to pathway from 36 AV is NOT Bike/pedestrian friendly. Access point here would increase pathway usage
- Difficult to get from 14th Street into Kensington without riding on sidewalks and through driveways.
- Activating crossing light southbound across Memorial requires riding against traffic and on sidewalk.
- Important access lane that is treacherous during the winter.
- At key times of day the signal does not change for bicycles. Leaves cyclists to scurry across Barlow against a red light.
- paths are glue gravel, making them very rough and slow. Not winter maintained.
- Bicycle use under Memorial is extremely intimidating and dangerous. Please add cycle infrastructure in this area.
- very awkward access to cross Dalhousie Dr Making it difficult to direct Kids across road
- paved pikepath turns into rough bumpy sidewalk, making it difficult to ride on. Busy street becomes better option
- turns east going non-direct down to Dalhousie 53 street paths, bow river etc. Riding on 53 street past here is the best option currently
- Bicycle and pedestrian access to this LRT station is, strangely, absent.
- no bike option to head south to Glenmore res, sandy beach area. Only good south option is on East side of downtown. West side needs one
- Excellent location for a cycle/ped bridge. Would connect Nose Creek and Inglewood. Alternate routes are far away
- path under bridge is very narrow and becomes dangerous when you are not alone
- This green space lacks bicycle, ped, wheelchair, and stroller access due to continuous post-and-cable fence.
- bike path between 37 street & crow is very rough/bumpy and is becoming dangerous. needs resurfacing. Especially as it is so busy.
- Safe cycle route over the Bow River is missing. Even the sidewalk is too narrow for two-way travel.
- spent large money on nice plaza that messed up high volume commuter bike path with corners and wandering pedestrians.
- Safer cycle/ped infrastructure needed. Limited options available for cycle traffic in this area.
- Safer and more pleasant bike/ped route would remove barrier to walking and biking.
- path under bridge is messed up, giving no access to cross river/bowness rd from shouldice area
- Awkward dead-end to cycle track. Extending it into Sunalta appears to be an obvious next move.
- bike path end giving now real access to Dalhousie or Edgemont. Can't use path to go east/west all the way
- Cyclist safety at risk here. Residents are planning to "occupy" to make it pedestrian/dog only [redacted due to inappropriate comment]
- Missing barriers on cycle track means that cars use this as a loading zone.
- Franklin is dangerous to ride or walk through; the lanes are narrow and there are few sidewalks to use in lieu.
- Missing barriers results in cars using the cycle track as a loading zone
- Physical barrier between bike lane and motor vehicle lane would improve comfort and safety
- Underdeveloped cycle/ped infrastructure at this location. More continuity is needed.



- This would be an exciting location for a ped/cycle bridge.
- Awkward crossing which slows down commute... a bike box would be a better solution.
- Cycling infrastructure needed around Blackfoot Trail
- Bike path hangs a right here, making it difficult to stay on Brisebois.
- Post detour flags (maybe colour-coded) instead of a hard to read map, eg) directions to get to either Nose Creek NB, Nose Creek SB, etc.
- I stick to the street here. Too many cars pull past the stop sign when exiting from side streets, making the official pathway a hazard.
- Awkward connection to cycletrack. Solution required.
- In all areas cyclists need to abide by the rules of the pathway/road. They create dangerous situations for themselves, cars and pedestrians.
- Desperate and inattentive drivers make this a dangerous interface. Provide better traffic markers.
- Hard to cross here when heading N. Right lane is used by cars turning onto Northmount, bikes are an obstruction when waiting for the light.
- Motor vehicle conflict area. Cars turning right often disregard cycle lane.
- Too many students waiting for the bus to make this a viable bike path.
- A Southland school bus is very often parked in right in the cycle lane with hazard flashers on around 8am in the morning.
- Cars are not watching for cyclists or pedestrians here.
- Ramsay school. Pathway finishes too early. Have to use sidewalk.
- Motorists continue to struggle with bike lane concept. Physical barriers should be installed.
- No bike lane on 1st St SW. Terrifying especially under rail bridge.
- It would be great if there could be a paved connection between the bottom of the hill and the pathway on the other side of the railway track
- Bike path ends. We hope that you've arrived at your destination!
- Lighting and better snow removal need in the entire path corridor through Garrison Green
- Hard to bike up 14th St with cars turning left and right onto 12th/11th/10th/9th Aves.
- Fix the under bridge path.
- Need better North/South 5th St Cycle Track intersection signal syncing. Stop and go most times at every light section.
- Dangerous lack of continuation of the 5th St Cycle track to the Elbow River pathway. High traffic and dooring risk
- 12 Ave Cycle track stops in the westbound direction here. Need residential bikeways/lanes continuation please.
- Need bike safe crossings over deerfoot. Roadways are not a safe option 64th, McKnight or 32nd. Not all bike commuters go Downtown.
- I have witnessed so many near left-turn hits of cyclists and pedestrians by cars at this intersection. Needs work.
- Hoping to see an improved pathway route along this side of the river that shielded from deerfoot trail as much as possible.
- a second E/W cycle lane if not cycle track going along 3rd ave as many cyclists use this to avoid path traffic, or make inroads to des
- Many cyclists use 1st SW to connect off pathway, or 3 ave to connect to east downtown destinations, navigate oneways. Improve?
- The sharp turns that prevent using bike momentum on this pathway are a real bummer.



- NEED MORE BIKE RACKS in front of and around Palomino
- Desirable to have a way of designating walking and cycling sections of Eau Claire pathway to reduce cyclist/ped conflict and traffic jams.
- Need a better way to get on and off st to pathway. 3 way intersection, high traffic, hard to know who has right of way.
- Cyclists should be able to proceed in the east bound direction in the bike lane regardless of light. Way of designating?
- Dangerous ambiguous zone where lane ends, and wind up on bridge ped area, need a bike lane on 9th Ave dooring and heavy traffic.
- Trying to get to Inglewood Dest, heavy traffic, parked cars, end of 9th ave bike lane, most dest on south side. Bike lane?
- from west side river pathway, across bridge to get onto east side stampede Enmax park pathway. heavy traffic crossing at ends of bridge
- Steep up/down hill onto bike pathway. Corner cut would be good for better access/sight-lines on narrow entrance/exit
- Coming off Pathway to access Spiller Rd. Bike lane would be great, dooring risk, connection to Manchester indust.
- Median in the way when's crossing Barlow tr. in E. or W. direction
- Extr dangerous crossing: freight train tracks, marked crosswalk largely ignored by traffic, near hits of ped and cyclists daily.
- No sidewalk for Ped have to walk on rd, cycling is safer, still heavy cut-through artery, parked cars, bike lane or sidewalk please
- Dangerous rd way/pathway/sidewalk transition, right and left turns by traffic. poor connection.
- Pedestrian Bridge in this location would be incredible! Access to new island, access across Bow River and views of Harvie Passage!
- Broken connection from 5 St cycle track continued. Coming off path trying to connect, heavy traffic flow on twisty narrow rd
- Consider extending 19 St bike lane further north from where it starts down the hill.
- Ped x-ing infrequent x-ing structures over Crowchild. a bike ramp on stairs far enough from railing or banked to roll bike up/down
- Poor bike pathway, side street connection to enter U of C campus, or to exit it for pathways via 24th Ave
- Bike lane on 32nd would be really good and appreciated to connect to pathways and bike lanes.
- Poor connection onto bike lanes at this intersection, bike lanes usually filled with debris.
- proposed bike way along Varsity Dr. parked cars dooring risk, school zone, connection to 37 St, and 53 st bike lanes
- ride on Home Rd for direct access to river path and upper bluff path to 53 St lane. Mid-hill turns by cars L or R on downhill dangerous
- adjacent home rd pathway only good for uphill. Downhill unsafe because of turns by cars onto 52 St when continuing to river pathway
- Quarry Trail is terrible for bikes and pedestrians. Planned upgrades seem to do nothing for biking commuters.
- Un-repaired underpass, and blind corners
- Two path on/off entrances/exit, reduce to one well positioned entrance exit that is widened without a pole. Often debris here

- On/Off path dangerous from L and R car turns at this intersection. Poor sight lines
- Pathways do not line up with a cross walk... Have to go on sidewalk to cross, then through alley to get back to pathway
- Dangerous crossing of Nose Hill. Flashing lights would increase visibility of crossing cyclists
- Silver Springs Blvd. Largely two lanes, a bike lane in both directions appreciated. Cars do not respect/pass bikes safely. Harassment.
- Silver Springs Rd dooring risk, bike lane, connection artery.
- Need a better southbound crossing on 85 St bridge from Cyclists coming down and off Nose Hill Dr Pathway
- Need bike lane on 85 St Bridge, specifically in the northbound direction, particularly on the bridge to connect to the bike lane.
- Right hand turns cut-off bike lane/cyclists
- Need a bike lane continuing underneath the freight bridge, Bowness Rd continuing E needs bike lanes. Lots of traffic conflict here
- Bike lane along 20th ave, and at 14th St 20th Ave intersection would be good. Heavy traffic, dooring potential
- need bike lane along 20 Ave to 10 St bike lane or a way of bikes safely travelling onto 20th to cross 14th st from res side st/av
- Improved way-finding of bikeways, or rec bike routes be signed with names like in Vancouver
- Review the possibility of extending the path along the river anywhere that barriers are built as part of flood mitigation work.
- Connect bike lanes into Dalhousie so that community can access cycling network along Northland Drive and beyond.
- Re-open this crossing and make it multiuse so that pedestrians and cyclists can safely and efficiently cross Dalhousie Drive.
- Add cycle tracks or bicycle-specific off-street pathway to 53rd Street (enough space to do without traffic impact).
- Open closed 53rd Street crossing along west-east pathway so residents can traverse Dalhousie west-east by bike.
- Consider higher railings on this overpass to protect cyclists.
- Bike lanes should be upgraded to cycle tracks, consistent with further south.
- Redesign and rebuild Shaganappi and Northland intersection to make it safe and comfortable for all users.
- In absence of cycle tracks, pathway should be cleared of snow and ice in winter (both sides of Northland).
- Existing pathway in Charleswood should be extended west along John Laurie, through Dalhousie to Crowfoot.
- No formal bicycle (or pedestrian) connection for Dalhousie residents to access Nose Hill.
- Pathway along Edgemont ends. Should continue south.
- Might make a good bike route, connecting south onto regional pathway into Dalhousie.
- Pathway crossings do not provide guidance for cycling, nor inform motorists of cyclists use. Need formal guidance on all pathway crossings.
- No cycling infrastructure to provide access to Crowfoot Crossing.
- Signed bike route, but on busy road and very uncomfortable. Needs infrastructure.



- ~\$5M bridge, but horrible connections to key adjacent communities. Improve simplicity and efficiency of (year-round) access.
- Multi-use pathway does not function well for cycling. Design to enable safe & efficient cycle travel, including through intersections.
- Pathway ends abruptly. What are cyclists to do?
- Dalhousie Drive is signed bike route, but not comfortable. Bike signage along sidewalks is confusing.
- New curbs were recently poured, but were not ramped for cyclists (or people with strollers or mobility issues).
- Poor pathway condition, maze gates and lack of crossing make travel between Capri and west Brentwood difficult on this connection.
- Bike lanes should be barrier protected on both sides, including across bridge.
- Blind corner at the bridge. Could use a mirror.
- Cyclists blow through the yield signs along the path right in front of moving cars. Maybe put in a barrier or make bigger signs?
- No formal guidance for left turns from Northland cycle track to eastbound Northmount.
- Need way better wayfinding to show users how to link between 37th Street and Northland.
- This 3-way stop should be made into a 4-way. I've seen near-misses because no one knows when it's safe to go.
- Establish bicycle connection between Brentwood Road bike lane and Brentwood Green.
- No formal guidance for travelling north onto Brentwood Road bike lanes (if coming from pathway on south side).
- Add a bike lane to Acadia Dr, it already has signage and space. Study was done to reduce speed through the area
- No direct public connection between Capitol Hill Crescent and 32nd Avenue. Any options to acquire land and connect?
- No formal crossing guidance for cyclists travelling across 24th Avenue along Capitol Hill Crescent.
- Bike route does not make sense for westbound access to overpass (signs encourage riding against one-way traffic).
- Ticket the dangerous drivers dropping off kids at the school.
- Agree with difficulty crossing, improve signals so bicycles have better opportunity to cross.
- This 3-way should be made into a 4-way (comment below pinned to the wrong place).
- The EB bike lane is full of gravel and the WB lane is full of potholes.
- The wait at this signal is too long due to very high bias to traffic on 14th Street.
- Signal timing is too biased to traffic on 10th Street. Also, need a bicycle-specific signal for travel west onto 5th Ave.
- Have noted that some of the newer buses can encroach the bike lane when turning onto 9A street (due to wheelbase dimensions)
- Crosswalk area is badly damaged / can't fit a stroller / bike trailer through without standing on the road - and dangerous drop off
- No bicycle-specific signals or signage on this crossing (even 'cyclists use pedestrian signal' is lacking).
- 11th Street & 6th Avenue crossing does not take bikes into account.
- 11th Street bike lanes are narrow and not very comfortable. Have to be very alert for turning traffic, particularly at 8th Ave.



- Cycle track connection on 8th Ave is good, but City could build a better facility for all road users and businesses along street.
- Lack of curb cuts and gates are mobility barrier for access between pathway and 2nd Avenue.
- Cul de sac does not function well for cyclists or pedestrians entering/exiting pathway.
- Black gates are variably opened and closed, creating a safety and mobility challenge. Curb ramp is rough for cycling.
- 9th Street Memorial crossing has made this a great bike corridor, but encourages riding across LRT platform. Access to 9A street?
- Pathway needs work to function year-round, including with spring thaw.
- Pedestrian crossing does not necessarily work well for cyclists crossing. Need more robust signals.
- Difficult to determine right-of-way when crossing Bowness Road from 52nd Street and vis-a-vis.
- Adding an over/underpass so riders don't need to cross at Shepherd Rd would be safer and direct.
- Path is always littered with large bumps caused by tree roots. Needs repair.
- Bike path along Shepherd Rd would make it safer and more direct.
- Path is in rough shape and need repair
- Detour notice should be here for riders wanting to continue E/W on BRP during closure.
- These circle ramps need to be replaced. Unsafe for pedestrian/cyclist traffic.
- Kensington is not really accessible. Road access only. Too much traffic.
- Physical separation on 11th needed.
- Pedestrian path is very unsafe, lots of tree roots causing bumps, very narrow and needs to be widened
- Traffic coming off the bridge and merging with traffic along the path can be dangerous, especially during busy times
- Busy and narrow, could we not separate cyclists and pedestrians?
- Bumpy and in need of repair
- bikes have to use pedestrian light poorly aligned for bikes coming off the bike path, and blind corner where bikes and pedestrians meet
- hard to see oncoming cyclists when merging from ramp from Crowchild bridge to westbound bike path
- this crossing from bike path to 29th is intimidating given the volume of traffic turning from 29th to Parkdale eastbound
- The sharrow on the road and bike path beside the road seems to confuse traffic, who get ticked at cyclists who ride on the road
- Coming from Usher Rd to cross 24th onto campus to access Arts parkade secure bike storage requires riding wrong way on a sidewalk
- where bike track abruptly stops on 11th st/12th Ave is hard to get into regular traffic
- Terrible crossing - distracted cars, facing the wrong way after crossing southbound.
- No infrastructure.
- Natural entrance so Mt. Royal / Beltline bike routes from Bankview, but difficult to navigate safely.
- There are gaps in the pathway in Bowness that prevent my family from making more frequent use of the path system.
- No access to pathway system from westbound 8th ave. Have to make left turn across incoming eastbound traffic.
- Pathway just ends, should be something official to shag intersection



- This is a very busy road with no pathway alternative Edmonton trail.
- This merge is going to get someone killed.
- Path ends(closed) and cuts off any kind of pleasant way to get downtown away from vehicle traffic exhaust and noise.
- this merge from path to road to path is dangerous due to traffic, and the transition is steep.
- a tough transition from the cycle path to crossing the road, then back to a path.
- busy spot with bikes speeding under the bridge, merging lanes, pedestrians, and poor sight lines.
- 4 way stop is confusing for bikes and cars, leads to people just blasting through.
- some cyclists don't yield coming north, lane ends abruptly merging onto road.
- I love this bike repair station, it has helped me out on my way to work many times.
- Path closed detours using roads -unpleasant. Fix path. Don't make new bike lanes on 28th St when the paths close.
- no winter maintenance of these roads makes getting to the paths a challenge during snowy conditions.
- Access to North - Stoney trail is NOT an option.
Access to downtown - too many roads to bike on, no direct route.
- Really hard to get from Bow River pathway at 10 St into Hillhurst. There should be some connection to Kensington Rd
- No bike lanes on 19th
- No good way to enter campus from the SE
- Pathway ends with no connections
- Insufficient/no SNIC
- 24 Ave needs bike lanes
- 20 Ave needs bike lanes
- Make dead end on Kensington Cr permeable to bikes
- Connect parking lot to Kensington Cr for bikes
- Contraflow bike lane along this block of Kensington Cl
- Bowness Rd is so incredibly wide, why no bike lanes?
- Would love a pedestrian/bike bridge to cross Crowchild or Parkdale Blvd for easier access to pathway.
- when buses park, cars have to swerve because they new lanes aren't wide enough. It was better before changes were made this past year
- Awkward transition from path to street here.
- bike lane ends without reaching lights
- have to travel on dirt (southwards) to rejoin path
- Crossing the road here is dangerous for cyclists.
- Dark at night - no lights on the NE side down the hill, only on the street above and the fence blocks the light
- the part of 10th st that has a bike lane is great, unfortunately its stops at 5th and is not particularly cyclist friendly
- Path under bridge in disrepair.
- Gravel crossing in the middle of a paved network.
- Section between ~16th ave and 32st is in disrepair and is very uncomfortable to ride.
- Few (or no?) safe paths through to the NE. You end up on busy roads with traffic.

