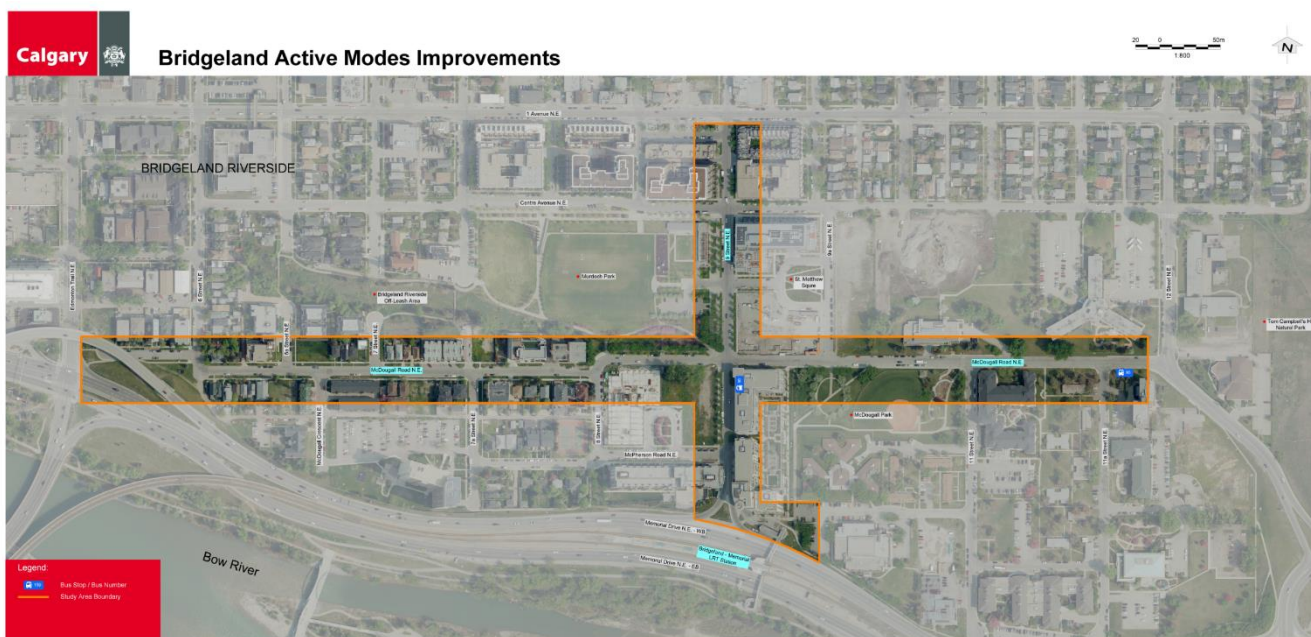


## Project overview

The communities of Bridgeland-Riverside have been experiencing population growth from a number of new multi-storey residential and commercial developments over the past ten years. Investing in improving infrastructure provides capacity to support growth and change in these communities. Through past public engagement in Bridgeland, including the 1 Avenue N.E. Streetscape Master Plan Project, we've heard some comments on issues and opportunities relating to mobility in the community.

In this project, we're making improvements to walking and wheeling (bike, scooter, skateboard) connections around the Bridgeland LRT Station, along 9 Street N.E. and McDougall Road so that people have better access to destinations within the community and to the LRT station. These improvements include:

- Improved east-west connectivity with a better experience for those walking and wheeling along McDougall Road from 6 Street N.E. to 12 Street N.E.
- Improved north-south connectivity for those walking and wheeling along 9th Street from the station to the residential developments and to the new business along 1 Avenue N.E.
- Improvements to provide better and safer access to the LRT station



\*\*Study Area



# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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## Engagement overview

For the project, an online engagement opportunity was offered from November 8 - 28, 2021 at [engage.calgary.ca/bridgeland-improvements](https://engage.calgary.ca/bridgeland-improvements). 981 participants visited the page during this time and 1031 pieces of feedback were submitted. Additionally, the project hosted a virtual open house on November 24 that was attended by 15 stakeholders.

## What we asked

For each option, organized by improvement areas identified for the project, we presented the following information and asked the following questions:

### Overall Study Area

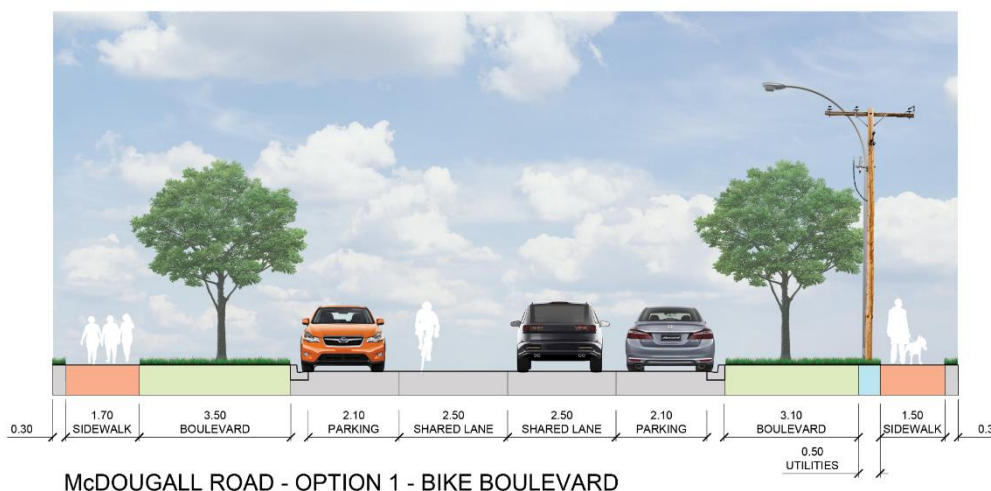
We are looking for your input to help us prioritize which improvements to make and where to allocate our limited funds. Please select the top 3 priorities that are most important to you.

Please choose your top 3 priorities

### McDougal Road

#### Option 1 - Bike Boulevard

The bike boulevard design maintains the existing conditions for the most part but may implement some of the following enhancements to improve the comfort and safety of wheeling users and pedestrians: curb extensions; enhanced crosswalks; pavement markings and symbols; wayfinding; and traffic calming measures.





## Benefits

- No changes to existing lanes.
- Less disruption during construction.
- Maintains the existing landscaped boulevard on both sides.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Reduces the risk of pedestrian / bicycle conflicts.
- Has the lowest cost of the 3 options

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other 2 options.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Narrow sidewalk width is retained.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.

As a pedestrian, how comfortable would you be travelling on this corridor as shown in this option?

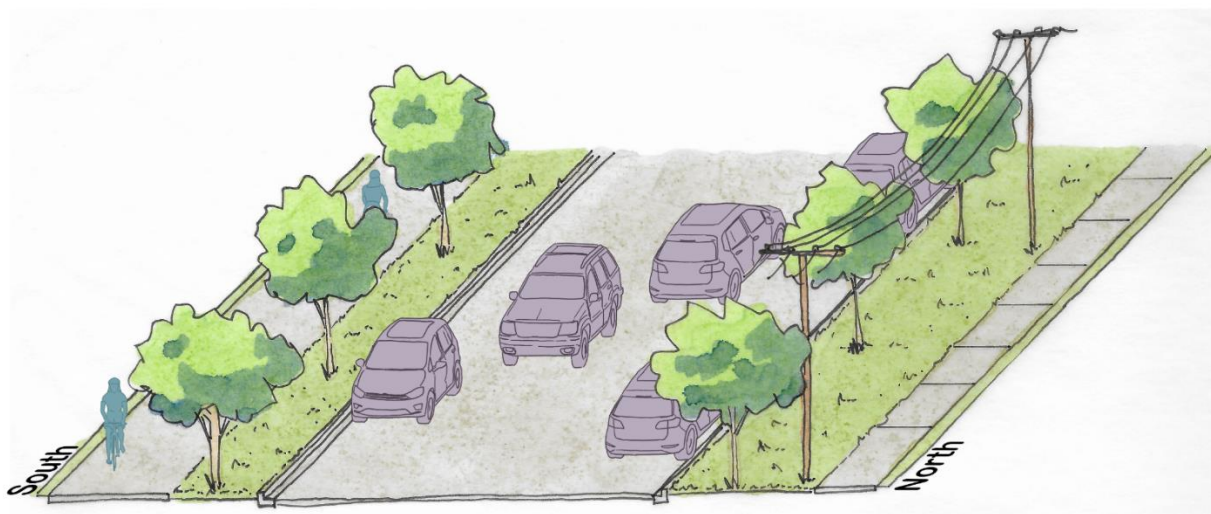
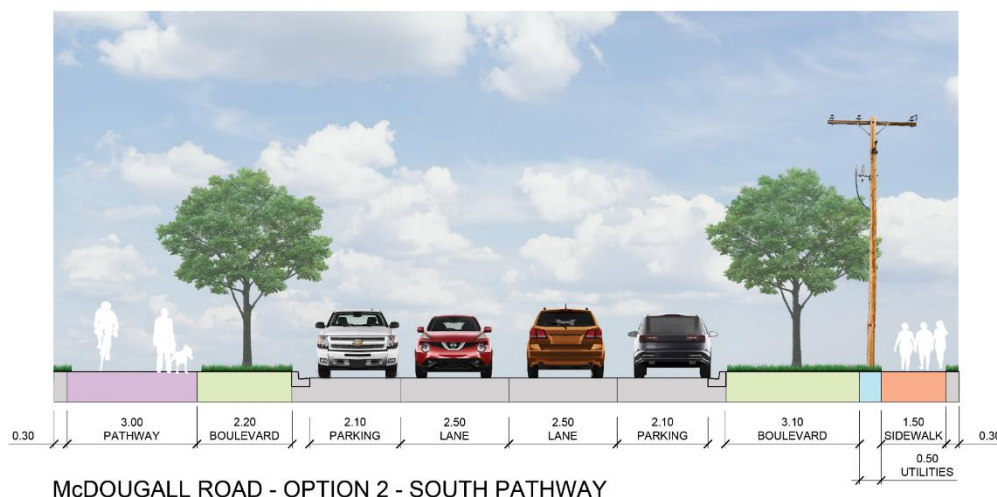
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this option?

What do you like about the Bike Boulevard option?

What do you not like about the Bike Boulevard option?

## Option 2 - Multi-Use Pathway on South Side

A multi-use pathway along the south side of McDougall Road would provide a facility for wheeling users to travel along McDougall Road without having to travel in the same lanes as motor vehicles. The existing sidewalk on the south side would be converted to a 3.0m multi-use pathway that could be used by both pedestrians and wheeling users. Since the existing grass boulevard on the south side is wide, there would be some remaining space available for a grass boulevard. The north side of McDougall Road would remain as is. This option will also include some curb extensions and enhanced crosswalks, likely focused on the south side where the pathway will be.





# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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## Benefits

- Appropriate for all ages and abilities.
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Provides good connections to existing/proposed walking and wheeling facilities on 9 Street N.E. and 12 Street N.E.
- Reduces risk of bicycle / vehicle conflicts.
- Maintains the existing landscaped boulevard on the north side.

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other 2 options.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Narrow sidewalk width is retained.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.

As a pedestrian, how comfortable would you be travelling on this corridor as shown in this option?

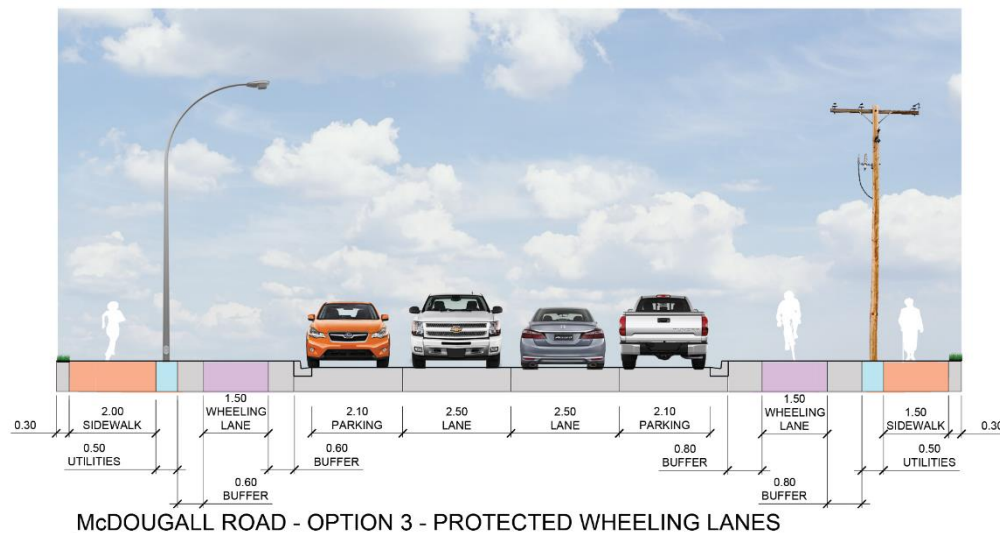
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this option?

What do you like about the Multi-Use Pathway on the South Side option?

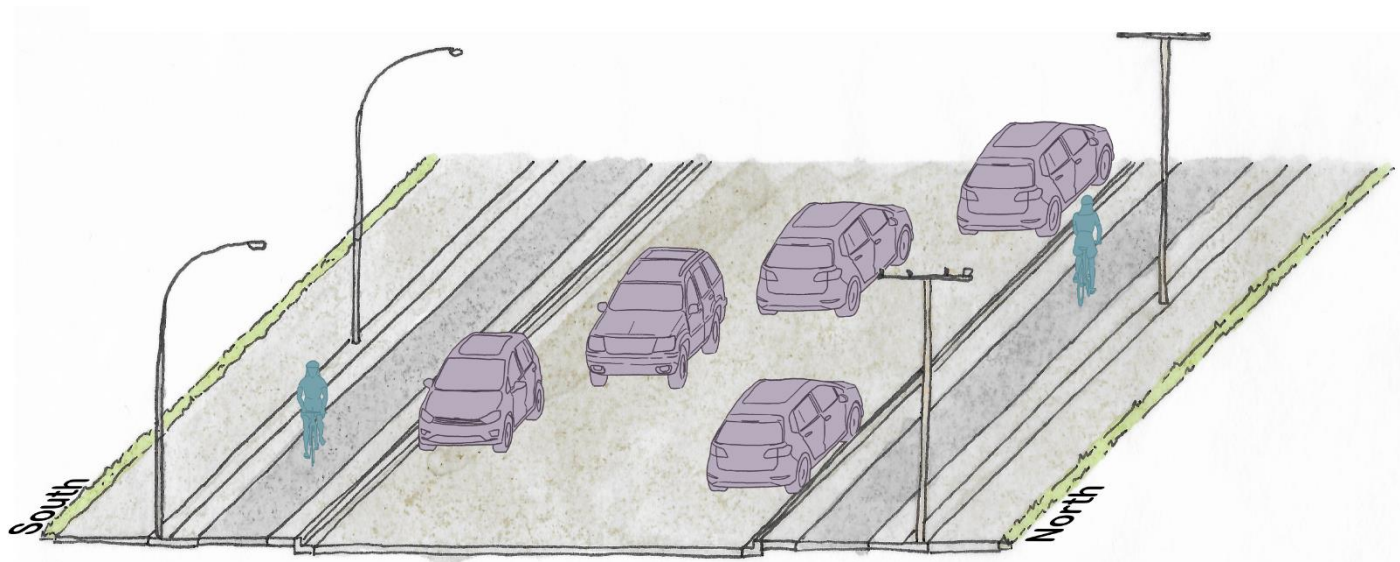
What do you not like about the Multi-Use Pathway on the South Side option?

## Option 3 - Protected Wheeling Lanes (Uni-Directional)

Protected wheeling lanes would provide a 1.5m wide lane for wheeling (bike, scooter, skateboard) users on both sides of the roadway, with each wheeling lane accommodating travel in one direction. The wheeling lane would be located off the roadway and adjacent to the sidewalk. A buffer space would be provided between the wheeling lane and sidewalk to reduce the risk of conflicts between those modes of travel. A buffer is also provided between the wheeling lane and the parking lane to reduce the risk of conflicts between wheeling users and parked cars, including doors swinging open. Due to the narrow width of these buffer areas, grass in the boulevard will not survive and they would have to be a hard surface, such as concrete. This option will also include some curb extensions and enhanced crosswalks on both sides of the road.



d



## Benefits

- Appropriate for all ages and abilities
- Opportunity to increase existing sidewalk widths in some locations.
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Accommodates wheeling users on the proper (right-hand) side of the road relative to the direction of travel.



# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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- Reduces risk of bicycle / vehicle conflicts.
- Reduces risk of bicycle / pedestrian conflicts.
- Provides good connections to existing/proposed walking and wheeling facilities on 9 Street N.E. and 12 Street N.E.

## Trade-offs

- Some risk of bicycle / vehicle conflicts at intersection.
- Disruption to adjacent property owners during construction
- Existing overhead utility poles are potential hazards for wheeling users.
- Providing both a wheeling path and sidewalk will significantly reduce the existing grass boulevards.
- Potential throw-away costs with replacing existing sidewalk.
- Has the highest costs of the 3 options

As a pedestrian, how comfortable would you be travelling on this corridor as shown in this option?

As a wheeling user, how comfortable would you be travelling on this corridor as shown in this option?

What do you like about the Protected Wheeling Lanes (Uni-Directional) option?

What do you not like about the Protected Wheeling Lanes (Uni-Directional) option?

How important is it to you that The City improves this corridor?

When travelling along McDougal Road, how often do you travel using the following?

Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along McDougal Road?

## 9 Street N.E.

How important is it to you that The City improves this corridor?

When travelling along 9th Street, how often do you travel using the following?

Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along 9 Street?

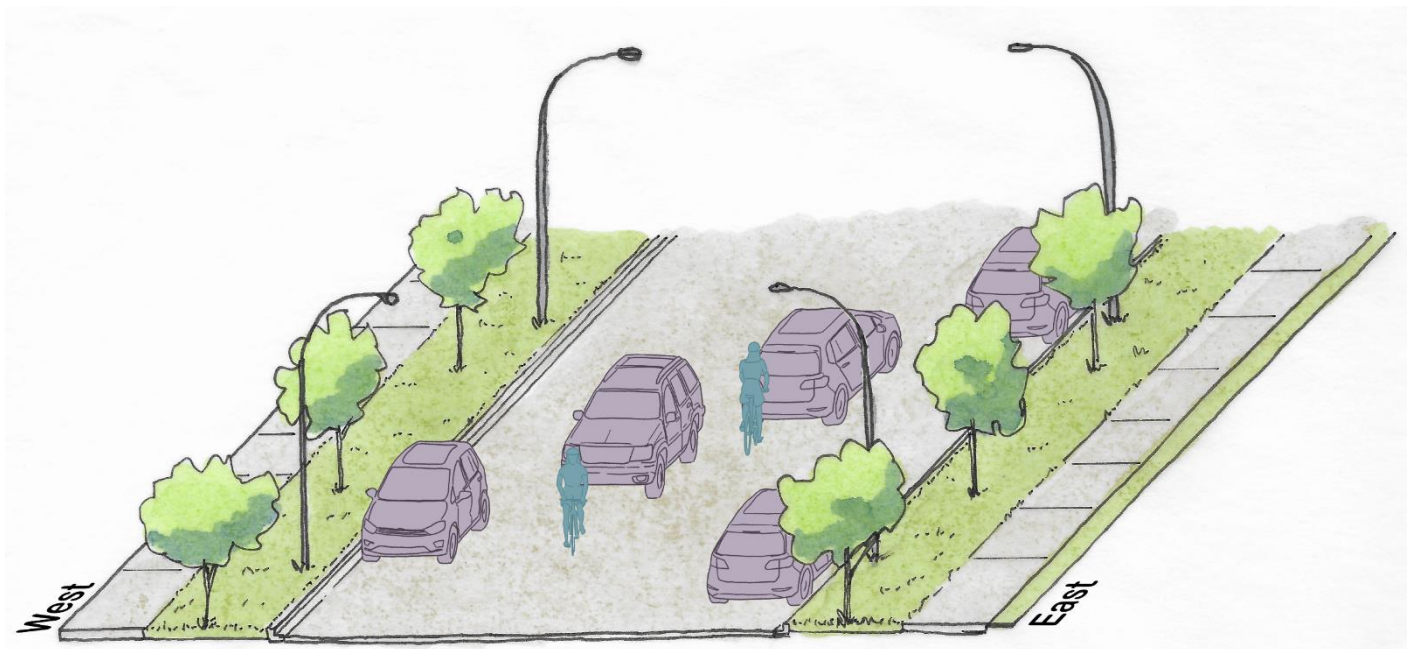
## Option 1 - Existing Conditions

Maintaining the existing conditions on 9 Street N.E. would require wheeling users to travel on-street in the same lanes as motor vehicles. The sidewalk and grass boulevard and trees would remain as is. Some of the following measures will be explored to improve pedestrians and wheeling users comfort and safety: curb

extensions; enhanced crosswalks; pavement markings and symbols; wayfinding; and traffic calming measures.



9 STREET - EXISTING CROSS SECTION





# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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## Benefits

- No changes to existing lanes.
- Minimum construction disruption.
- Maintains wider landscaped boulevards and preserves more trees.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Reduces the risk of pedestrian / bicycle conflicts.

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other option.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.

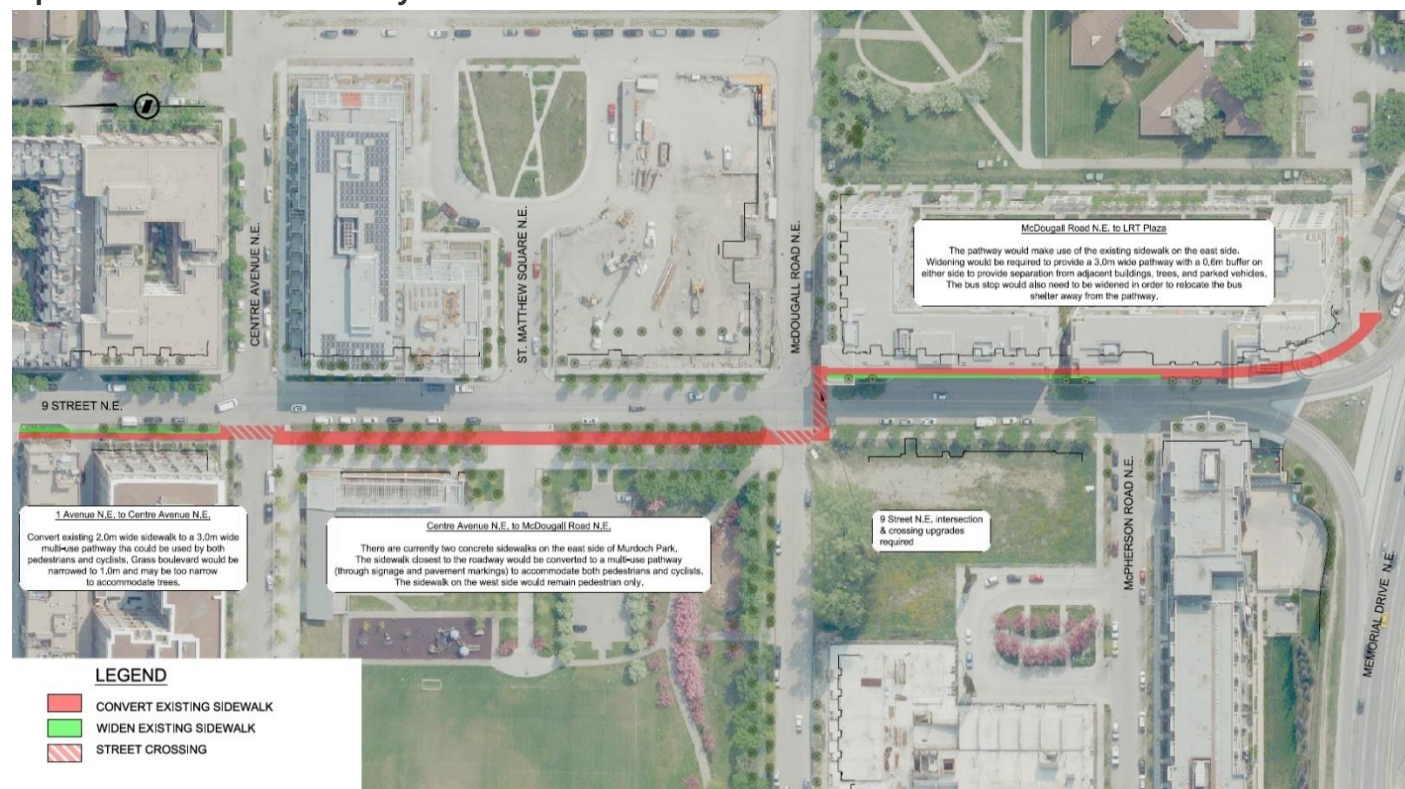
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this option?

