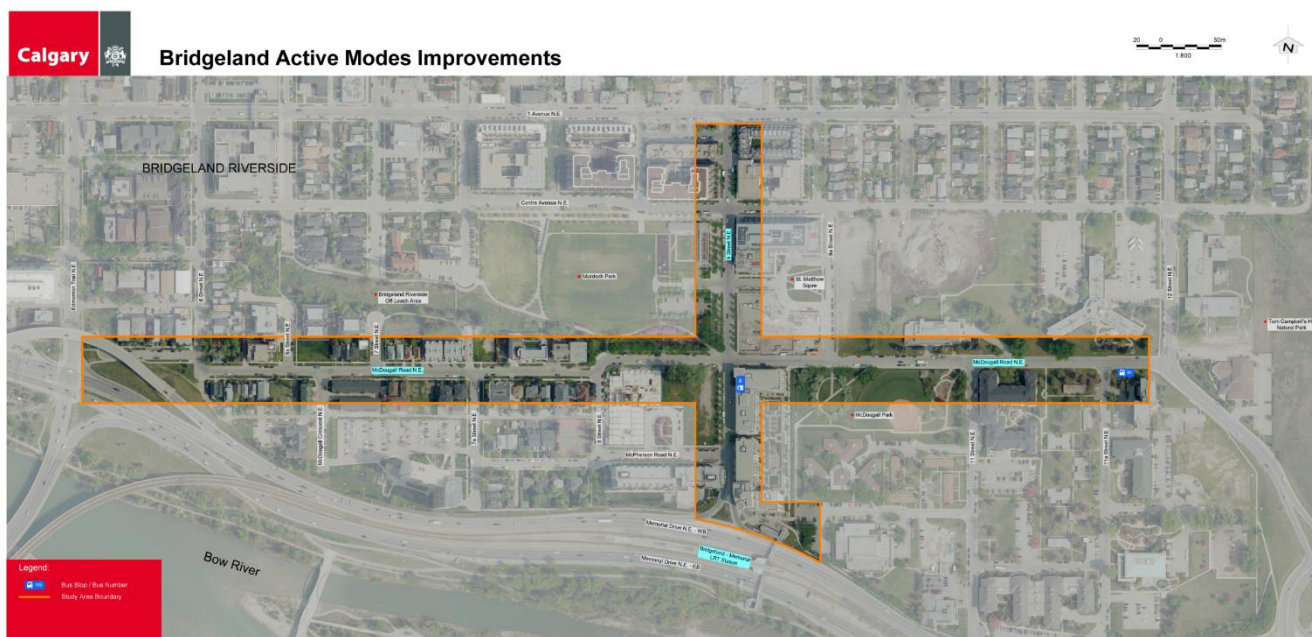


Project overview

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 exploring 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 could 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



Engagement overview

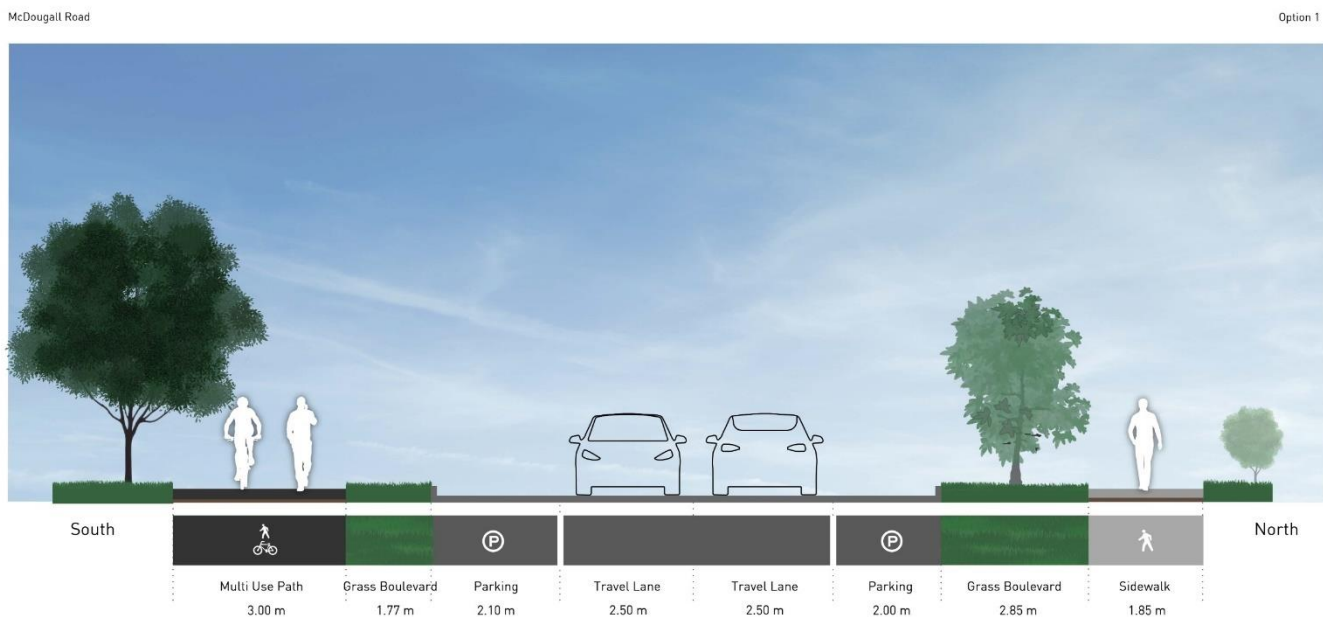
For the project, an online engagement opportunity was offered from February 8 - 28, 2022 at engage.calgary.ca/bridgeland-improvements. 987 participants visited the page during this time and 267 contributions of feedback were submitted.