- Maybe actually paving this stretch. I bike off-road so I don't mind but it may help those with strollers of wheelchairs, etc
- There are many that do not have their dog on a leash and it is very dangerous going down the hill.
- Low spot here that is impassible in spring. Berms on other side prevent water from draining
- Path here is falling into river.
- Off leash dogs chasing people on the pathways. Here is really bad but all over Tuscany pathways is an issue!
- The path needs BIG repair!
- Steep and narrow approach to a roadway. This area is also covered in gravel and is difficult to break safely.
- Broken and uneven paving, consistently full of loose gravel. Large pot holes which are difficult to avoid.
- Dead end!
- we want to be able to hook into the canal path to chestermere
- We'd like the path completed so we can circle around to 52nd
- Remove the rail and paint a center line!
- Confusing end to track here. No clear connection to either Elbow River pathway or to 4th St. underpass into East Village.
- Sidewalk dead ends. No continuation. Concrete barrier blocks any unmarked attempt to cross Deerfoot on ramp.
- 8th Ave track asphalt very rough going west from 8th St. - spalled & poorly patched
- Sidewalk and cycle path completely absent across Deerfoot. No safe or nearby alternative to walk/bike in an east/west direction
- Sidewalk ends. No continuation. Road is fast traffic with cars, trucks, large vehicles.
- Link river path to 12th Ave cycle track by way of Pumhouse Ave/19th St
- Crossing Shaganappi is frightening and dangerous.
- Bridge is falling into the river
- Attempting to transition from the pathway to the NB bike lane puts you on the wrong side of the road if you use the crosswalk.
- Either a proper bike path or bike lane is required to make Silver Springs Blvd safe for cyclists.
- Second the comments on the missing link between 104 and 80 Av NE along Metis Tr. Parts are missing, parts inaccessible due to construction.
- Work to properly connect the Rotary Mattamy Greenway in Cityscape to either Country Hills (construction issues) or 96 Av/Airport Tr NE.
- How do you get from cycling east on Kensington road, to the pathway on memorial?
- There is no ramp for cyclists to cross hospital drive here.
- very congested, too close to the road and the river, distracting to drivers and riders alike.
- very coarse asphalt section near Pumhouse theatre
- High traffic underpass that unbelievably has not been repaired since the flood four years ago!
- Pathway in bad shape from tree roots.
- Pathway is in some of the worst shape of any path in the city! Please make it rideable all year!
- The walking path along here should be plowed and maintained all year to keep congestion down.
- missing pathway - dangerous traffic conditions for cyclists
- I'd rather see a light here, not an overpass, so traffic only stops for peds/ bikes at intervals; now it's on demand, constant @ peak times



- This section of path does not feel safe. See drug deals daily, and vomit EVERYWHERE.
- Two steep hills to and from Riverbend and Beaver Dam Flats
- closed for long time. city maintenance is useless
- No pathway closer than a 10 minute walk from my home. Biking is a little quicker
- This hill needs better maintenance - it needs to be re-paved and better maintain (snow/gravel).
- 32 Ave has no sidewalk or cycle path to get across Deerfoot.
- You want to go east? Well the pathway turns south and using the pedestrian bridge adds an extra 2km to your eastward journey.
- NE bike paths are broken and disconnected they are not good for commuting and not relaxing for seeing the city
- A huge thank you for this Deerfoot crossing. The only pedestrian/bike friendly crossing between 8Ave and 64 Ave.
- Why is it so hard to commute across Deerfoot? More links like this are needed or improvements to existing interchange bridges.
- Deerfoot is the barrier. It impedes east/west commuters. How are pedestrians and cyclists supposed to travel along 16th Ave?
- Places in the city where there is a bike path beside the road for a few hundred meters. Does not provide any benefit.
- No connection between east bike Lanes and elbow river. Unsafe for commute from other pathway to 12ave bike lanes
- Safer bike storage/lockers available at the sailing school.
- construction
- How come these paths are connected???
- Going to the Deerfoot mall you need to either hike up the dirt hill, or take a significant detour west. Cross train tracks?
- The path is on a dangerously tight hill/corner, hard to navigate safely
- Work
- No Bike path or direct route to continue onto 17 AVE SE
- Path in is bad condition
- East bound traffic does not always notice east bound cyclists, causing near miss incidents on green lights.
- When on the bike path, it can be hard to know where I am. Please add signs at over and underpasses with the name of the street
- EVERYwhere in the system- need more directional signage. What street am I passing beneath?
- Very poorly planned beginning/end to the cycle track. No safe way to continue eastbound, no connection to pathways or to Ramsay/Inglewood.
- If you're going east, you're jammed in against the curb & westbound means riding into traffic to get around the parked buses.
- Closed with no explanation. It's not even mentioned in city pathway app. It's a crucial connector for getting across memorial.
- 12 Ave Cycle track ends abruptly
- Need a cycle track on Macleod Trail!
- Live in Inglewood, have to go so far in any direction to get across the river. Construction closures SUCK.



- I was going west, the cycle track ended abruptly without clear direction where to go and I found I was going against oncoming traffic.
- There needs to be a better and safer solution between the elbow river and 4 St E. As well as getting onto the 8 ave cycle track.
- The unpaved island creates a very tight space with no room to move and many near hits. Paving it allows for more space for people to move.
- This section needs a dedicated bike path to keep cyclists and pedestrians separated. Far too much traffic to have them combined safely.
- I find it difficult to get over into the cycle path heading north along Ogden Road. I come from 25th St SE
- The underpass under the rail bridge has very sharp blind turns - some sort of mirrors would be useful so you could see what is coming.
- Unrepaired underpass with high usage. You have to be careful not to garrot yourself on the power pole wires on the north side.
- Alternate route to underpass forces you to dismount, cross at a busy intersection and then ride the terrible pavement in Shouldice Park.
- Crossing involves sharp turn on west side often onto gravel and an uneven surface
- Somewhat blind merge from path onto roadway because of baseball infrastructure
- Impaired visibility when coming off the pathway and turning west due to shrubs etc.
- Cranky geese :P
- Tree roots causing uneven surface
- Excellent twinning of pathway for cycle use. Best part of my commute
- Very narrow, high traffic, multi-use section is problematic for all users
- Why is all this pathway fenced/closed forcing multi-use on very very narrow pathway closer to river.
- Separate bike/pedestrian lanes here like in the East village (which are very effective)
- Love this separated bike path
- Understand the challenges to maintain this part of the pathway but it really a jewel in the system and needs deserves the attention
- Very sharp turn onto pathway with lots of pedestrian conflict
- Bumpy, pitted gravel path.
- Going north very sharp, blind corner onto an uphill
- Exit from bridge dumps you into a congested area when you can run into a very large rock. Unsafe and not well marked.
- This pathway needs to be fixed and reopened, do not like current detours.
- WE NEEd a connection through highland golf course and north after that's not a major road with traffic.
- There should be a dedicated bike route connecting altadore to Mission and the pathway a along sifton road improved.
- Need a bike lane connection from the Elbow River/McDonald Avenue to the 12th Avenue bike lane.
- Would like a bike route/lane to connect with the one lower on Edmonton Tr.
- Awkward to connect to the cycle lanes from the river pathway.
- Need to continue East. Awkward.
- 26 ave & 12 st SE is a disaster



- 12 st SE by tracks is a joke
- 12 street is a death trap for peds/cyclists
- This is a dangerous road for cyclists, but it is one of the only routes aside from Macleod.
- This road is only bike-friendly for a portion. It necks down and cars pass illegally. Also, pot holes are a problem.
- This side of bridge was also damaged in flood do needs repair.
- Extremely dangerous section here. I have been clipped by cars here. No safe way across warrior at mcknight
- No safe NS routes to cross 42nd Ave. A MUP to the 39th station and a safe crossing from 1st St SE?
- Need safer NS connector. Experienced way too many close calls during rush hours with unsafe passing along all of 11th.
- there is no path on Shag Tr crossing over Stoney Tr. And the shoulder disappeared last fall
- Dirt path which is an old constr road. Put an overpass here & you could connect Sherwood & Kincora & Sage Hill & Nolan Hill
- Pathway dead ends at N end of Sage hill. Could continue path northbound, + safe crossings across Symons Valley Rd to W side would be nice
- No proper transition from bridge sidewalk to road.
- Bike Crossing Light takes forever to trigger. Not sure if sensor works at all.
- This entire section of pathway east of the nose creek bridge is in disrepair. Needs to be maintained.
- Pathway comes to abrupt end. an underpass or overpass and continuation to country hills would be excellent.
- No safe connection from coventy hills to metis trail.
- On sidewalk "MUP" is not sufficient. If this is intended to be a pathway it should be widened and paved.
- Needs regular plowing or snow fence in winter. Huge snowdrifts make pathway impassable in winter.
- could use a fresh pave. Very steep and very bumpy.
- Difficult to access pathway from east side of fourth street.
- No good connection to west side of creek.
- Blind corner may require better vegetation maintenance, and more signage reminding people to say in their lane.
- Rough Transition from bridge to pathway.
- Cars peek out at stops signs all along 2nd Street. Can be frightening because you are unsure if they are stopping or not.
- Drivers do not seem to understand or respect yielding to traffic within circle.
- Stop Sign should be a 4 way or a yield
- Split Pathway should be combined so that neither are so narrow and dangerous.
- Difficult to access from river
- Too many high speed cyclists
- Pathway is icy in Winter. Would be nice I feel it connected to the nose creek pathway to commute downtown/south
- Between top of home road and then east toward market mall. Patch your trail and one part is not cleared I need winter.



- Bowness road :patchy trail and not much space for cyclists.
- Trail inconsistently cleared from ice/snow in winter.
- crossing 52nd street north of 16th ave. and hard to navigate sidewalks
- crossing 36th street as a pedestrian is a nightmare.
- No good spot to cross the train tracks don't want to wait for two lights when biking
- Turning onto the pathway from 32nd ave is extremely awkward
- Need to fund 50ave improvements and install Crossing signals. Also lower speed limit to 40 km/h
- No East/West bike access along Southland Drive.
- No East/West access linking Haysboro to Macleod Trail.
- Elbow Drive should have a bike lane. It is a direct route linking south communities to downtown.
- McKnight needs a bridge or safe lane over Deerfoot
- Lots of pedestrian traffic which isn't seperately from bike traffic making it dangerous to maneuver
- Bike path is great, but the path crossings at intersections are dangerous with turning traffic and impede cycling flow.
- An on-street bike lane would be much better and safer for commuters here.
- Dangerous intersection connecting 46 Ave to bike path that crosses over Glenmore Trail.
- 37 Street should have a bike lane.
- Bike path just ends at parking lot. Horrible/dangerous access to connect to East communities/pathways.
- Missing pathway connection between Elbow Drive path and path at Elbow River.
- Missing pathway access to new pedestrian bridge over Anderson Road.
- Missing pathway connector.
- This section needs better snow clearing and ice removal.
- No connection from pathway north of Mcknight to pathway south of McKnight
- No connection from new path east of DF along Mcknight to Nose Creek pathway
- Barlow Trail could use a pathway or bike lane along the whole length
- Need a better connection under Blackfoot; connect 8 ave on the west side to allow cycling east down 9 ave to the bird sanctuary path.
- Cars stop for bikes here, likely confused by the pedestrian sign. They shouldn't. Add a bike crossing light
- 20th Ave not clearly marked for cyclist - confusing. One of few cross-town routes available. Mark it out
- From here to fox hollow pathway route, marking, and surface conditions are poor
- Unclear why cyclist would be in the RH lane to make a left turn from Brentwood Rd onto Morley Tr pathway
- Bike path over the dam isn't plowed in Winter
- Bike lane is in despicable condition - very unsafe and rarely clean. Very bumpy with deep potholes
- Sketchy storm drain under bridge. Also poorly lit.
- This steep winding pathway needs to be cleared of gravel regularly, especially at the top where you are required to make a very sharp turn
- A path on 25 Ave across Macleod would allow direct connection between the paths near Erlton St and Spiller Road, saving much time.
- Richmond Rd. is terrible for cyclists. Cars seem to be very unaccommodating on this road, which can make for a scary ride



- Need to continue bike lane from 17th ave to Elbow river, or move to 2nd St. Currently spits novice cyclist onto narrow busy road.
- The walking pathway is narrow on the north side of the river causing congestion on warm days when the river is busy.
- Bike lane ends and throws you into heavy commuter traffic w lots of potholes. Suggest extend bike lanes over 32nd bridge to UofC
- Cycle lane ends in stairs. Pathway ok for pedestrians but not really suitable for cycling. Put path into UofC where stairs are?
- Edgemont pathway ends block before Nosehill. Bike lane Edonwold to Nosehill woud connect Nosehill to Dalhousie Station and Varsity by path.
- Cars, bikes, peds, children, dogs etc converge here. Separate, well marked bike & ped exits would greatly improve safety.
- No bike path infrastructure exists to continue north in a safe and timely way.
- Bike path ends awkwardly onto a sidewalk, access to overpass is slow and in the summer it is crowded by pedestrians
- Cars always run the red light turning left on 7 street and 5 ave sw. Had many close calls at this intersection
- Turning west from northbound cycletrack has no obvious safe path.
- Need a safe way to travel over Deerfoot via McKnight Blvd.
- Awkward transition from 5th street track to no track south of 17th. Have to cross the road to continue, but it can be a challenge
- Challenging to make it here from end of path to train station safely.
- North of 40th Ave the "bike path" is the sidewalk along the west side of 4th St. This route has too many low visibility intersections.
- Needs better transition from path to road. Cars busy monitoring car traffic, not watching for bicycles transitioning from path to road.
- Need a safe way to cross Deerfoot on McKnight Blvd. Currently have to go north to 64th Ave
- Not safe to cycle down 14th street to get to any path. Cars don't share, don't watch out when turning right at 17th Avenue and 12th Avenue.
- Sudden change from path into (bumpy) widewalk.
- Sems like a natural, but no bike lane. Also bumpy and uneven at roadside
- Please look into reversing this 2way stop. Seems 'equal' both ways but is AGAINST the bike path.
- 12 Street NE bike lanes to connect from the Fox Hollow pathway up to the new pathway east of 12th street at McKnight.
- I got ran off the road here by a lady in a small black sedan. It seemed intentional.
- Bikes forced off pathway onto Montg. Blvd before rejoining pathway. Must cross 2 blind corners; cars not expecting bikes. Many near misses.
- Please please fix underpass. Even making ramps to edges of exposed slabs would help.
- I miss this path, which was torn up for construction in 2015 and never replaced. Now just dead end and litter dump.
- The bike lanes are a waste of time for everyone as the lights downtown are longer for everyone
- Pathway is narrow and crumbling. Makes it difficult and dangerous to cycle on when busy with pedestrian traffic.
- tree roots are treacherous on this stretch of pathway.
- difficult to navigate intersection, crossing either barlow or McKnight, medians in the way.



- What everyone else is saying. This needs to be an utmost priority. Extend the protected lane from 17th Ave to Elbow.
- +1 for comments about this intersection. Many issues could be solved with bike lanes on 32 ave
- In the winter snow is cleared to this point, then there is no snow clearing for 25m where Fish Creek Park clears the path again.
- There is no bike infrastructure that easily or safely allows me to head towards the city centre.
- Put a bike lane on home road
- This crosswalk can be dicey. Cars don't always stop for pedestrians. Feels unsafe. Needs 2 be traffic light intersection
- Where this bike path ends it's an awkward transition over to the other side of the road to be able to continue south on 5th Street
- Clumsy design for bicycle use. Needs better transitions onto the road. The asphalt sidewalk/pathway is not practical or safe.
- Endless conflict between motorists and anyone who dares ride a bike on this street. Reduced speed limit here might help?
- Lack of safe, separated bike lanes along Northmount Drive
- 10th street bike lanes are just painted on vs separated. Feels unsafe - especially around the 16th ave intersection - scary.
- This 4-way stop should really be a round about to encourage cycling traffic.
- Work, groceries, social activities. Accessible, but the bike/pedestrian bridge over Memorial is awkward to access and tight around corners
- I wish there was better access/bike paths accessible from Banff Trail to Lions Park Station and Sait. This pedestrian bridge is so tight!
- Bike path disappears north of this point, which is on a busy road. Not good for beginners.
- Good path south of here, but north from this point there is nothing on/along 53 street.
- narrow road link between river and trails to UofC
- Ice all winter long
- Path is twisted and leaning.
- Path blocked by construction. Intersection is not friendly to bikes.
- pathway damaged from 2013 flood meaning I have cross bowness road
- high area of pedestrian/cyclist conflict
- Connecting from 12th to 14th could be easier
- Pathway often flooded
- No safe crossing to Panorama Shopping
- No safe crossing to Evanston Towne Centre shopping
- The whole pathway system has horrible signage. Its signs are for recreation, not transportation. Routes need names/numbers.
- Great 5th street bike lane ends south of 17th ave. an extension to elbow pathway would be great
- By evidence of the worn out grass a paved bike path would be a great link here between crowchild and Sarcee road.
- "traffic calming" measures here cause cars to act dangerously: roaring past bikes between barriers or even using the on coming lane
- This section is now narrow and outdated compared with newer updated trails. Wider trail would help bikers safely pass other users



- Traffic lights could be timed to help bike flow. At 5pm NB 4th str is about 10 min faster than this bike lane: tempts bikers into traffic
- No safe crossing
- No paths on a direct route bypassing hospital and university
- no paths, lots of traffic
- there is a multi use trail on either side of Old Banff Coach and no way to safely cross. We want continuity between communities.
- There is an informal trail here. When Bow Trail gets extended to join the WRR, we want to keep inter-community pathways.
- We need an EASY way to cross from Cougar Ridge into Bowness. Keep communities connected - don't chop them up with connectors to the WRR.
- Off leash dogs, pathways are always icy in winters, no lighting in park at all.
- 14 St underpass is crucial connection to pathway and NW: signage, curb cuts, sight lines esp at the on and offramps on the N side
- Garbage, weeds, dog waste. Can you install additional trash cans?
- Need fast direct route DT from East. Dirty sidewalks or shoulder with speeding traffic are only DIRECT ways to work.
- Gate is difficult to get around,tight space.
- Multiple tree roots pushing up pavement making it uncomfortable to ride
- Another tight gate,difficult to get around
- Tight gate,difficult to get around
- Multi user pathway along here is just a sidewalk with a stripe painted down the middle. It needs to be widened.
- Would love a way to get from E-W. Very hard to do in YYC. 20 min drive, 2 hour bus ride to my parents in Whitehorn.
- Need a connection between 5 street bike lanes and elbow river pathway
- The rail way tracks are elevated compared to the bike path way. I usually have to stand up while pedalling to avoid discomfort.
- This is a REALLY tight corner. There needs to be a mirror put in place so you can see oncoming bikers.
- Zoo section of Bow River Pathway is very bumpy
- With the bus stop along the track, I almost got hit by the bus pulling over to stop. A barrier would make it feel safer.
- No safe crossing - No crosswalk
- No safe crossing- no crosswalk
- Very bumpy along this stretch in Thorncliff.
- Steep hill with large gravel - hard to bike up or down especially with trailer.
- Have to ride on sidewalk due to very narrow space on road
- Bushes & parked cars cover view of path ent., esp. SE-bound on 300 HV Gr; NE-bound bikers/walkers come off path and out onto road suddenly.
- Shared bike pathway/community road in bad condition with pot holes and loose gravel for 3-4 blocks in this area.
- There is a sign that says pathway turns to the right but in reality it turns to the left and crosses Sunridge Way. Stupid
- This needs pedestrian lights and proper signage.