As a wheeling user, how comfortable would you be travelling on this corridor as shown in this option?

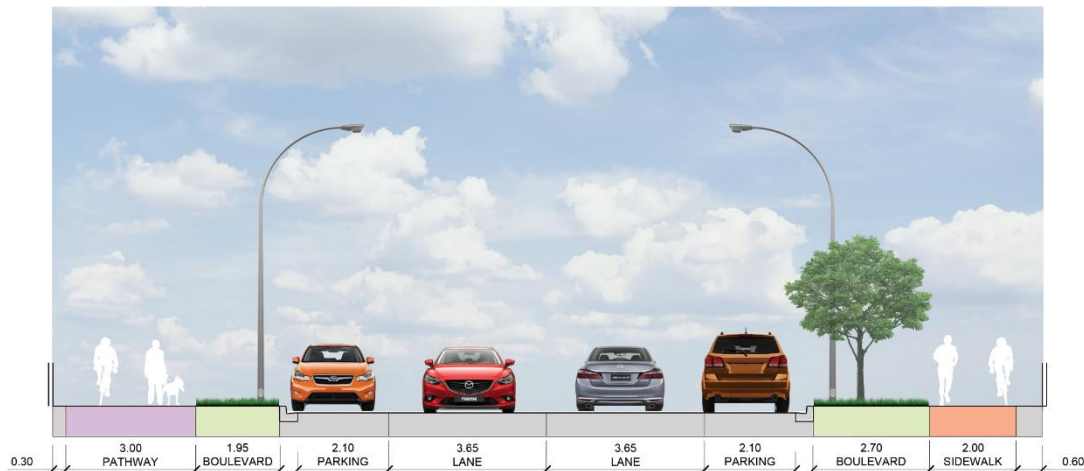
What do you like about the Existing Conditions option?

What do you not like about the Existing Conditions option?

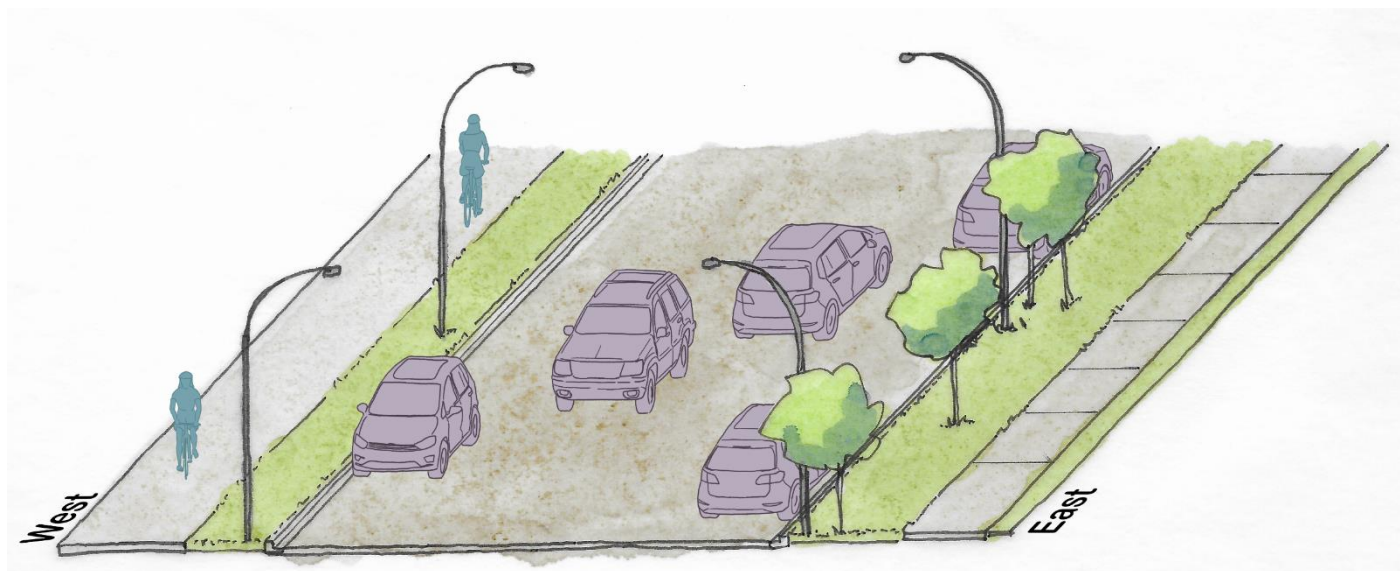
## Option 2 - Multi-use Pathway



A multi-use pathway along one side of 9 Street N.E. would provide a facility for wheeling users that is separated from motor vehicles. The pathway would be accommodated on the west side of 9 Street N.E. from 1 Avenue N.E. to McDougall Road then transition to the east side of 9 Street N.E. from McDougall Road to the LRT Plaza, as there is not sufficient space on the west side of this block to accommodate a multi-use pathway. The crossing of 9 Street N.E. at McDougall Road would require intersection improvement.



9 STREET - OPTION 2 - MULTI-USE PATHWAY



## Benefits

- Reduces the risk of bicycle / vehicle conflicts.
- Appropriate for all ages and abilities
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Provides good connections to the proposed active mode facilities on McDougall Road, 1 Avenue N.E. and connects to the LRT plaza.



# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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## Trade-Offs

- Increased risk of wheeling users / pedestrian conflicts on the south side along the pathway and at intersections with residential walkways.
- Disruption to adjacent property owners during construction
- Potential throw-away costs with replacing/modifying existing sidewalk.
- West boulevard may be too narrow to accommodate trees in some locations.

As a pedestrian, how comfortable would you be travelling on this corridor as shown in this option?

As a wheeling user, how comfortable would you be travelling on this corridor as shown in this option?

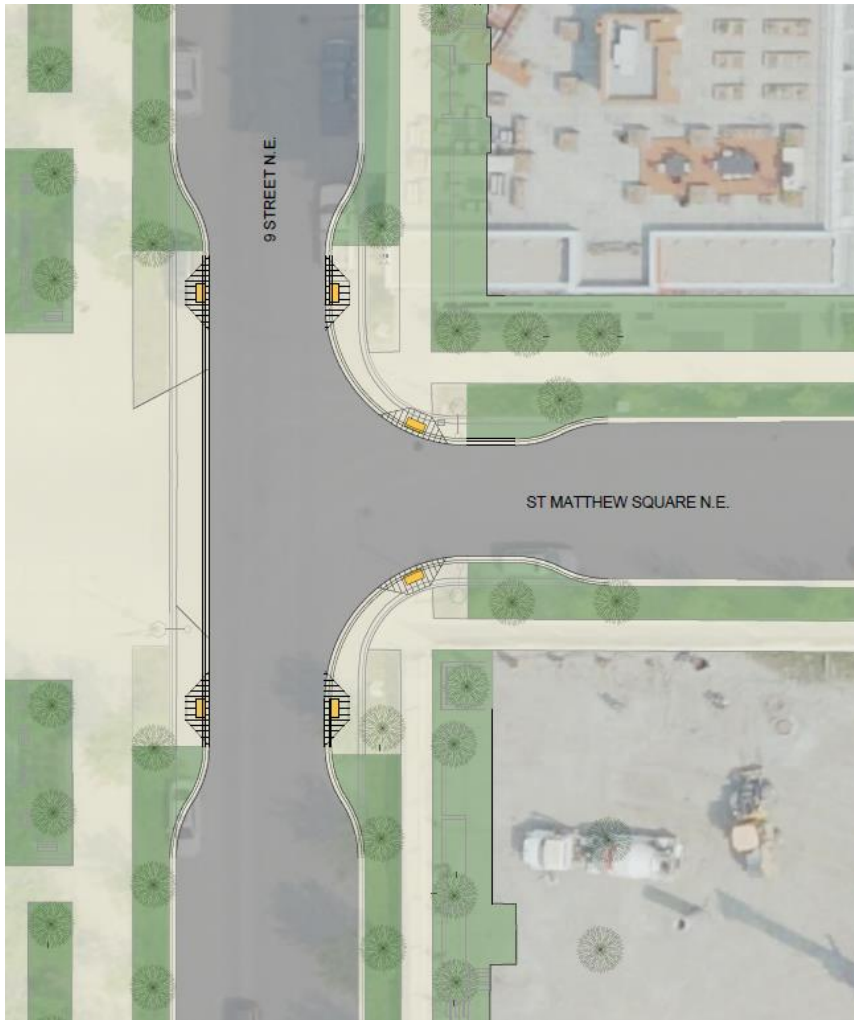
What do you like about the Multi-use Pathway option?

What do you not like about the Multi-use Pathway option?

## Additional 9 Street Improvements

We are also looking to improve the crossings of pedestrians and wheeling users at the intersections on 9 Street N.E. at Centre Avenue N.E. and at St. Mathew Square N.E. These intersection improvements would include curb extensions, wheel chair ramps, and marked crossings.



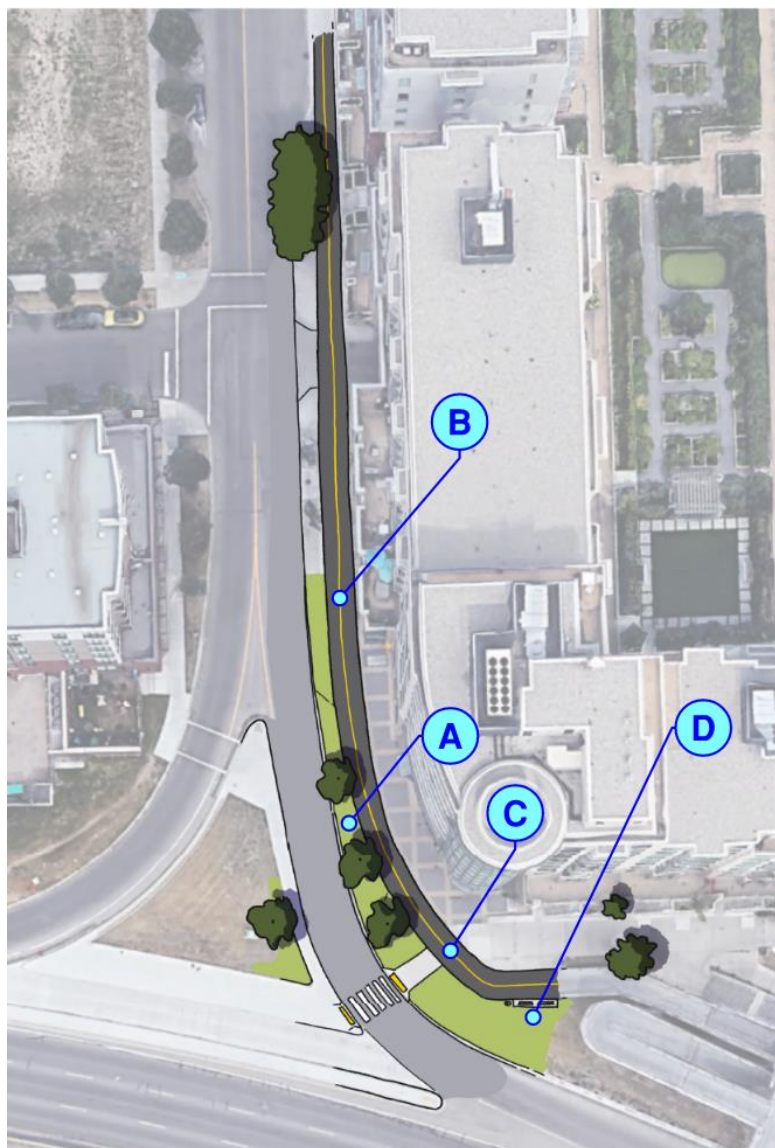


How important is it to you that The City improves the intersection of 9 Street N.E. and Centre Avenue N.E. for pedestrians and wheeling users?

How important is it to you that The City improves the intersection of 9 Street N.E. and St. Mathew Square N.E. for pedestrians and wheeling users?

## LRT Plaza Concepts

How important is it to you that The City improves this corridor?





# Bridgeland Active Modes Improvements Project

Stakeholder Report Back: What we Heard  
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## A – Remove Existing Concrete and Landscape

From previous engagement in the community and site visits, a concern that was identified is that delivery vehicles frequently park on the sidewalk at this location while making deliveries. This creates the following safety issues:

- Risk of a pedestrian being struck by a vehicle driving onto the sidewalk.
- Risk of vehicle collisions due to unanticipated turning movements onto, or off of, the sidewalk
- Parked vehicles obstructing sight lines between motorists or between motorists and pedestrians

The design of the sidewalk at this location likely encourages this activity as the angled lines and break in landscaping give the sidewalk the appearance of a driveway. There are also no signs or other roadside fixtures that discourage the use of the sidewalk for parking.

By removing the concrete adjacent to the roadway and replacing it with a landscaped boulevard, the likelihood of delivery drivers parking in this location will be reduced as it will remove the visual cues that parking might be appropriate at this location.

## B – Pathway Connection to LRT Ramp

Another concern noted by the community in previous engagements is the risk of pedestrian / wheeling user conflicts within the LRT plaza area. Both pedestrians and wheeling users are common in this area due to the connection to the LRT and river pathway to the south. Although there is a large plaza area, it is not clearly defined which areas are for pedestrians, wheeling users, or both. This can result in conflicts between these different modes of travel.

Providing a defined multi-use pathway through the plaza would help define the route for wheeling users and inform both wheeling users and pedestrians that the other mode of travel might be encountered. This would also emphasize that the areas outside of this route is intended for pedestrians only.

## C – Pathway /Sidewalk Intersection

By defining a multi-use pathway through the LRT Plaza, there will be an intersect between the pathway and the pedestrian route accessing the island between the 9 Street N.E. ramps. This is a potential conflict area and will require attention to reduce the risk of collisions between wheeling users and pedestrians.

## D- Relocate Bench and Scooter Parking

There is currently a bench at the bottom of the LRT ramp. This is a high conflict location as wheeling users are often riding up and down the ramp and could collide with people sitting at, or standing near, the ramp. It is recommended that the bench be relocated outside of the pathway, such that it is at a lower risk and more comfortable location. Similar to the bench, the existing scooter parking area is located within the desire line of wheeling users and would be relocated to a lower traffic area.



# Bridgeland Active Modes Improvements Project

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As a pedestrian, do you feel these elements would improve your experience going to/from the LRT plaza?

As a wheeling user, do you feel these elements would improve your experience going to/from the LRT plaza?

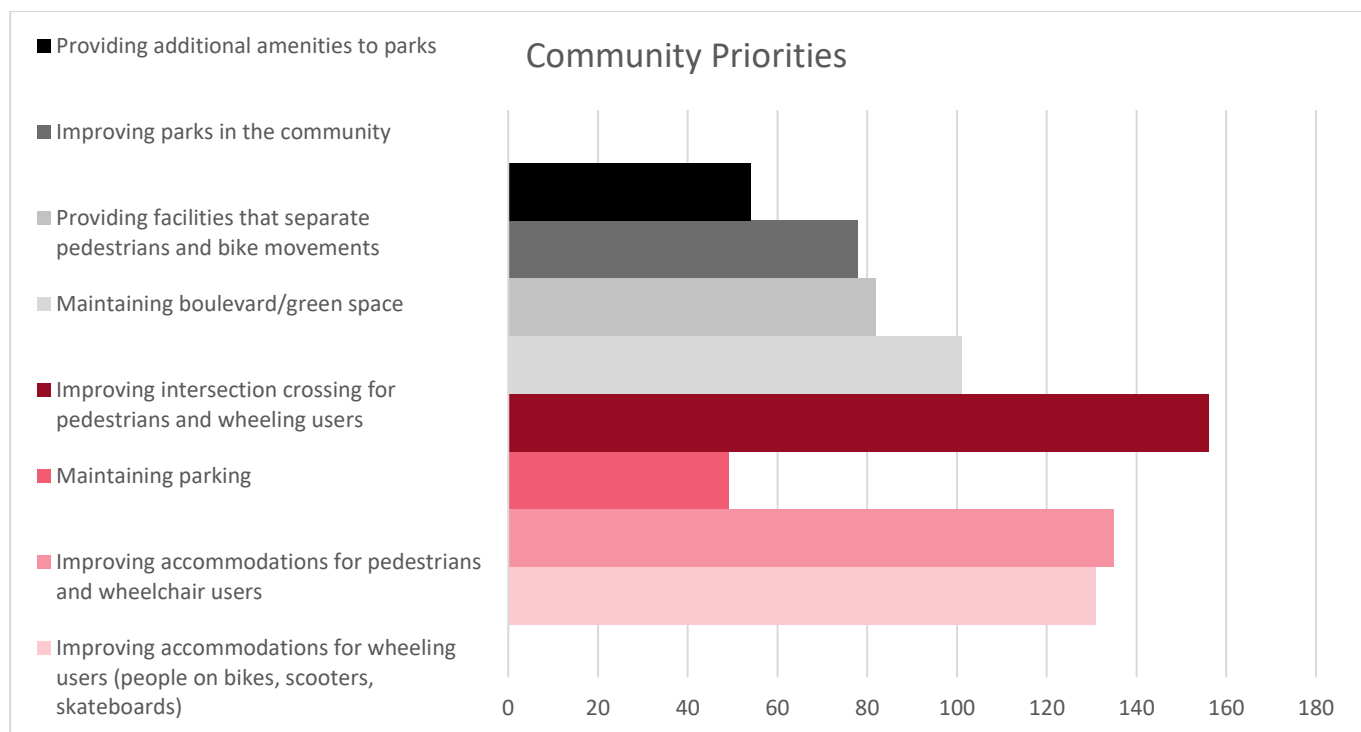
What do you like about these elements?

What do you not like about these elements?

## What we heard

### Overall Study Area

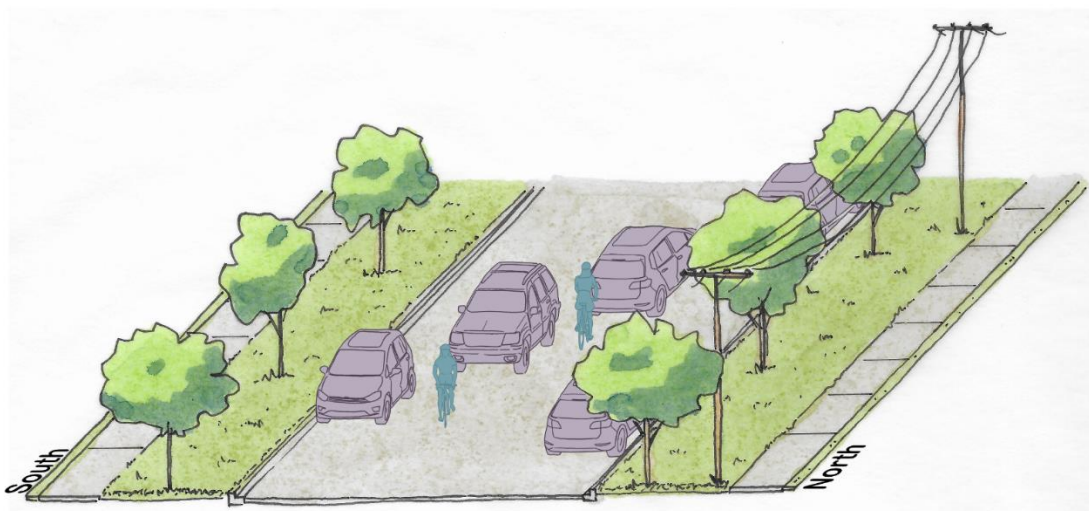
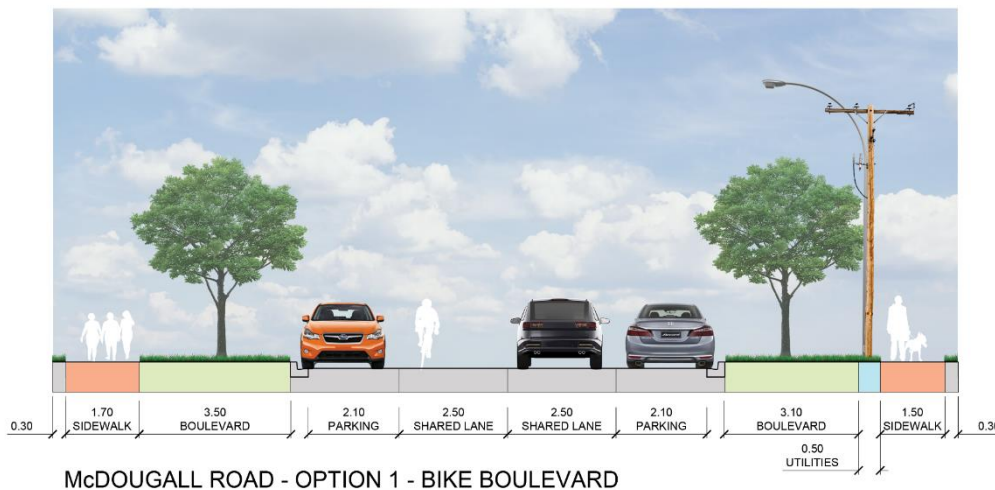
Stakeholders were asked to rank the following priorities in terms of what was most important to them.



## McDougal Road

### Option 1 - Bike Boulevard

The bike boulevard design maintains the existing conditions for the most part but may implement some of the following enhancements to improve the comfort and safety of wheeling users and pedestrians: curb extensions; enhanced crosswalks; pavement markings and symbols; wayfinding; and traffic calming measures.