What we asked

In response to the feedback, the project team has developed three (3) revised concepts for McDougall Road that maintain more of the green space by removing some parking along the corridor. We collected public feedback on the revised concepts.

Concept 1: Multi-Use Pathway on South Side

This concept is the same as what was presented in Phase 1. The sidewalk on the South side of McDougall Road would be replaced with a 3.0m wide (bi-directional) multi-use pathway. The North side would remain as is.



Benefits

- Appropriate for all ages and abilities.
- No changes to existing roadway.
- 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 along the corridor.
- Maintains the existing landscaped boulevard on the north side.
- Lowest cost option.



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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.
- Risk of bicycle / vehicle conflicts on south legs of intersections.
- Potential throw-away costs with replacing/modifying existing sidewalk.
- Providing additional trees within the south grass boulevard is likely not feasible due to narrow width and presence of underground utilities.

After being presented with the above information, participants were then asked the following questions:

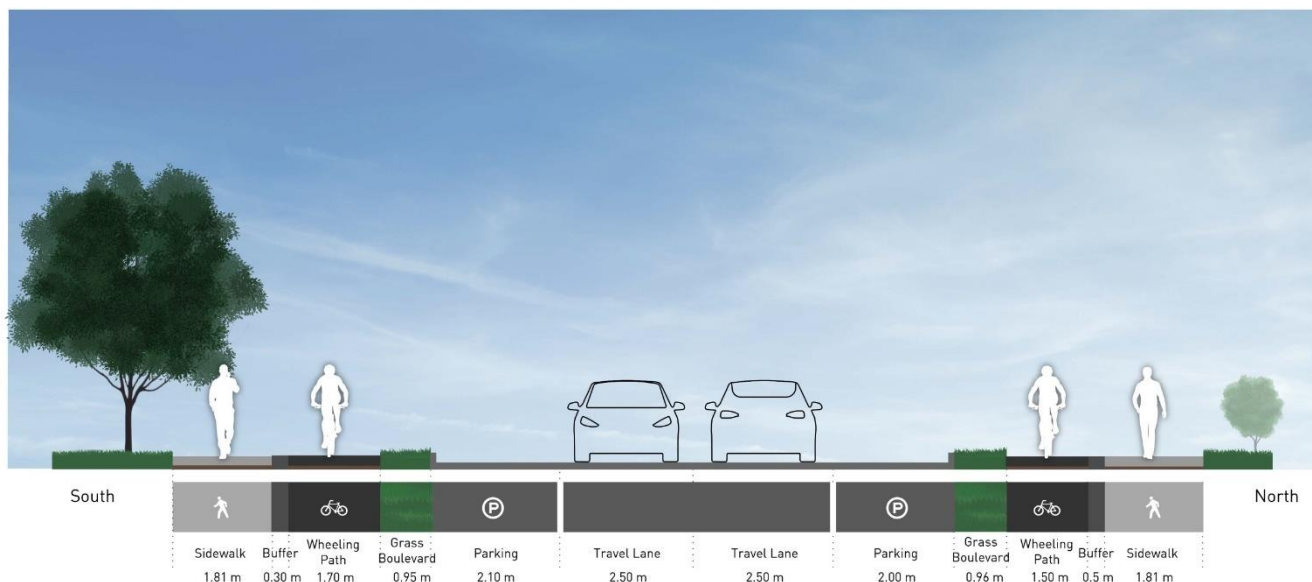
- As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?
- As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?
- How satisfied are you with the amount of green space maintained in this concept?
- How satisfied are you with the amount of parking maintained in this concept?
- How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...
- Do you have any additional comments for concept 1?