- 1 path to Higgins brg Nothing done to bolster the riv bk, Bow flows over path every rain/spring Weak link!!
- Blind spot, shrub needs cut down again. Have seen people collide here in the past.
- Winter ice and snow
- No viable option to continue to/from north after the bike lane ends
- Very congested with bikes/pedestrians/joggers
- The Douglas Fir Glacier blocks the pathway all winter. I think the city does a good job of removing it as soon as feasible in the spring.
- Designated as part of a bike route but it is a high traffic road with no room to ride on shoulder due to parked cars
- Quarry Road could use some minor winter and summer maintenance (snow packing/sanding in the winter, grading in the summer)
- Potholes and uneven surface makes it challenging to avoid holes and cars at the same time. repainting the bike lane would be a good start
- WB on 8th Ave bridge - cars want to pass bikes on narrow road. Sidewalk should be "cyclists yield to pedestrians".
- No pathway after westbound bridge. Alternative is much longer.
- Incomplete link between Bow River pathway & Foothills hospital. Needs a protected bike lane the whole way.
- Poorly paved bike lanes that are in need of repair.
- Need to extend the 12 Ave cycle track all the way west through Sunalta.
- Please upgrade the bike lane on 10 St NW to a cycle track
- NE needs better access to Sunridge Mall, Peter Lougheed Hospital, and LRT. Please consider a route linking Sunridge, Rundle, and Pineridge.
- This could be a great connection to U of C and Foothills Hospital but the bridge doesn't work for bikes.
- Old Banff is 2 lanes except here it's artificially narrowed. Makes no sense. Other lights and school crosswalks cross 2 lanes.
- median dividers jut out into traffic lane, making cars go closer to bikes in the bike lane. pointed this out to city months ago.
- south side of old banff concrete block divider unnecessarily narrows lane bringing vehicles closer to cyclists.
- this is the only section of old banff at one lane with no bike lane - makes little sense.
- people make illegal left turns from parking lot onto westbound old banff all day every day, which is unsafe.
- path connector from the bow river system to Patterson Grove should be added
- The pathway from my home (Rockywood Pk NW) to the recreation centre (Rocky Ridge YMCA) currently ends on the middle of the way.
- Damage from 2013 still un-repaired
- Unsafe road width for cyclists and cars to share the road in the railway underpass
- Although a designated bike route, this street is very busy with vehicle traffic- challenging to ride a bike along. Poor signage!
- Need a more direct connection from Ogden/Riverbend and Heritage Drive and Deerfoot Meadows.
- Bike lane is uneven and the asphalt is deteriorating along this stretch in both directions. east and west.



- Path still ripped up at north end. Will path through Beaverdam/Old Refinery be open for June 2018 as planned?
- Zero wayfinding for cyclists or pedestrians using detour. Don't know where to go. Been this way since 2013.
- Intersection is a joke for pedestrians and cyclists. Seen better in third world countries.
- Ped/bike bridge
- No winter maintenance on the pathway of the Chestermere canal
- no ramps for training wheels
- could use a pedestrian crosswalk here.
- Cracked broken sidewalk jarring for bikes Eastbound, shoulder has wheel trapping grating for WB bike.
- Crossing needs signage, traffic treats cyclists and pedestrians with hostility.
- In the winter during melt & freeze, this section just west of the re-paved path becomes a dangerous foot deep half frozen lake.
- This section in the winter during freeze & melt becomes quite deep and treacherous. leveling the path out would help
- In winter, path to the west is plowed, and they stop right at the road. Road plowed too, leaves large snow drift at path/road transition
- Gate is opened then closed then opened. cycle path doesn't have easy transition onto bowness road without this access.
- Cycle track ends and leaves a difficult transition onto sidewalk under bridge then off sidewalk on the east side
- Cycle track doesn't exist until other side of bridge. Transition from this point onto sidewalk then off on other side is difficult
- From this point to bearspaw dam road, all cycle options are bad. Road is often littered with debris, path transitions are challenging
- The pedestrian light across elbow drive should change to walk whether or not the button is pushed.
- This part of 5th Street is narrow and dangerous for biking. Connect the river pathway and the 5th street bikeway.
- The bike lane on 20th street abruptly ends after the intersection at 33 rd ave to allow parking for that new market. This is dangerous.
- Dangerous crossing. High-speed traffic intermittently yields to crosswalk users. Consider enforcement.
- Dangerous crossing. Consider enforcement at the multiple crossings required on this section of the designated bike way.
- Consider moving the jersey barrier to increase the size of the narrow, ped-cycle path.
- Designated bikeway is too narrow for 2-way bicycle traffic.
- Design of new pathway should be connected to the river bank rather than the freeway.
- Motorists often block bike lane. Enforcement might be helpful.
- still not repaired
- How am I supposed to get to a pathway without driving? No clear signage. Maps would be helpful, physical route maps next to signage
- Create a bike lane separated by a barrier across 17ave SE bridge that crosses Deerfoot.



- Sidewalk ramp is too narrow. The narrowness only adds to the awkwardness of this road crossing.
- many other tracks in the city that are lesser travelled have rubber matting to make them safer and more easily passable.
- corner is large puddle or ice for months of year for the last 20 years I've been riding. grade is just inches above drainage cheap easy fix
- Opportunity for artwork to be added to bridge pier.
- what is the logic of leaving this as a crummy gravel parking lot when it's heavily used and at end of a paved road
- Bad design for going south as bike lane just ends. 5St@17 ave to be fixed so bikes are 5st safely and join river paths @ Elbow Dr.
- Faster to ride down the hill and get on the road rather than ride up to the crossing. Should be placed better.
- There needs to be a better intersection here as bike lane ends abruptly. Bikes have to cross to otherside of road to continue on 5th street.
- This section of bike pathway is very bumpy with a couple blind corners.
- Along 5th street becomes very tight. Should consider no parking signs on road for cars on the bends. it is dangerous
- 5th street is a shared bike lane, however, when it dead ends at 26Ave, there is not a good way to cross with traffic and join river path.
- This crossing is an easy way to get onto Confed Park pathways. That being said, it is a blind corner for EB traffic and needs improvement
- Dangerous! Cars traveling E on 58AVE turning South on 5AVE are blind to bikes coming from the bike path Large bush blocking view.
- Large bush blocking the drivers view of bikes heading north on bike path crossing 58 AVE. Need to cut back or remove bush.
- A simple fix would be to add an on ramp across from south travelling lanes so that bikes can go straight over the intersection and cross 26av
- 2nd street travelling north. pavement is in very rough shape. Consider resurfacing. Currently bikes enter car lanes to avoid large potholes
- Still no good bike connection to Pickleville :(
- Agreed light timing is terrible. Much quicker to head south on other streets.
- Merge lane from W Heritage Dr onto N 14 St. is dangerous. Cars come flying around corner. The bike ramps to get on sidewalk is in bad shape
- Must mix sidewalk here. Widen the bike ramp on to sidewalk and move further around the bend so that cars can see pedestraishn better
- Cyclists flying through off leash dog park are unsafe. Need signage or a way to slow down cyclists.
- 1st street seems to be a chosen road for bus timing stops. Buses are backed up along the road and makes it dangerous for bike to share road.
- d
- with bike path intersecting at 4th st, 4th st traffic should have speed reduced. to 30/40 km/h as per elbow
- potential for 5th st bike lane to continue on to elbow or 4th st?



- bike crossing 4th st is awkward. could reduce traffic speed to help make crossing safer and more manageable
- can bike lane run up 4th st? as continuation from 5th st lane via elbow. to access parkhill/train
- This intersection is difficult to cross with traffic speed. rideau/roxborough park access through these roads
- Cycle route is unnecessarily confusing at this location. Extending the cycle track through the intersection (or further) would help.
- The pathway ends here. It would be good for it to continue west along Canyon Meadows drive, and connect with the parking lot for the Condos
- It would be good to have a pathway along the south edge of the school property, connecting to Elbow Drive
- The bollards on the west and east end of this pathway make it difficult to get a bike through here
- Lit pedestrian crossing is needed here. Cars are still accelerating and it is not safe to cross
- It would be nice to have a link between Woodbine and Canyon Meadows, without having to down into Fish Creek
- Bike lane joins road, road in poor condition
- Underpass unrepaired from flood
- Pathway should continue from here down to the pathway south of the parking lot. Currently, this area is washed out and dangerous
- The sidewalk ends here, and there is no link to the eastside of this condo development.
- Winter plow leaves big snow pile between path and road.
- There is an unofficial trail here with a fence across it. Can we make it official and join it with the path heading west up the hill?
- Path built like a bowl and collects water, freezes up in the winter. Very dangerous in spring melting and freezing each day.
- There is a fence here, blocking the path, forcing bikes into the busy parking lot
- Equipment left big indents in old part of path when paved new path to the east. Damaged one area while fixing another.
- The entrance to the park is washed out and very steep. Also, can we link this to pathway coming up the hill on the south side of road?
- Underpass closed for extended period past winter spring which made commuting difficult. Keep this underpass open all year.
- At entrance to underpass cement has crumbled apart leaving dangerous hole before asphalt
- Always excess gravel dirt/mud where path meets the road. Spring cleaners do poor job here every year.
- Cleaners should do 53 Street sooner. Should be a high priority, bikes are forced into the high traffic street (bus route).
- Bowness Road and Home Road is not a good intersection. Poor site lines and unsafe for cyclists
- This area in general has heavy traffic, and very few if any pathways/sidewalks
- Unofficial pathway here should be made official
- unofficial pathway here should be made official
- Paths needed for George Moss Park
- Obvious missing link.
- East side of bridge could use some wayfinding for bikes... to get to willowpark/superstore etc.



- Bike and pedestrian access to south pathways at west end of Edworthy Park unsafe for children due to vehicular and racing bike traffic
- The underpass still hasn't been repaired since the 2013 flood.
- Big break/dirt mound in pathway under the bridge.
- I'm sorry but we DO NOT need path through George Moss.... Dollars better spent elsewhere.
- HUGE amounts of people who aren't mindful of cyclists.
- Slight heaves in concrete between bird sanctuary entrances.
- No pathway connecting to Millican Rd. / north along river. Very bumpy road instead.
- Bike path leads into CPR HQ. Entering can result in criminal trespassing. Not clearly indicated.
- large bumps in path before bridge crossing memorial.
- Missing a critical link between 34 ave and 50th/52nd along 36 st.
- Speeding and inconsiderate cyclists.
- Only way to across 36th from Sunridge mall is to go with your Bike over Rundle Station. Separate bike path needed.
- Bike path is connected by a narrow sidewalk with busy bus stop. Virtually unridable. Modify the sidewalk that connects the bike path.
- Awkward entrance onto bike path from 8th street bridge.
- When this area is closed for renovation, rerouted route is not save on Memorial drive connecting to the downlands bike path.
- WOULD BE NICE TO HAVE SEPARATE PATHWAY FOR PEDISTRIANS
- VERY NARROW PATHWAY FOR PEDISTRIANS, VERY OUTDATED AND BUMPY
- The south side of the street has nowhere to go but on the road. It's scary to ride when I forget to turn left earlier on my ride heading N
- A bikeway on the McKnight or 64th overpass would make crossing Deerfoot on a bike much safer. Bike bridge is too far south.
- Again, a bikeway here or at McKnight would make crossing over Deerfoot much safer for cyclists. The bridge to the south is too far away.
- Got stuck because I didn't realize it was STILL under construction - doing a long run and had to cut through community
- The pathway here isn't complete. It is just a narrow sidewalk with a line painted on it. Please make this a normal width pathway.
- Rough condition path. Needs resurfacing
- The Trans Canada Trail just ends here and the pathway is blocked by a fence.
- Path just ends needs to be finished
- Pedestrians do not know the paved path is for cyclists. Suggest using green paint for dividing line (not yellow) to denote bicycle only path
- Pedestrians don't know about / don't heed bike only paths. Perhaps mark split paths better or otherwise educate public about split paths.
- The pw under old suspension bridge in the zoo is a blind spot. Now the bridge is gone the abutment could be removed improving sight line.
- This area has no access to get to the now trail system
- Not as comfortable as the 5st bikeway, acadia and fairmnt are through roads with lots of traffic.
- Access to fish creek park from the west side of evergreen is needed by the new road. allow the kids to get into the park safely.

- Access to shops is terrible. Narrow/busy roads & no bike lane. Pathways in this area are looping, end suddenly, and inefficient.
- Extremely dangerous section of Old Banff Coach: busy, artificially narrowed in places, inexplicably ending pathway, etc.
- Dangerous and busy pedestrian/bike crossing from Patterson across SB Sarcee exit lane to WB Bow. Low visibility / high speed traffic.
- Only commuter/kid bike access to Edworthy is on this broken, narrow, busy, and often icy road.
- I do not have a direct route from the south end, to downtown. The only option is via Elbow Drive, which is less than ideal in rush hour.
- Winter closure sign is HERE and not at Crowchild (the last chance to detour to N side of river). Encourages using unsafe pathway.
- Sarcee Xing to Bowdale would greatly improve connectivity of singletrack trail network, esp with more future traffic from Trinity.
- People walk/run/bike over this train bridge(!) to connect Bowness to Edworthy trails (to avoid the long way via Shouldice).
- intersection of Nose Creek pathway with Goddard Ave forces cyclist to sidewalk; counter intuitive and dangerous.
- Unclear whether pathway infrastructure S side of 32 Ave is bike-legal. Painted centre line but no signage. Been yelled at by cars AND peds.
- Very rough RR Xing with large gaps between tracks and pathway/crossing wood. Dangerous (even on foot!) especially in the dark.
- Extremely narrow path with trees & fence. What happened to the bike lanes here on Crow?? Always ride the road here, even with young kids.
- Pie in the sky: sound barrier between Glenmore and path would be nice. Can't even hold a conversation on this stretch due to traffic noise.
- Traffic calming pushes cyclists into main travel lane at intersections. Bowness Rd generally dangerous, but only efficient E-W route thru.
- Can you do a bike lane or multi-use path along 26 Ave from 26 Street to 41 Street? Would be safer to connect to pathway along 26 St.
- Path crosses over a road with no pedestrian cross walk. Have to J-walk to cross. Road is busy.
- Busy/fast road for families to cross to access Bike path to Edworthy. Always makes me nervous crossing.
- A bike lane down to Weasel Head/ Glenmore Park needed on 37th Street.
- Only access from the 'hill' down to Edworthy. Unsafe for families/runners: blind corners/narrow. NEEDS bike lane and speed control.
- This overpass is part of the system but it is not connected on either end to pathways.
- There's a few inches of asphalt missing between the roadway and ramp onto the pathway. Tripping hazard.
- The switchbacks here are really tight. Hard for cyclists to slow down and make the turn.
- Path covers in ice. Closure sign needs to be near crowchild. I ran to this point and had to go back to crowchild to get up the hill :(L
- Coming downhill people on wheels are going fast (bike, skateboard, scooter). Difficult to slow down & make the turn safely. Dangerous 4 peds
- Too narrow. Dangerous for people walking and/or cycling to pass each other.