# Bridgeland Active Modes Improvements Project

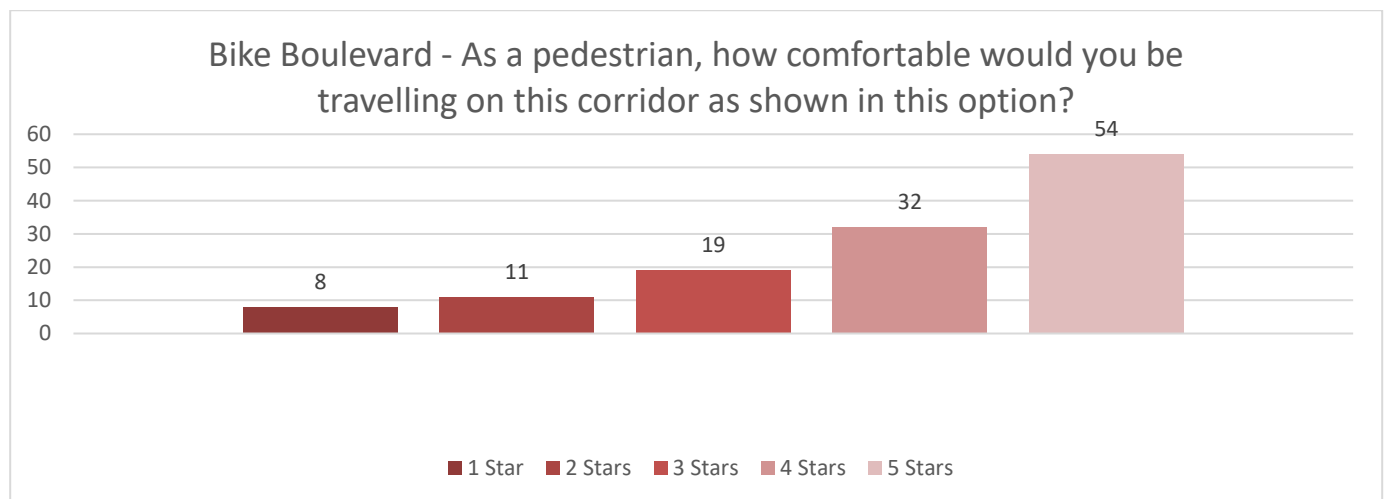
Stakeholder Report Back: What we Heard  
December 2021

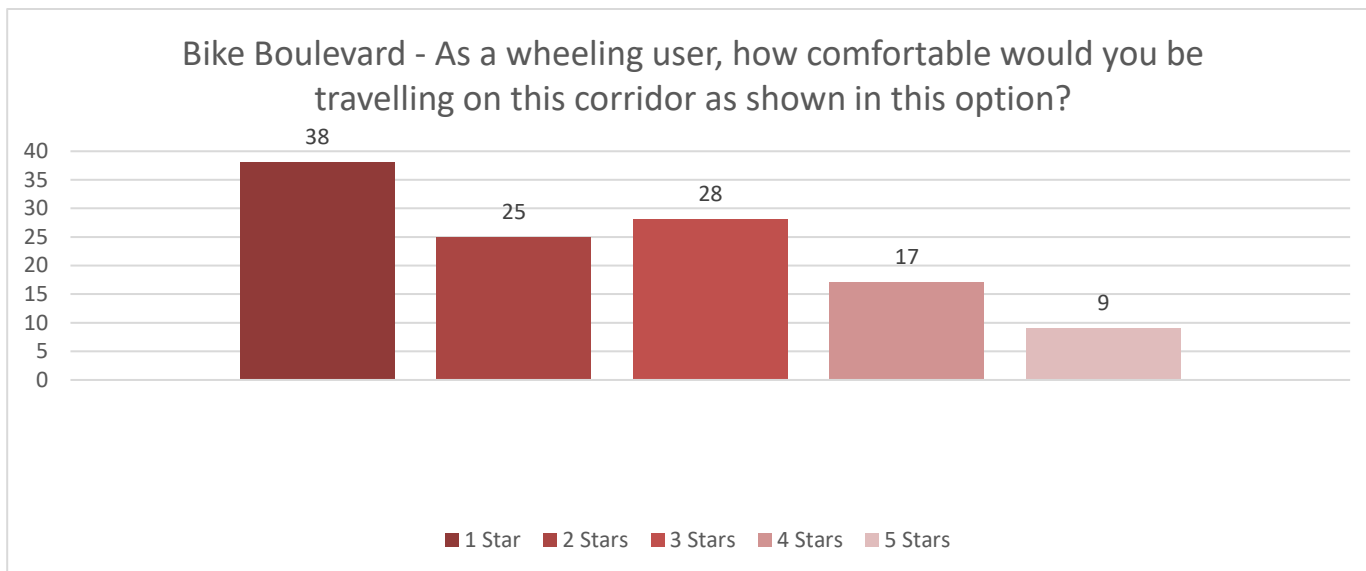
## Benefits

- No changes to existing lanes.
- Less disruption during construction.
- Maintains the existing landscaped boulevard on both sides.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Reduces the risk of pedestrian / bicycle conflicts.
- Has the lowest cost of the 3 options

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other 2 options.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Narrow sidewalk width is retained.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.





What do you like about the Bike Boulevard option?

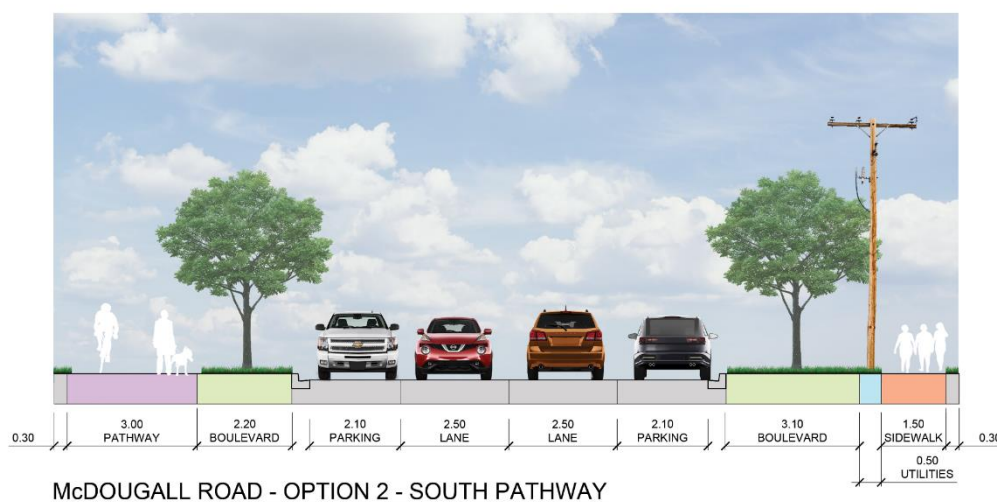
What do you not like about the Bike Boulevard option?

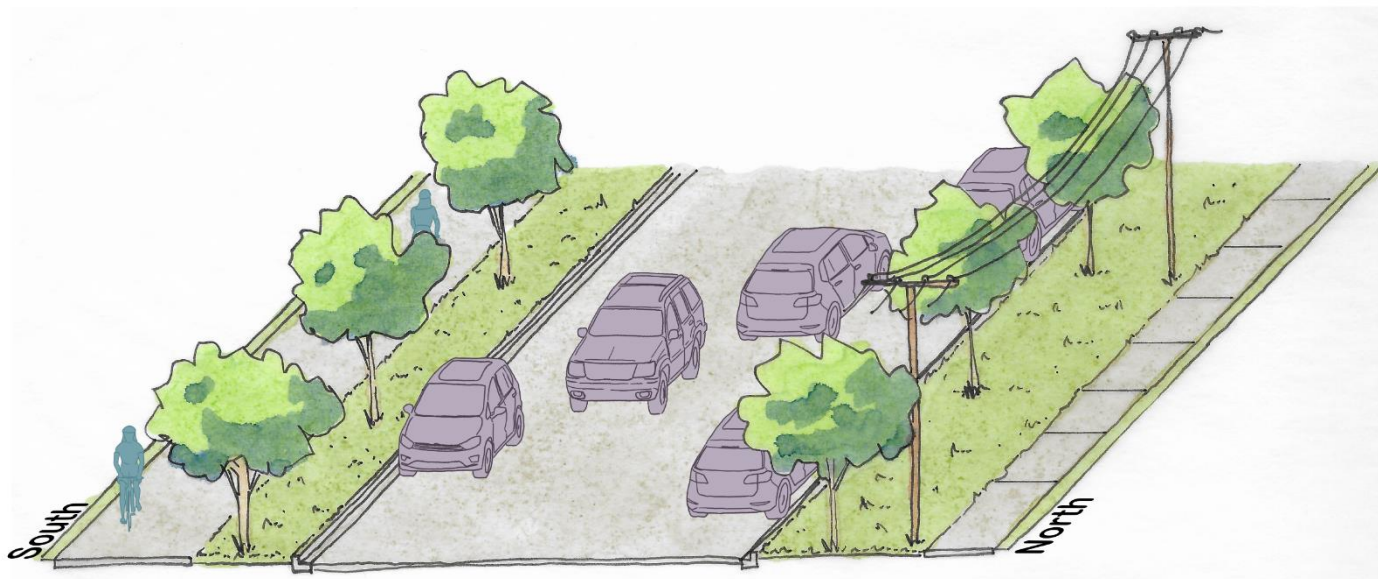
Supportive Themes	
Landscaped Boulevards	Participants appreciated this option maintains the existing landscaped boulevard on both sides.
Safety: Reduced pedestrian and bicycle conflicts	Participants acknowledged this option reduces the risk of pedestrian and bicycle conflicts.
Low Cost	Stakeholders appreciated this option has the lowest cost of the 3 options.
Construction Impacts	Feedback indicated an appreciation that this option has less disruptions during construction.
Critical Themes	
Safety: Risk of wheeling users and vehicle conflicts	Stakeholders felt this option creates more risk for wheeling users and vehicle conflicts.
General lack of support	Much of the feedback received for this option expressed a general lack of support.
Prioritization of automobile vs. active modes	Participants expressed criticism that this option prioritized automobile transportation over active modes of transportation, and felt this option isn't ideal for active modes. Additionally, there were comments expressing a desire to remove parking to enhance active mode transportation.

Not suitable for all ages and abilities	Feedback indicated this option may deter younger and less confident riders.
<b>Neutral Themes</b>	
Speeding	Comments received expressed a concern of vehicular speeding in the area and the need for enforcement.
Snow Removal	Stakeholders expressed comments regarding the need for adequate snow removal along the corridor for all modes of transportation.

## Option 2 - Multi-Use Pathway on South Side

A multi-use pathway along the south side of McDougall Road would provide a facility for wheeling users to travel along McDougall Road without having to travel in the same lanes as motor vehicles. The existing sidewalk on the south side would be converted to a 3.0m multi-use pathway that could be used by both pedestrians and wheeling users. Since the existing grass boulevard on the south side is wide, there would be some remaining space available for a grass boulevard. The north side of McDougall Road would remain as is. This option will also include some curb extensions and enhanced crosswalks, likely focused on the south side where the pathway will be.



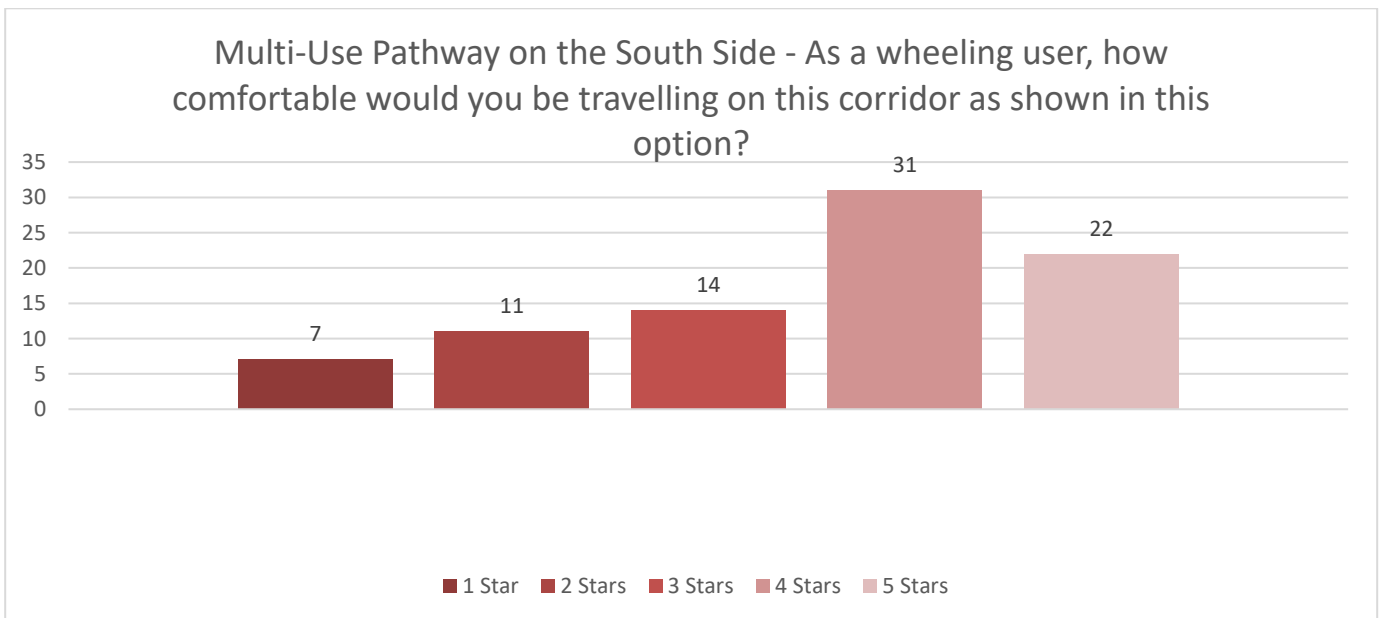
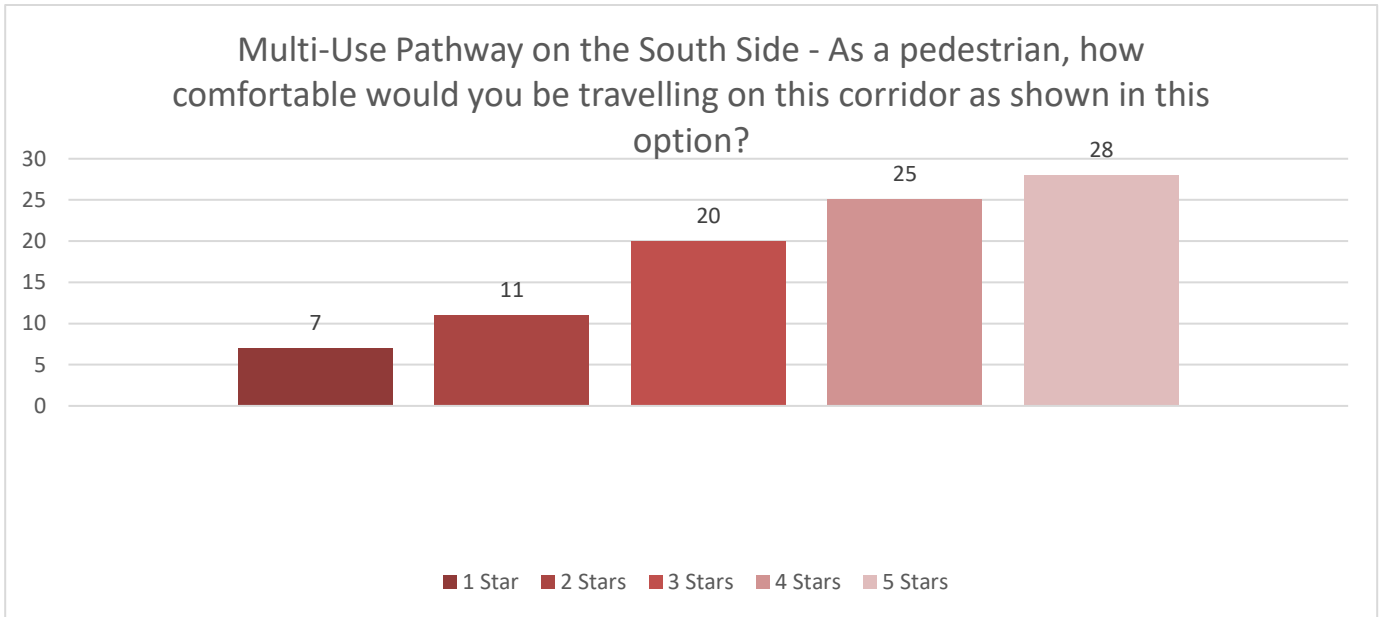


## Benefits

- Appropriate for all ages and abilities.
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Provides good connections to existing/proposed walking and wheeling facilities on 9 Street N.E. and 12 Street N.E.
- Reduces risk of bicycle / vehicle conflicts.
- Maintains the existing landscaped boulevard on the north side.

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other 2 options.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Narrow sidewalk width is retained.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.





# Bridgeland Active Modes Improvements Project

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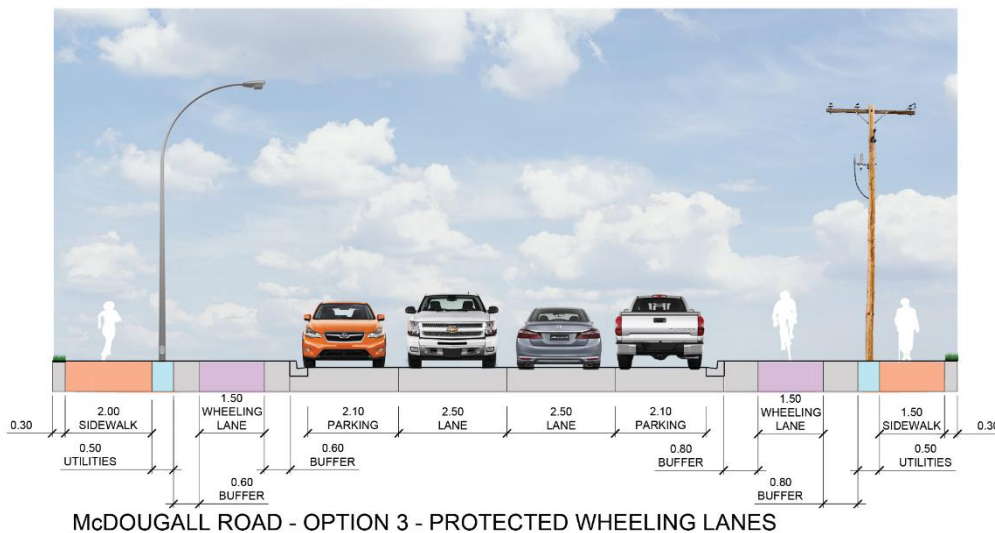
What do you like about the Multi-Use Pathway on the South Side option?

What do you not like about the Multi-Use Pathway on the South Side option?

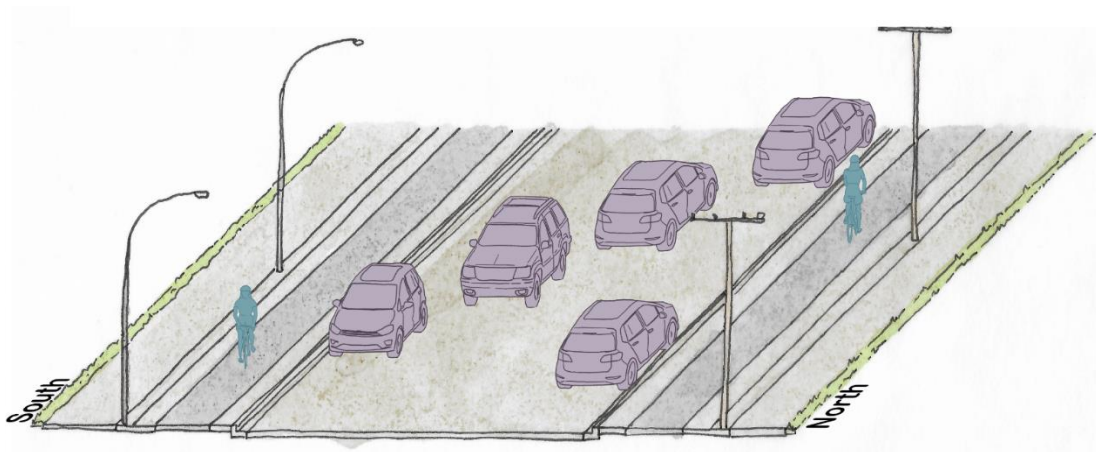
Supportive Themes	
Safety: Reduced risk of bicycle and vehicle conflicts	Participants acknowledged this option reduces the risk of bicycle and vehicle conflicts.
Landscaped Boulevards	Participants appreciated this option maintains the existing landscaped boulevard on the North side.
Wider sidewalk on South side	Stakeholders expressed appreciation for the widened sidewalk on the South side.
General support	Feedback indicated general support for this option.
Critical Themes	
Safety: Risk of conflict between wheeling users and pedestrians on South side	Feedback indicated a concern over the potential increased risk of conflicts between wheeling users and pedestrians on the South side. Many participants had concerns regarding different modes of transportation sharing the same space.
Greenspace preservation	Concerns over the potential removal of greenspace on the South side were expressed.
Neutral Themes	
Snow Removal	Stakeholders expressed comments regarding the need for adequate snow removal along the corridor for all modes of transportation.