Concept 2: Protected Wheeling Paths on Both Sides (Uni-Directional)

This concept was presented in Phase 1 and involves replacing the existing grass boulevards on each side with wheeling paths. The wheeling paths would be located off the roadway and adjacent to the sidewalk, with a buffer space provided between the wheeling path and sidewalk to reduce the risk of conflicts between those modes of travel. This option has been updated since it was last presented to replace some existing parking space with landscaping and/or trees, where possible.

McDougall Road

Option 2



Benefits

- Appropriate for all ages and abilities
- Accommodates wheeling users on the proper (right-hand) side of the road relative to the direction of travel.
- Opportunity to increase existing sidewalk widths in some locations.
- Reduces risk of bicycle / vehicle conflicts along the corridor.
- Reduces risk of bicycle / pedestrian conflicts along the corridor by providing separate facilities.
- Replacing some of the existing parking with landscaped islands compensates for some (but not all) of the landscaping lost to accommodate the pathways.
- 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 intersections.
- Risk of conflicts between cyclists and pedestrians at intersections. Close proximity of pathways and sidewalks could create challenges for those with vision or mobility challenges.
- Existing overhead utility poles are potential hazards for wheeling users.
- Significant reduction to existing grass boulevards.
- Landscaped islands will create challenges for snow removal and street sweeping.



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- Risk that proposed landscaping/trees will not survive due to close proximity to roadway and underground utilities.
- Westbound cyclists will need to travel on-street between 7 Street and 7A Street due to angle parking.
- Highest cost concept.
- Approximately 1/3 reduction in the overall number of on-street parking spaces along the corridor. No parking on north side of road east of 9 Street N.E.

After being presented with the above information, participants were then asked the following questions:

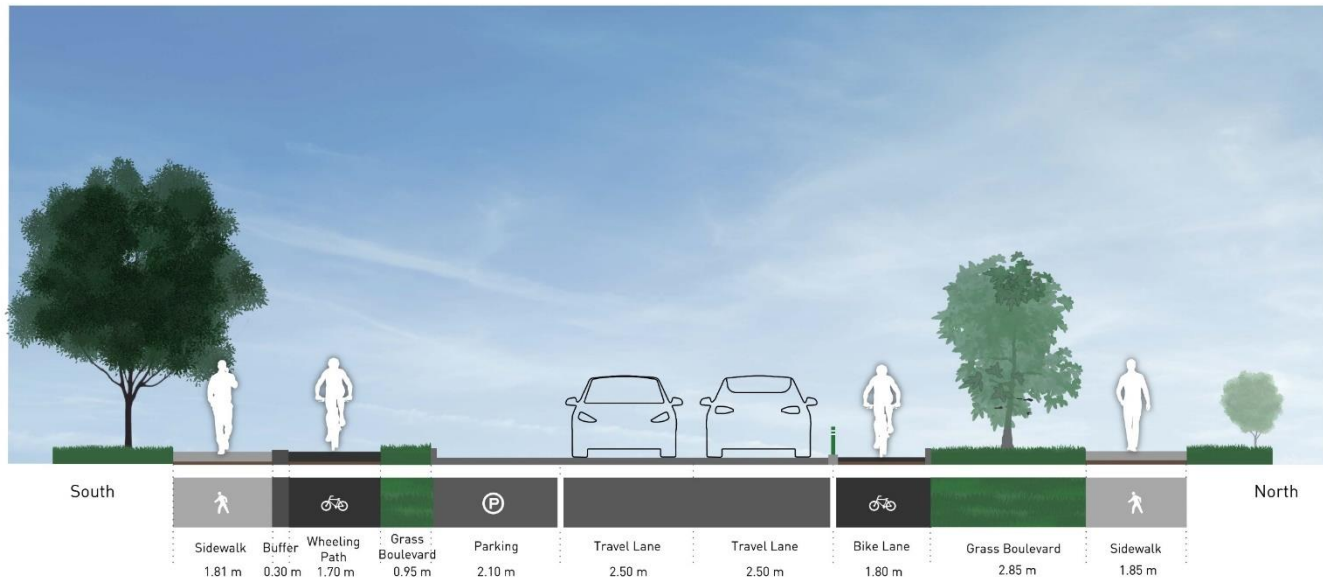
- As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?
- As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?
- How satisfied are you with the amount of green space maintained in this concept?
- How satisfied are you with the amount of parking maintained in this concept?
- How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...
- Do you have any additional comments for concept 2?