- Difficult spot to cross. Cars don't always see peds or cyclists and are going too fast to stop for them.
- This crossing is dangerous. The turn is very tight for people on wheels to make safely.
- Can this transition to pathway be improved? Maybe signage indicating start of pathway?
- Better ped signs here. NB/SB traffic to Bow Trail is fast and doesn't notice ped x-walk. Needs new speedbumps (City confirmed them too low).
- It is hard to see people on the pathway if you're on the sidewalk. The turn is tight and blind, can sight lines be improved?
- Maintenance required to clean up pathway and keep cars and trucks off of pathway.
- Strathcona Drive: Need designated bike lane. Lots of bike traffic and kids bike to school on this road!
- I am pinning it because I live in Tuscany and work off of 32nd ave NE and would LOVE to bike to work but it is really not possible.
- Can this pathway be realigned so it better aligns with the bikeway?
- 17th ave sw past 14th street is unsafe for cyclists especially south side)
- extend cycle track on 12th ave past 11th street (at least to 14th or even 16th street)
- Dangerous crossing 37th st from overpass path to travel south
- Intersection bad for cyclists. Cars merge quickly and can't see you crossing. No light to cross on south side of road where pathway is.
- More direct link for bikes crossing Glenmore and continuing west would be helpful.
- Winsport from Valley Ridge/Crestmont to Winsport would be beneficial. Greenwich, Trinity Hills and Calgary West developments coming too
- This area must access the bike system via the Southland bridge over the tracks or Horton rd. which are both bad for cycling.
- Pathway from here to Cochrane
- Most bikers use 8th Ave over 9th (Safer, quieter). The dedicated bike lane should be moved.
- This path ends in grass. It would be nice if it was extended to the road.
- Extremely popular road for bikers to commute between river path and NE downtown. A dedicated divided bike lane would make it much safer
- Most cyclists take the pedestrian path under this bridge (rather than detour to the cycle path immediately). Start the cycle path later.
- Cycling along Northmount Drive between SAIT and Northland mall is direct but very scary because of traffic and parked cars.
- Dangerous spot for cyclists coming down the hill with speed and southbound cars turning right onto 7 ave who don't shoulder check.
- Path section damaged from flood - commuting to downtown requires a detour up to Ogden Rd - ruins the otherwise beautiful commute.
- This flood-damaged section prevents being able to commute along the bow :(
- Yes, we'd like paths/sidewalks in George Moss Park
- The path is still damaged from the flood and blocked off for pathway users
- Bikelane on Millican Rd needs to be redesigned. Northbound barely used and not plowed in winter.
- huge puddle/overflow
- somewhere along here is a community detour, not the best experience, but better than a closure
- would love to see this little parking lot paved or a paved pathway next to it so I don't need to ride through the gravel



- not enough parking in this lot, also lot is not paved, and folks using it to commute have no idea how to park ! (needs paving and lot lines)
- No pathway on 1a st SE. Don't want to walk on Macleod as it is busy (my dog is with me) and the fume smell is horrendous.
- pathway needs to be widened. pedestrian/bicycle conflicts are high in this area.
- fencing and vehicle exhaust make this stretch of pathway very undesirable
- 85 St is too busy & the pathway/sidewalk is inconsistent. Sometimes it is a pathway, a sidewalk, or even there.
- 37 street in Lakeview needs a bike path to connect into the existing trails.
- 37 st is a major artery that could use a bike lane.
- We would like to bike from Aspen/West Springs/Cougar Ridge up to Winsport & cross to Bowness with 1 continuous multi-use pathway.
- Connect West Springs & Aspen AND preserve the green space when Bow Trail gets extended to join the WRR. Span bridge with trails underneath.
- It would be nice to have a bike-friendly crossover on Deerfoot. There aren't really any good spots for it.
- Need fix for quick cyclist access to downtown that doesn't compromise pedestrian safety: we're not there yet.
- Path closed because of coyotes and too aggressive for commuting to work on anyway.
- Two lights to get through because there's no commuting route through here.
- Terrible intersection that takes you under Country Hills only to have to cross the lights on Beddington which is a VERY slow light.
- Broken links need to be connected
- This is a blind intersection when approaching from the north. Warning signs or pruned hedges would be nice.
- Section is in rough shape and could be a bit more windy to make climbing it a little easier?
- More stupid lights to interrupt my cycling.
- Nice and fast section but kind of boring, could use some trees. Also think the speed limit out here should be 30km/h.
- Pathway needs some love.
- Some harsh bumps on the path somewhere around here.
- Love the new underpass!
- Extremely buggy here due to slower water?
- Far faster to ride thru parking lot which isn't as safe. Sharp corner kills any speed and it's short but really steep.
- A rest stop around here would be nice (water).
- Homeless people and lack of lighting - pretty sketchy when walking at night
- No lighting under bridges to the east of MacLeod Trail - often aggressive homeless people camping out underneath these bridges
- Bikes should be able to use the tunnel. It's a safer route and connected to paths.
- Country Hills Blvd from Coventry Hills to East of Deerfoot is tough to ride on, no shoulder and curb.
- This is a perfect road to connect the south pathway systems with a protected bike lane. Traffic is relatively low, and the street is wide.



- In winter the road (Riverdale) can become really difficult on a bike, and this is the only way to get to the next bike path.
- Drainage of water here is terrible into spring. Water covers the entire path and turns into a curling rink.
- Very difficult to cross by bike, especially for children, pregnant women...
- Many MANY people don't leash their dogs around here. Many close calls here.
- This is very difficult for children, pregnant women to carry bike over the stairs
- In summer the hedge grows massively and cars/peds/bikes can't see each other.
- very narrow. bike and pedestrians both use.
- Never kept clear of snow and ice - city likes to argue with Homeowners association. Someone will get sued eventually.
- This intersection is not very bike friendly. It is very difficult to cross crowchild by bike!
- Parking lots need paved with marked spots. Often people triple park unknowingly and you are stuck.
- Need pathway for cyclists and pedestrians. Cyclist go way too fast thru here when very busy with pedestrians.
- Going North up Centre Street - very busy and narrow roadway. Have to use the sidewalk on the west side to be safe.
- Going north towards downtown. Currently is only a one-way road going South so have to work against traffic.
- Crossing needed for access from pathway to businesses near Kensington Rd/Crowchild Tr. Currently must cross at 27 St and walk bike 2 blocks
- The stairs going up the ridge are congested with people working out, including boot camp groups going up and down these stairs,
- There's no connection to the sidewalk... just dirt
- The small area of pathway between YMCA and the bridge to Princes Island Park gets flooded after even a little rain
- Possible bike lane to connect onto Ogden and transition off Blackfoot Tr.
- Needs to be re-paved.
- Very narrow walk way for both pedestrians and cyclists. Bike lane or wider track would be wonderful.
- "Pedestrians don't know about / don't heed bike only paths. Perhaps mark split paths better or otherwise educate public about split paths".
- still not fixed since flood. lack of access hamstrings entire NW segment of bow pathway.
- A road diet on the right lane: attain regional path standards and would slow motor vehicles approaching the crosswalk.
- sketchy segment which forces cars and bikes together. area is lacking in proper signage indicating routes and overall lacking routes.
- segment in TERRIBLE condition. loose gravel.
- From bearspaw down to bowness the path is sketchy and poorly laid out. lacking bridges across river, transitions, and proper maintenance.
- many, many springbank riders use this ramp for HW1 access. better, safer access onto HW1 is needed.
- Need some sort of safe access between cougar ridge, COP and Bowness. Completely disconnected and no obvious way around.



- Section is extremely narrow. recipe for serious collisions. no paved pedestrian path makes it worse. extremely poor condition.
- South bow river between edworthy and crowchild - mix of bike and pedestrian and poorly maintained so it is often quite narrow and dangerous.
- This area is a mess. no obvious route around. looks like work here has been abandoned since 2013.
- Driving lanes come and go here, not very comfortable to access local schools, groceries, and retail to the east.
- **FIX THIS PART!!!!**
- This hairpin turn is dangerous (especially in winter). Extension of traffic barrier would be one improvement.
- A road diet is appropriate here. Pathway is too narrow and roadway is too wide.
- Scary surface level crossing here--many speeders coming off Stoney or commuting.
- Surface-level crossing scary here (&@ lights). Often flooded underpass also has poor visibility on corners. Bike crashed into my dog once.
- This intersection is chaos during rush hours and no safe way for bikes to get into or off of pathway and into or off of 1 St SW
- Bikers are forced to use sidewalk as only safe method to navigate centre street after exiting bridge
- Forced left turn... have to suddenly join road traffic to continue east on 12th to 9th (which seems like the more direct and quieter route)
- Sharp corner & slope for cyclists - many take the pedestrian path under the bridge.
- Signs on posts indicating bike/pedestrians are tiny and likely not noticed by many.
- Not clear if this is intended for bikes, but pathway on opposite side is inaccessible when heading north.
- Pathway disappears for 50 metres due to parking structure - forces bikes on to road
- Many lamp posts, signs and street furniture blocking almost whole width of one lane of bike path!
- Gravel & mud in median and on road due to previous construction projects - dangerous!
- it sucks going down this hill
- Canal pathway is excellent (direct, flat) but is not cleared of snow. Also asphalt surface is bumpy in places.
- Snow is not cleared between parking lot and bottom of hill; snow/ice remains every spring long after the hill itself is free of snow.
- No good connection from path into community. Most direct route here (gap in fence) is not ideal - blind corner on lane, over drain gully.
- Pathway floods in several spots every spring melt. Drainage needs fixing or better snow/ice clearing.
- Often find vehicle parked blocking dropped curb. Needs road marking paint or bollards.
- Path suddenly dead-ends
- When is the planned pathway extension here going to built? Forced to ride the roads through Walden to get any further south.
- Pathway (north) ends here - forced to ride the road south through Walden.
- Is this road going to be paved? It would make good link from city/pathways to range roads etc. west of here.
- It would be great if you could reach this side road from north or east without riding 700m along Macleod trail.

- no non-highway route. no shoulder on roads
- I wish more of the lights on 16 could be easily pushed from a bike (without having to go up on the curb)
- Way too slow in fixing this section
- Snow is not cleared and it's poorly lit
- Access to 61 Ave from the canal is via improvised desire line squeezing past fence.
- Most sidewalks on Macleod should just become multi-use pathways.
- 14 Ave is a good to get to U of C/SAIT/Foothills (other than bridge on Crowch) but many potholes near curb, poor sharing with Wbound cars.
- Bottom of steep hill, sharp right, traffic tailgating on 8th & exiting St. Georges Dr=hair-raising on a bike.
- This flashing crosswalk is terrifying, especially at afternoon rushhour. Popular speed trap spot for CPS with good reason.
- Terrible infrastructure gap under Memorial Drive to connect pathway system to employment along Barlow Tr
- Pedestrian corridor crossing, but still uncomfortable. High speed arterial to cross to get to pathways.
- Bow Bottom Trail crossing. Safe enough with signals, but loooong wait! No priority to bikes, peds, transit!
- Very steep hill. Very icy in winter and spring. Ice flow over the trail.
- Quarry Road trail should be paved. It gets very muddy and icy.
- Cyclists should be separated from pedestrian traffic in the section of the trail that goes past Eau Claire and princes Island Park
- Bad connectivity between Bankview and Bow River via Scarboro - need better crossing on 17th.
- Not bike friendly.
- Important bike destination that is surrounded by hostile roads with bad bike infrastructure.
- How does one get safely to SAIT when you only have antiquated pedestrian bridges?
- Have to bike on sidewalk to get to University as there are long distances between pedestrian bridges
- Looking for better cycle route to downtown than 19th. Otherwise I have to do pedestrian bridge over Crowchild
- Missing connections
- From the Deerfoot overpass, I have to ride through a parking lot and over a curb to get to the crosswalk at 32 Ave and 12 St NE.
- Bow Cres. is the best route through Bowness, but the roads need repair and a bike lane would be nice.
- Off leash dogs and people not paying attention :)
- Narrow and busy
- Train track crossing could be improved.
- No sidewalk or bike lane to cross deerfoot
- Need a bike friendly option here to cross deerfoot
- Inconvenient cycling route due to off leash dogs
- Sunnyside bike path comes to an end at 10th street with no way to cross 10th street to Riley park, nor a way to travel south.
- Needs daily winter plowing as this is a major artery for commuter.



- I can't cross here with my kids in the chariot- would love to see a ramp.
- Need a bike lane here to connect Kensington, briar hill, sait to the UofC.
- Pathway just ends in a high speed intersection. Needs a connection to shaganappi intersection. Need bike crossways in transition areas.
- bike crossway signs needed. getting off bike at every road crossing is not conducive to using these regional pathway.
- very busy road, not really suitable for bikes and heavy traffic. Pathway to Edmonton trail and nose creek trail would be safer.
- 8 ave is heavily used by cyclists from downtown to 17 ave, it's quicker and more direct than the river path. Suggest traffic lights here.
- Crossing 37th requires stopping for a light, most vehicles turning off Bullhead Road onto 37th do not look for pedestrians.
- Rocks fly up from cars crossing the causeway and hit you as you're using the pathway.
- Never plowed in the winter, makes it unuseable to anything with wheels.
- In winter ice builds up every year and is not removed. Needs a culvert installed.
- Not very accessible by bicycle for a modern day university. Brisse, Charleswood, Morley, 19th st, 32nd, 24th, University Dr, etc
- Would be phenomenal if safe shoulders for cycling were included with ongoing construction. Slower speed limit on highway entering city.
- No bike lanes or pathways on 32Ave NW from 37St NW to intersection at 39St NW. Very busy in the morning with traffic and not safe.
- Not sure
- Not cleared in winter. This is the ONLY connection for 20,000 residents in Tuscany to the regional pathway system without riding on roads
- I don't feel safe biking down Kensington Road - it would be awesome if a bike lane was incorporated.
- 14th St is not the easiest road to bike. The sidewalks are often crowded with pedestrians which makes it difficult to navigate on a bike.
- Stupidest bike lane ever. It ends in the middle of the road and then you have nowhere to go.
- Streets are too narrow to use, must use very narrow sidewalk under 14st railway underpass.
- Pedestrians aren't conscious of bikers here. Lanes should be separated and very clearly marked, as a continuation of the river path system.
- Better signage is needed. Pedestrians are constantly wandering into the path of cyclists in the center lane.
- Need separate lanes for bikes. This is commuting infrastructure not a promenade.
- Snow plows always fill the on-street bike lane with snow in the winter and people park in the bike lane when there is snow against the curb.
- Snow, ice and slush are frequently found here in the winter and early spring months making it difficult to use as a commuting route.
- North side of Southland Drive behind the concrete wall are full of snow, ice and slush during winter and early parts of spring.
- The path is incomplete here. Need a short connector to make the access aorund the school safer
- Crossing Deerfoot on the pathway is dangerous...especially in the am.
- Serveral heaves in the pathway make it dangerous...especially in the dark.
- No winter maintenace...unusable in the winter



- Broken pavement and heaves..maintenance required
- Pathway is covered in ice and snow in winter, dangerous.
- Bikelane ends at Westbrook and no real indication of the best place to ride after that.
- Need a separate lane for bike traffic along the river pathways. Too much pedestrian traffic at the end of the day.
- A separate bike lane along the river pathway that is clearly indicated for bikes and with a speed limit of 25 would be more reasonable.
- Path ends and you have to turn left. I need to continue to go straight for my ride. Having a way to easily continue would help.
- this intersection is really confusing/dangerous for cyclists heading south on 5th.
- Many potholes, often "invisible" as they are simply indentations... street squeezes and cars are flowing past pretty fast
- "invisible" potholes and many cracks means I'm weaving all over to avoid them
- post utility repair road patching is poorly done causing cyclists to weave to avoid holes and cracks.
- the design of elbow drive incites speeding making biking dangerous and walking extremely unpleasant
- detour to get to north of city very convoluted.
- Parking on L side of street - hard to see oncoming eastbound cyclists for drivers turning left from 12 Ave onto Centre St northbound.
- Really poor intersection for cyclists, drivers and pedestrians.
- Sudden narrowing of road, signage poorly visible so cyclists often "boxed out" heading southbound
- Excellent cycle route but sharrows faded to almost invisible
- Useful cycle route but busy traffic, sharrows not prominent enough to deter aggressive drivers
- Lower trail in poor condition - should direct cyclists to remain on upper pathway.
- Pathway in poor condition here.
- Narrowing of pathway, proximity to busy traffic creates impression of danger
- Very busy pedestrian-cyclist intersection on weekends. Perhaps better signage would mitigate conflict
- Insane to end bike lanes here - extremely inconvenient.
- Happy about new bike lanes here but winter snow clearing creates large banks at intersection
- Langevin bridge busy with pedestrians and cyclists - signage should indicate SHARED pathway. Widen?
- VERY long left turn signal for traffic turning eastbound from bridge onto Riverfront. Inconvenient for pedestrians, cyclists.
- Awkward signal for cyclists - much shorter than either drivers or pedestrians. Why not make same as ped signal?
- Dangerous intersection for pedestrians, cyclists. Drivers turning left from 10 Ave heading northbound do not look to crosswalk.
- Traffic signal timing makes 12 Ave bike path inconvenient for morning commute heading westbound.
- Bike path ends. Signage showing SHARED sidewalk/pathway continuing thru the underpass southbound would mitigate ped-cyclist conflict.