## Option 3 - Protected Wheeling Lanes (Uni-Directional)

Protected wheeling lanes would provide a 1.5m wide lane for wheeling (bike, scooter, skateboard) users on both sides of the roadway, with each wheeling lane accommodating travel in one direction. The wheeling lane would be located off the roadway and adjacent to the sidewalk. A buffer space would be provided between the wheeling lane and sidewalk to reduce the risk of conflicts between those modes of travel. A buffer is also provided between the wheeling lane and the parking lane to reduce the risk of conflicts between wheeling users and parked cars, including doors swinging open. Due to the narrow width of these buffer areas, grass in the boulevard will not survive and they would have to be a hard surface, such as concrete. This option will also include some curb extensions and enhanced crosswalks on both sides of the road.



d





# Bridgeland Active Modes Improvements Project

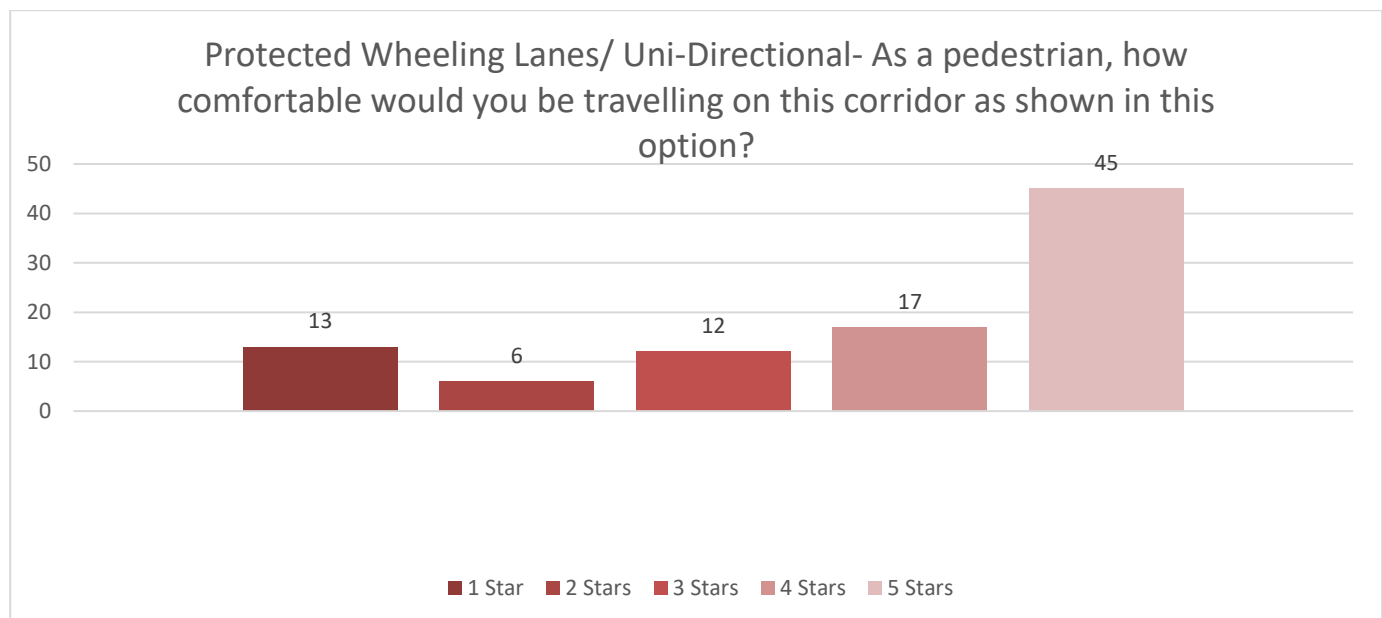
Stakeholder Report Back: What we Heard  
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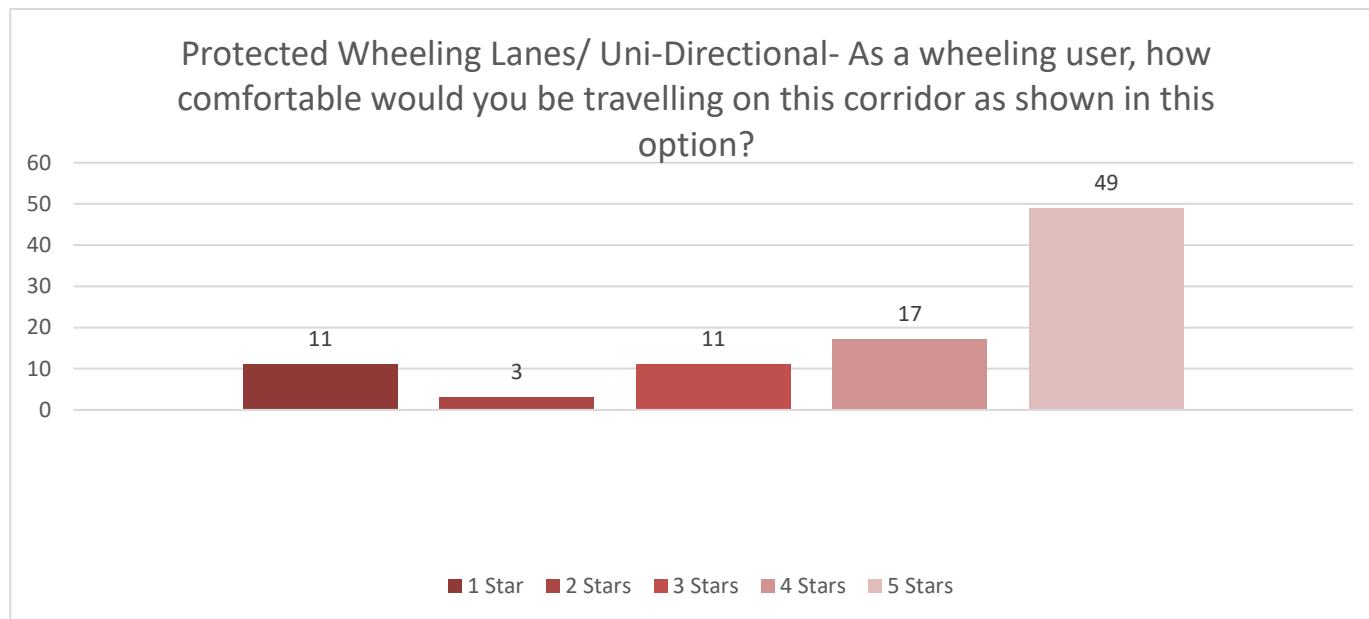
## Benefits

- Appropriate for all ages and abilities
- Opportunity to increase existing sidewalk widths in some locations.
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Accommodates wheeling users on the proper (right-hand) side of the road relative to the direction of travel.
- Reduces risk of bicycle / vehicle conflicts.
- Reduces risk of bicycle / pedestrian conflicts.
- Provides good connections to existing/proposed walking and wheeling facilities on 9 Street N.E. and 12 Street N.E.

## Trade-offs

- Some risk of bicycle / vehicle conflicts at intersection.
- Disruption to adjacent property owners during construction
- Existing overhead utility poles are potential hazards for wheeling users.
- Providing both a wheeling path and sidewalk will significantly reduce the existing grass boulevards.
- Potential throw-away costs with replacing existing sidewalk.
- Has the highest costs of the 3 options



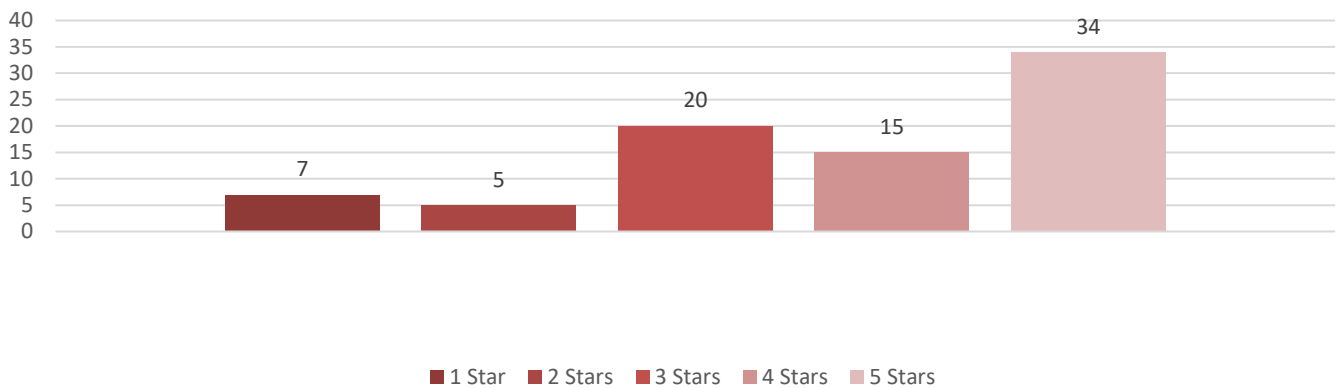


What do you like about the Protected Wheeling Lanes (Uni-Directional) option?

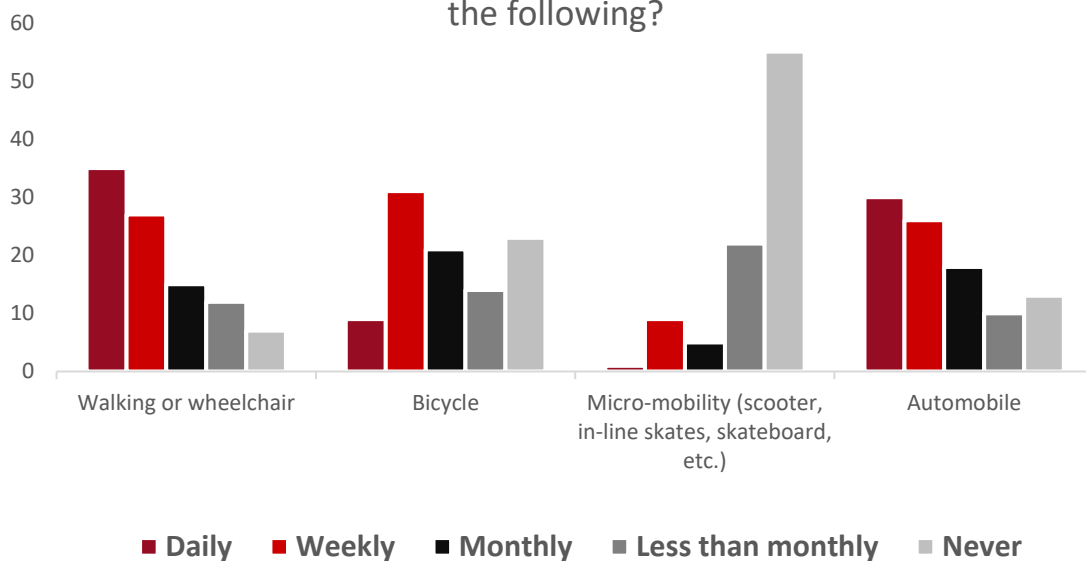
What do you not like about the Protected Wheeling Lanes (Uni-Directional) option?

Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this option each transportation mode has its own designated space.
General support	Stakeholder input expressed a strong general support for this option.
Accessibility	Feedback indicated this option is accessible for all ages and abilities.
Critical Themes	
Existing grass boulevard removal	Stakeholders expressed a significant amount of critical feedback with regards to the removal of the existing grass boulevard.
High cost	The high cost of the option was a concern for stakeholders.
Prioritization of automobile vs. active modes	Participants expressed comments that criticized this option for prioritizing automobile transportation over active modes of transportation and specifically the maintaining of greenspace.
Parking	Relating to the other critical themes, participants expressed a criticism over prioritizing parking over the removal of greenspace and active mode transportation.

## How important is it to you that The City improves McDougall Road?



## When travelling along McDougall Road, how often do you travel using the following?





# Bridgeland Active Modes Improvements Project

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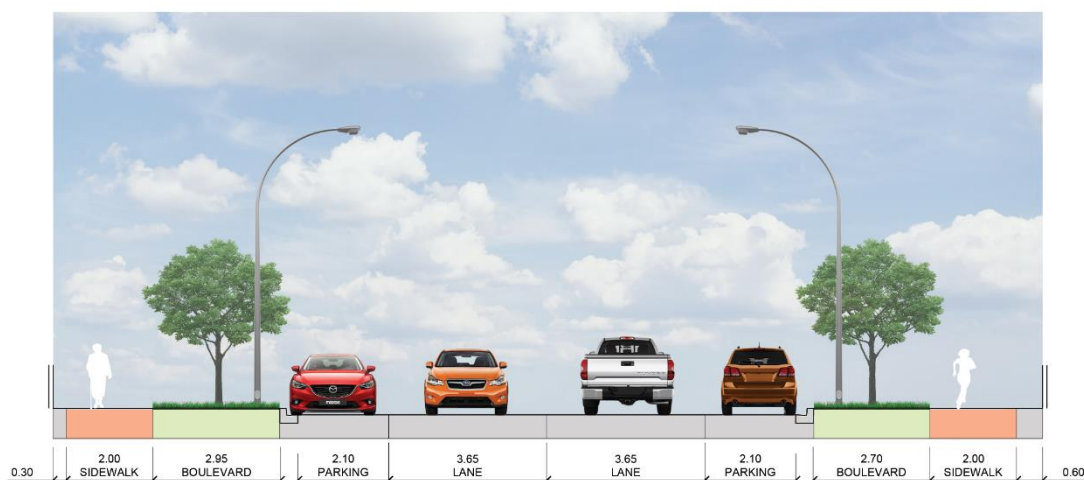
Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along McDougal Road?

Themes	
Safety	Participants expressed concern over the need for increased safety with respect to traffic calming measures and brought forward individual solutions. Concerns over speeding, including suggestions for a reduced speed limit, and the need for enforcement were presented.
Greenspace/ Natural Environment Preservation	Stakeholders indicated a high value in the preservation of greenspace and the natural environment within the project area.
Focus on Active Mode transportation	Participants expressed feedback that indicated a strong desire to prioritize active modes of transportation vs. automobile transportation. Active mode infrastructure should be accessible to all ages and abilities.

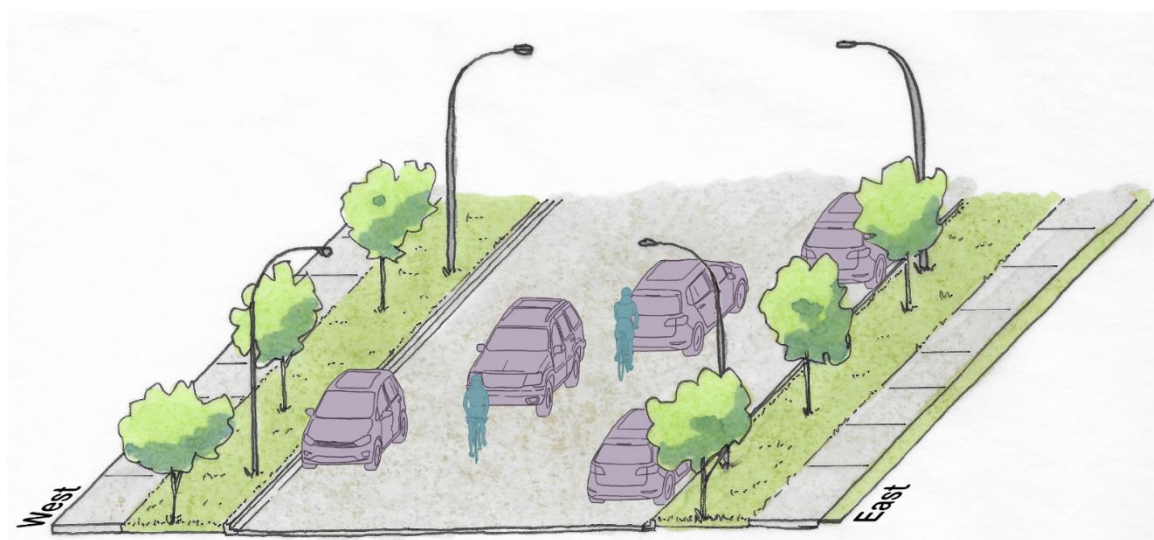
## 9 Street N.E.

### Option 1 - Existing Conditions

Maintaining the existing conditions on 9 Street N.E. would require wheeling users to travel on-street in the same lanes as motor vehicles. The sidewalk and grass boulevard and trees would remain as is. Some of the following measures will be explored to improve pedestrians and wheeling users comfort and safety: curb extensions; enhanced crosswalks; pavement markings and symbols; wayfinding; and traffic calming measures.



9 STREET - EXISTING CROSS SECTION





# Bridgeland Active Modes Improvements Project

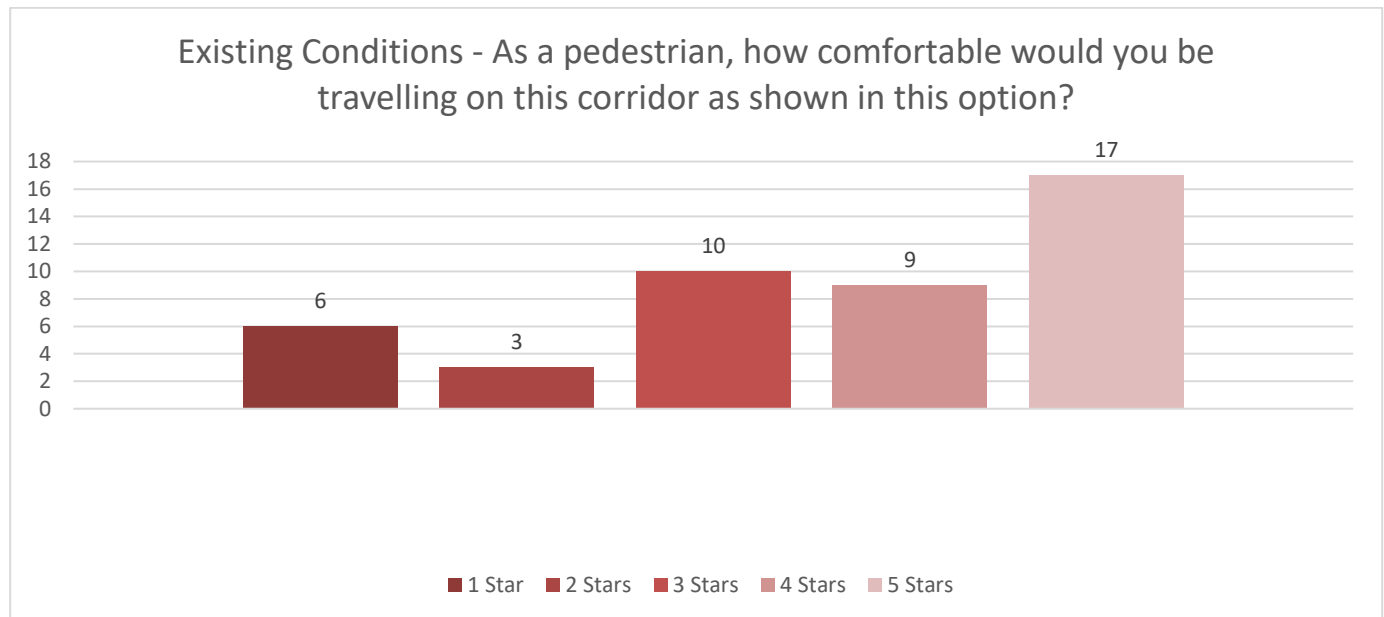
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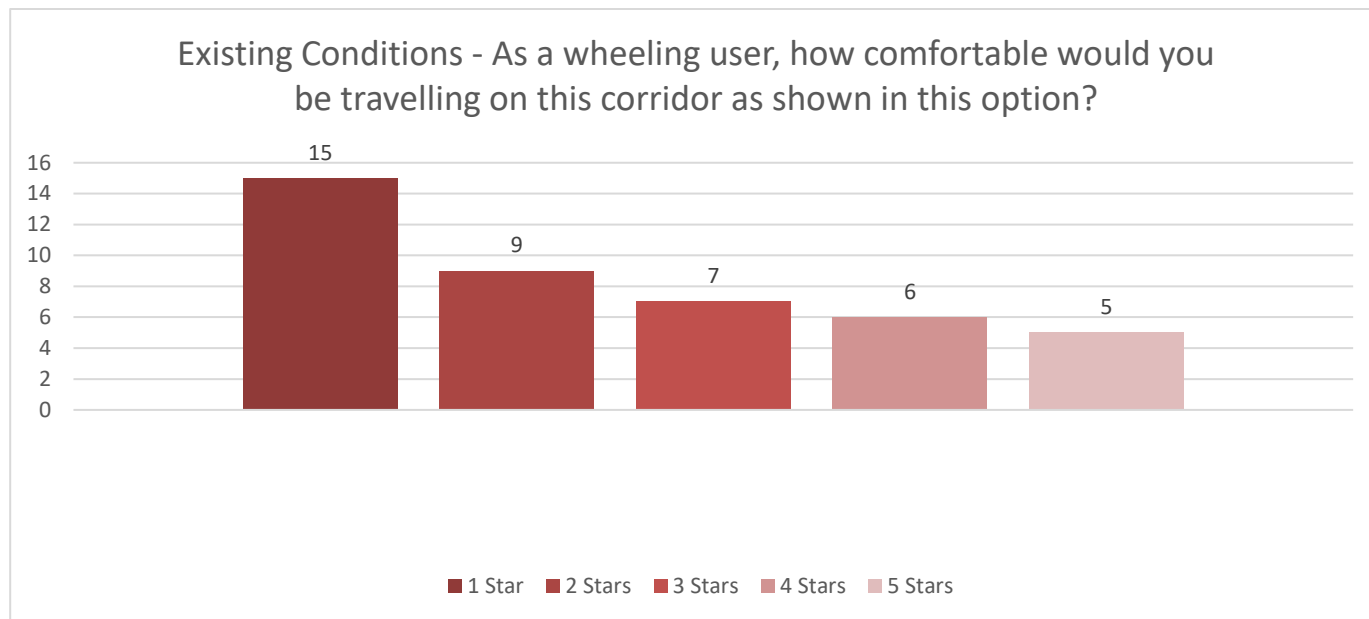
## Benefits

- No changes to existing lanes.
- Minimum construction disruption.
- Maintains wider landscaped boulevards and preserves more trees.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Reduces the risk of pedestrian / bicycle conflicts.

## Trade-Offs

- Greater risk for wheeling users/ vehicle conflicts than the other option.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders.
- Some wheeling users may still choose to ride on the sidewalk, thus negating the reduction of pedestrian / bicycle conflicts.



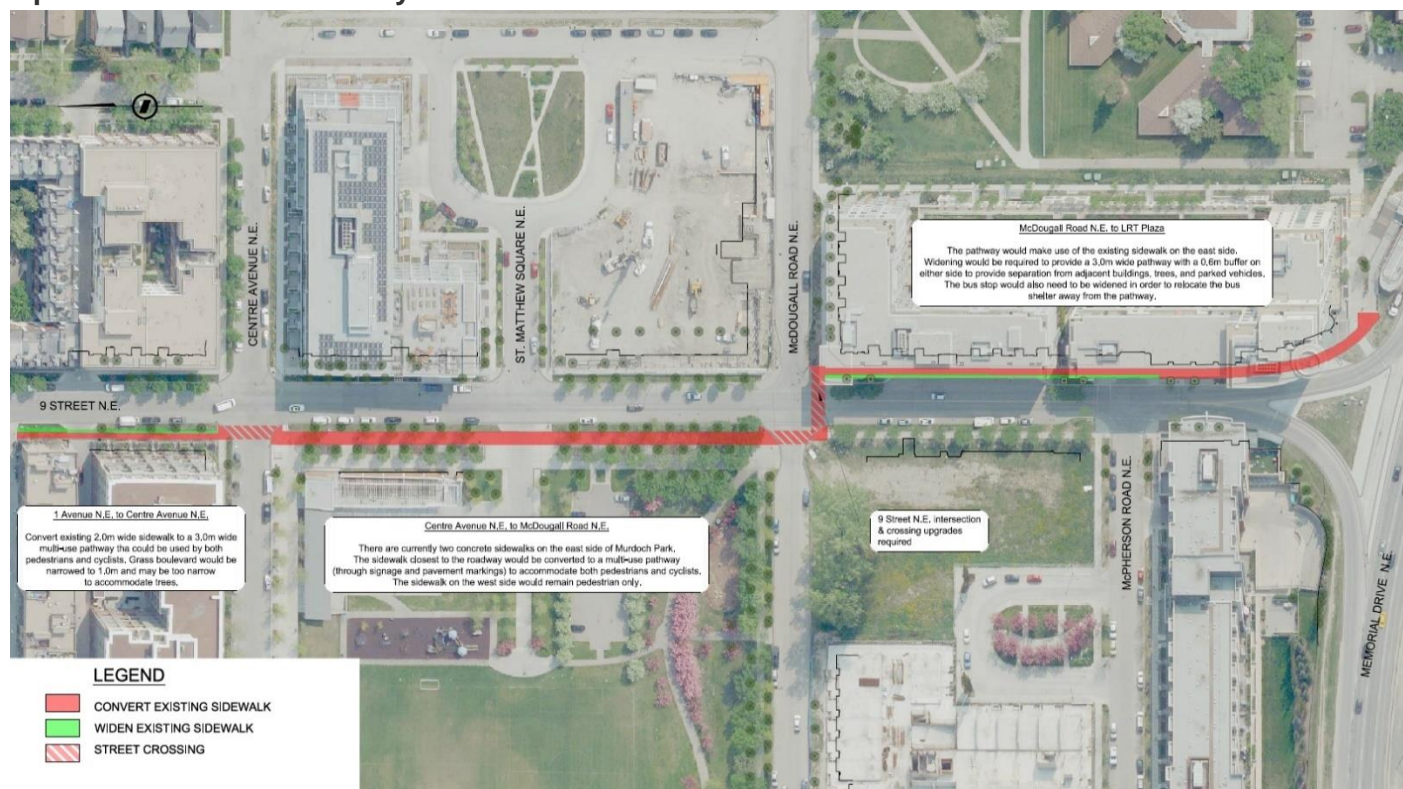


What do you like about the Existing Conditions option?