Concept 3: Protected Wheeling Lane and Wheeling Path

This concept is similar to concept 2, but with the wheeling path on the North side of the road being replaced with an on-street wheeling lane to preserve existing landscaping. The on street protected wheeling lane would require the removal of parking on the North side for the entire length of the corridor.

McDougall Road

Option 3



Benefits

- Appropriate for all ages and abilities
- Accommodates wheeling users on the proper (right-hand) side of the road relative to the direction of travel.
- Reduces risk of bicycle / vehicle conflicts along the corridor.
- Reduces risk of bicycle / pedestrian conflicts along the corridor by providing separate facilities.
- The north grass boulevard is not impacted by the design.
- Reduced risk of pedestrian / bicycle conflicts on north side of intersections.
- Less construction required on north side (compared to concept 2) so lower cost and less disruption to property owners.
- Better separation between overhead utility poles and cyclists on north side of the road.
- Provides good connections to existing/proposed walking and wheeling facilities on 9 Street N.E. and 12 Street N.E.

Trade-offs

- Risk of bicycle / vehicle conflicts at intersections.
- Risk of conflicts between cyclists and pedestrians on south side of intersections.
- Landscaped islands will create challenges for snow removal and street sweeping.



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- Risk that proposed trees will not survive due to close proximity to roadway and under ground utilities.
- Westbound cyclists will need to travel on-street between 7 Street and 7A Street due to angle parking.
- Approximately ½ reduction in the overall number of on-street parking spaces along the corridor. No parking accommodated on north side of the road.

After being presented with the above information, participants were then asked the following questions:

- As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?
- As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?
- How satisfied are you with the amount of green space maintained in this concept?
- How satisfied are you with the amount of parking maintained in this concept?
- How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...
- Do you have any additional comments for concept 3?

McDougall Road & 8 Street N.E. Intersection



The intersection of McDougall Road and 8 Street N.E. is currently a three-leg intersection. The intersection configuration is atypical due to the curved alignment on the East leg and the prohibited westbound movement on the West leg. The atypical design could be confusing for all users, which increases the risk of collisions. There have also been reports that the prohibited Westbound movements still occur on a regular basis (both intentionally and unintentionally).

This intersection creates challenges for all three corridor concepts as it is difficult to prioritize pedestrian and wheeling user movements along McDougall Road when it is only stop controlled in the eastbound direction.



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In order to improve the mobility of pedestrians and cyclists along McDougall Road and increase motorist safety, the intersection needs to be realigned such that McDougall Road has a straight alignment and northbound 8 Street N.E. is stop controlled at the intersection. This would mean that the westbound movements will no longer be prohibited for this segment of McDougall Road.

The trade-off for this configuration is that it may result in some Westbound cut through traffic due to motorists trying to avoid a queue on westbound Memorial Drive. The proposed concepts for McDougall Road will have some traffic calming effects along the corridor, and additional traffic calming measures could be explored to discourage its use as a bypass of Memorial Drive.