- Better mark SHARED street along Stephen Ave? Vehicles take up full roadway, crowd eastbound bikes onto sidewalk during evening hours.
- Very wide roads, future BRT/LRT access and access to Bow River Pathway - opportunity for bike path
- Lots of dog feces on pathway in early spring
- crossing busy Nose Hill Drive to continue with path underpass at Stoney.
- multiple city buses and school buses parking in the bike lane
- very rough section of path, tree root impact
- forced transition to road with poor sight lines
- seasonal closure due to flooding
- Pathways are random no proper linear connection.
85th too busy to ride on road or sidewalk. One sidewalk side should be a pathway.
- 9th ave is a main connector for down town commuting, be nice for it to be a marked bike way.
- This ped bridge is extremely narrow. The east side is dangerous with extremely tight curves.
- I would take this home during the day but not night. It is poorly lit and feels very isolated and unsafe when the sun goes down.
- 17 Ave offers best grades for accessing SW across Crowchild. Vehicles travel fast & aggressively WB up the hill - needs traffic calming.
- The cycle track ends here and needs a better connection into the network!
- 14 St - a desirable N/S connection for cyclists yet there is no space for cyclists on road or on sidewalk
- Langevin too narrow for a good connection for cyclists. Canteliever add'tl pathway Portland-style?
- Would love to travel to 17 Ave for entertainment more by bike but 17 Ave inhospitable to cyclists.
- Difficult to cross 14th St SW at 34th Ave with busy traffic. Cars don't see you, some unexpectedly stop for you, some keep driving!
- bike path doesn't connect to the road; soccer field is being ruined as a result
- very busy intersection with large trucks. scary to stop and wait for the light here
- to connect to this path via "designated bike path" there is no direct route from west hills so people end up biking on the sidewalk
- bike paths force you city centre direction; needs another route to connect to Mount Royal University
- Severe decay of the asphalt here. Has had barrier across it for over a year, despite no other access to the pathway or repair being done.
- Please connect to sunalta area.
- too many pedestrians who are looking down at their phones and not paying attention. kids running accross the track.
- construction
- Steep hills of 4% grade to 11% grade. Pathway not wide enough for today and future traffic-4.5m minimum.
- Curb cuts to road extremely dangerous. Pathway not built as roads for winter as snow creates ice zones
- Lack of toilets every 30 minutes at slow cycling speed.
- Heading towards Inglewood, there is a stoney, gravel area that needs to be paved.
- Crossing into Kensington



- Bollards are too tightly spaced for cycling. People use this bridge to go onto 8 ave as that's the most direct route to go to 17 ave SE.
- How about a path between Ogden Road SE and 15 St SE.
- We need a safe and obvious way to get from Cougar Ridge/Winsport over to Bowness. Thank you!
- Dead end paths in Aspen and in West Springs but they don't connect. When Bow is extended thru here, pls join them & preserve the forest.
- No continuous east-west pathways along Anderson Drive. Very difficult to get to neighbouring communities.
- There is no pathway link to bike pathway leading to foothills
- connection from pathway to 11th street bikeway is missing
- 11st bikeway always needs cleaning for gravel & glass
- this needs to be an access point into Tuscany!
- closed since flood, dangerous and needs repair
- this path/sidewalk is ridiculous/dangerous, should be on the south side to connect to west path up the hill and avoid traffic/parking lot
- Pathway gap (turns into dirt/gravel) due to Developer construction.
- Bike racks are needed here. Pathway goes right to this north lake entrance, but bikes are not allowed in the lake area.
- Only option to get onto the pathway system from east of tracks is to ride in heavy traffic on 61st Ave to Chinook.
- Only north-south corridor in area and the narrow road makes it very unfriendly to cycling.
- Path here is heavily cracked and broken up.
- Issue is leaving the area. Difficult to turn left back onto Harvest Hills Dr from the parking lot that serves the path area.
- The bicycle symbols should be repainted on 2st
- No connection from sidewalk to Sarcee trail path. must navigate a busy parking lot or make a 1.5k detour to west end of complex.
- Steep turn/blind corner for cyclists turning eastbound onto pathway. Move intersection ~50 m west to improve sightlines.
- Slow cyclists with entitlement issues...
- There is a horrible curb here on this corner of Cantrell drive that cyclists have to ride over .
- Agree - extend / complete the path between these lrt stations
- Tough spot for cyclists wanting to turn north onto 6th St pathway. Unsafe overlap with bus top. Separated bike lane would help.
- Connection from St George's Dr to Bow River pathway is poor. Existing sidewalk route along Memorial Drive overpass too slow and narrow.
- Separated bike lane along east side of overpass would improve flow and safety for cyclists connecting from Bow R pathway to St George's Dr
- Bike traffic routed onto sidewalk conflicts with pedestrians waiting at bus stop. Cycle track on 9th Ave would be better for all.
- Surprisingly sharp bump here, could use some fine tuning.
- Strongly agree - a bike lane along 1st St SE or 2nd St SE would greatly improve connection between Bow River pathway and NE part of downtown



- Concrete divider marking east-most end of cycle track here is often partly pushed into the cycle track - need something that stays in place
- Sidewalk on Langevin Bridge too narrow for combined pedestrian and cycle traffic. Need something wider.
- Drivers turning west onto Memorial Dr often disregard "no left turn" signal and conflict with cyclists. Needs better enforcement.
- Drivers turning W onto Meredith Rd cut off N-bound cyclists. Add sensor to cycle track that triggers flashing light to warn drivers?
- Cars drive in 19 St southbound marked cycle lane from 10 Ave to 6 Ave. Speed is high coming down hill.
- Unsafe intersection. Careless/aggressive drivers disregard stop sign and conflict with pathway traffic. Underpass preferable.
- There are often homeless/sketchy people around/under the 5th Ave bridge and loitering on pathway. Drug deals etc.
- Need some sort of traffic calming measures to improve safety for cyclists along eastbound 9th Ave SE.
- Pathway crossing under 9th Ave SE bridge in poor condition, bumpy, broken pavement.
- Very steep for novice / casual cyclists
- Unpaved road crossing is often potholed and / or flooded. Some of 13th was paved; if rest is paved, drainage here should be attended to
- The pedestrian crossing light to cross 26th is very short, making you wait even when traffic light is green on Bow.
- Sharp blind corner. I was hit cycling S by cyclist going N who cut corner in morning rush hour.
- There's room for switchbacks. The direct route is too steep.
- Very narrow and congested during rush hour
- Making the grade consistent would be nice. Some very steep parts.
- This is a tight bike route road. Lots of contractor trucks and cars parked on road. Makes it tight for bikes.
- This is the only way to get to MRU from this bike route w/o going an extra KM around.
- Bike route just ends here at a stairwell. Surely there can be a continuous route through the UofC to the NW
- This transition is weird.
- Way too narrow here. Most stressful part of my trip every time.
- Lack of a convenient, safe way to connect to Elbow River Pathway from SB 5th St.
- Wide cracks in asphalt here require some weaving in between.
- Bow Trail plans call for a sidewalk to join 2 multiuse pathways here. Rather have continuity of multiuse pathway UNDER highway.
- Heavy bike traffic area with no bike lane. Need a connector from south end of 5th Street cycletrack to Elbow River.
- Cars frequently parked in bike lane. Needs flexi-posts or better signage.
- Bike crossing here is SKETCHY
- Cycletrack through Sunalta all the way to Pumphouse theater! Continuous connections are ESSENTIAL!
- separate cycle/pedestrian pathway all the way around Glenmore would be nice!
- Tough Intersection for bikes. Recent signal changes have made it better.



- Snow and ice usually an issue here.
- New railway crossing necessary for cyclists and families - seen many strollers get caught in the tracks here!
plus i dropped my ipod :(
- Poorly cleared bike lane in winter. Usually icy or snowbank.
- No safe crossing from north of Stoney to south of Stoney.
- Bike lane would help. Big wide streets surrounded by schools, parks, University and shopping.
- Sketchy gate seemingly opened and closed at random - nearly died
- Water drains across the path here, turning to ice regularly. Gravel in the winter would be helpful!
- Drainage and debris issues. Especially in spring as ice is melting but this area is sheltered from sun.
- Very dangerous transition from bikepath to roadway for those travelling to the university from Foothills.
- Lack of pathway clearing reduces use in winter months.
- Odd bicycle connectivity leading south from this location. Often leave 'bicycle route' for more direct route.
- No bicycle connectivity path from park parking lot.
- New path system ends at sidewalk? Not great for bikes.
- Ideally this path would continue north along nose creek. Another path exists further north but there is no connection.
- Weird pathways that are segmented and I can't figure out how to navigate. Country Hills is not a safe route for cycling.
- Why was the bike lane removed? Far less safe following the path which crosses multiple roads with zero sightlines.
- Dangerous crossing
- No a lot of bicycle parking despite fairly good bicycle oath and safe road route access. Very car centric transportation centres.
- Dangerous transition to the street
- Loads of cyclists use this road and it's super narrow with no shoulder. Would be nice if it had a hard shoulder on each side.
- Need a dedicated route to China
- Off leash animals roam on paths in a random fashion. Bikes travel at unsafe speed given context. All users need to be respectful/responsible
- Tree root causing VERY bumpy path
- No good way to turn left from Southbound 10 St to Eastbound 16th Av. It's very hard to access neighbourhoods south of 16th and east of 10th
- Pathway constantly washed out and rarely fixed.
- Pathway is straight across the road & a crosswalk here makes more sense than having people walk to the corner! Now kids j-walk = Dangerous!!
- This portion of Heritage Drive over Deerfoot Trail has no bike path.
- New bike/Handicap accessible pedestrian overpass. This would be a good bike route east to the 20St bike lane.
- Biking east/west here is dangerous but required to cross Crowchild. 54Av bike overpass would fix this.
- Pedestrian/Bike overpass so kids can walk/bike to school in Lakview from Garrison Green



- This missing link is currently used as a daily "pathway" by three schools (Coventry Hills, St. Claire, and Nose Creek).
- The trail ends here.... no direct path across Barlow to the PLC.
- Path ends here. No direct path to the PLC.
- This is a great corridor in our community but would be more accessible if it were paved.
- Please fix the underpass here.
- Some huge almost hidden potholes on the road where the cyclist tend to have to bike.
- Lane narrows and one lane traffic with barriers. Traffic must wait for a cyclist as it is too narrow for both
- Have seen cyclist collide from moving into the oncoming lane trying to avoid the ditches, potholes and large cracks.
- NO PATHWAY NOT SAFE AND DIRECT
- PATHWAY STOP S THEN TURNS INTO A SIDEWALK. NOT HELPFUL
- NO PATHWAY, SIDEWALK TOO NARROW SO I HAVE TO CYCLE ON STREET WITH NO CYCLING MARKINGS TO GET TO THE CTRAIN STATION
- 53rd should have bike lanes north of Crowchild to connect to 53rd South
- Are you kidding me? Bikes have to go up over John Laurie. Super discouraging to use that bike path to commute
- Have you lost your mind?? up over John Laurie, down to Edgemont Dr and super up to this bike path, before down to 53rd!! Not working!
- instead of hard hike up behind Edgemont Estates, let's extend the bike path south on Edg blvd from World Health
- love the bike path on 53rd, dislike the 3 four-way stop, too bad it stops North at Crowchild
- unfortunately has to join back Centre St from 3rd Street as golf course in the middle before McKnight
- Benches at not marked on the side and do not flow with the bike network causing a crashing hazard with placement.
- When there is an event, bike lane is halved with 2x traffic.
- bike path dissapears into courtyard and no proper sinage to make pedestrians/cycleists aware of procedure.
- Why does the crosswalk go directly into the designated bike path??
- sculpture is directly in way of bike path which is allready congested.
- signage + pedestrians bottle neck to make it difficult to merge onto bike path.
- No clear signage as to who has right of way when merging onto 8th.
- Confusing cycle / pedestrian lights .
- Roads west & south of here are very popular with recreational cyclists; city roads/pathways should facilitate safe access from north & east.
- City pathways should extend to city limits e.g. here. Developments should include bikeways from north and east.
- No connection from Richmond Road pathway to Sarcee pathway. Need to connect Sarcee pathway to the intersection.
- Construction is very bike-unfriendly. Approaching Foothills from the NW or West is inconvenient and not very safe for bikes.
- Difficult to carry bike over with cargo on it for commuting.
- Sign for bike path / pedestrian path need to be clearer: Many pedestrians take the bike path

- There is a sharp curb here where the crossing over Barlow leads to the pathway. No way to avoid crossing the road.
- The overpass is critical, but the sharp corners are difficult to navigate at speed
- Too narrow for two way bike traffic, dangerous for pedestrians. Also expansion joints bump up sharply in places.
- High speed traffic makes this a very dangerous crossing.
- Most dangerous crossing on my commute. Cars at high speed and cannot see cyclists or pedestrians. Tight turn and extremely narrow sidewalk.
- The whole 17th/Deerfoot/Blackfoot needs a way for cyclists to go from eastside to downtown without crossing high speed high traffic roads.
- Awkward intersection on a bike. No clear path and traffic from all sides.
- extremely dangerous steep blind corner needs a mirror and path widening under rail bridge
- Please maintain bike lanes on 10 St NW in the winter. They are not cleared of snow.
- I would love a two-way bike lane on this one way road. It connects to 3 over/under passes to cross Crowchild/16 Ave.
- I would like a bike/pedestrian crossing sign to get to north side of 13 Ave NW. Cars merge off Crowchild at high speed around sharp turn.
- A bike ramp would be great. Stairs are slippery carrying bike in the winter. Great to see the city is clearing the stairs of snow better.
- Have been run off the road at this intersection because lanes are narrow and not wide enough for cars to pass.
- Would love a bike lane on 20 Ave NW.
- Incomplete path that just stops. It needs to circle the community and connect to the bike path near Beddington to allow access to downtown
- Bike path along 29 St NW crosses entrances to the hospital which are technically pedestrian crosswalks so cyclists have to dismount to cross
- Dangerous intersection for cyclists coming down the hill.
- No bike route to access Nose Hill at Calgary Winter Club from the south. Have to bike on sidewalk along 14 St NW.
- 24 Ave NW could be a good direct route to access the university if bike lanes were added.
- No bike route for travelling east after Centre St Bridge. Samis Rd is very steep. Would like bike path to go further north on Centre St.
- "Bicycle Friendly" status ends at 6 St NW and resumes at 19 St NW with no connection in between. Would like a dedicated bike lane.
- Traffic lights only triggered by vehicles. Have to bike on sidewalk to press pedestrian button for light to change.
- Path needs to connect to Stoney Trail
- Pathway needs improvement. Grass and cracks growing through.
- Pathway fills with water. No drainage.
- Traffic gates not working. Vehicles drive up the road past posts/gates.
- Potholes on edge of pathway are very deep and always full of mud. Serious injury could occur.
- please connect cycle track to sunalta.
- bike lane just ends at this point
- Access to the district area to the rest of the path system



- Cars race the east bound red, 2 many near misses 4 cyclists & peds. Remove delayed light phase.
- Westbound on 1 ave NE to southbound on the Edmonton trail cycle track is a very awkward turn.
- No bikepaths at 16th Ave or Centre - harder to get groceries from Safeway/Coop via bike
- Snow often dumped from sidewalks. Too much salt dumped, prefer sweeping
- Connection to Sunalta needed.
- There's a real lack of E-W bicycle corridors above the bluff. 20th ave traffic often dangerous, risk of getting doored high.
- Underpass beneath the east end of Shouldice Bridge hasn't been repaired since the 2013 flood. It's used a lot and should be made safe.
- Eastbound on 9 ave needs to be on the north side of the road. This connects better to 8 ave in front of city hall and elbow river traverse.
- Extreme congestion here, especially as people crowd the walkway to watch performers. A dedicated bike path would help prevent collisions.
- Please complete this section of Nose Creek pathway to connect through at Beddington Trail
- Need bike path separate from traffic along Country Hills Blvd. No shoulder with high speed/high volume traffic.
- bikeway on bridge (or widening sidewalk to allow bikes to pass pedestrians) would allow much more comfortable commute.
- Snow removal
- Snow Removal
- Awkward to go from the pathway onto northbound 5th Street.
- Is there a plan to connect the overpass to the pathway system directly? Would be great not to have to go through Cedarbrae
- Some circle mirrors to see around the blind corner would be safer.
- Dangerous crossing; extend playground zone and add half-signal
- Dangerous crossing to access LRT
- I wish I could get to Sait Way from NB 10th. Sait way to 14th is the best and safest to get to the Uni from downtown, except for this turn.
- Please connect this to the pathway directly to the north, and make a safe route East-West past the stadium.
- SB from 5 Street across Elbow to the pathway conflicts with vehicle movements.
- Please add an advanced green for walking/cycling across 4 Street SW as well as a marked cycling 'crosswalk'
- This eastbound pathway connection is wiggly, rough, and very awkward. Cyclists ride the dangerous merge road on 24th instead.
- Lots of space for a dedicated cycling facility on the bridge to connect Rideau Road (and school) with the pathway on the north bank.
- Please align the curb cut with the pathway/bridge approach and calm Rideau Road appropriately at this point for walking/cycling priority.
- Please consider a 4>3 conversion for 42 Ave & Manhattan Rd/46 Ave SE to connect the Elbow and Bow River pathways, transit, industrial jobs
- Pathway underpass blind, tight, icy. Many near misses as cyclist and pedestrian. Remove pole, trim bushes, widen approaches. Curved mirror?