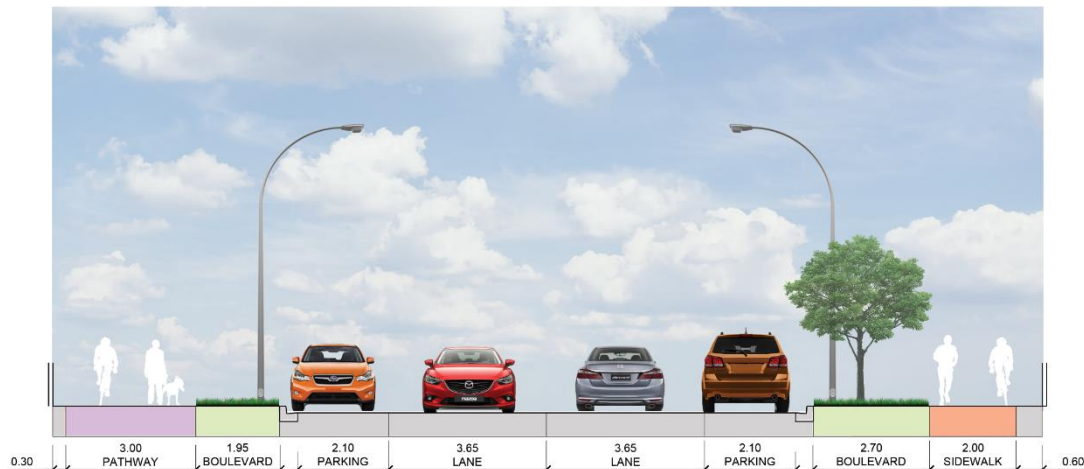
What do you not like about the Existing Conditions option?

Supportive Themes	
Landscaped Boulevards	Participants appreciated this option maintains the existing landscaped boulevard and preserves more trees.
Minimal construction disruption	Stakeholder feedback indicated appreciation that this option has minimal construction disruptions.
Maintains existing sidewalks	Participants appreciated this option maintains the existing separated sidewalks.
Low Cost	Stakeholders appreciated this option has a presumably low cost.
Critical Themes	
Safety: Risk of wheeling users and vehicle conflicts	Stakeholders felt this option creates more risk for wheeling users and vehicle conflicts.
Safety: Risk of wheeling users and pedestrian conflicts	Participants expressed concerns that some wheeling users may still choose to ride on the sidewalk which could create additional risk of conflict between wheeling users and pedestrians.
Prioritization of automobile vs. active modes	Participants expressed criticism that this option prioritized vehicular movement above active modes.

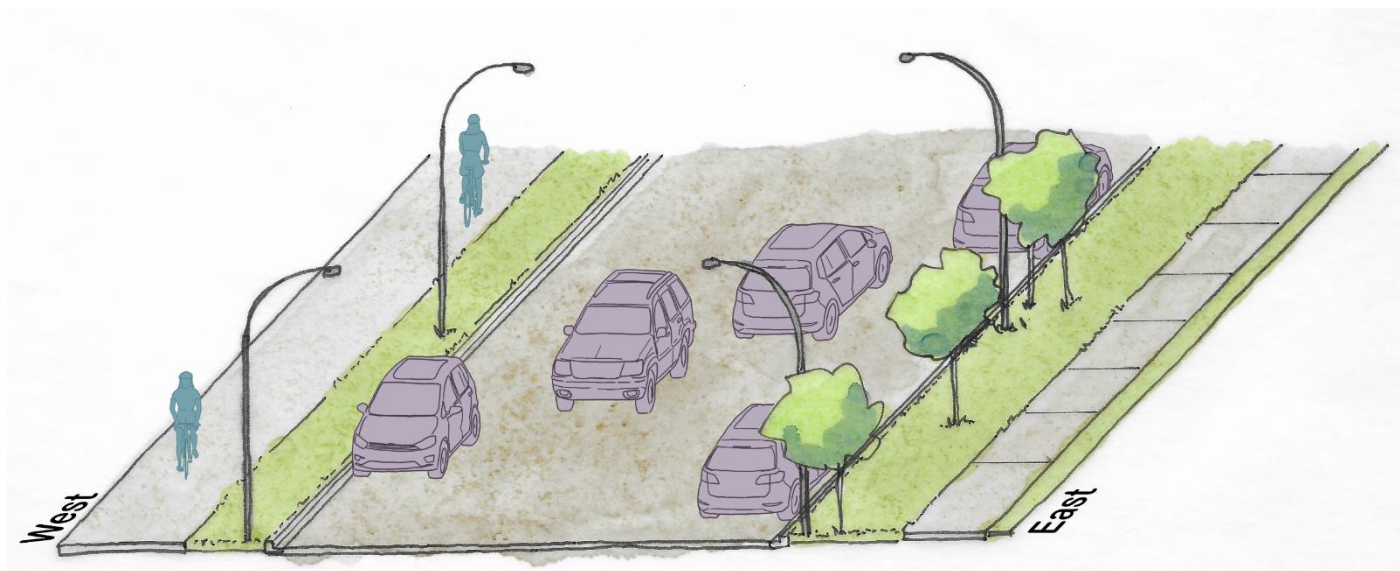
## Option 2 - Multi-use Pathway



A multi-use pathway along one side of 9 Street N.E. would provide a facility for wheeling users that is separated from motor vehicles. The pathway would be accommodated on the west side of 9 Street N.E. from 1 Avenue N.E. to McDougall Road then transition to the east side of 9 Street N.E. from McDougall Road to the LRT Plaza, as there is not sufficient space on the west side of this block to accommodate a multi-use pathway. The crossing of 9 Street N.E. at McDougall Road would require intersection improvement.



9 STREET - OPTION 2 - MULTI-USE PATHWAY



## Benefits

- Reduces the risk of bicycle / vehicle conflicts.
- Appropriate for all ages and abilities
- No changes to existing lanes.
- Maintains the majority of existing on-street parking (may be some parking reduction due to intersection improvements).
- Provides good connections to the proposed active mode facilities on McDougall Road, 1 Avenue N.E. and connects to the LRT plaza.

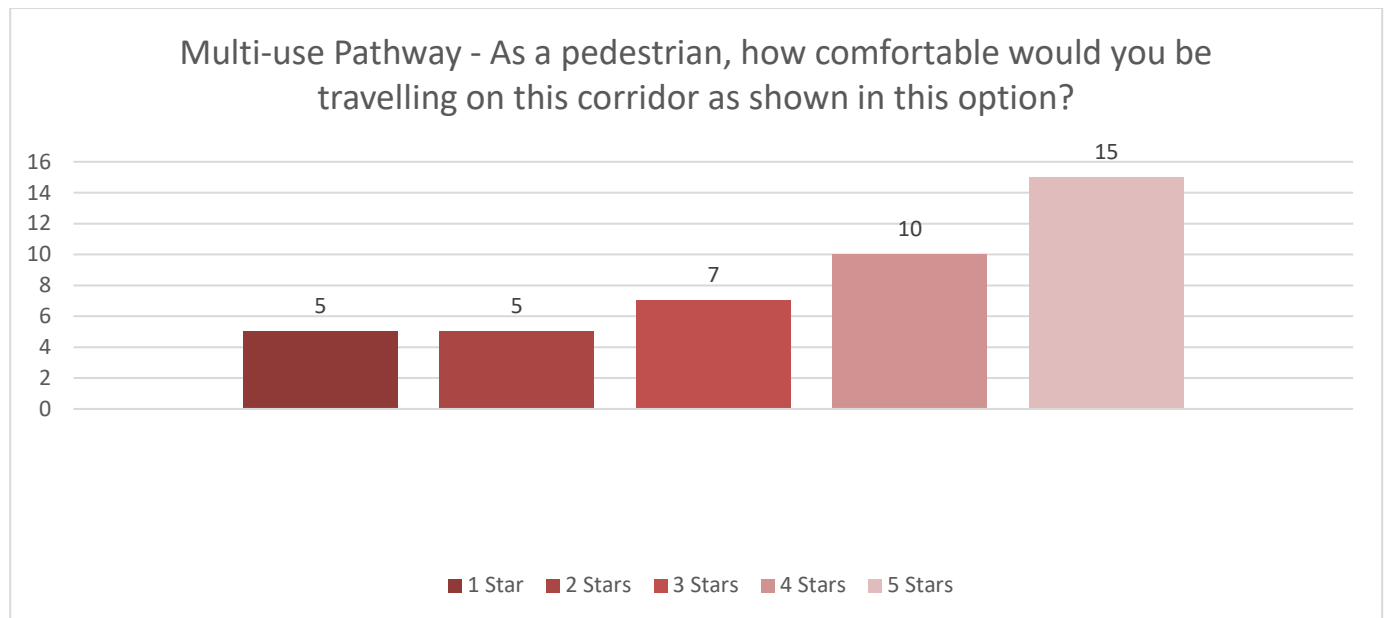


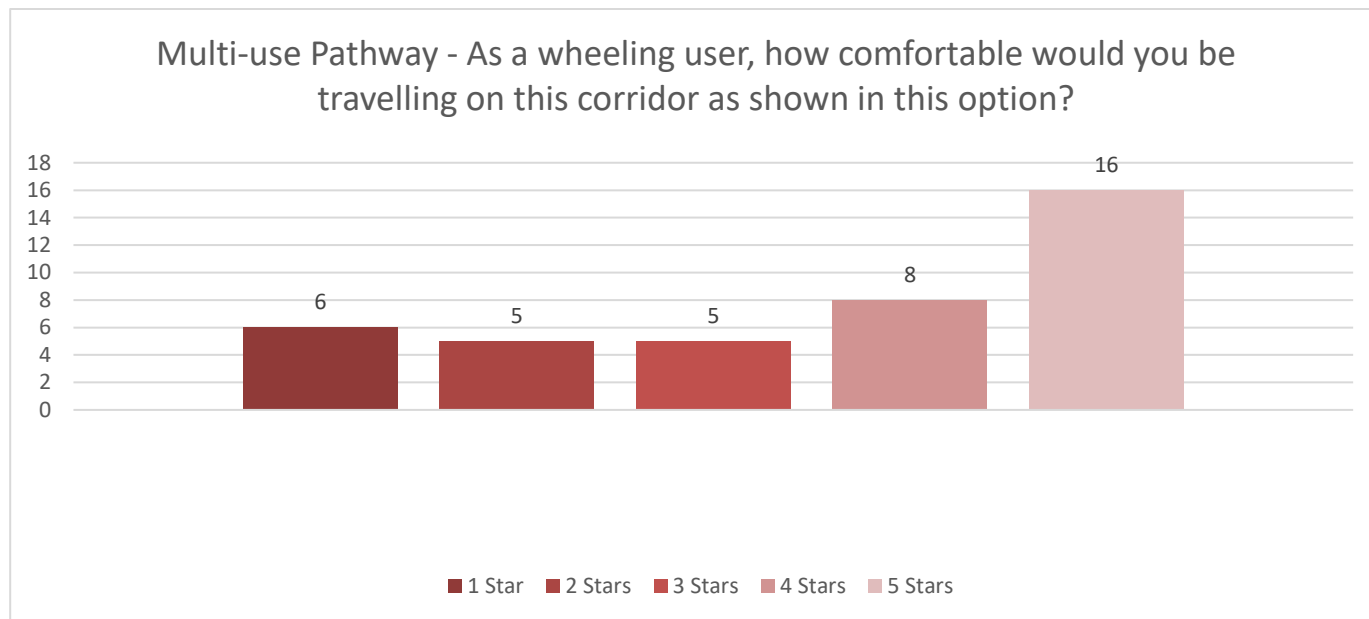
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## Trade-Offs

- Increased risk of wheeling users / pedestrian conflicts on the south side along the pathway and at intersections with residential walkways.
- Disruption to adjacent property owners during construction
- Potential throw-away costs with replacing/modifying existing sidewalk.
- West boulevard may be too narrow to accommodate trees in some locations.





What do you like about the Multi-use Pathway option?

What do you not like about the Multi-use Pathway option?

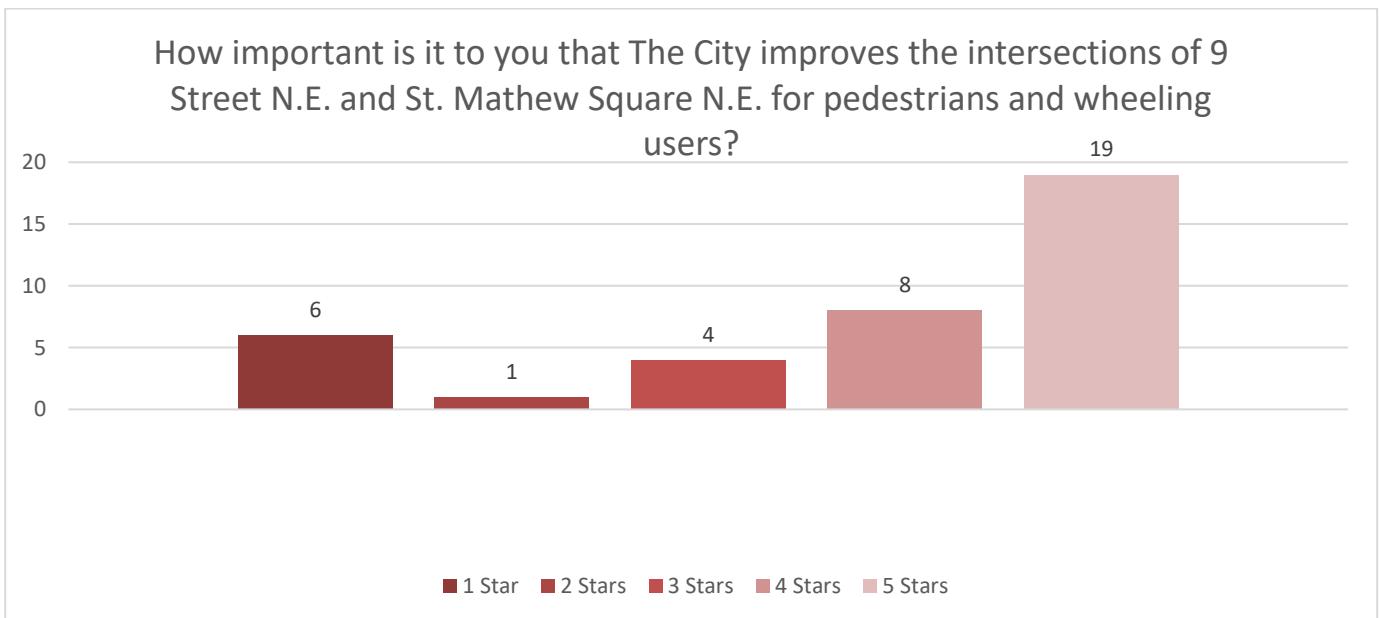
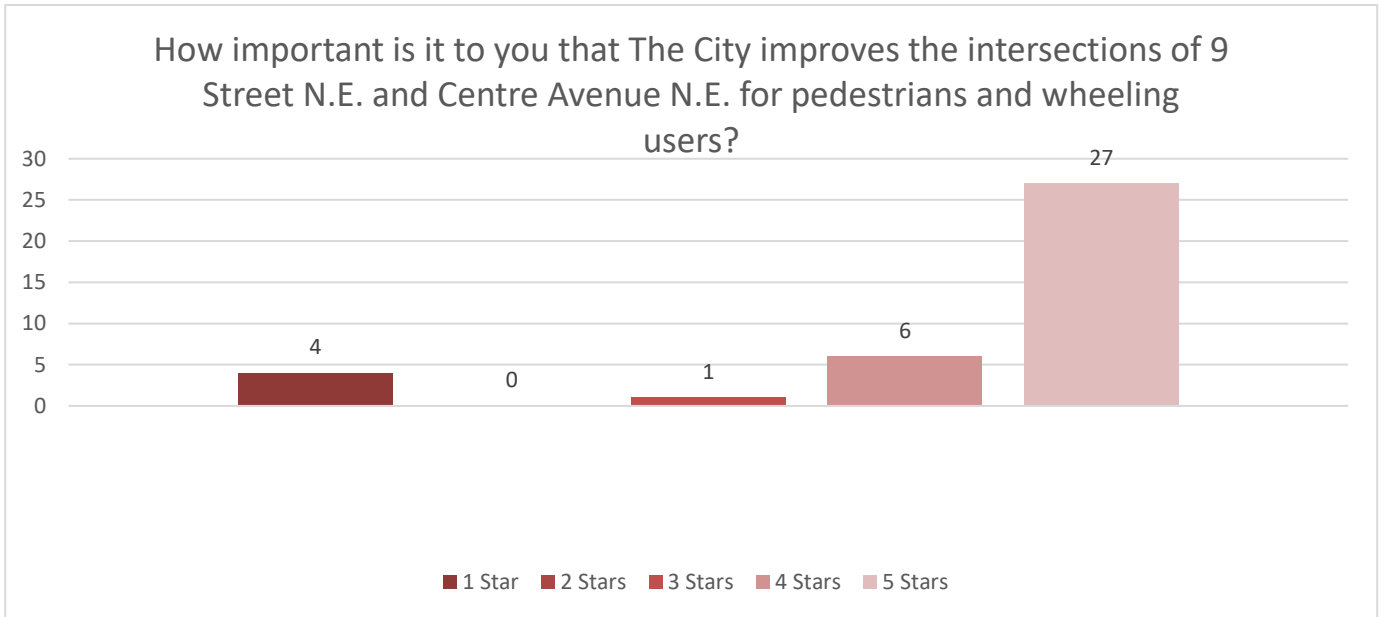
Supportive Themes	
Safety: Reduced risk of bicycle and vehicle conflicts	Participants acknowledged this option reduces the risk of bicycle and vehicle conflicts.
Active Mode Focus	Stakeholders expressed an appreciation that this option has a stronger active mode priority when compared to the other options presented.
Safety: Improved crossings	Participants appreciated this option has the potential for intersection improvements, specifically for pedestrian crossing.
Critical Themes	
Safety: Risk of conflict of wheeling users and pedestrians.	Feedback indicated a concern over the potential risk of conflicts between wheeling users and pedestrians.
Safety: Risk created from transitioning West to East side	Participants expressed a concern over increased risk of users transitioning from West to East, which would negatively effect efficiency and functionality.
Greenspace preservation	Option 2 received critical feedback due to perceptions that the space was too narrow to accommodate trees in all proposed locations.

## Additional 9 Street Improvements

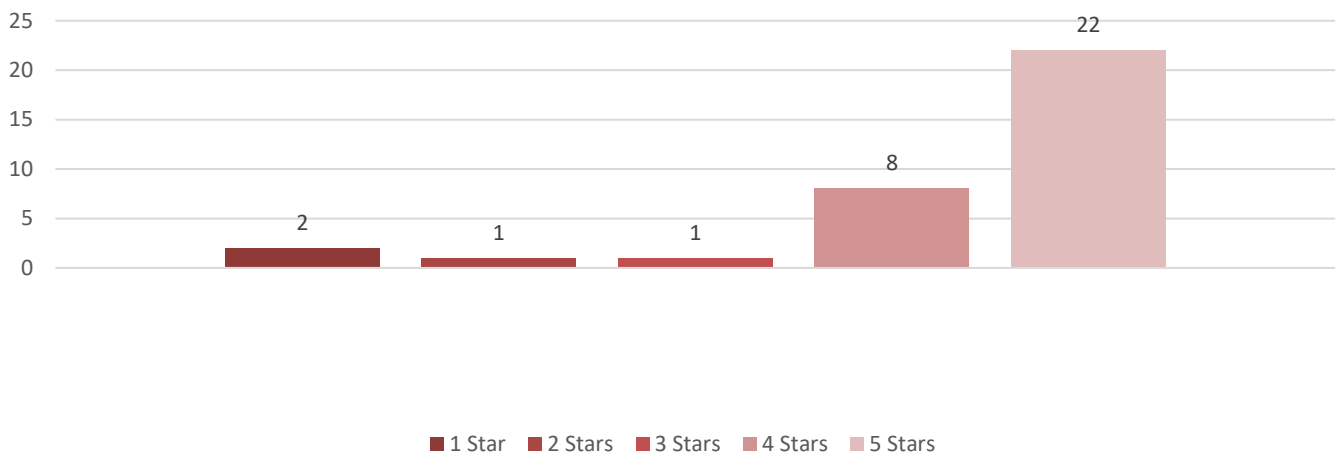
We are also looking to improve the crossings of pedestrians and wheeling users at the intersections on 9 Street N.E. at Centre Avenue N.E. and at St. Mathew Square N.E. These intersection improvements would include curb extensions, wheelchair ramps, and marked crossings.



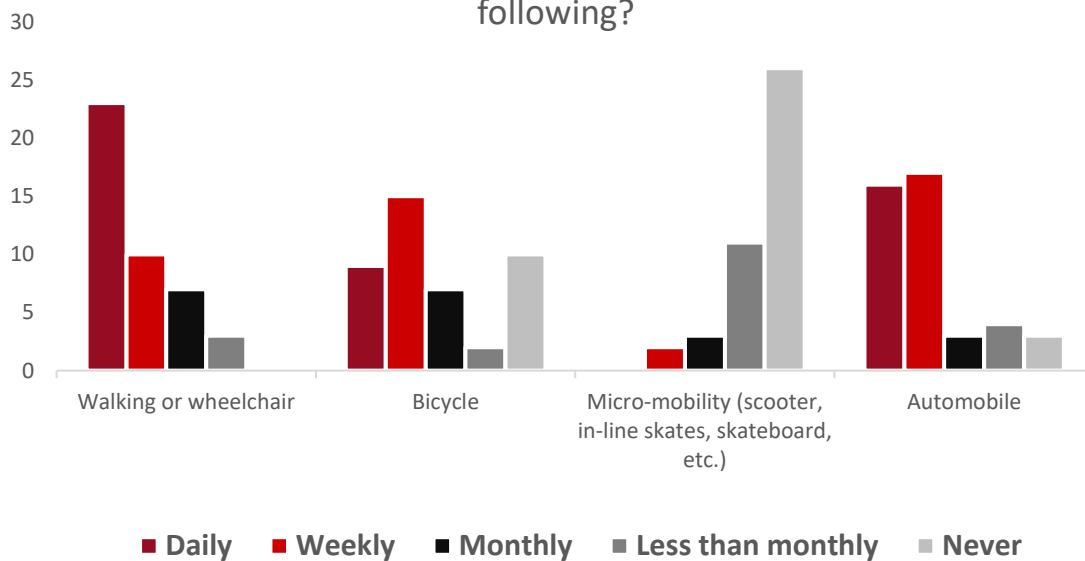




How important is it to you that The City improves 9 Street N.E.?



When travelling along 9 Street N.E., how often do you travel using the following?