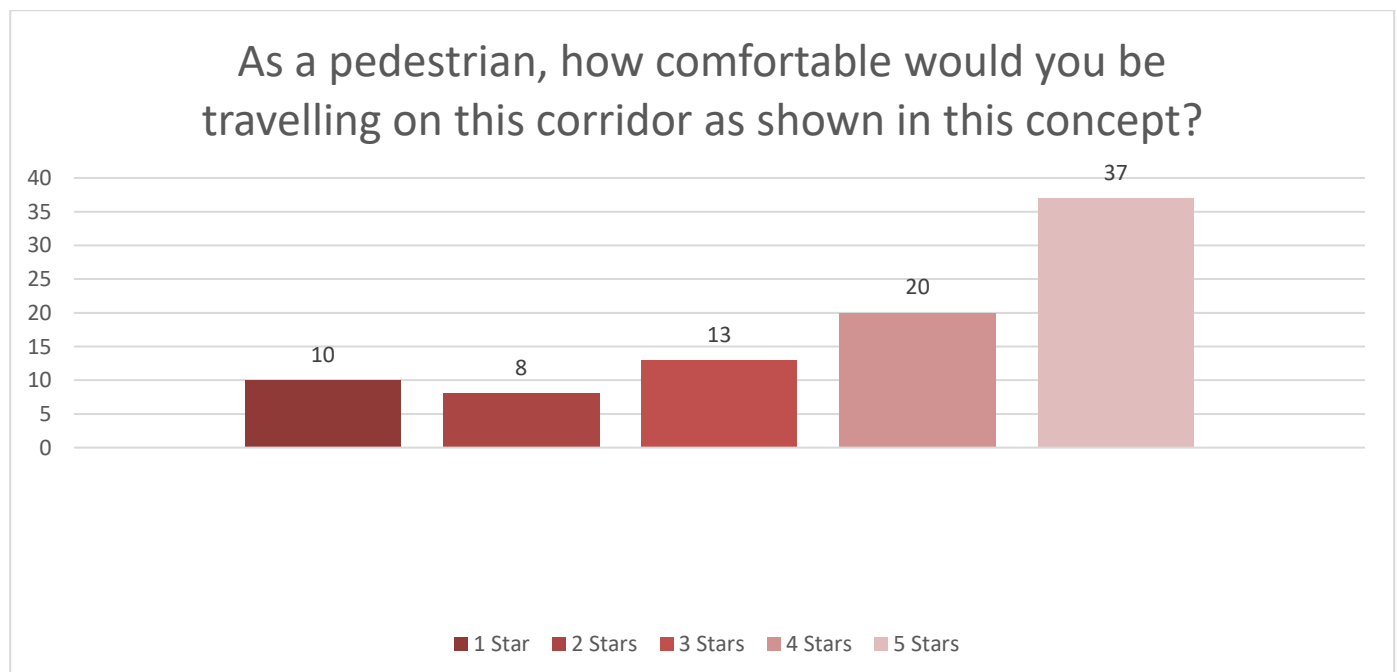
After being presented with the above information, participants were then asked the following question:

Would you be supportive of reconfiguring the intersection of McDougall Road and 8 Street N.E. such that: McDougall Road is straightened; Westbound movement is allowed at the intersection; and Northbound 8 Street N.E. is stop controlled?