- Please provide a safe cycling/walking crossing of Glenmore Trail east of MacLeod, either along the railway or Centre Street
- Pathway access to SAIT terminates prematurely. No good way for bikes across bridge. Dirt track on SE side of bridge could be pathway.
- Why does the excellent ridge pathway just end here? Please provide a safe AAA route to the LRT station.
- Unclear pathway transition to intersection. I've had many bike-car near misses and conflicts here.
- Too many clueless peds unaware of their surroundings, esp. on the bridge. Little kids being random - unsafe.
- Not sure if it's possible to improve, but the easement here is very narrow and steep. Please provide a detour or improve.
- Overpass narrow - can't get around corners on a cargo bike. No way to get to it by bike Westbound without wrong way or sidewalk. Pave alley?
- Widen this brick sidewalk a bit. It's a pedestrian / bike bottleneck for this very common route.
- Train crossing bells start as WB train pulls into SAIT station. This makes an unnecessarily very long wait.
- 20 Ave is the only feasible bike route for Mt Pleasant, Tuxedo, Cap Hill, Banff Trail to the Uni, Hospital, Stadium. It's very dangerous.
- Please get on with it and enable walking and cycling along the CPR/LRT service road, from south of Glenmore to 25 Avenue.
- Why does the pathway just end here? How to continue safely to/from the west?
- Please connect Currie Barracks with the pathway through Flanders Park to 20 Street SW.
- Please improve safety for walking/cycling; big conflict (& poor sightlines) btw EBR and N/S cycling
- Please extend the 5 Street SW cycle track from 15 Avenue to the Elbow River pathway
- Please connect a 4>3 lane + cycling conversion on 46 Avenue with the Bow River pathway alongside the Bonnybrook plant
- Please provide better connection and wayfinding to make 1 Avenue > 3 Street > 4 Avenue an easier/more attractive way up the hill
- Consider converting the really hilly portion of 1 Avenue NE into a park, including a cycle lift like in Trondheim NO
- Please widen the east sidewalk on the Reconciliation bridge.
- Please provide an eastern North/South connection between the Bow River pathway and Stephen Avenue; maybe 1 Street SE or 2 Street SW?
- Please use the Green Line and 9 Avenue bridge replacement to improve and finish the connection under the bridges.
- Please add a small bridge across Nose Creek along the Bow River Pathway desire line
- Consider a cycle lift up Samis Road NE along the lines of the one in Trondheim NO
- Please clean up this intersection to make 1 Street NE a safe and smooth bike route all the way to the north
- Please work with the landowners here to make the connection from the Glenmore overpass into Kelvin Grove easier to follow/smooth
- Alley is excellent choice to get to 12th ave bike lane.
- Could possible negotiate with CPR to make 14 street crossing official
- Make 26 Avenue into a real protected facility that works for all ages and abilities; improve connection across 14 Street



- Finish the pathway to Glenbow Ranch and Cochrane, ASAP!!!
- Work with the Tsuu T'ina and the province to provide a good cycling connection between the Weaselhead and Griffith Woods parks
- Crossing tracks is rough. Snow clearing in winter is inconsistent.
- Provide secure enough bike storage that commuters could leave bikes overnight and use them for the last mile from LRT to work
- Poor snow control in winter. Often drifts over, and isn't cleared for days. The drifting can be nearly impassable.
- Provide a safe and attractive enough facility on 2 Avenue and 10 Street NE to accommodate all ages/abilities
- Consider creating an easier hill climb route from the Edmonton Trail cycle track via Bridge Crescent and 6A or 7 Street NE
- Please extend the off-street cycling lanes that exist in the underpass north and south along 4 Street; really unsafe transitions.
- Consider how to create another crossing of the CPR and LRT tracks for walking and cycling, midway between Heritage and Southland.
- Work with the province to create a Legacy trail type of safe & comfortable connection between Calgary and Bragg Creek, along the Elbow River
- Ensure future outline plans create a pathway network that is useful for commuting/errands & anchors a network of parks focused on Pine Creek
- Why are there no walking/cycling overpasses across these big arterials/skeletons?
- There should be separate walking/cycling overpasses midway between interchanges; having only the interchanges for crossing is dangerous
- Work with the province to provide a safe, separated (non-shoulder) river crossing for walking/cycling
- Crossing Elbow on foot/bike (south side of the roundabout) is unsafe; please provide curb cuts and proper geometry, esp at the SE corner
- There is a LOT of asphalt here that could be doing something more for stormwater/beauty, along the lines of Garden Crescent?
- 19 Avenue is a great bike route, but crossing at 14 Street is problematic; can wayfinding and a better crossing be provided at Bagot?
- Consider a walking/cycling overpass here in the 21/20/19 Avenue desire line
- Please ensure that any eventual 11 Street SW underpass beneath the CPR includes adequate cycling/walking facilities (eg 4 Street SE)
- Consider a walking/cycling bridge across the Bow River here; Parkdale/West Hillhurst are so close to a great park on the south bank
- Consider a walking/cycling bridge across the Bow River to connect Main Street Bowness with Bowmont/Hodges park
- Work with the province to improve conditions for cycling along Hwy 1 (Legacy trail style) from Valley Ridge to Old Banff Coach Road exit
- Why is there no overpass for walking/cycling from Patterson/Strathcona into Edworthy Park and the Bow River system?
- Portion of 20 ST SW bikeway on N side of 33 AV SW needs 2B completed ASAP & patrolled regularly to ticket cars that park in the bike lane
- Add a safe, protected cycling route along 15 Avenue from 16 Street SW to MacLeod Trail SE



- Consider creating a walking/cycling connection across the CPR/LRT midway between Glenmore and Heritage
- Comment redacted due to personally identifying information
- Please improve the pavement quality in Stanley Park between 42 Avenue and the Elbow River pathway (past the tennis courts and pool)
- Please consider building a low flood wall along the pathway beneath the 25 Avenue bridge so that the pathway isn't closed as frequently
- Please ensure that future Green Line work results in improved cycling underneath the CPR/LRT along 11/12 Streets SE
- Please improve the safety of cycling along 9 Avenue SE underneath the CPR/Blackfoot Trail (there's space for a protected lane)
- Bike parking/racks needed in Marda Loop -- eg on E side of 20 ST SW immediately N of 33 AV SW (next to Blush Lane)
- Confusion whether to use the road or sidewalk after exiting the Bowmont park system. Intersection is unfriendly to all users.
- Poor connectivity from lower silver springs to shopping center and nose hill.
- Road is uninviting for bicycles. Crosswalk involves crossing twice instead of once. No pathway on east side.
- Cars speed down this hill frequently. Dangerous intersections. Elementary school in the middle. Protected track?
- revamp intersection as a safe alternative to the broken hexall underpass. Difficult to cross here on bike from the pathway to the track.
- Will be tough to revamp this intersection to be as efficient as the underpass is. *
- Tough to cross this to the shopping centre heading north. Cars often speeding down the hill. Essentially crossing 3 'lanes'
- Would like to see these shops accessible by doubling the pedestrian walkway and including a protected cycle-way.
- Seconding the need to pave this access point. Alternative route is nearly 10 times as long
- Very difficult to cross or use Nose Hill. A key pedestrian bridge somewhere maybe?
- Lack of clear sightlines for cars turning. They often block the pathway system entrance.
- Pathway connection typically uncleared or poorly cleared in winter.
- Pathway/road connection often uncleared or poorly cleared in winter. Requires wheel chair access, high priority and very easy fix imo.
- Build a dedicated parking structure here imo. Good place for a bike share and facilities also.
- A physically separated cycletrack on the west side of 37 st is needed. Cars often travel way faster than 50kph here.
- Please widen, repave, and twin this section of pathway OR install a 2-way cycletrack on the roadway. It is too narrow and not safe.
- Network essentially terminates, should head south along 5th street to join path at Elbow River.
- Dangerous transition to sidewalk impedes safe pedestrian traffic.
- No proper area for left-hand turn onto 6th ave heading eastward.
- This should be a multiuse crossing with signs to "watch for bikes"
- Very bad upkeep - undulating area here means "taking the lane". Particularly troublesome in the winter with accumulation.



- I won't dare take 5th St from Elbow here - it's way too narrow up this way, with lots of cars, and very poor access. 2nd St instead for me
- Better connection needed here for leaving pathway and proceeding South on 10th St SW.
- Pathway can experience flooding that lasts for a prolonged period of time.
- Merging onto 30th here should be a protected option from the pathway. Connecting 30th to the path the other direction also difficult here
- If you have elected to stay on the pathway from the 3w intersection, now are forced to either bike on sidewalk or take long detour using 8th
- Vulnerable position here when waiting to proceed to the pathway with many cars wanting to turn RIGHT onto Elbow.
- Connecting from here to Elbow pathway forces decision to continue protected on 5th to 17th, then fight traffic, or go to wider 2nd
- I have no safe option to cross Deerfoot, to access new path on McKnight. You built a beautiful path that is inaccessible from the west side
- Modify islands for bikes and add elephant feet. Best solution is to move stop line from Crowchild back behind pedestrian crossing.
- Great location for bike counts, or eco-counter to capture busy crossing not typically included like University Station LRT bridge.
- Improve island for cyclists and wheelchairs, add elephants feet.
- Widen curb cut
- Add conflict paint
- Add offstreet MUP on north side of 24 St NW and alley behind Chicoutimi Dr NW. Avoids hill. Triwood hall access
- Add MUP to north side of 32 Ave NW between 37 St and Crowchild. Reduce speed limit to 50km/h
- Widen sidewalk to MUP standard and add wider curb cuts to access between Brentwood Rd and Brentwood Green NW
- Please improve this walking/cycling crossing with a real half signal and better off-street facilities on the south side of 17 Avenue
- 21 Avenue bike route has an awkward end at 14 Street SW; please improve crossing and provide facility along 14 Street to Bagot/Colborne
- Please change the signals here so that SB, WB, & EBT (not EBL) have stop signs and make the east side 26 Avenue crosswalk more prominent
- Please replace the flashing lights w/ a real half signal; compliance for the flashers is unreliable. Also- kids can't reach beg buttons.
- Pathway just ends here; could sidewalk be upgraded at least to 36 Avenue in order to provide safe connection from path to side streets?
- The half signal here is great; please do more of these and replace the flashing lights with these.
- Please improve wayfinding and smoothness of the route between 5 Street north of Glenmore and south of 67 Avenue
- Please add traffic calming to 14 Avenue SW to make it more neighbourhood-friendly and safer for cycling/walking
- Please add traffic calming to 19 Avenue SW to make it more neighbourhood-friendly and safer for walking/cycling



- Please add traffic calming along 19 Avenue SE to make it more neighbourhood-friendly and safer for walking/cycling
- Please add traffic calming along 16 Avenue NE to make it more neighbourhood-friendly and safer for walking/cycling
- Please ensure that there are convenient and safe connections from the new SEBRT viaduct and cycling routes on the ridge and 19 Avenue
- If this site redevelops, please ensure that a pathway along the ridge and connecting down to the Nose Creek pathway is provided.
- Dangerous Crosswalk: Cars leaving Deerfoot and merging onto Blackfoot Tr are going too fast. Many near misses with cars and people.
- Access across bridge not pedestrian/bike friendly, narrow s/w, N side only, busy with cars/trucks
- A pathway connection here would mean one could avoid having to cross over at 36 ave to get to 6th street
- An ideal location for a pedestrian bridge - allowing residents and students to safely connect to the Nose Creek pathway.
- North/South connection needed to Stephen AV or 12 AV SE
- Multiuse pathways on both sides of OBC road here & no way to cross safely. When OBC joins WRR, put tunnel underneath for bikes/pedestrians.
- Cyclists aren't allowed on here (narrow shoulders?). Need a bike path
- YES! Need connection between Weaslehead and Griffiths Woods. One pathway is all we ask (with tunnels under SWRR?)
- When SWRR goes in near here, make sure area is still pedestrian/bike friendly and highway doesn't cut communities off from one another.
- Need connection between Weaslehead and Griffiths Woods. Ask TsuTsina'a nation.
- Need to have accessible, easy way for non-vehicular traffic to cross #1- pathway from Winsport to Bowness.
- Yes - please finish the pathway to Cochrane.
- Needs to be paved
- Fix this path under the bridge before it falls into the river.
- Needs to be repaved. Very rough.
- Needs to be repaved. Very rough. Lots of pot holes
- People regularly cut this corner when driving, and with parked cars it turns this into a blind corner. Consider disallowing parking.
- Very dangerous, too many sharp corners over short distance. Too steep.
- Need much wider curb ramps here. This is a common connection between 8 ave and 9ave.
- Should make the sidewalk wider and allow cycling. This will be an important route when the 17 ave BRT line is done.
- Remove parking on street and add a bike lane south of 17th Ave. Then widen elbow drive to add a Bike lane to the traffic circle.
- Build a real Bikeway bridge or tunnel -over/under the Tracks - give all of 5th Street back to the Cars, use 6th street.
- Speed limit change in this location could improve safety and usability by extending the 50 zone just 300m further north.
- Currently stop signs on 24st. No cyclist stops. Place stop signs on Sovereign Crescent instead.
- If this was light I would be able to extend my bike riding season

- Going north. Timing of light at 9 Av causes chaos as bikes rush to get through 9 Av before red. Have green at 10Av sooner would help.
- Need a better connector from Elbow Drive along 5th Street to 17th Ave. Need better traffic control for vehicles, pedestrians and cyclists.
- Dangerous intersection when heading west. Parked cars reduce visibility of cyclists for cars turning north from WB and EB lanes.
- Busy intersection and link to Glenmore Reservoir path. Designate bike lanes on 5th Street. Improve transition from pathway to NB 5th St.
- Turns are too sharp, force people to use the parking lot to get to the bike path
- No bike connectivity linking Silver Springs and Scenic Acres.
- Link needed so Shagganapi Tr can be safely traversed.
- Add MUP along West Campus Blvd up to 24 Ave, direct route between Alberta Children's and Foothills
- Plant deciduous trees along pathway for summer shade full length West Campus Blvd
- Extend MUP to north side of Foothills site along Hospital Dr NW. Only goes south, have to ride on sidewalk.
- Add MUP along this road from 29 St NW at least to this intersection. Busy road.
- Widen sidewalk to MUP south side 24 Ave connecting Usher Rd with MUP at Collegiate Rd NW
- Curb cut
- curb cuts for sidewalk; median and road sides (4 req'd)
- curb cuts through median (2 req'd)
- Curb cuts req'd at Ulrich (2 req'd)
- Improve intersection for peds/bikes. Really need channelized right turn lanes? (esp from parking S side)
- Connect Sumac Dr and University Dr for lowest grade NW to Bow River connection, tunnel/flat ped bridge (Crowchild buried?)
- Steep drop on/off bridge
- Dangerous merge onto / off of separated bike path
- Tree roots through this stretch and cracks make this section extremely rough to ride (from start of separated path to new statue)
- Please add paved connector to road and path
- Connect pathway to bike lane that ends at 3rd st
- Please continue separated bike lane all the way to Crowchild
- consider a bike lane design like at 14th st and 5th ave. much better there now that you don't have cars turning right cutting in front
- No bike path connector between 19 Street SW and Bayview entry. 90 Avenue SW is extremely busy I ride on the sidewalk north side of 90th.
- The pathway on the east side of the Bow north of Harvie Passage is in really rough shape and needs repaving.
- A bridge to connect Pearce Estate Park to the pathways north of the Bow.
- Bowmont park down to Bow River is a challenge while they are reconstructing
- Not being able to get safely into foothills industrial for work from Coach Hill
- Do not put bike lanes on 19 Street
- This light is green too long for 30Ave. Safety hazard as peds, bikes, and sometimes vehicles run the red on 4St/Mission rather than wait.

- Pretty crappy junction of cycle paths as they cross overpass. Pathway - slippery grates and blind corners. Road poor asphalt.
- Ogden Road north of the Bow River not bike friendly
- Ped bridge over Edmonton Tr (busier w/ Green LRT) and Nose Creek to connect MUPs
- Connect this MUP to McKnight Ped Bridge at Foundations Future Charter School
- Build MUP around hill above Confederation Creek from Nose Creek to Queens' Park Cemetary.
- New MUP above utility right of way between 4 St NW and Highland Golf Course
- Ped Bridge or tunnel at utility right of way over McKnight
- Ped Bridge over 4 St NW at utility right of way (will get busier w/ Green LRT)
- MUP dead ends; connect across John Laurie to 10 St bike lanes
- Needs separate MUP bridge over Nose Creek, really awkward right now, not AAA's
- Ped bridge connecting Edenwold Cresc to Nose Hill pathway where desire line is. Unsafe where people j-walk.
- Ped Bridge at utility right of way connecting Edgebrook Rise to Nose Hill
- MUP connecting new Shaganappi ped bridge with Macewan Glen Dr/Berkshire Blvd MUP
- Build MUP on utility right of way
- New MUP on north side of Edgevalley Way NW
- build MUP on utility right of way Arbour Lake-Nose Hill off-street AAA route.
- Ped Bridge over Nose Hill Dr connecting utility right of way to east over to Arbour Lake Way and Nose Hill Dr MUP
- build MUP from John Laurie Blvd via Crowfoot Gt NW on west side Crowfoot Cres right to Crowfoot LRT
- build MUP on south side Country Hills Blvd from Citadel Way NW to Edgepark Blvd NW
- Build MUP connection between Brentwood Green and Northland-Crowchild off-ramp intersection
- South shoulder/bike lane good spot for bike counter
- west end of ped bridge good spot for bike counter
- An actual bike lane on 32 avenue between Market Mall and UofC would be welcome. the bike path is very convoluted and not efficient.
- Add bike lanes or MUP along 52 Ave; connect new Ped bridge to Northland Dr bike lanes, future Shaganappi BRT/Red Line LRT station
- Pavement loops not triggered by bikes
- 20 Ave only route without stop signs and lights to cross 19 St, 14 St, 10 St, 4 St, Centre St, Edmonton Tr, bike lanes or parallel greenway
- Connection when going west on the pathway to go on Silver Springs Gate is difficult.
- Bike lanes necessary on Silver Springs Blvd between Nose Hill And S. S. Gate. Cars go too fast. Reducing lane width will slow them down.
- A dedicated bike turning lane would be a plus.
- Very difficult to access Crowfoot from Silver Springs. Scary to bike on this road and only side walk (Technically illegal to bike on)
- A bridge between Baker Park and Bowness Park would be welcome. Stoney can be quite far and 85St is not great.
- Build MUP on east side of West Hills shopping south of Richmond Rd
- Build MUP on east side of Sarcee south from Richmond Rd to sidewalks further south by Village Vale
- MUP on north and south side of new overpass please



- Great bike counter location
- Extend pathway right to 19 St SE north side of 17 Ave SE
- Great bike counter location
- Strong desire line to shopping area
- Great bike counter location
- Add second separate pedestrian pathway south (lower) than MUP. Very busy, blind corners.
- Please build 1 St SE cycle track per original plan.
No good N-S connection on east side downtown.
- Cycle track on 6 Ave east of 5 St SW
- Great bike counter location
- Very busy intersection with lots of turning movements by cars
- 20 St NW has lots of pot holes, needs resurfacing.
- build MUP connecting Collingwood Dr to 31 Ave NW. Strong desire lines here.
- Build MUP on north side of 24 Ave between Crowchild Tr and Collegiate Rd NW
- Build ped bridge from Brantford Dr to 31 St NW per Brentwood Station Area Plan
- Curb cuts required for pathway at Research PI NW
- Busy 33 St NW to LRT, build bike lane or MUP direct from intersection to bike racks/ped bridge.
Set up for cars > peds, bikes.
- Widen, smooth pathway, plus plow in winter, better curb cut at Varsity Dr NW please
- Please remove step in sidewalk, ideally make MUP.
- Ped bridge is stairs, not set up for wheeled users like bikes, wheelchairs.
- Awkward for cyclists, sharp corner, small curb cut
- Needs curb cut for wheeled users not already on sidewalk
- Bus stops feel unsafe/awkward. Please put in floating bus stops with a raised platform for pedestrian access to island all along Northland
- Transition from off-street pathway to wide curb lane feels awkward as intersection seems just set up for pedestrians from off-street pathway
- Short, steep hill on very busy 40 Ave sucks. Build MUP through Highland Golf Course to go around it at grade. Bikes stay on 4 St southbound
- Add AAA's MUP on south side of Northmount between utility r.o.w and shopping centre/schools.
- People who are traveling from one side to the other in fish creek park get lost easily because there isn't a clear "through route" marked.
- People who are traveling from one side to the other in fish creek park get lost easily because there isn't a clear "through route" marked.
- road too wide, unsafe for children to cross to get to path. Needs wider curbs sticking out into road at crossing
- <redacted due to personally identifying comment> - Tuscany - ring road path, nose creek path, right to 32nd bridge... easy. Or cut across nose hill.
- glenmore reservoir style crossing path to link sides - expands bowness, tuscan park system usefulness.
- fairly substandard intersection. Needs width - north side has bike lane, south doesn't. burnco needs to sweep its gravel mess.
- winsport's road "closure" and general obstructionism is a pain. Need a path linking bowness and cougar ridge.