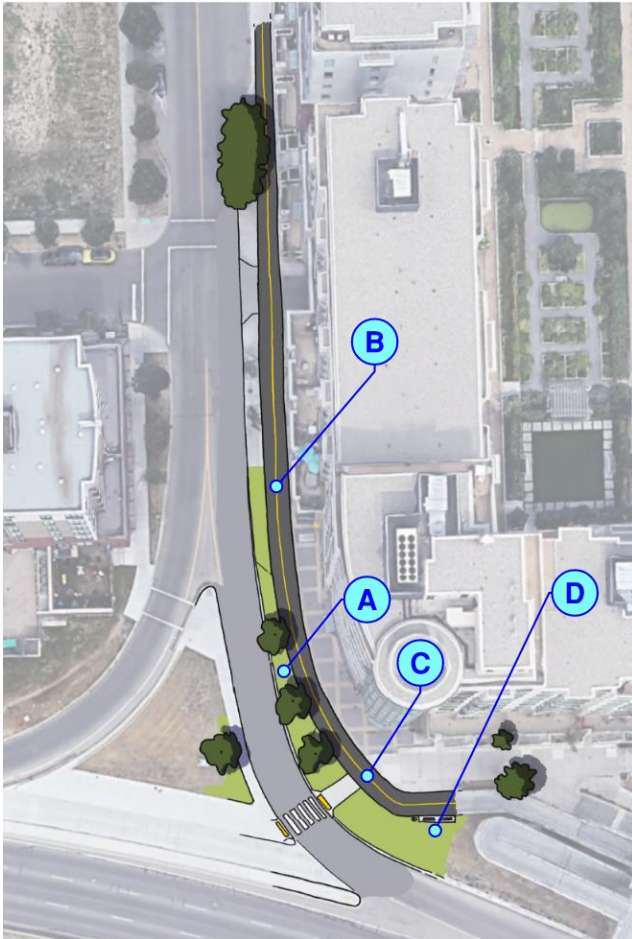
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Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along 9 Street?

Themes	
Safety: Safer pedestrian crossings	Participants expressed concerns over the need for safer pedestrian crossings along 9 Street.
Safety: Signage and sightlines	Stakeholders indicated the area has poor sightlines which pose a safety risk, and the need for better signage in the area for both active modes and motorized vehicle movement in the area.
Safety: Traffic Calming Measures	Participants provided feedback that additional traffic calming measures were needed along the corridor. Many specific examples and locations were referenced which can be found in the verbatim comments of this report.
Safety: Speeding & Speed limit	Stakeholders expressed concerns over speeding in the area and the need for better enforcement.

## LRT Plaza Concepts



### A – Remove Existing Concrete and Landscape

From previous engagement in the community and site visits, a concern that was identified is that delivery vehicles frequently park on the sidewalk at this location while making deliveries. This creates the following safety issues:

- Risk of a pedestrian being struck by a vehicle driving onto the sidewalk.
- Risk of vehicle collisions due to unanticipated turning movements onto, or off of, the sidewalk
- Parked vehicles obstructing sight lines between motorists or between motorists and pedestrians

The design of the sidewalk at this location likely encourages this activity as the angled lines and break in landscaping give the sidewalk the appearance of a driveway. There are also no signs or other roadside fixtures that discourage the use of the sidewalk for parking.



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By removing the concrete adjacent to the roadway and replacing it with a landscaped boulevard, the likelihood of delivery drivers parking in this location will be reduced as it will remove the visual cues that parking might be appropriate at this location.

## **B – Pathway Connection to LRT Ramp**

Another concern noted by the community in previous engagements is the risk of pedestrian / wheeling user conflicts within the LRT plaza area. Both pedestrians and wheeling users are common in this area due to the connection to the LRT and river pathway to the south. Although there is a large plaza area, it is not clearly defined which areas are for pedestrians, wheeling users, or both. This can result in conflicts between these different modes of travel.

Providing a defined multi-use pathway through the plaza would help define the route for wheeling users and inform both wheeling users and pedestrians that the other mode of travel might be encountered. This would also emphasize that the areas outside of this route is intended for pedestrians only.

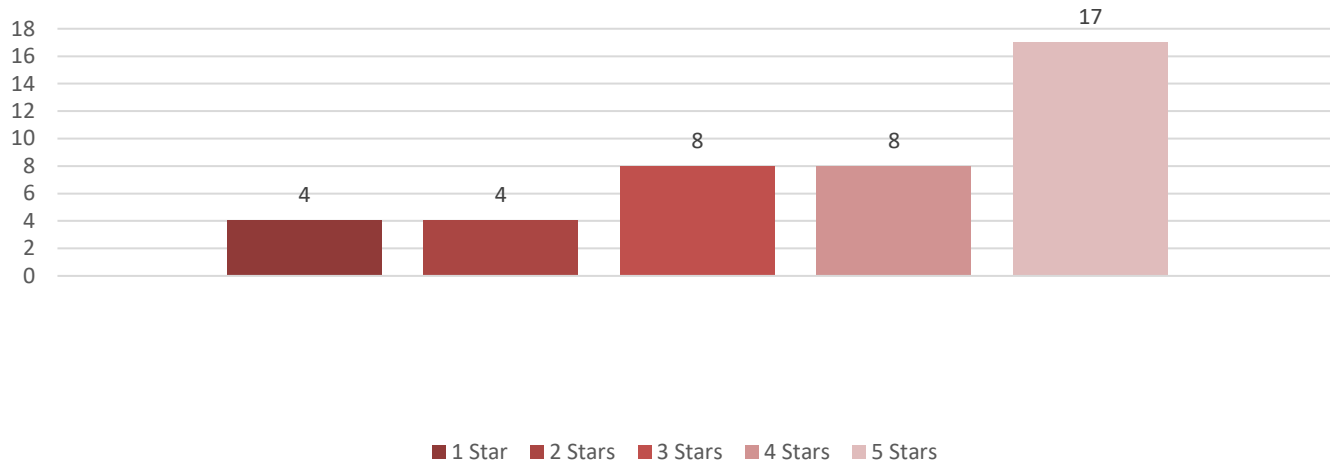
## **C – Pathway /Sidewalk Intersection**

By defining a multi-use pathway through the LRT Plaza, there will be an intersect between the pathway and the pedestrian route accessing the island between the 9 Street N.E. ramps. This is a potential conflict area and will require attention to reduce the risk of collisions between wheeling users and pedestrians.

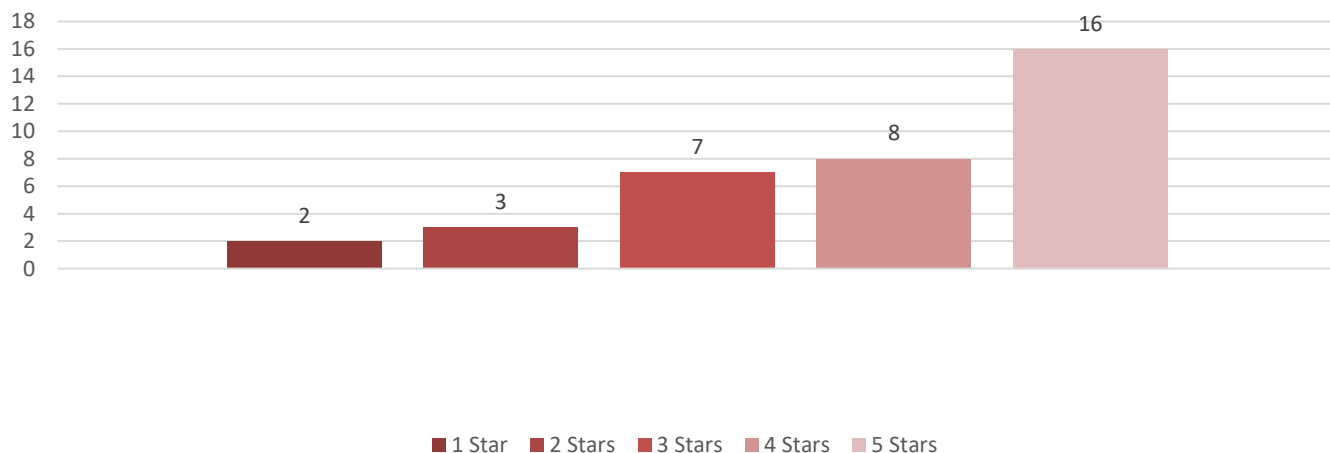
## **D- Relocate Bench and Scooter Parking**

There is currently a bench at the bottom of the LRT ramp. This is a high conflict location as wheeling users are often riding up and down the ramp and could collide with people sitting at, or standing near, the ramp. It is recommended that the bench be relocated outside of the pathway, such that it is at a lower risk and more comfortable location. Similar to the bench, the existing scooter parking area is located within the desire line of wheeling users and would be relocated to a lower traffic area.

As a pedestrian, do you feel these elements would improve your experience going to/from the LRT plaza?



As a wheeling user, do you feel these elements would improve your experience going to/from the LRT plaza?





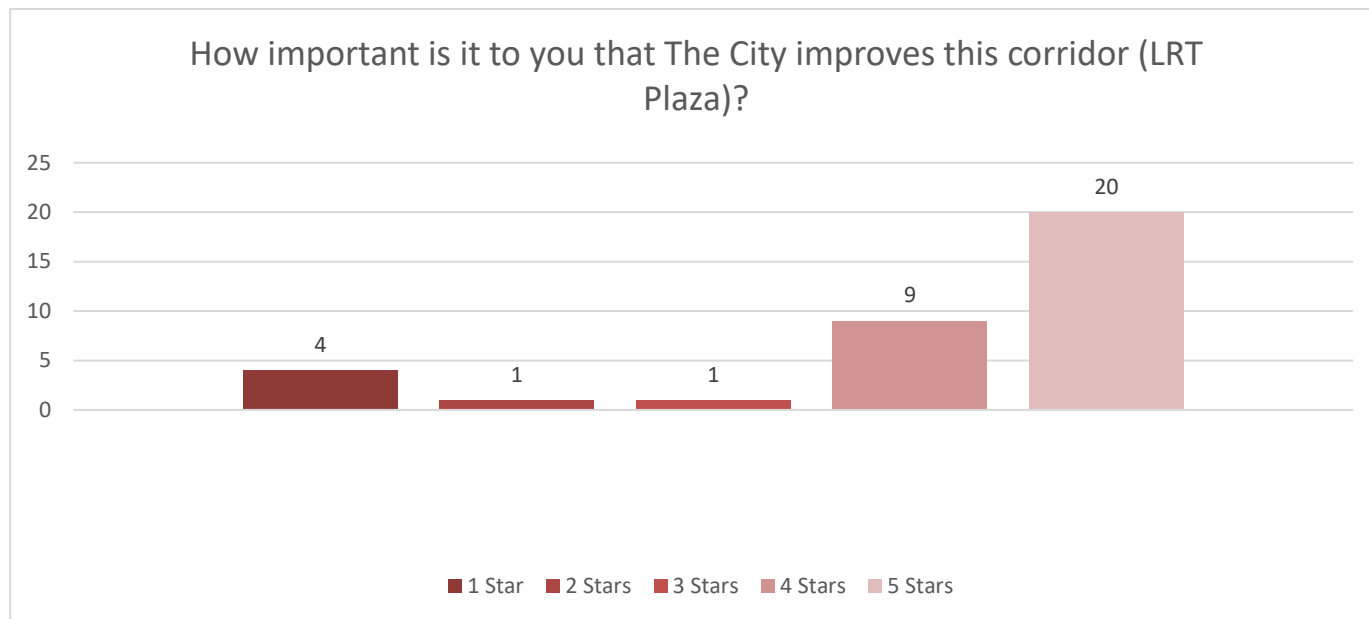
# Bridgeland Active Modes Improvements Project

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What do you like about these elements?

What do you not like about these elements?

Supportive Themes	
Safety	Participants acknowledged these elements increase safety for all users and modes of transportation and reduce potential conflicts.
Active Mode Focus	Participants appreciated these elements have an active mode focus which was perceived as a benefit to the area.
Traffic Flow	Stakeholders expressed appreciation that these elements had the potential to create a better traffic flow for all modes of transportation.
Greenspace/ Landscaped Boulevards	Feedback indicated general support for the addition of greenspace/landscaped boulevards.
Critical Themes	
Safety: Risk of conflict of active modes and vehicles as they exit off Memorial Drive	Feedback indicated a concern over the risk of conflict for active mode users and motorized vehicles as they exit off Memorial Drive with an at grade crossing.
Safety: Risk of conflict between pedestrians and active modes.	Stakeholders communicated concern over the potential conflict on the multi-use pathway between pedestrians and active mode users.
Lack of accommodation for delivery drivers.	Feedback indicated criticism for the lack of accommodation provided to delivery drivers at this location.



## Next steps

At the conclusion of this round of engagement, the following next steps will be taken:

- The public feedback provided will be reviewed by the study team.
- The improvement options will be evaluated based on the technical analysis and public feedback and a short list of recommended improvements will be established.
- The selected improvements will undergo additional refinement and will be presented to the public at the next stage of engagement.
- Construction of the recommended improvements will begin in summer of 2022.



# Bridgeland Active Modes Improvements Project

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## Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

### What do you like about the Bike Boulevard option?

- Low cost, not much disruption
- This option keeps trees and green space.
- "Maintains green space. Already a slow traffic area, having bikes on the road here makes sense.
- Cars are more likely to see me on a bike when I'm on the road than on a sidewalk."
- Traffic calming is an important aspect of comfort
- Signals to drivers the existence of a designated area for bikes to travel on road. Seems like the right scope for this street. Boulevards and trees/greenery are maintained.
- It makes the roads more accessible to people travelling without cars
- Separated pedestrian sidewalks & green space
- Not much; this is not an improvement
- Not much, doesn't actually fix anything.
- This option basically is how the street is used currently.
- Not much
- The interventions described are essentially the next nearest thing to doing nothing for active modes. Please do better City of Calgary.
- Nothing, not sure how u can even call this a bike anything. It's a road, nothing more.
- Like making ped crossing safer.
- Nothing.
- Easy to complete.
- It's not a busy road
- Peds are separate from wheelers
- Great waste of money
- Traffic calming measures
- Nothing really, it supports the status quo which is already inadequate for active modes of transportation



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- The sharing aspect would (hopefully) make drivers more cautious on the road. It would improve travel along the road as well.
- Less disruption during construction
- maintains the green space
- Cost effective, simple
- As a cyclist nothing. As a pedestrian I like the green boulevard with trees separating the sidewalk from the road.
- I don't like it at all - I don't see any changes or improvements to what is there. People already try to cut through this road at high speeds
- The bike will be on the sidewalks! They must stop this!
- Separation between pedestrians and cars. I am one on the Dutch students who worked on the original design. If you extend the curbs, this basically means that you can narrow down the entire street to that width. Paint some lines for permanent parking and this visually narrows the street.
- I think this would be a low cost option and, at the moment, this stretch of road doesn't have that much traffic but if that situation changes with east Riverside redevelopment, this would quickly become a less desirable solution.
- Not much
- Keeps green space
- Nothing, I do not like this option
- maintains trees, separates pedestrians from cars and bikes
- as a walker and wheeling user, i dont believe there's a big issue west of 9th st (unless traffice is increasing) - although the "one way" bottleneck does make bikers go on sidewalk to against the rule. so besides small change i think sharing the road here is fine.
- nothing
- nothing... messes up the community
- I like being able to ride on a bike boulevard next to someone else and have a conversation when the road is not busy
- Not much... Keeping the trees is good.
- Nothing
- Maintains trees & green space which helps reduce noise & improves air quality. Minimal disruption to people living here. Traffic calming (speed bumps) & control (signs/lights) to improve safety
- Space for pedestrians
- Trees, tight road space
- Protection of existing Boulevard trees, separation of pedestrians from other uses.
- It isn't that much different and there isn't really anything that needed to be changed, so that is good I suppose.
- Nothing
- Cheapest approach?
- Greenery & ped separation
- Protects pedestrians and wheelchairs and minimum disruption and cost
- Green space
- Little disruption
- The trees are nice.
- Quicker to implement, low cost, recognizing cycling as an option

- Existing green space maintained
- I like the enhancement of what is currently there and maintaining existing green space.
- Nothing. Bikes should have a dedicated lane. Safest option for drivers and people on wheels and pedestrians.
- Separate bikes and pedestrians
- i like it as long as it is safe.
- I like that it maintains existing greenery and most of the parking. I feel it is similar to the current situation which works for me.
- Tree lined street, separates pedestrians from wheeling users
- Gives unimpeded bike space
- Still tree/green space
- Nice trees
- The separation of pedestrians from the road is nice for people walking!

## What do you not like about the Bike Boulevard option?

- Would like wider sidewalks
- Bikes and cars mixing
- Driver education and patience is key
- No mention of enhancing boulevard (not many boulevard trees on McDougall - would be nice to have more).
- My kids would not feel safe biking without an adult to get to school
- I would be concerned about drivers operating safely - people tend to speed on the main roads
- Shared lanes. This prioritizes motor vehicles over every other mode
- Sharrows; paint isn't infrastructure
- I still wouldn't take my kids on the open road. There's no safety room for kids. Opening car doors, passing cars it's all the very same as it is now
- Not good for biking/scooters
- I wish it was just bike lanes
- Why is this street being shared? There is more than enough room to have one way active mode lanes on both sides of the street.
- Vehicles with internal combustion engines should not be travelling beside pedestrians or bicycles. Paths should be moved away from these routes to minimize health risks of air pollution based proximity.
- This is the inner city. Can we please stop prioritizing cars and parking? How does this option accord with the CTP?
- Non-bike lane streets are not captured in the City's Snow and Ice Control Plan, so a bike boulevard will not be cleared and, consequently, have limited utility in winter. Bike boulevards also feature reduce traffic speeds (30km/h) and traffic diversion, neither specified here.
- The narrow sidewalk increased the risk of pedestrian/cycling conflicts but the only alternative is riding on the road in traffic which often won't safe either. Especially with the high density of parking.
- This is the least amount we can do to make this street safer.

- Not safe for children to cycle
- This is effectively a do-nothing approach. It does not improve safety because it does not separate modes. This would be a serious waste of the opportunity.
- There is no room! The parking on ninth Street already is ridiculous! The city needs to push these developers to have appropriate parking considering most people have two cars per household these days. visibility is incredibly poor trying to cross ninth Street and around that area bc the parked cars.
- Don't like it much. "Traffic calming" just takes space away from cars which increases the chance of car-bike collisions. E-scooters are an incredible hazard - users never follow the rules in Bridgeland (I have nearly been hit on sidewalks multiple times). They ought to be banned.
- Green space is maintained
- Parked and moving cars are hazard for cyclists
- Sharing the road is unsafe for bikers. Car commuters tend to speed in this area. Unsafe crossing options for pedestrians
- I'm not sure the road itself would accommodate two-way traffic with bicycles, putting them at risk. I also don't think the road is currently very pedestrian friendly. I think it should be widened, or restricted to vehicles.
- Narrow sidewalk makes it hard for people using mobility aids to navigate the sidewalk. If there's inadequate signage, may be confusing for drivers.
- Safety: we are still relying on the good behaviour of drivers for safety. And that's just unrealistic.
- Not as safe for biking, especially with kids.
- Unsafe.
- Potentially increases conflict between bikes and cars if there is increased vehicle traffic
- Sharing the road with cars is never a good option for cyclists. Drivers are far too aggressive.
- This does nothing to improve the current condition. Why are trees shown - there are no trees on McDougall Rd boulevards due to power lines.
- Bikes need to realize that they are vehicles and not pedestrians
- The car is still the dominant factor in this design. Lane widths like this aren't necessary on McDougall Road
- We currently have this "system" on 1st Avenue and car drivers get impatient and sometimes do dangerous things. The idea works for confident, fast, assertive cyclists, but not for the "average" wheeled user.
- Unless car traffic is below 30 km/h, biking with vehicles is too dangerous for me and I would ride on the sidewalk instead.
- It prioritizes cars above everyone else and is dangerous and uncomfortable for wheeling users, especially in the winter
- Not good for biking
- The sidewalks are currently too narrow for both bikes and wheelchair users.
- as a cyclist I do not like riding with cars, and only use bike pathways whenever possible. So don't like the shared cycling/car lanes. That said the traffic isn't terribly heavy on this road, so could be safe.
- east of 9th st gets a little more dicey because of the pot holes and the drivers perceived feel of a faster road; the lack of parked cars and buildings contribute to that. perhaps designated lanes (op.2) here can help, but i am not sure there's much traffic besides daycare dropoff bikers.

- It is useless to younger and older members of society and anyone who is risk averse. It is not a 5A Network. Shameful to even propose it.
- There is very little bike traffic compared to other means (cars, pedestrians) so stop trying to accommodate them and messing things up.
- Being passed too close by traffic and poor snow clearing in winter
- Cars never seem to respect "bike" boulevards. Scary for cyclists. Discourages people from biking. This would be a missed opportunity for this neighbourhood.
- Very unsafe for cyclists especially in winter
- No protection from vehicles.
- Nothing. Love it
- Too much preference to cars. Pedestrians and bikes should be prioritized.
- Useless painted lines and symbols on the road. Either build some proper bike lanes or build the road so people are not going fast enough to kill cyclists.
- Absolutely terrible bike/vehicle interface. Shared bike/vehicle lanes are proven to be highly risky for cyclists and deter new or casual cyclists from using them, instead causing these users to choose the sidewalk. I would like to see a lane of parking remove for a protected two way bike lane
- Dedicated bike lane beside parked cars is an accident waiting to happen. Not enough road space to make this happen
- Cyclists on the road.
- Everything
- Pedestrians will still be having to avoid scooters travelling in the sidewalk travelling almost as fast as the cars on the street
- I don't like riding my bike on this corridor. I feel too exposed to traffic because of the narrow street and corners that motorists end up cutting.
- Wheelers & cars mixing: potential for door conflicts; prioritizes cars (most of the space is given to motor vehicles)
- Bikers could still use the sidewalk
- Not good for cyclists, families, kids
- Bikes sharing the road with cars is inviting conflict
- Calgary drivers speed generally and have little regard for cyclists. I think this is dangerous for the cyclists, they are better off the roadway.
- Doesn't prioritize Cycling, risk of accident/collisions remains high. Based on experience on 1st Ave NE, vehicles do not give right of way to cyclist
- No separation between bikes and cars
- No separation for bikes/separated bike lane.
- If you are looking to create a inclusive space, you should consider that users of all ages will be on wheels- the safest option is to have a dedicated bike lane.
- Bikes and cars are together. Smaller sidewalk
- This doesn't seem to impact any of the existing safety concerns for pedestrians and wheeling users.
- No bike lane
- Does not address the problematic (because of vehicles) intersections at McDougall and 6 St and 9 St with Meredith, McDougall and Centre Ave



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- Maybe dangerous for bikes.
- It prioritizes cars and parking over bike users. Having to bike in the same lane as the cars is dangerous. At best, you will be tailgated or illegally passed by a speeding 2.5m wide truck. At worst, life altering injury and death.
- Shared bike/vehicle lanes is not safe for cyclists. I wouldn't be letting my young children cycle along this road.