- Strongly do not support
- Neither support or oppose
- Strongly support

What we heard

Concept 1



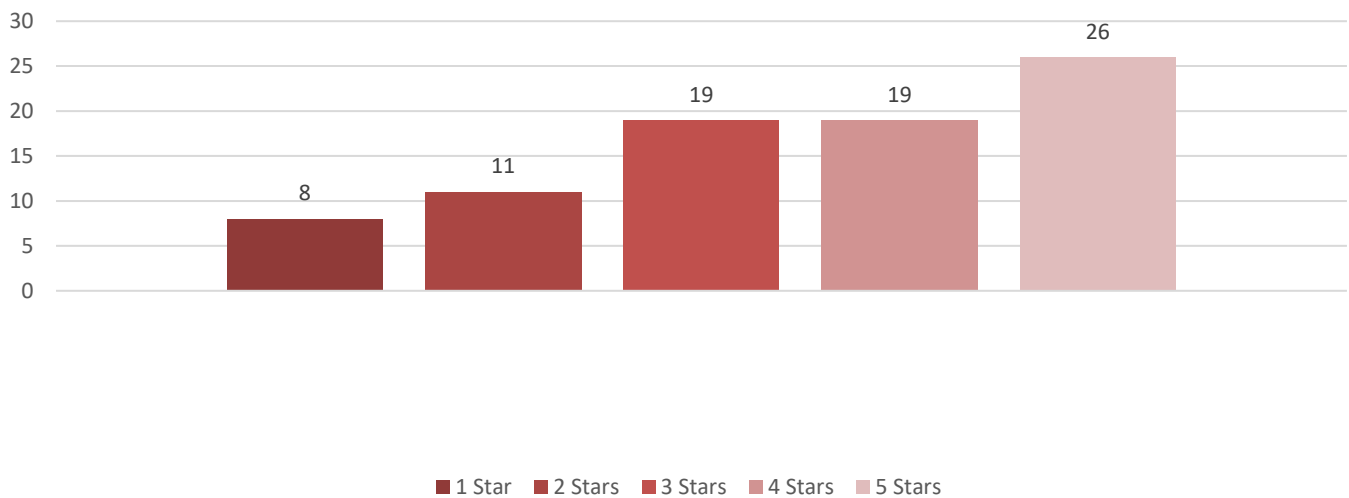


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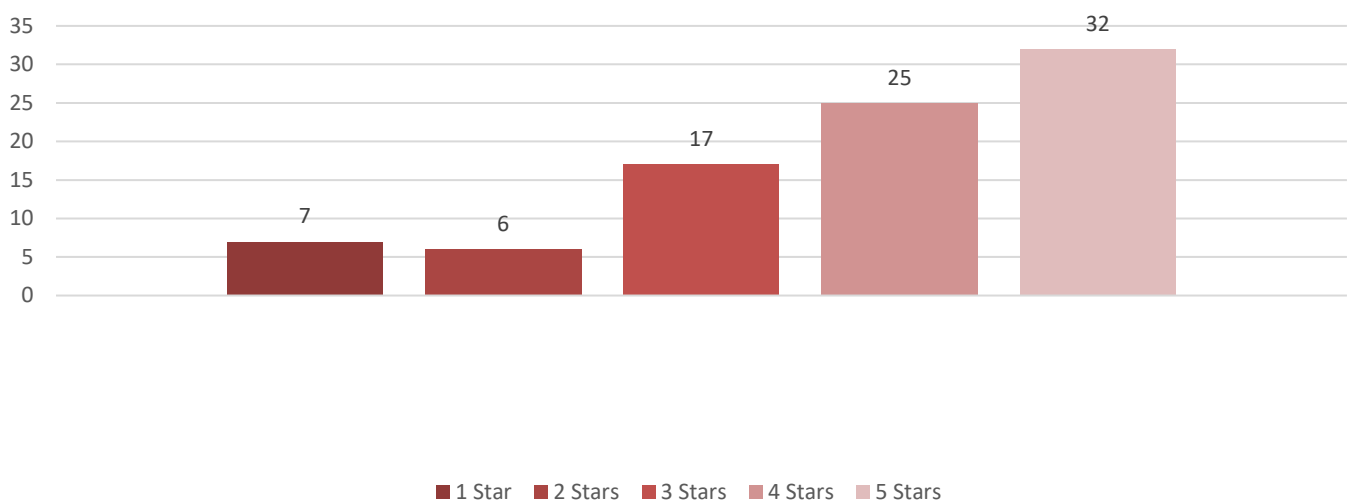
Phase 2 Stakeholder Report Back: What we Heard

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



How satisfied are you with the amount of green space maintained in this concept?