- path along bow trail and golf course makes sense - alternative to the gravel path of death heading down to river.
- path here to the new sarcee/16th intersection and development, that has a safe link to patterson.
- bike lane to connect vista heights path to PLC and mall areas would be helpful.
- can any sensible alternative to the steel post in the center be considered?
- some portions of lower springbank have bike lane, some don't. squeeze in, squeeze out. Consistency helps.
- valley ridge to airport road path - it's all there already in dirt form.
- widen road, add bike lane, or do consistent path along greenspace.
- excellent bridge connector between communities
- sidewalk absent for 100m of school, present all along rest of old banff. should be connected.
- sensibly link valley ridge to greenwood via direct path - otherwise path terminates over by the bow motorcycle store.
- sensibly connect crestmont to COP to path by bow motorcycle store.
- sensibly connect bowness (and edworth south side of river) to trinity to winsport to crestmont.
- consider pedestrian bridge. links north and south paths to bowness, trinity, patterson, winsport, crestmont, valley ridge.
- this is excellent, thank you.
- path dies out here. please consider a proper collector for west calgary (old banff?), esp as stoney ring is built.
- foot bridge or tunnel to connect trinity, bow paths, patterson, and make use of this old gravel connector.
- Sinage on some pathways is poor.
- lots of green space on bow trail to make it bike collector/primary route as the west develops.
- The bike lanes are in poor condition (potholes or broken pavement), or have a significant amount of gravel.
- plan to make this soccer fields, park, natural area, some development, as the resource exhausts and the ring road is done.
- Bad drivers often turn from the 2nd lane like this is a dual turn lane. Watch out if you are going straight through in the turning lane.
- entice private developers to include an elbow walking/bike path bridge out here to enable a "weaselhead" style natural resource.
- negotiate for public access to complete a bowness park loop.
- here or by trinity - establish another edworthy style park and ride area. especially with MEC and amenities in trinity.
- A bridge over the Bow river here would help access to, and between, Peace Estate Park, the Zoo, Spark, and Max Bell Centre.
- Underpass under Bowles road is scary and needs to be fixed.
- Please reevaluate the overuse of bollards. They are a danger to cyclists even at slow speeds. Being a little bit off path means a collision.
- Bowness Park
- Work
- Pothole needs to be repaired, pushes bikes into vehicle lane
- Build MUP on east side of Beddington Tr from here to Hidden Creek Dr NW.



- Better winter maintenance is needed along 20th. Cars routinely park in the bike lane and block snow clearing.
- This isolated pathway area is used for partying on weekend and weekday nights. Not acceptable use of pathway.
- missing connects along major road ways.
- not accessible. wish the path long deerfoot and the tracks continued to CrossIron from Beddington and all the way to Airdrie.
- Heritage over deerfoot has no path, very unsafe to use and no other direct route available
- Many blind entrances (car parking lots) along Heritage path from blackfoot to 14th st making this very unsafe.
- Dangerous crossing of Braeside Dr using alley as direct route.
- Path still not fixed since the 2012 flood!!!!
- The bike lane merges late with the turning lane while cars start driving on the bike lane without looking to pass the line.
- Traveling north or south on 12th St means turning onto and off of 32nd ave. Better links from the river path to the office areas could help.
- Crossing the train tracks is rough. It's very hard to get a wheelchair across. Why can't it be as smooth as car/train crossings?
- Trains often block the crossing below, so this is the only way across. But the bridge sidewalk is marked closed and in VERY rough shape.
- Turning right onto this path from 8th Ave is scary! It's a very steep hill, and this is a very sharp right hand turn to try and attempt.
- This pathway only connects to the 8th Ave crossing. It need to connect South to the community (13a street) too.
- I still don't understand this left hand turn from 8 Ave to 5 Street SW cycle track! The 2 green boxes are not intuitive for me.
- Love the separated bike lane here, but it just ends. No signs to indicate where the safe route North is.
- How do we get a bike escalator in this area? :-) The steepness of all roads/routes North of downtown are an issue for getting people riding
- This whole area between the C-train bridge and 10th street is congested and confusing. Lots of contention between pedestrians and bikes here
- 8th ave is labelled a bikeway, yet vehicles treat it as a highway; so much for single file...
- Winter maintenance on pathways entering/exiting 8th ave bridge need to be reviewed. Contractors/Parks need to communicate better.
- Connectivity to Pumphouse Ave and the railway crossing under Bow Trail should be improved.
- This is a dangerous part of the bike network. Please finish the north side of the intersection!
- This area of the pathway system is very badly done, in more ways than I can mention in 140 characters!
- Very dangerous! Drivers can't see pedestrians and cyclists at the crosswalks!
- This intersection is sketchy as! I've had many near misses with drivers crossing 8th St.
- City bus crossed the center line northbound into oncoming traffic to pass my wife and me, exceeding the posted speed limit in the process.
- Add paved access from here to edgemont parking lot to connect paved routes.



- Bollards con't: Are bollards installed the middle of roads for cars to manoeuvre around? Also, these points have sharp changes in direction.
- No way for N-S cyclists to change stop light, have to use pedestrian button.
- Replace 2-way stop with a mini-round-a-bout like the one on 17 Ave, cyclists maintain speed.
- Storm water grate is a hazard, change to diagonal grid please
- Can curb taper be improved to make it wider?
- Fence right up to pathway blocks vehicle visibility; add conflict striping paint?
- Add bike parking/racks here for kids when playing mini-soccer/parents. Locking to chainlink fence not secure.
- Add angled bike racks/parking here please
- Pathway curb cuts could be improved (widened, smoothed)
- Is there a way to use this alley to connect 10 St up to John Laurie and north to 14 St MUP by Nose Hill?
- John Laurie-Shaganappi intersection challenging-add ped bridge here, so easier to get to Whispering Woods Ped bridge please.
- Add MUP here behind Volkswagen connect Northland to office building / back of Walmart.
- Lower path can get dangerous w/ speeding cyclists, for walkers & other cyclists too, w/ sharp turns & rocky shore below.
- Don't separate walking and cycling only paths. As a walker, I enjoy using both pathways. Need to enforce speed limits on cyclists.
- This is supposed to be a pedestrian only sidewalk, but cyclists use it. It's difficult to widen w/out losing all the mature elm trees.
- Sidewalk on east side is not wide enough for both pedestrians and cyclists and should be converted to a multi use pathway.
- Heavy pedestrian and cyclist crossing, but poor sight lines from cars travelling on 15 St. Suggest Pedestrian Crossing signs North and South
- These signs are too small for anyone to read (and people don't read signs). A better approach is to use inherently understandable design.
- This path dumps you on a street then you ride uphill to get to the bridge over Crowchild. No signage to take you off the path sooner.
- Broken down pathway with steel wires sticking out makes it a dangerous area to navigate; especially when running downhill.
- Bike lane ends no clear path
- Bike lane along 20th ave would add for East / West biking accessibility.
- Now what? There is no safe, legal way to connect to the 10 St NW bike lane.
- No way for me to safely get to the Nose Creek bike path from here, so I have to drive & park & risk car break-in while gone all day.
- Would like safe way to bike to grocery stores, banks, etc on Centre St.
- Would like safe way to bike to grocery stores, banks, etc on Centre St.
- Closed for construction; alternative is too narrow for volume of pedestrians/cyclists
- Please don't mix commuter & recreation traffic here! Or, clearly mark their designated lanes.
- Please adjust fencing and/or remove barriers so that easement is accessible to all users.
- Please provide paved or compact gravel connection from easement to SE corner of Parkland Blvd/146 Ave SE



- Please consider providing a paved or compact gravel connection from Parkridge Cr to the SW corner of 146 Ave and Bow Bottom Tr SE
- Please provide hard surfaced walking/cycling trails from Lake Ontario Dr and Parkwood Way to the Canyon Meadows/Bow Bottom intersection.
- Please re-consider adding another safe and convenient cycling route under the CPR between 5 St SW and 4 St SE (maybe 1 St SE?)
- Constantly passed too closely and too aggressively in order to get to the Elbow River Pathway.
- Sidewalk is outrageously narrow for bicycle use let alone pedestrians.
- Which sidewalk has been designated a MUP is unclear. Purposely avoid this crossing because of how poor the infrastructure is.
- Bike lanes poorly cleared in winter
- Hill is eroding and muddy currently. Saves time to SE Tuscany. Could be redesigned for both commuter and 12 Mile usage?
- Future pathway to Haskayne, Glenbow and Cochrane to consider (Trans-Canada Trail).
- Underpass needs work to fit cyclists -- to be done with Bowness Road repaving?
- Merging from northbound bridge over river to WB pathway is tough, between fast bikers, steep and narrow access, and pedestrians.
- Commit to making 2nd St SW a bike throughfare, from Elbow to as far to the Bow as possible
- Consider making space on Tuscany Way for bike lanes -- good connector to all resources in Tuscany
- Connecting to the signed bike streets Silver Springs Blvd and Scenic Acres Blvd via Nose Hill isn't for the faint-hearted.
- Pathway missing
- Getting to the natural areas is a problem. They are too far away to walk to, and cycling requires riding on busy streets.
- Closed at the moment... new road build. Would love to see it open.
- Bridge across river needed. Have huge climb up and down ridge to get in and out of Cranston here. Other side of river flat.
- Official bike route needed due to the high number of impatient/aggressive drivers. ~10% of my commute, but 90% of 'incidents' happen here.
- Very problematic area for crossing. Conflict point for pathway users and motorists.
- proper bike lane south of 17th Ave to connect Elbow River path. 2nd Street is wider with less car parking. Prefer this over 5th Street
- Pathway piece missing between 24th Street and Barlow Trail along 114th Ave.
- Pathway between 114th Ave and Western Irrigation Canal needs to be completed. About 500 m missing in Shepard.
- Create a pathway using 100th street alignment south to highway 8 and then to Glenmore Park.
- Bike path from Southland to Inglewood has been under construction for four years!!! Impassable (or it was a few months ago).
- Dangerous! Cars turning out of Safeway don't expect west bound cyclists
- Crossing Deerfoot feels like risking my life - won't do it with kids, so it effectively prevents me from commuting by bike.
- The grade here is way too high for easy or safe cycling. And the intersection angle b/w the path and sidewalk makes it difficult to transfer
- signage/pathways are confusing or non-existent

- require infrastructure between 12 AV and Bow river path system (both directions) on east end of DT - 1 ST SE or Macleod TR SE. Thanks.
- 9 Ave please add bollard or separation. I bike downtown and this portion feels very unsafe.
- two way cycle track on north side would be much safer for cyclists. there is probably room in the ROW.
- need more bike racks in front of Starbucks/Main Dish
- Whole area is very unclear what are sidewalks, and what are MUP. Can you ride across this crosswalk? Difficult area to navigate by bike.
- A paved connector to the pathway system would be a huge improvement.
- Access under Sarcee to improve bike flow/safety would be great
- Desperately needs mirror for blind corner under train crossing. Many high speed close encounters.
- Blind corner at high-speed underpass. Please install mirror.
- Crossroads Market would be more of a destination with safer access from Ramsay/Inglewood
- Very dangerous and awkward crossing.
- Needs better access to signal button. Awkward intersection for bikes entering or leaving 23 AVE SE
- Sound wall creates blind crossing for cyclists approaching from the east. 10St traffic turning E on 16th can accelerate through crossing.
- Would add a reflective strip to sides of benches on bridge. Potential hazard at night.
- Overly awkward and dated design. High risk of collisions.
- All sorts of awkward crossings here. Tight corners and poor connections.
- Strava's segment name 'Widowmaker' is accurate. Basically a bobsled run with the ice in the winter.
- Better signage needed to alert pedestrians of popular cycling route. Close calls with children and dogs.
- Possible to cut back the vegetation in the summer, or widen the path? Observed many near collisions with blind corner.
- a lot of traffic that passes over the bike lane here and it is difficult for vehicles to see bikes
- Edworthy Park - the closest access point to any pathway taking me into the core of the city. I need to cross Sarcee Trail to access.
- An overpass 16 Avenue NW will allow residents from further south to access Bowness, Bowness Park & Bow River pathway system.
- Widen this sidewalk to MUP size (too narrow for bikes and walkers, lots of walkers.
- Widen this sidewalk to MUP width, so wide enough for walkers and bikes.
- Pathway south side of park needs curb cut please.
- Narrow sidewalk with tight 180 degree corners when coming from 39 St NW to Northland bike lanes. Widen/re-route?
- MUP to east turns into narrow sidewalk. Build MUP south side at least to 48 St where you can get on quieter roads please.
- Mini-roundabout instead of stop signs. This is not a busy road, for only discouraging cut through traffic. Maintain bike speed.
- Mini-roundabout so bike can maintain speed instead of stop sign.
- Please add MUP on north side of 16 Ave Crowchild to Bowness Rd.
- Can the pedestrian light be set up better so SAIT cyclists northbound on 10 St can use it without getting off bike and up onto sidewalk?



- Mini-roundabout to make safer for walkers and cyclists.
- Mini-roundabout keeps traffic slow in all directions, but let's cyclists maintain speed.
- Mini-roundabout slows traffic all directions, and let's cyclists maintain speed.
- mini-roundabout here please, 7 ave was wrong road.
- MUP here on north side of 32 Ave NE.
- MUP between McKnight and 32 Ave on east or west side of golf course.
- Good spot for pedestrian overpass to Nose Hill park over John Laurie. Close Charleswood/19 St at grade crossings.
- 85 street issue a. Good north south route. Direct! Poor cycle path and/ or marking
- Bumpy pathway from roots
- Pathway crossing intersection is scary because of left and right turning vehicles
- Need more connections into community
- No pathway along sound fence... this would be a nice direct connection North and South on the edge of the community.
- From west end of Prestwick to the Bow River requires us to go all the way around the storm pond to get to the south side of the road.
- Single chain blocks bike access to pathway around storm pond. Dangerous design (trip hazard for walking and biking)
- High speed roundabout is scary to cross. Flashing lights and paint gives warning but doesn't slow vehicles down.
- Many lanes of faster moving traffic to cross at this location. Always scared to take my kids across the street for slurpees.
- Pathway around Pond is discontinuous here , so need to go into neighbourhood.
- Missing link
- Left and right turning vehicles concerned about getting through intersection. People walking and biking are surprises.
- Missing pathway along McIvor (only sidewalks). I don't want to ride on this fast road.
- This is a fast intersection to walk or bike near.
- I see this pathway if I drive on Stoney Trail, but how do I get there from McKenzie Towne? I haven't noticed signs to help me.
- Chain Link fence takes away from my experience riding on this pathway. It also catches lots of garbage.
- Vehicles can drive really fast at this point.
- Coming from the east side of the city, a bike lane / cycle track here would be very beneficial
- Please extend the cycle track past this intersection. This intersection is confusing when heading east and I need to continue on 12 Ave.
- This path should somehow tie into the cycle track on 12 Ave
- Snow melt / heavy rain causes massive pooling on the pathway; its deep and covers the entire path ... not safe & impossible to keep feet dry
- Path in poor shape
- Pedestrian overpass between 8 St NE/50 Ave NE to 53 Ave NE over Deerfoot Trail.
- A better way to cross over Deerfoot is needed ... this is too narrow for bike travel and is often unusable during the winter
- Path in very poor shape (avoid whenever possible!)

- Pedestrian overpass over Nose Creek/CPR railway/Deerfoot connecting Nose Creek pathway/Huntington/Beddington to employment area
- Snow clearing between this point and where you can re-connect to the pathway would be very helpful
- Pedestrian overpass from Nose Creek Pathway-Aero Dr NE. Likely cannot be hung off Beddington Tr, connect W Nose Crk to east of Deerfoot
- MUP on north side 64 Ave NE from 4 St NW to 11 St NE, future Green Line, schools, TOD area, employment East of Deerfoot
- MUP both sides 64 Ave NE, as shown on google maps and desire lines lot of use.
- Getting up on MUP facilitated at 1 St NE, but awkward getting off MUP as turns into sidewalk
- Please improve this intersection for eastbound cyclists trying to get onto Queens Park MUP southbound west side of 4 St NW. curb cuts, etc
- Mini-roundabout to slow E-W cut through traffic on 21 Ave NW and facilitate cyclists going N-S on 12 St to SAIT
- Direct pathway to north side of 16 Ave NW here.
- More gradual separate pedestrian and cycling pathways (diff speeds on hill) along 16 Ave gradient, not straight-shot uphill per plan.
- One of the most dangerous pathway to cross. Why not have the pathway cross underneath the bridge?
- This is too steep to go up and dangerous when going down especially when it is wet.
- Separate pedestrian and wheeled/cyclists pathways on this hill. Speeds are too different to mix modes here.
- Continue future MUP over Bowness Rd directly connecting Harry Boothman bridge and Bow River pathway west of Edworthy (S Shaganap Plan)
- put a pedestrian crossing here so you can go directly to the pathway
- Leave enough room for transit waiting area at future Shagap-16 Ave BRT transfer station & separate pathways under interchange. (S Shag Plan)
- Calgary's worst pathway section. Put a pedestrian bridge here so no need to do the switchback.
- 37 St NW would be a great future cycling route from Northland Dr right through to Bow River pathway if intersections fixed up.
- Set up traffic lights so N-S cyclists can call the light.
- Widen sidewalk-width MUP south side of West Campus Blvd.
- Add north side 16 Ave MUP West Campus Blvd crossing here.
- Add elephants feet to 3 crossings or share-the-road signage north of this intersection on Collegiate Dr NW. (ideal is MUP not shared rd)
- Widen sidewalk to MUP
- Rapid Flash beacon or crossing light
- Dangerous crossing high speed ramp - many drivers not expecting someone to cross here
- Widen sidewalk to MUP width connecting Collegiate Rd and Varley Dr NW
- Curb cut to MUP
- Build ramp and traffic light just like at 9 St NW and Memorial Dr NW. Reduce 32 Ave NW speed to 50km/h.
- Add bike parking racks between sidewalk and bike lane
- Add bike parking racks between bike lane and sidewalk here.
- Add bike parking racks beside sidewalk here.