## What do you like about the Multi-Use Pathway on the South Side option?

- Wider side walk on one side, maintains parking
- As this is closer to the parks and green space, bikes should be going slower and arriving at a destination so there should be less conflict with pedestrians while increasing safety for bicycles.
- Nice wide sidewalk invites people to roam and walk / bike.
- Maintains boulevards while reducing bike / vehicle conflicts
- N/A
- More space for pedestrians
- It gathers more functionality and separates the pedestrian/bicycle use from the moror vehicle danger.
- Good medium ground to keep green space on boulevard and make bigger sidewalks.
- Nothing.
- Separated cycling
- This is better for health.
- I don't really like it. The image of the racing bicycle next to the dog walker says it all, mixing pedestrians and cyclists on a shared-use pathway in a busy urban setting is inappropriate. Please present an option with facilities tailored to cyclists that do not push them into the pedestrian realm.
- Not much
- That cyclists or wheeled users have a space off the road to use. It's wide enough that they can go around pedestrians but there's no vehicle conflicts.
- Good for kids
- It at least mid-block separates people wheeling from those driving.
- Very safe for bikes, pedestrians and cars
- Wheelers are off the road
- There is already a pathway
- Segregate bikes from vehicles
- Good for young / beginner cyclists
- Pathways are better than shared lanes.
- more space for bikes and peds to share
- "Similar to existing bike/ped pathways in the city



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- Confused by these trade-offs listed: ""Greater risk for wheeling users/ vehicle conflicts than the other 2 options.
- Requiring wheeling users to share the road with vehicles may deter younger and less confident riders."" Is this a typo?"
- It gives a safer route for cyclists and yet still maintains boulevard plantings
- I like cycling separated from cars. This is a much better option than sharing the road.
- Terrible plan
- More space for active users. However, a street like mcdougall road shouldn't have bikes and cars separated. The street isn't super busy and can easily be downgraded to 30kmh. Like in the Netherlands, bikes should be able to ride comfortable, even if they share this type of road with cars.
- If you must mess with things, this seems like the best path forward
- I almost wonder if a hybrid solution for McDougall Road should be explored. West of 8th street the road has quite different usage and characteristics than east of 8th or 9th street. Especially with the offset in McDougall where it transitions at 8th, perhaps it's not a one size fits all solution.
- The multi-use pathway makes me feel safe compared to option 1 while not completely removing the greenery like in option 3.
- I think this is the best option. I don't think there will be many bike/pedestrian conflicts if pedestrians can use the North sidewalk. It maintains the greenspace as well.
- The increased width. Currently the sidewalks are too narrow for a wheelchair user to comfortably use and pass other pedestrians
- keeps both peds and bikes away from cars, and keeps as many trees as possible.
- i think this option should be considered for the pathway east of 9th. i would prefer the west of 9th to be kept more urban and let the bikers go on the road (i am a biker/walker myself).
- Much better than not having a proper corridor.
- nothing
- Better for wheeling with kids
- Better for cycling
- I like the fact that it keeps the trees. Keeps bikes out of the street which is good.
- Maintaining green space
- Nothing.
- A physically separated bike lane!
- Wider pathway for pedestrians.
- Concept seems right for the area
- Takes the bikes off the road. Wider walkway for pedestrians is nice.
- Accessibility
- Separation from vehicle traffic.
- Cyclists not mixed with motorists
- Nothing



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- Safer
- Pedestrian/bike conflict is much less deadly than bike/auto conflict
- I like that for kids, they have an off-street biking option that is superior to the sidewalk.
- Separated cycle track from road, trees/landscape kept
- This option provides everyone with the option of safe travel- separated bike lane- a north, pedestrian only path, and Boulevard for vehicles.
- This seems like the best way to share the space.
- Not as much construction required, option for pedestrians to walk on north side if they want to be separate from wheeling users
- It maximizes safety and preserves most parking and green spaces.
- Multiuse corridor is cool, tree lined street still
- Don't have to bike on the road
- The separation of cyclists/pedestrians from the roadway is nice for users.

## What do you not like about the Multi-Use Pathway on the South Side option?

- Turning vehicles, and vehicles entering/exiting parkades etc are more likely to hit bikers if they're on a special sidewalk. Better that they be on the road.
- Increased cost
- A nice-to-have vs. bare minimum scope of Option 1.
- I don't think cars should have the majority of access
- Favours one side of the street; increased confusion over where cycling should occur
- Depending on how it's done, it can look cheap and uninviting. Pedestrians need to have places right off the pathway to stop and relax rather than on it
- I think it just gets confusing. The amount of dogs in this community demands that wheelers and pedestrians are separated.
- No change to traffic patterns
- Mixing cyclists and pedestrians in a busy area (each group has diverse needs and expectations) is sub-optimal for both. Multi-use pathways are not often designed with necessary multi-use crossings (two-way bike traffic on two-way street > many turn conflicts). Cycle tracks (like Montgomery) please.
- Why can't car lanes or parking give up any space in the inner city? How does this proposal meet the CTP prioritization?
- Mixes uses makes everyone more unsafe. Where is the green / safe ped and cycling lane that gets rid of car parking??



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- The Complete Streets Guide explicitly says not to do this. Bidirectional MUP in the roadway context increase conflicts at the already most dangerous spot: intersections. There's also no separation between walk and wheel, leading to yet more conflicts.
- Losing the boulevard
- This is AWFUL! Multi-use pathways are incredibly hazardous to pedestrians. I try to avoid the multi-use pathways closer to the river as I am frequently "buzzed" by inconsiderate cyclists or eScooter users. PLEASE do not expand this terrible idea into Bridgeland!
- The wheelers a mixed in with the peds.
- Bikes and pedestrians together may be ok if path wide enough!
- Taking away boulevards
- MUP's on the south side receive more shade and are difficult to clear snow off in the winter months.
- potential reduction in green space
- Not a dedicated bike path so risk of ped and bike collisions
- Bicycle/ pedestrian conflict. As an older citizen, I have found more than 50% of cyclists whiz by without adequate notice. I.e. They ring their bell as they are beside you, and do not give enough heads up for movement. They expect us to jump out of the way, when fast jumping is not in our repertoire
- Still possible conflicts between pedestrians and cyclists
- There needs to be complete sidewalk on the north side too, right now there really isn't. There are a lot of senior residences in this area, and lots of slow moving seniors using walkers, wheelchairs, etc. It might not be feasible to share this path with higher speed users like bikes and scooters.
- Bikes take over and are dangerous to pedestrians
- Sad to see the wider sidewalk takes away green space. From a Dutch perspective, the lanes should be narrowed (or take away 1 parking lane) and not the green area. Narrower lanes will also reduce speed.
- It decreases the safety for pedestrians walking and getting hit by a wheeled user, especially with individuals parking their vehicles and then needing to cross the pathway.
- There's nothing I don't like.
- South side will be more icy in winter due to shade from buildings compared to north side, but may not be enough room on north side. More congestion with peds and bikes and especially scooters....
- west of 9th street is quite urban and i don't feel like keeping the sidewalk as is better for the street and walkers.
- Bikes need to ride on the road and obey the rules... they are a danger to pedestrians on shared pathways
- Conflicts with pedestrians and people wheeling, unclear priority at intersections
- Nothing
- I'm afraid the MUP won't be wide enough when it gets busy.
- Still privileging vehicles. All the bloody time.

- Causes nothing but loss to the people who live along this corridor by taking away green space & trees to accommodate limited wheeling traffic along a road that is already a max of 30km/hr & needs enforcement of laws for cars & traffic calming to maintain speed limit
- The fact that the city won't plow it
- Terrible predestination/cyclist/wheeled user interface. Multi-use path sacrifices the safety and enjoyment of active transportation options in order to prioritize vehicles. Take a lane of parking away and put in a protected two way bike lane instead. Widen the sidewalks to accommodate wheelchairs.
- Nothing, as long as most trees can be retained.
- Too narrow north side
- Too much risk of conflict with pedestrians, especially kids that are less attentive and move/run. Too stressful for a parent to walk if there are cyclists passing.
- Cyclists now competing with peds; is the path bi-directional? If so, even more conflicts
- Too much opportunity for pedestrians to be injured
- Mixes bikes and pedestrians
- Pedestrians can feel uncomfortable
- The loss of trees, and the fact that most adults will ride on the road anyway.
- More risk of pedestrian/cyclist (should not be an issue on this road)
- Nothing
- Additional cost, may not be space for trees.
- Pedestrian danger of colliding with bikes, potential lack of trees
- Does not address the problematic (because of vehicles) intersections at McDougall and 6 St and 9 St with Meredith, McDougall and Centre Ave
- Solutions like this assume biking is a leisure activity and not a legitimate mode of transportation.
- Shared cyclist/pedestrian pathways are not ideal for either party. Cyclists do not obey speed limits, especially during commuting hours which leads to safety issues for pedestrians. Having the North sidewalk helps to alleviate those concerns though.

## What do you like about the Protected Wheeling Lanes (Uni-Directional) option?

- Nothing
- Bikes can feel safer
- Keeps everyone separate
- Nothing
- All most have designated, protected lanes
- Not much
- This is the best! I love our city's bike lanes and we need more of them.



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- This is the preferred design and should become a city wide standard
- Slightly better for health.
- I like the separation of modes to tailor each facility to the usage needs of each user type. Overall think safety is better, but need to make sure cycling facility looks like bike path (continuity through crossings), not paved boulevard (see Bowness Road in Montgomery vs. 24th Ave NW).
- Protection and proper separation of all modes
- It provides space for cyclists and wheeled users on both sides that's separate from the pedestrians.
- Feeling safe, encouraging wheeling options. Where is the green / safe ped and cycling lane that gets rid of car parking??
- Proper mode separation.
- It's ideal for safety
- The more wheeled users are separated from pedestrians the better. BUT, with any option there needs to be better policing of misuse of eScooters and inconsiderate bicycle riders - these are very unsafe for pedestrians.
- Separated from peds
- Waste of money
- Separation of cyclists and pedestrians and vehicles
- uh, it's protected?
- not much.
- Nothing
- Safest for young/inexperienced cyclists
- Good separation for all users
- I can cycle separated from both cars, and vulnerable pedestrians.
- Like to keep bikes and pedestrians separate
- Good to see modes being separated!
- nothing
- Nothing
- It does provide the best safety options for unprotected users. Sadly, this comes at the expense of the lack of green space, trees to shade the pathways.
- Separations of modes of travel, highest safety for peds and wheelers
- Safer for all
- It actually makes it safe to bike, and the biking lanes may still be usable during the winter
- total separation has least risk of injuries to peds and cyclists.
- safest of all, but feels like an over-kill for this street. this can be an option for the east of 9th (or 8th).
- This is the best option. Please do this one.
- nothing
- Best option for separating users by their speed and protection from motor vehicles
- Safety for cyclists



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- Separate bike lanes keep bikes and pedestrians safe. That's great.
- Better protection for travel
- Nothing
- Even more physically separated bike lanes!
- Better separation of uses, creates a safe space for those with mobility impairments.
- Nothing.
- Nothing
- Separation from vehicles and pedestrians.
- All modes have their place; separated and clear
- the safest option for pedestrians and wheeling users
- Safe for everyone, especially seniors living in Bridgeland. If you're going to do it, do it right the first time.
- Everyone has a place
- Great for higher speed biking without going on the road
- Fully prioritizes cycling, allows for faster travel speed, separation between cyclist, pedestrian and vehicles
- This is the best option for wheelers, vehicles and pedestrians.
- It offers the most safety and space.
- Less collision with pedestrians
- Not much
- This is definitely the safest option for pedestrians and cyclists.

## What do you not like about the Protected Wheeling Lanes (Uni-Directional) option?

- Cost, no grass, disruption, I hate the look of this option does not feel friendly and inviting, terrible option, bad for environment
- High costs, removes the appeal of the street. No green space.
- Loss of trees and green spaces
- The increased cost for what I see as little benefit compared to option 2 or 1. The loss of green space in this area is not worth it either.
- "1) Appearance: It appears this option removes all the trees/greenery. Awful!
- 2) Cost: Scope is unnecessary for the (relatively small) number of bikes travelling down that road."
- Higher costs an NO BOULEVARD. Booo.
- Maintaining priority of motor vehicles (all 3 options keep 2+2 lanes) at the expense of greenery
- It's uninventive. McDougall is a very WIDE road and that's the best you could come up with? Take out all the trees on the boulevard to build mini concrete and asphalt freeways?
- Don't like getting rid of trees and green space which is very important for many reasons



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- Loss of green space, extra construction
- Nothing.
- Loss of trees
- There is no greenscaping. Can the City not look at reconfiguring the street (i.e. parking consolidation?) to provide a greater balance of space for active modes relative to motor vehicles, instead of just trying to squeeze a bunch of bike and pedestrian stuff into limited space?
- We could keep nice boulevards if we just got rid of SOME car lanes or parking spots. Come on.
- It would be nice to retain some of the grassed blvd and leave space for trees and power poles.
- Ugh - the lack of greenery is horrible.
- Why are we not seriously considering making changes to the driving lanes? Are we really going to contemplate getting rid of trees to accommodate cycling but we won't touch the space for cars?? Did we not just declare a climate emergency.
- This is an entirely manufactured compromise between trees and protected infrastructure. We can accommodate protected infrastructure and trees by removing some parking. Space for sleeping cars is less important than safe travel for vulnerable users and than street trees.
- Too expensive
- Losing the boulevard
- Less green space
- Missing speed bumps
- Looks like we lose all the trees and grassy boulevard...if so, I really don't like this option.
- It creates 4 surfaces to clear of snow and maintain. It puts obstacles very close to my handlebars, it requires the removal of trees which I would not prefer.
- elimination of boulevards - less natural space and more concrete/asphalt - ugly
- Too much for this area. Too expensive.
- Cost, not sure if the traffic/usage justifies this large project.
- This looks to get rid of dinner of the trees and green spaces in the drawings
- No trees - looks sterile
- nothing. This is the perfect option. It works well in Bowness where they've done this along Bowness Road.
- Why is the separation of the modes at the cost of green space? As a Dutch traffic engineer, it surprises me why a road like mc Douglas road should have 4 lanes (2 regular and 2 parking which are most of the time empty). Get rid of the parking and create a nice green space. This will boost the area!
- this road already has issues, please don't make things worse
- Sterile concrete jungle.
- I think the success of this model comes down to how you treat the intersections and road crossings and any places where wheeled users and vehicles will be brought together after a period of not

having to pay attention to each other. I also think that the loss of greenspace and trees detracts a lot.

- Loss of grass boulevards, narrow sidewalks. All options presented here prioritize existing parking above anything else (ie, the one thing we won't change). I would like to see a 4th option that eliminates some/all parking in favour of green boulevards & wider sidewalks.
- No green spaces
- This option is a concrete wasteland with no vegetation. Trees would help visually, provide additional shade and local air quality improvements, and reduce vehicle speeds through visual cues.
- It's a little less aesthetically pleasing. Maybe this could be mitigated by public art, or small flowerbeds
- I wouldn't like travelling (walking or biking) on this road if there is no green space.
- Loss of too much green space and trees. Option two is better
- turns road into concrete - no trees, minimal grass - not good for the environment! Although I have more stars on this option, I prefer the south side one path option as most important is keeping cars away from vulnerable humans, and second most is keeping trees.
- take out a lot of space and i dont believe this is needed and somewhat hurt the urban streetscape. vegetation space is also impacted.
- It doesn't look wide enough for side by side riding. Not everyone is riding by themselves.
- way too expensive... restricts traffic flow
- Possible loss of trees
- Expensive, potential issues at intersections with bikes
- Losing the trees.
- Getting rid of green space. This is terrible for climate justice as well as mental wellbeing.
- Horrible option for residents of this area especially those who live in apartments and condos and have dogs. If you address the cars with traffic control and calming and speed limit enforcement wheeling traffic will be safe along this road as it is already.
- Losing trees, unshaded areas will get hot
- Still a worse design than a two way protected bike lane on the street, with an expanded pedestrian sidewalk or path. Why is that not an option? I fail to see why both sides of the street need parking lanes in an area within 400m of an LRT station. Why compromise active transport for cars?
- Too expensive and not necessary
- Waste of money and time, reduces greenery. Very short and pointless infrastructure change that would cause issues when there are currently none.
- Everything
- Seems like it would be very expensive.
- Cost. This would only make sense if the new lanes properly connect to the ctrain overpass, the edmonton trail network and the pathway by st. George's drive and 12th street. If this is not an integrated network with meaningful connections, the investment will not pay off.

- Sacrificing greenery rather than parking. Why isn't reducing motor vehicle space even being considered?! This is absurd. Remove one side of parking and put in the cycle tracks, then you have greenery, separation, and all modes accommodated!
- highest cost
- Losing some green space
- The green space which we need is obliterated
- taking out the greener space
- Waste of money. Roads don't belong to bikes. Riders need to be more responsible rather than others having to constantly accommodate them. Enough.
- So wide
- I would really miss those trees. Traffic is so light in that area, on street or shared space biking doesn't seem so bad to me.
- Trees and landscape removed, more disruption to street scape, not fully necessary on this road yet.
- Nothing. This is the safest.
- I think that this is more infrastructure than necessary and takes away from the pleasantness that currently exists when biking or walking in this area.
- I don't think this road is busy enough to require this. It's also most expensive and sacrifices green space and parking - I don't think the trade off is there. I'd prefer Option 1 or 2 over this one.
- No tree lined boulevard takes away from community beauty, makes it seem more high traffic than it is potentially
- Does not address the problematic (because of vehicles) intersections at McDougall and 6 St and 9 St with Meredith, McDougall and Centre Ave
- Where are the trees/green space?? So depressing. Green space are what we like about bridgeland
- Parking should not be prioritized over trees and grass. A better solution would be to leave the south side of the road as it, remove parking from the north side of the street, and add bi-directional bike lanes and a grass/tree strip. Parking is not sacrosanct
- Removal of trees/green space should be avoided. Trees and green space are key when building a sustainable community that is robust enough to handle our changing climate.

**Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along McDougal Road?**

- Keep green spaces, prioritize walking and the environment
- Keep the greenspace, and keep costs down.
- Thoughtful interventions, especially around traffic calming and getting vehicles to slow down will help. Clear signage for parking is important
- Improve safety/police presence at night and in early mornings. I walk early in the morning and have been accosted by individuals roaming the streets. Better lighting would help!

- Consider reducing motor vehicle space allowances (eg: lanes & parking)
- McDougall is a very wide road. I would expect that you could extend the curb on the south side out into McDougall by 1.2m, increasing the boulevard for a new pedestrian walkway, widen the existing sidewalk on the south side to create a dual-directional wheel-way, and now everyone is happy.
- Please consider health alongside other considerations.
- Please focus on creating functional and liveable space on our streets that incorporates active travel in a meaningful way, as opposed to being so intent on preserving free private vehicle storage on public space streets.
- Please consider with this project the fact that a large childcare centre as well as seniors homes are located on the east side. We want both the seniors, some of whom are using walkers or wheelchairs to be able to get out for a walk to share the area safely with young children and asking or biking.
- If we are going to make these important changes we should consider getting rid of automobile convenience and increasing the safety and convenience for everyone who chooses not to use a car. We just declared a climate emergency. Our actions should reflect that.
- These concepts were poorly considered and don't reflect the full range of options. Active modes and trees are forced to compete for the same space while there are no tradeoffs for driving or parking. This work is not at all aligned with City policy.
- Get rid of the druggies migrating through the slum of Bridgeland
- Please KEEP the trees...McDougall has a significant lack of trees because of power lines (not underground)...at least that's my understanding.
- nothing that comes to mind.
- The sidewalk on the north side isn't currently connected, I think it would be good to have this be continuous on the Northside
- I'd like to see narrower lanes and traffic calming bulbouts/ chicanes - too much speeding and cut through on this road by cars
- Enforce the speed limit for vehicles please. Plenty of speeding happening here.
- No consideration for people using wheelchairs and walkers appears to be have given, especially East of 9 Street. The section of McDougall Rd in vicinity of Boyack/Columbus Manor/Silvera should be Seniors Zone = 30 KPH. Cross walk at 9A St is necessary for safe access to Riverside (McDougall) Park.
- Would be in favor of traffic calming measures, anything else that reduces parking and makes this road even more problematic, not so much
- We already have enough construction to put up with.
- All of these streets and especially crosswalk areas need to be made smaller-to the human scale. Infrastructure should make vehicle drivers think driving 30kph is the safe speed to drive, not 50. That comes with lane narrowing, bulb outs, massing (large planters, parklets) on the sides of the roads
- I personally feel like there is current minimal safety risk to cyclists along this corridor and the bigger focus should be on business/community access and pedestrian experience.

- " - Protected pedestrian crossings that force cars to slow down
- - Narrow car lanes so cars travel at a slow speed instead of travelling faster than is actually safe
- - Make sure bike paths are safe to use even during winter
- - Could implement mode barriers at some locations to discourage through traffic"
- East end of McDougall ( east of 9th st) plan needs to consider the residents of George Boyack, and new AHS facility - north side walk is non-existent or terrible, and that's hard with wheelchairs/walkers.
- traffic calming needed at key spots, esp. near flyover park. 2 strategies are needed: one from 6th to 8th(or 9th) - simple improvements should be enough; from 8th/9th to 12th separate the cars/bikes and/or active/passive traffic calming is needed. i really believe two sections are needed.
- it's great now... don't waste money.
- Make sure it is clear that people walking and wheeling have priority at intersections
- I would say 9th Street is more of a priority due to connection from c-train to 1st Ave
- I'd like the MUP option best. Normally I love separated bike lanes but it'd be a shame to lose the trees. Maybe MUPs on both sides could work?
- Stop prioritizing vehicular traffic. Build cities we can wheel and walk through in greenery/nature.
- Keep the trees and green spaces. Put in crosswalks, a 4 way stop at 6 Ave & McDougall Rd or lights, put in speed bumps & have the police enforce the speed limit and bikes/wheeling traffic will be safe
- Actually clearing snow from non-automotive routes will massively improve usership
- Please strongly consider a two way protected bike lane in lieu of one of the parking lanes. Then you would be able to separate pedestrians/cyclists/cars, while also having room to widen the sidewalk. Consider burying the overhead power lines at the same time as road reconstruction.
- Fix the actual roadway which is the current issue so drivers don't need to swerve around crumbling potholes.
- Its a dangerous part of the neighbourhood that needs more foot traffic
- Install a light or a four way stop at that corner
- More police presence and help call stations
- I think with limited funds, there are parts of Bridgeland that would be much bigger bang for the buck. 9th street seems much more hazardous/unapproachable for biking, and is a more vital corridor to the pathway system. I'd love more direct access to St. Patrick's island as well.
- Speed bumps, traffic calming measures for vehicles as you get close to intersection with 9th and 12th.
- Speed limit restrictions ENFORCED. On occasion radar is on 12St NE but rarely/never on E/W bound McDougall Rd & Centre Ave. Speeding is a significant safety concern, & increasing in Bridgeland- there are many E-W bound lanes with no restrictions on speed/nor speed reduction measures.
- Improved speed controls and visibility for vehicles at intersections.



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- This road isn't too bad - I agree the access could be improved as the sidewalk is narrow. The intersection at 9th Street is the most concerning as people go fast up 9th street and there are a lot of turning vehicles as well. I think it's important to maintain parking and existing greenspaces.
- Why are you maintaining the 4-vehicle wide road right of way? There is no need for this width and the only reallocation should be from the vehicle right of way to sidewalks and pedestrians.
- Biggest problems are the speed of vehicles and failure to follow existing safety protocols. Enforcement in the playground zones is non-existent and
- As a pedestrian, I am totally fine with what we have. I don't want to lose any green space/trees.
- Deprioritizing parking allows for better improvements. Also, road width in this area can be greatly reduced, it's a gigantic road for a low traffic area where mostly seniors live. Because the road is so wide, speeding is very common and it's unpleasant to walk here.