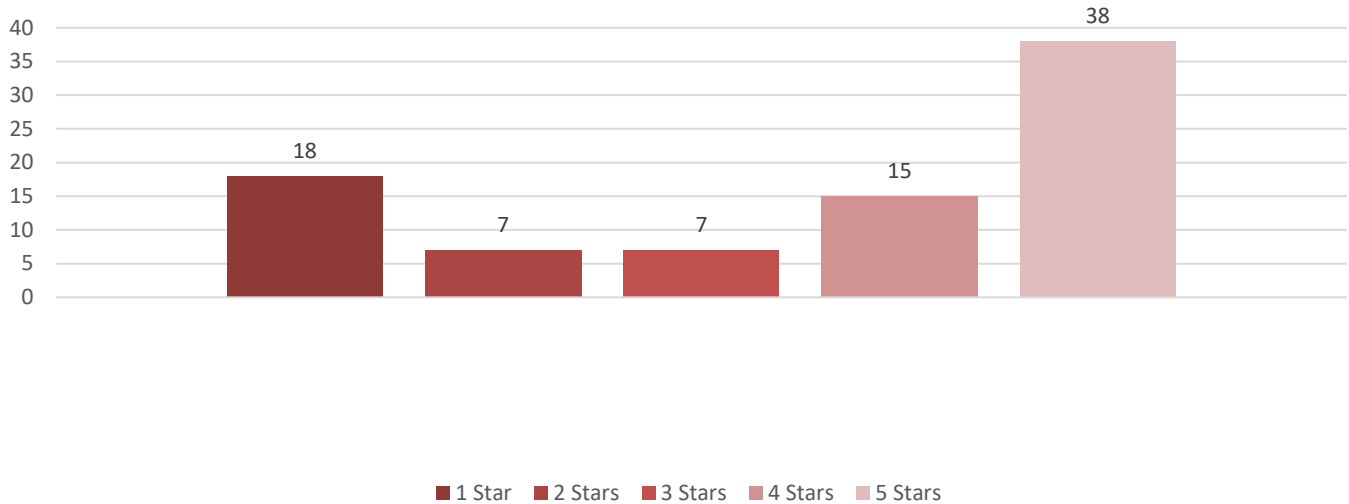


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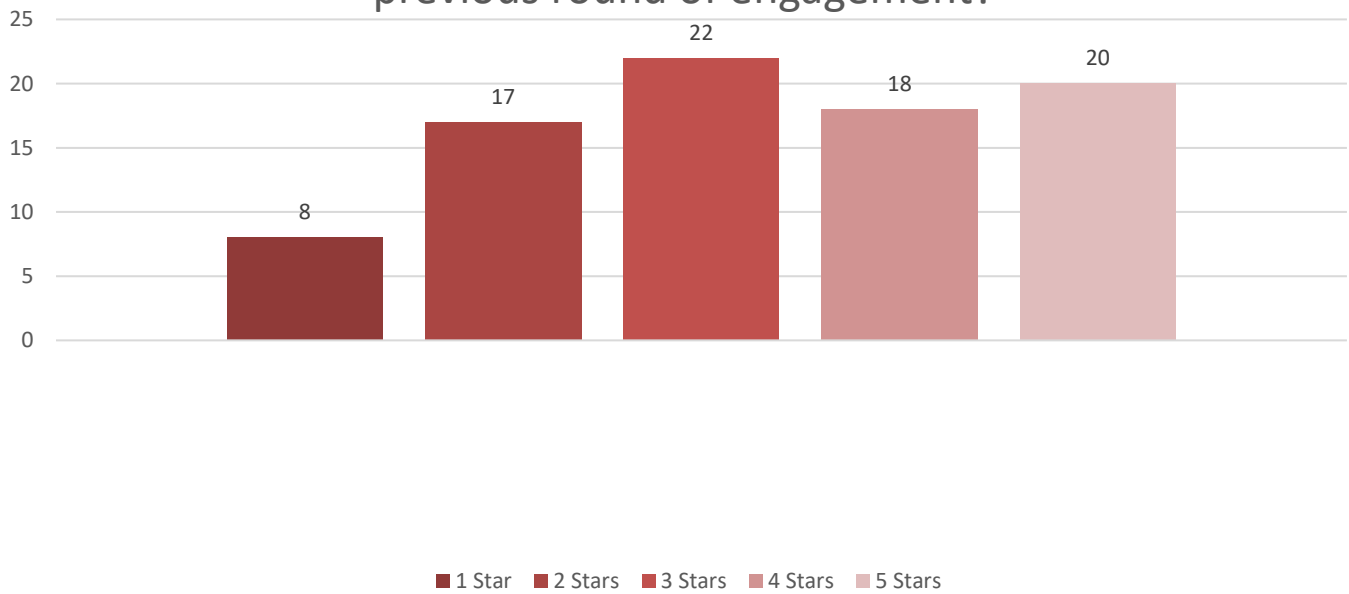
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How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and priorities that were identified in the previous round of engagement?





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How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

Supportive Themes	
General support	Portions of the feedback expressed general support for this concept.
Critical Themes	
Safety: Risk of wheeling users and pedestrian conflicts	Participants were concerned at the increased risk of wheeling users and pedestrian conflicts on the south side along the pathway.
Safety: Accessibility	Participants were concerned at the increased risk of conflicts between users of accessibility devices (E.G. wheelchair, walker) and other wheeled users on the south side along the pathway.
Parking	Some participants expressed a lack of support for the removal of parking, while other participants felt that too much parking is being retained within this concept.
General lack of support	Portions of the feedback received for this concept 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.
Other Themes	
Speeding & Traffic calming	Comments received expressed concern regarding vehicular speeding in the area and expressed a desire for traffic calming measures.