- Need to stop breathing here. Please put a high ventilation pipe
- Bridge is gone no need to go up and down juts level the road
- Add bike parking racks by entrance to Sir Winston Churchill. Think of short stay bike parking by entrances.
- Add bike parking racks between bike lane and sidewalk here.
- Add more bike parking racks here between sidewalk and street. Think short stay.
- Add bike parking racks between sidewalk and street here.
- 2-way cycle track north side this road from pathways to south of Dalhousie Station shopping
- Elephant feet and wider curb cuts to 2-way cycle track
- Add row of bike parking racks grass side of sidewalk as on 7 St SW cycletrack downtown all along here (for LRT and shopping)
- Add row of bike parking racks grass side of sidewalk as on 7 St SW cycletrack downtown all along here east of guardrails.
- Add row of bike parking racks grass side of sidewalk as on 7 St SW cycletrack downtown all along here
- Build ramp down from overpass, so you don't have to carry your bike down stairs when using as Crowchild bridge.
- Build Morley Tr underpass below Charleswood to new road for Riocan development. Cars and separate paths for bikes/wheels and pedestrians.
- Replace outside traffic lane with MUP here. Narrow sidewalk, blank wall plus splashing in Winter reinforce cars > people walking/cycling
- cyclist and pedestrian lanes should be reversed! pedestrians are ALWAYS in the middle of the path. simple solution!
- New path on McKnight connects to nothing at 12st NE! From North Haven I detour 5km to find a safe place across the Deerfoot to connect
- bike path sort of just ends, lack of signage leaves folks lost
- All the new development on this street has let it REALLY uneven.
- TIGHT CORNER! super slippery when even slightly damp
- a bike/ped crossing alongside Ivor strong bridge would better for commuting and provide another river crossing.
- Unclear about if you can ride or have to walk your bike across the road. Have had city busses purposefully almost hit me for riding.
- Access from intersection to road very narrow with obstacles. Most people ride on houses front yard.
- The signs send me here to cross 14th St but the lights do not recognize bikes and won't change until a car is there. Add a button for bikes.
- pathway needs upgrade to asphalt or concrete. hard to travel via wheelchair
- Pave the worn footpath that connects to 38 Ave to 14A St (there is a bridge over the creek) and add a ramp so you can bike onto it
- bumpy across tracks. Bad for tires. Poor clearing in winter. Train traffic
- Cycle track should continue to Elbow River pathway.
- It was too bad that the city narrowed Mission Rd. years ago. Too narrow now for safe cycling.
- Connection onto pathway heading south from the cycle track is challenging, blind corners with a hairpin turn
- Bike light often does not change



- Cycle track dead ends if traveling West, rider is left on the wrong side of the intersection traveling against traffic
- Safety concern: Motorists entering and exiting parking lot rarely watching for cyclists.
- Safety Concern: traveling EB on 12 ave cycle track to SB on 5th street cycle track requires turning across all lanes of traffic.
- The "walk your bike across the road" sign is unnecessary here. Why not "Watch for traffic" which can be seen in other areas around the city
- It would be ideal if the pathway here was connected to the pedestrian bridge across Anderson - to the east.
- Very poorly thought out. Unsafe to rejoin traffic eastbound, lane should continue to pathways at McDonald ave.
- Construction detour is confusing and poorly marked. Cuts off a vital connector to northeast. Frustrating and badly planned.
- This section of the pathway is in terrible condition, needs attention.
- School buses parked at side of road make it dangerous for buses pulling out to kids jumping out from behind buses.
- Bike path between parking lane and traffic is dangerous. Pick between opening car doors and moving traffic.
- Parents dropping off or picking up students are not watching for cyclists. Happens at all schools. Most dangerous locations of all.
- Turn restricted access dirt road into a bike pathway/emergency for access to the river for emergency/maintenance vehicles.
- Pathway bylaws are not enforced. Too many speeding cyclists and aggressive runners for those walking.
- Unsafe to cross intersections on bike path. Had many near misses.
- Use the width of Fairmount to create bike lanes from the Fish Creek library all the way to 58 ave.
- No bike lanes on 16th ave so I have to ride on narrow sidewalk with pedestrians
- Transitioning from sidewalk (14 st) to 10 ave road is always difficult and confusing for cyclists and motorists
- Convert flashing signal to half-signal (i.e. pedestrian/cyclist-activated stop light). Change signal activation location closer to curb cut.
- Yellow duration usually too short; enter on green, turns, yellow, and is red before I make it across (on a cargo bike, at least). E/W on Ave.
- Extremely dangerous crossing. Cars accelerate westbound on 17th Ave and while turning from southbound 15th St to 17th Ave without looking.
- This and next intersection north are dangerous due to cars turning S onto SVR running red lights, and northbound cars turning left
- Connection between existing segments needs to be completed. Country Hills is dangerous due to lack of wider right hand lane
- Connection to network north of Stoney Trail required
- Too many dead ends with no signage indicating where to access the network again. This is a general problem everywhere.
- Cannot activate signal to call traffic light (only get off and use pedestrian) Add ability to call light as @ 21 St NW-Kensington
- Cannot call light to change on bike. Add ability to as @ 21 St NW & Kensington.

- Widen sidewalk to MUP width, too narrow, busy, dangerous intersection.
- Widen sidewalk to MUP width, too narrow, busy, dangerous intersection. Too busy for pedestrians and cyclists to mix.
- Widen curb cut to MUP width. Too narrow for number of pedestrians and cyclists to share-shoulder-width space.
- Add MUP to east side of University Dr 24 Ave NW to 13 Ave NW. Note beaten path/desire lines from McMahon to 24 Ave.
- Dangerous crossing. Please add pedestrian crossing light.
- Make sidewalk wider too narrow for number of pedestrians and cyclists. Make MUP width from N-S bottle depot pathway to Campus Dr NW.
- Busy dangerous feeling intersection. Add MUP N and E side Collegiate Blvd NW from 32Ave NW right to Engineering school/Taylor Institute
- Widen this sidewalk to MUP-width. Too narrow for # pedestrians & cyclists.
- Challenging intersection since end up in left hand traffic lane when crossing N-S. Very busy with vehicle traffic.
- Add MUP (even sidewalk) on west side 19 St between 10 Ave and 12 Ave SW. Very busy road.
- Upgrade sidewalk S side W Campus Way to MUP Shaganappi Tr NW to Collegiate Blvd NW
- Safety - 8 AV NE bridge is scary. I race across and cringe anytime a car passes me. The current sharrows are not sufficient.
- Winter travel - this pathway is not usable all winter due to drainage, slope and freeze thaw
- Split pathway cyclist only sides used by marathons, causing safety issues.
- This side of path used by marathons, forcing bikes to ride through large groups of people.
- Please continue the multi use pathway UNDER Bow trail when it gets extended. Current plans suggest a sidewalk up and over - not good.
- Beautiful green space here linking West Springs and Aspen. Please join the current paths and preserve this space when Bow gets extended
- Pathway needs to go under the future Bow Trail - NOT out of the way and up and across with a sidewalk like initial plans suggest.
- Join the multi-use pathways that dead-end in Aspen and West Springs.
- We need a safe, direct, easy way to connect Cougar Ridge and Bowness and get through Winsport.
- MUP comes to an abrupt end on either side of this road and there is no good way to cross. Connect trails please!
- Within Downtown is challenging.
- Blind spot area. Need to widen the corner for the pathway and reduce the shrubs. Cyclist heading downtown are travelling fast.
- Blind spot. need to trim the shrubs here. Cyclist heading downtown are travelling fast almost got hit.
- Asphalt in this area is breaking out and sinking. Dangerous for Cyclist when heading downhill.
- Slippery track crossing when wet
- West bound pathway have several cracks and sinking towards North.
- Edges are sticking out and are trip hazard. Surfaces are bumpy. Congested area with a propeller in the centre that does not match the area
- Hand rails have 90 deg corner. Cyclist can hit these easily when making turns



- Put a pathway here, no need to go up and turn. Cyclist are using this to bypass.
- blind spot
- Blind spot - Cyclist heading North are travelling fast downhill.
- Automotive paint fumes in this area
- Pathway underneath the bridge have wood post sticking out and can be hit by a cyclist.
- Blind spot
- This area have bumps since 2002 that have not been fixed!!! Please repaved this area.
- continue the pathway here so it goes under 96 Ave
- Cyclists speed through heavily used pedestrian/dog areas. Sightlines are poor and this is dangerous!
- Bow Crescent (west end) a preferred cycling route but in horrible condition - potholes really bad
- Bike connections to/from this overpass on the East are very poor.
- Need a safe bike path/lane from 19 Street NW to Foothills hospital or to connect through Motel Village from Banff Trail LRT and 16th Ave NW
- there are shared paths crossing Sarcee Trail, but the transitions to the roads within Signal Hill and Westhills shopping areas are dangerous
- It would be nice to have separate pathways for cyclists and pedestrians. This path gets very crowded in summer
- I would like to see and have access to Griffith Woods in discovery ridge and springbank hill
- There needs to be an overpass in this area in order to safely cross Hwy 8 to access Griffith Woods
- The pathway under Shouldice Bridge needs to be fixed.
- need overpass or tunnel under centre street at 7 ave N
- Need crossing from east side of tracks to macleod!
- Signals are too short and crosswalks get overcrowded waiting for long lights here with only a south sidewalk over tracks!
- Need better lit sidewalks and new north sidewalk to southland crossing
- The crosswalk that provides access to Confederation Park needs to be improved. It's dangerous given traffic speed and poor visibility.
- Cyclists need a East/West route to access the 10th street bike lane. 20th Ave would be ideal.
- Banff Trail & Capitol Hill have a lot of bike commuters that need a better route to access 10th St bike lane, like a bike lane on 20th ave
- Crossing Highway 8
- Drivers run through red light in front of Municipal building at 8 Ave SE multiple times a day. Need improved visibility of xwalk and light.
- Highway 8 is a barrier and not a safe place to cross when going from my home in Springbank Hill to Griffith Woods .
- Remove bollard - serves no purpose and is a hazard to cyclists and Peds
- Pathway intersection needs improvement and or redesign. Too tight for cyclists and right next to vehicles traveling 70+km/h on 17 Avenue.
- 8 Ave is also wider, straighter, and flatter. All things that cycle commuters want. The hills on the river path make it difficult to use.
- north segment of path around park missing. prevents use of park for those with limited mobility, bikes or strollers
- North segment of path around park missing



- Extend 12 Ave cycletrack and connect here with the river path. Put crossing on North side of 7 St and MacDonald Ave intersection. Signalize.
- If we want people to commute by bike Stephen Ave needs to flow better. There's plenty of room to have designated bike & pedestrian paths.
- 13 Av beats 20 Av to the library but it's thru a semi-gated community and on sidewalks. Can we improve the E-W link at 10 and 13, or 20 Av?
- The hairpin turn at the top of this hill is hard to make on a cargo bike. It was weeks after falling there before my boys would cycle again.
- I don't feel safe riding on the road thru this underpass and usually use the sidewalk.
- This is how most cyclists access 8th Ave. SE. It has been complicated by the relocation of the ramp and a poorly placed bollard.
- Because of the 5-way intersection, many cyclists end up using the pedestrian crossings to access 15 St./8 Ave. SE.
- I enter and exit at 1st because this is a cycle track to nowhere. Yes, it slows cars. How should cyclists connect to Renfrew? Bridge Cres?
- Difficult to access Griffith Woods on bicycle or foot from North of Highway 8 once Ring Road is completed.
- We would love to ride from DiscoVery to Weaselhead Flats/Glenmore Trail.
- High traffic area crossing Hwy 8 is a bit sketchy for the kids. Would be nice to have an overpass at the 69th Street intersection.
- No link for NE/SE Hawkwood residents to access shops of NW Edgemont. Add path 400Hawkhill PL to Country Hills Bv on west side of Sarcee
- no pathway to access community garden
- no path on north side of park to complete loop. line of sight approvals already complete
- A large set of stairs on the greenway. You've got to be kidding.
- 20th Ave is only good for fearless cyclists to get E to W. Needs infrastructure to make this safe.
- Better transition from MUP to roadway or add MUP/track to 24th Ave.
- Despite policy, road is not a complete street and there is no bike infrastructure here to go E/W.
- Dangerous crossing for bikes - eastbound cars turning north don't yield to bikes going thru.
- It would be great to have a safe bike connection from westbound 12th Ave Bike route to this pathway rail crossing
- difficult connection between road and path - cars try to squeeze bikes out
- Feels unsafe biking along here
- dangerous awkward transition from path to road here
- very difficult to get on to path on east side of sarcee due to steepness and sharp turn
- Turning from 50 to westbound richmond dangerous; when I try to get onto pathway heading west, cars try to pass me on the right.
- Many cyclists go too fast too close to pedestrians - dangerous. Need traffic calming measures to curtail speeding , enforce speed limit
- Missing connection up to country hills blvd. Also have path route under the 96 ave bridge instead of having to cross busy intersection.
- Should be MUPs both E/W and N/S through city-owned golf course. Terrible/no infrastructure in this area in general
- Should be cycletrack on 64th -- only way to cross Deerfoot for several KMs both directions, many offices by airport.



- Winter ice flow makes the preferred route not possible
- A lot of pedestrians walk on the right side (bike side). It's not clear if both sides of 4 Street are for both directions of bike traffic.
- The on-sidewalk path transitions to on-street here. Many northbound cars make left turns in front of bikes. Right of way isn't clear.
- It's not clear if cyclists are supposed to stay on the sidewalk or switch to the road for the southbound block between 11 Ave and 12 Ave.
- It would be nice if the 12 Av bike lane could continue west after 11 St thru to 18 St SW, and north on 18 St to join path under Crowchild TR
- Need safe connecting route to here from the south and east
- A lot of eastbound vehicles turn left onto 14 St and don't yield to cyclists riding straight through (west) on 10 Ave
- How about a bike lane from westbnd 10 AV over this spot joining to the alley and bikeway along alley. Safer crossing 14th and out of traffic
- This section is too crowded with pedestrians all over the path on summer afternoons. Not cycleable.
- I'd like to bike to Westbrook Mall to shop, but I'm pretty sure my bike would be stolen or vandalized while I'm shopping.
- I'm concerned about cycling being given low priority in the new overpass that's going to be built.
- The angles at the road crossings all along Mt Royal Gate are dangerous for cyclists. Need straight crossings aligned with straight with path
- Path to on-street bike lane transition is difficult and confusing.
- Sidewalk and bike lane clearing in winter is atrocious. Often the bridge is left weeks after the connecting East and west sides are done.
- 8th Ave bike lane ends on 19th St, which is way too narrow, busy, and yet fast moving to be safe going north and south.
- 20 Ave is hazardous for biking, but would make a good east-west corridor.
- Getting to North Hill Mall from north of 16th / east of 14St is really intimidating.
- Easy to miss the turn from 10St to 9aSt on 4 Ave and find the transition @3Ave confusing. Ending up on 10St thru Kensington isn't safe.
- path on north side of park missing to complete loop around park. prevents wheelchair and stroller use
- NE Hawkwood residents cant access Edgemont shops. add path on west side of Sarcee from 400 Hawkhill PL to CountryHillsBlvd
- need path to Community garden between Hawkside Park and Hawkwood Hill
- This is a busy intersection for cyclists yet you have to push the cross button and wait. Allow pedestrian/bike crossing by default.
- (Bollard con't 2) Seriously this bollard is 190 mm dia. Is it to stop a tank? Any bollard takes up too much pathway.
- (Bollard con't 3) Standard practice should be to install no bollards. Only install a bollard IF there is a problem with cars driving up.
- 1 If we want bike commuters there should be bikes lanes near the road. Placing the path in the park creates congestion and collision points.
- 2 A bike lane adjacent to the road would separate high speed bike commuters from the park, creating a more peaceful atmosphere for all users



- The 9 ave bridge replacement should have bicycle paths under it on both west and east river banks.
- Need a direct path to reservoir path from Haysboro. That is away from cars, slip lanes & entrance to GL
- Need proper bike path here and on leash dogs. Cracked sidewalk. Need new plantings. Beautify walkway.
- Need to pave alley to make this an accessible path. Highly used. Elbow or 14th other options to get from 87-89Ave
- 22 lane crossing including 2 slip lanes to get from Haysboro to Reservoir path. Drive over instead.
- Terrible ped & bike experience here. Need huge improvements to Horton Rd and southland drive. Missing sidewalks and lighting
- Need a MUP on north side of southland dr bridge. No sidewalk here.
- No bike lanes on 20th for east west travel on the north hill
- No crossing at 16th Ave and 17th st for bikes and very poor connections to the mall
- Samis Rd is too steep to tow a child trailer. Solving this would open downtown to north commuting for many people. Perhaps a cycle lift?
- the centre st sidewalk is the safest route with best grade but it is narrow and crowded.
- This street already closed to vehicles could be a good site for a bike lift.
- Need to improve connectivity from bike lane to Crescent Heights and vice versa. Currently it is too slow so I still use the busy street.
- An improved N/S connection is needed very close to Centre Street. A bike lane on Macleod Tr SE would be idea.
- It is very difficult to bike to the library from the north on a safe route.
- Crossing Hwy 8 to New Discovery and Griffith Woods