## What do you like about the Existing Conditions option?

- Maintains green space, keeps costs low.
- Keeping pedestrians and bikes separate is important
- sidewalk and trees are nice
- Trees
- It's the same road that existed prior to LRT.
- Nothing.
- Traffic calming
- trees, benches to sit on, wide sidewalk/walking area
- fiscally responsible.
- maintains green spaces and park like feeling for residents and visitors
- Don't like it
- Open
- I like the tree lined boulevard.
- Nothing
- It at least improves the crossings that right now have none i.e. Center Ave and 9th St NE has no crosswalks
- Keeping pedestrians separate
- The boulevard, trees, sidewalk remain in existing condition. I support the idea to keep all wheeled units on the roadway & off the sidewalk. All vehicle operators (cars, trucks, scooters, bicycles, skateboards) must comply with rules, speed limits, etc. to create safe environment.
- Minimal changes and cost



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- If the speed of 9th can be dropped (30kph), the roadway narrowed (2.5m), proper bulb-outs at all crossings then I think this is a viable solution, especially since it maintains the generous and well used sidewalks on the east side of the street.
- The greenery
- The green space
- Maintaining existing Boulevard and trees
- Maintains the lovely boulevards and wide sidewalks. good for walking!
- Nothing
- Not much
- Boulevard trees and separated sidewalk
- Trees don't need to be removed for a stretch with minimal bicycle usage. Crosswalk enhancements below address pedestrian safety without any tree removal. Retains necessary street parking as the city approved the largest building in the neighborhood on 9th Street which has no underground parking.
- Greenery/trees. Bike lane markings on the road would go some way to making the community more accessible.
- Having parking available is helpful. It allows for more people to visit the area and drivers have the most responsibility on roads, and they should be accommodated with multiple parking options.
- There is no problem with the sidewalks
- I like all the trees.
- little disruption
- it allows for two way travel on streets
- I appreciate the low cost and small improvement being made. It also preserves parking and trees/greenspace.
- It is great as it is. Lot of space and green spaces
- Affordable - hopefully that means more budget for Murdoch Park.

## What do you not like about the Existing Conditions option?

- Cars are aggressive in this area
- Signage would need to be clear for wheeled users.
- The curb cuts make it more dangerous for cyclists
- Why are lanes 3.65m wide for this local community street? This is absolute overkill and similar to highway lane widths. If you want to mix active modes and vehicles there is no way lanes should this wide, narrow the road.
- Everything. The road going to an inner city LRT stop shouldn't be a car priority road.

- The conditions on this road currently are not good. Drivers routinely speed around cyclists through a playground zone and the crossing are horrific for pedestrians. Why are lane changes not being considered?? Cars should have the lowest priority here.
- Status quo is a waste of an opportunity to improve safety and connections to transit. Doing nothing fails to implement City policy.
- Something needs to be done to stop wheeled users (bikes or especially eScooters) riding on sidewalks and endangering pedestrians!
- Mixing wheeled and vehicles
- This is a fairly steep uphill for a bike...hence bike travels more slowly and wobbles. Also fairly fast downhill...both these issues create concerns re: safety especially when sharing traffic lane
- people will use it as they currently do.
- I think it is the best option
- It's scary to take our family out for bike rides. We need to travel 9th to get to the pathway but the vehicle traffic is unpredictable.
- Currently with parking on 9th Street it obstructs sightlines. I've had several near misses with vehicles when crossing 9 Street as a pedestrian. Vehicles also does through on 9 Street frequently
- Turning from the road to the sidewalk to get up the Bridgeland LRT bridge is a pain. No clear method to do that. and usually end up going up the curb which will pop a tire at some point.
- No separation from cars for cyclists.
- I would like a better wheeling option that ties 9 st to LRT bridge
- I hate biking down here - won't make that any safer
- No mention of lowering the speed limit for vehicles that are forced to share the road with cyclists
- Many wheeling users use the sidewalk between the CTrain station & McDougall Rd at high speed > 20 KPH. As a pedestrian, I have had been nearly hit by bicycles on sidewalk on several occasions. Police response: "what do you want us to do?" Wheeled users feel they own the sidewalk. Unsafe situation!
- C-train to road connection is currently terrible for cyclist. This change is not shown above and is absolutely necessary.
- Status quo, especially as a cyclist going north up the hill, this is going to cause conflict between drivers and wheeled users.
- It lacks a feeling of a vibrant public realm.
- More parking needs to be available along 9th Street.
- I bike on this road a lot, and I think the amount of bikers is only going to increase. I'm very concerned about the angle parking that is going to be put in by the condo developer across from the Crossings building.
- Many of us cycle on the sidewalk here already given the wide double sidewalk on west side of 9th between centre and mcdougall. Traffic can be heavy and fast and doesn't feel safe on the road much of the time.



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- This is useless to young and older riders!
- Dodging cars on my bike
- Horribly unsafe cyclist lanes. Need separated lanes to reduce traffic hazards and to prevent people from biking on the sidewalk.
- Nothing, if the crosswalk improvements listed under "Additional 9 Street N.E. Improvements" are put in place.
- Transition from pathways/LRT bridge to community still awkward.
- Biking here sucks. You have to make some awkward maneuvers to get to the river path if coming down the path through Murdoch park. It's ok, but I don't love it.
- Does not make this a primary cycling corridor (which it should be). To feel safer, cyclist end up biking on sidewalk coming from south to North up until McDougall, increasing risk of collision with pedestrian
- There is a lot of traffic on this street and it is not as safe for bicycles on the roadway.
- Sidewalks need to accommodate scooters and individuals with wheelchairs and walkers. An alternative access to travel up the hill needs to be accommodated. Suggestion is for a wheel chair access or lift at the CA or a series of lifts or ramps on the west side of 9th street needs to be accommodated
- A lot of vehicles speed through this street, I can see wheeling users (especially slow/young) being uncomfortable. If this is chosen, speed and the intersection need to be addressed.
- Nothing
- Not having bike lanes means that people will bike on the road and sidewalks. Both are dangerous for bikers and walkers.
- Cyclists already avoid the road due to safety concerns with vehicles. This leads to poor interactions with pedestrians as people are cycling to get to the LRT or river pathway. I often walk two small children to St. Patrick's Island and it's not a good experience along 9th.

## What do you like about the Multi-use Pathway option?

- seems to be the best of both worlds of cost vs functionality and safety
- Don't like this option. Please consider making 9 Ave at Centre Ave a four-way stop. The slope of the road makes it hard to turn left on Centre Ave going south without being in the driving lane.
- Separated biking
- Safety from cars!
- Not much
- Separates wheeling from driving.
- maintains trees, safer for biking (not sharing with cars)
- Pathways are awesome and are well maintained all year long.

- separate pathways for wheels and peds on portion of west pathway
- Nothing. This is a poor solution. It's a key corridor from one of the primary transit locations and no the best that can be done is a dog leg pathway. Continued below.
- I think it would be safer for bikes than the current set up
- Makes access to the LRT bridge and therefore the River paths easier, safer, and less confusing. Where the one condo comes out is dangerous for bikers and pedestrians
- Nice for bikes to be separated from cars but also some chance of people and bike colliding?
- Separation of cyclists from vehicles.
- Everyone is separate
- I don't like this option at all!
- Save pedestrian crossings
- Pretty much everything. This route is often hard to navigate on bike or foot. 9th and McDougall intersection should be a 4-way stop - traffic coming off Memorial is generally travelling too fast, and a 4-way stop would protect the multi-use crossing and put drivers in residential-street mindset.
- I think this is the best option for 9th to enhance active mobility and street safety given growing density in this part of the neighborhood.
- I think it's very good for bikers to be off this road. With all the new developments and angle parking going in and many pedestrians and cars it's just getting not safe for bikers to get to the river pathway.
- keeps bikes and peds away from cars, and separates bikes and peds where possible. Improves crossing at McDougall and 9th, which will likely be a safer crossing than at McPherson once the Jemm building is completed.
- This reflects actual usage
- Nothing.
- For bikes, current transition from pathways/LRT bridge into the community would be much enhanced by this option. Makes our community more accessible and welcoming for wheeling users and pedestrians alike.
- It makes it clear where bikes will be travelling. Otherwise this is basically the route everyone uses already.
- Gives more opportunity for wheeling users, encourages this type of transportation mode
- This seems like the safest option for all users.
- like the multi use concept but it must be expanded to include people with mobility impairments and not full rely on scooters. Mobility aids such as walkers, wheel chairs as well as health needs to be accommodated. This should include frequent resting areas for seniors and others walking.
- Uses existing infrastructure - the pathway is already quite wide. Offers improved safety and improves intersection (which is the worst part).
- Better than biking on the road
- There's at least some consideration for pedestrians/cyclists.

## What do you not like about the Multi-use Pathway option?

- Cuts down greenspace. Conflicts between bikers and pedestrians, intersection for multi use path already under construction.
- Cyclists will need clear direction to be respectful of pedestrians. This seems to be more of a 'commuting' part of the corridor.
- Crossing sides & intersections is greater RISK of vehicle / bicycle conflicts; better to keep on the same side or stay in traffic (ideally with wider lanes as 9th St goes uphill to the north so a single bicycle / car lane could cause conflicts).
- That is switches sides half way through - I do t think wheeled users would follow this leading to multi use on a smaller side of the sidewalk
- Would not use this as a cyclists. the left turn to cross 9 Street would take more time than just biking up the street. The sidewalk here is already nice, why spend money to change it?
- Why are the lanes so wide here!? Protecting vehicle movement at all cost doesn't seem like it jives with a city that's about to declare a climate emergency.
- The transition. What is with bot touching car lanes or parking spots?
- Why on Earth are the auto lanes so wide?!
- Why are we not considering lane changes for vehicles?
- The Complete Streets Guide explicitly says not to do this. Bidirectional MUP in the roadway context increases intersection conflicts and increases conflicts between those walking and wheeling.
- Please do not do this - multi-use are incredibly dangerous for pedestrians given the typical behaviour of many bicycle and eScooter riders!
- Separation from vehicles
- Having to cross over seems like an extra step just for wheeled users. As a pedestrian, I'd just stay on same side. What type of crossing will this be as this intersection currently is getting busy and cars/bikes speeding up/down often don't see pedestrians trying to cross.
- I do not like that it flips from west to east side, requiring two street crossings.
- removal of trees on west boulevard
- How does that resolve the traffic conflicts? Very poor planning when the buildings on the east side have only just been built. Would this fly in SW Calgary, or is this just a NE solution?
- Will make the street tigther, which is fine as you need to drive slow through there anyways
- These drive lanes are way too wide - 3.65m????? This is designed like a freeway and is the most heavily used cut through off Memorial drive. Unacceptable lane widths.
- This is a heavily trafficked pedestrian area. Cycling on this path will be difficult.
- Mingling of wheeled and pedestrian. Leave sidewalk for pedestrians only.
- Not sure how the transition will look



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- I expect wheeled users will travel at high speed >20 KPH with scooters side by side just like they do now. Pedestrians, wheelchairs & walkers are at high risk for collision & injury. The danger zone is between CTrain Plaza & McDougall Road.
- Makes no sense to cross a street as a cyclist. Seems dangerous and pointless. Once you get to 1st, you'd have to switch again to head East or keep going North.
- The transition to the opposite side at McDougall will make this a very dangerous option unless a way can be engineered to give wheeled users the right of way for crossing over from the west side to the east. Any cyclist heading south going down the hill will not want to stop/slow at McDougall
- Loss of greenery would be the most significant trade off.
- I really don't see the need to take out any trees on the west side with this option. There is ample room for bikes and pedestrians on the pathway, it just needs to be designated for bikers to be allowed on it.
- Having fast-moving scooters and bikes with pedestrians. The sidewalks here are very wide as is so there is no need to widen. Bikes and scooters should remain on the street where they can ride fast.
- I live in the condos on 9thSt and Center and would hate to lose the trees along our east side. Also our parkade driveway comes onto this street which could be dangerous with bikes travelling quickly - we have mirrors to look for peds but they are slow enough for us to see them and stop - bikes no?
- Much better for riders! Young, old and risk averse riders would be much safer with this!
- Double road crossing at McDougall
- Tree removal. The fact that it needs a road crossing makes it pointless. So few cyclists that it makes no sense to perform so much work for so little use. Crosswalk improvements are needed, and covered in a different section.
- It is likely to be a throw-away cost that I'm not interested in spending tax money toward.
- The crossing at 9th will add friction. Loss of trees is always a bummer.
- Only good if east side up until LRT is widen enough, especially near bus as it is very narrow right now. Would the west side not be fully separated bike lane?
- the street crossing needs a traffic pedestrian beacon and should include deicing capability
- Losing trees - I think every effort should be made to preserve them. I also think people already use the existing sidewalk or choose to ride on the road - we don't really need anything other than the infrastructure improvements.
- Less green space
- Active transport should be as easy as using a car. Having to bike through pedestrians is tricky and can be dangerous.
- Removal of trees should be avoided. The crossing at McDougall is already a gong show. I'm not clear on how this would be improved.



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**Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, and taking transit along 9 Street?**

- "Already works very well. Doesn't need any changes."
- Maintain greenspace, keep costs low."
- This is a high traffic area creating high conflict...especially with the construction over the past few years. Important to set the area up for success post-construction.
- 9th & Centre is VERY hazardous, when driving it is hard to see pedestrians ready to cross until they step on the road (due to parked cars), this intersection needs more visibility.
- Consider making 9 Ave at Centre Ave a four-way stop. Slope of the road makes it hard to turn left on Centre Ave going south without being in the driving lane. Put back 'no parking' at the top of the hill on the SE corner of 9 St at this location so smaller cars can see vehicles coming up 9 St.
- These intersections aren't great with modern cycling infrastructure. Concrete islands should be used instead
- The intersection of 9th St and centre Ave is a ticking time bomb. I live at this intersectional and I have almost been hit by a vehicle multiple times. Many others who live in my condo building have also almost been hit multiple times. Change is desperately needed.
- Scooters and bike parking too please!
- These are critical east west connections in the neighbourhood and are heavily used by pedestrians and active modes. Why are we allowing cars the highest priority? We should do everything in our power to slow the traffic through this playground zone as cars speed up the hill.
- In my experience, car drivers behave well on these roads, observing the playground zone reduced speed. The main dangers I see as I walk these routes is speeding bicycles and inconsiderate eScooter riders.
- We need to plan for a very busy 9th St NE given all the new builds/condos and increased retail along this stretch. The hill makes this a challenging route to plan for given our seniors, as well bikes (slow up, fast down)
- City needs to improve intersection of 9th Street and McPherson Road. It is already dangerous with vehicles coming off Memorial Drive at high speed and vehicles in the intersection coming from parking entrance/exit at Bridgeland Crossings. New apartment buildings will add more cars and more risk.
- not at this time.
- Definitely better marked crosswalks/better visibility. Some traffic calming/slowing down traffic/traffic enforcement as there are currently a lot of cars speeding through. I have a near miss as a pedestrian around once a month when crossing 9 Street
- In a car left-hand turn from Mathew Square boulevard and center ave can be blind at times. A 4 way stop would be a nightmare, just better visibility is needed
- A separated bike lane would be nice somewhere - or perhaps make the bikeway on adjacent street?



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- 4 Way Stop Intersection at 9 St & McDougall Rd! 30 KPH Speed Zone from Memorial to 1Ave (current speed zones: 30/40/30/50 in this stretch = crazy) Marked Pedestrian crosswalks necessary especially at McPherson Rd. West sidewalk will be busy when The Bridge Condo opens!
- These are very dangerous feeling intersection. Especially 8th and centre. Morosist are confused too and often think it is a 4-way. Poor visibility for pedestrians. We often cross with kids and it feels unsafe.
- Hopefully this is an opportunity to support the local business community in Bridgeland.
- There really needs to be a pedestrian crossing at 9th street and Centre. It's dangerous because people park right up to the curb and you can't see if cars are coming. And it's how many people walk to the park.
- "St Matthews intersection is important, as it crosses to a driveway, not a corner on the west side so drivers aren't expecting us to cross there.
- Scooters need bells! they come up fast behind peds and are too quiet to hear - applies everywhere!"
- Why do you even propose anything that isn't aligned with 5A Network? It's kind of frustrating. Stop it!
- Take the curb lanes and make them protected two way bike lanes. All of the proposed options prioritize car movements over pedestrians and cyclists. In an area 400m away from a LRT station, this is unacceptable. Give the major of the public right of way to active users.
- The intersection improvements are great and desperately needed. As both a driver and a pedestrian the current layout is dangerous as visibility is limited until pedestrian steps into the street.
- Wheelchair ramps would be awesome. Need a speed bump on the off ramp from Memorial to 9th to slow drivers down as they come into the community.
- The pedestrian/bike and bike/car interactions are a bit tough right now, especially closer to memorial. Having a multi-use pathway as well as sidewalk there seems like a great idea if there is room. Beyond that, it's easy to just transition to the Murdoch park paths and already very wide sidewalks.
- Need marked crossing, speed reduction as people come down the hill and off of memorial drive. Stop sign between 9th and McDougall and 9th and center can serve for that. Currently this road is where people speed to get on/off the memorial
- The biggest issue is the infrastructure and 9th Street NE from Memorial to MacDougall. People like to speed in that little stretch and do not pay attention to the 30kmph speed limit (come off memorial very quickly).
- yes. look at long term support for bicycle and pedestrian priority. 4 way stops. traffic circles. full X (jaywalk ) capacity at the intersections. all of this would say foot/ community traffic priority. Raised crosswalking vs cut out curbs honours pedestrians and wheel chairs and strollers.
- The single most important thing is the pedestrian crossings on 9th St and Centre Ave. As both a driver and pedestrian, it is currently awful in every way. Poor lighting, poor visibility, high speed, wide lanes, etc. The corridor to the LRT needs a way to separate cyclists, pedestrians, and vehicles.
- Prioritize active transportation over parking. Active transport creates better communities.



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## What do you like about these elements?

- all very sensible
- Cycling being worked into plans are good things
- Not much
- This all makes sense and while there is a small area of conflict for cyclists / pedestrians the clearly delineated spaces should help keep people in the right spot.
- Reduced risk of collision.
- I'm not sure these suggestions are addressing the REAL issues...biggest problem with this area is overt drug use, people peeing/pooing in LRT spaces, feels dangerous particularly at night. Not sure why the "triangle" exists eg, who needs to cross there and why?
- greater safety
- I feel like people will be more easily able to flow through this area with minimal conflicts with vehicles.
- I like that the concrete will be removed as there are a lot of vehicles driving up and parking on the sidewalk
- It will be more obvious that you can ride your bike in this area, and where to do it safely. Also, I experience people parked on 9th right at "A" all the time, either dropping people off, or waiting for someone. It's NOT safe.
- It is a good start and attempt but there are lots of problems with the design you are showing - please engage the Community Association/ local businesses on detailed design.
- I live at Bridgeland Crossings. These elements will help reduce current chaos. Higher density + more visitors = Lively street vibe = higher risk for pedestrian injury. Cars drive too fast on 9 St in both directions! Can Planters/Bollards be placed in section A?
- At the moment, as a wheeled user, you're not sure what you should be doing. You shouldn't be on the sidewalk, but there's not a clear point to get on the road and that transition can be tough to see when it's safe to switch over to the road.
- Better for wheelers but could be better
- I like the addition of green space
- clear route for cyclists - i ride here a lot and it's a dance with the peds. moving bench and scooter parking. more landscaping, less concrete, removing trucks on the sidewalk.
- It's aligned with 5A Network
- Better separation of uses and removal of existing hazards.
- Adding trees and greenery to a gateway to the neighborhood.
- The separation of bikes from pedestrians / wheelchairs would be very helpful!
- More greenery always welcome. Multi-use pathway is a great idea and makes people more comfortable to walk/bike.



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- Green space
- It would look way better and be safer and more predictable.
- Landscape and pathway connection to make it clear between pedestrian/wheeling users.
- This seems safer for everyone.
- I like the continuity of the multi-use pathway
- Fairly straightforward
- the pathway connectivity
- It addresses the safety concerns and uncertain traffic navigation very well.
- The better defined interactions between pedestrians and cyclists is helpful.
- Not much
- More green space is always a good thing

## What do you not like about these elements?

- "No accommodation given to delivery drivers. They have a job to do, how are we facilitating that? Where will the new loading zone be?"
- They're parking on the excessively large sidewalk due to there being no loading zone on the road. I've never had an issue when they are parked on the sidewalk."
- needs to be clear path with signage for the bicycles to transition on to 9th st once off of the LRT ramp
- Protecting vehicle movement at all costs is disappointing. You can take away car space you know.
- Why can't the car lanes or parking be touched? Are you guys serious?
- Don't "landscape" as this will reduce the space available to pedestrians - this would be a very bad decision for a high pedestrian traffic location. To discourage parking of delivery vehicles install "bollards" to prevent them driving up onto the sidewalk. Multi-use paths endanger pedestrians!
- The existing spiral ramp on the south side of the pedestrian bridge over Memorial Drive is a safety hazard. Sight lines and lighting are very poor leading to (1) the risk of collision between pedestrians and wheelers, (2) risk of a violent encounter with nefarious characters.
- concern that changes will not be coordinated with work arising from project to build bridge to St. Patrick's Island
- I feel like cars and trucks will still park here even though there is no room to do so, so what are they supposed to do?
- The concepts need work - the grass that already exists has UPS driving up on it and carving huge ruts in the grass - you will likely need cement bollards/ fence or something to prevent that. Can you make a designated space in this corridor for UPS/ Taxi parking?
- Will all users "share" the multi-use pathway (sidewalk!) responsibly? Wheeled users come down CTrain ramp too fast, are on headphones & do not watch for vehicles exiting Bridgeland Crossings

garage. Need 10 KPH signs for wheeled modes. Police/Ambulances park in location A to attend CTrain Station.

- I think part of the success of this will be the transition at McDougall, which isn't shown on the drawing.
- There needs to be spaces made for delivery vehicles to park. This was an oversight when the area was built. They park on the boulevard because there is nowhere else to park.
- The station ramps need to be improved as well as grade separation for peds and wheelers
- I don't like the reduction of walking/wheeling space since this area is very high traffic and numerous pedestrians often are here at the same time
- nothing, except maybe the concern about peds crossing the bike path at C but good signage and a clear right of way reference will help. Cars come quickly off Memorial here, and crossing path is already risky - ? increase traffic calming there?
- Doesn't fix the ramp on the north side of the station. The ramp on the north side needs to be replaced with something similar to the south side.
- Doesn't address the main issue of having a grade separated LRT access in the middle of a 70km/h freeway. The high amount of pedestrian and wheeled user activity in this area warrants making memorial drive 50km/h or slower and installing at grade crossings like the new Victoria Park LRT station.
- Unnecessary pathway.
- I feel the large sidewalk design helps with mobility and access to the wheelchair ramp and stairs. Also, the parking is currently an issue with all the building construction. This should be re-evaluated when parking becomes more available when construction finishes.
- The cross walks should line up (part C), so pedestrians don't have to zig zag across the street. Also, the green space will all be killed off by people salting the sidewalk and dog owners taking the dogs out to pee
- Pedestrian crossing onto the middle island (where buses stop) remains very dangerous as cars very rapidly get off memorial
- I have never seen issues here. I don't understand all of the fuss. The worst issues are vagrants hanging around, garbage on the streets, wind on the plaza and on the pedestrian overpass.
- lack of recognition of the east west connection to the LRT, especially to McDougall Park and Bow valley Rd.
- Nothing.
- Clear separation between cyclists and pedestrians would be ideal.
- Bike riders are not great to share a pathway with pedestrian. More stress for pedestrians.
- Road width could be reduced here to add more space to the walking and biking areas.