Do you have any additional comments for concept 1?

Supportive Themes	
General support	Portions of the feedback received expressed general support for this concept.
Critical Themes	
Safety: Risk of wheeling users and pedestrian conflicts	Participants were concerned about the increased risk of wheeling users and pedestrian conflicts on the south side along the pathway.

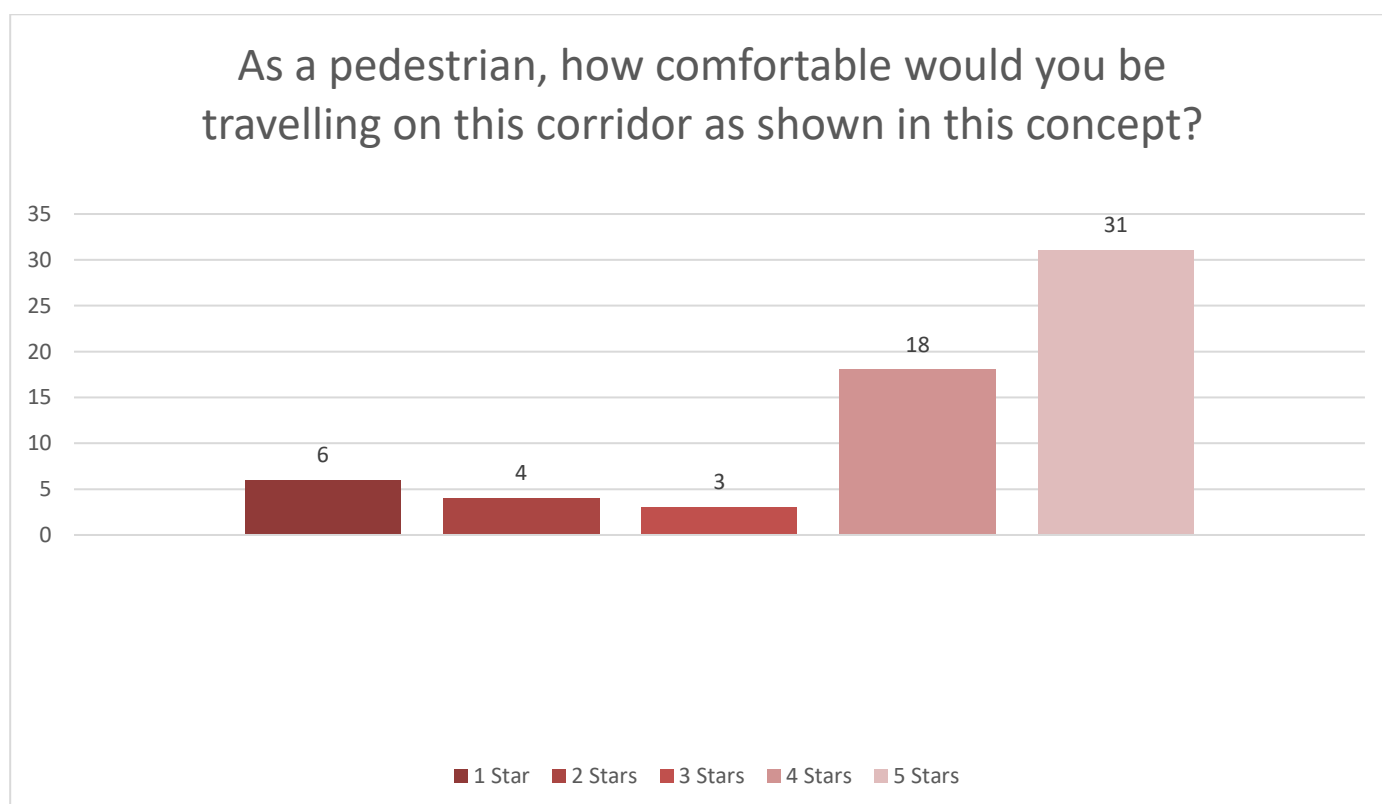


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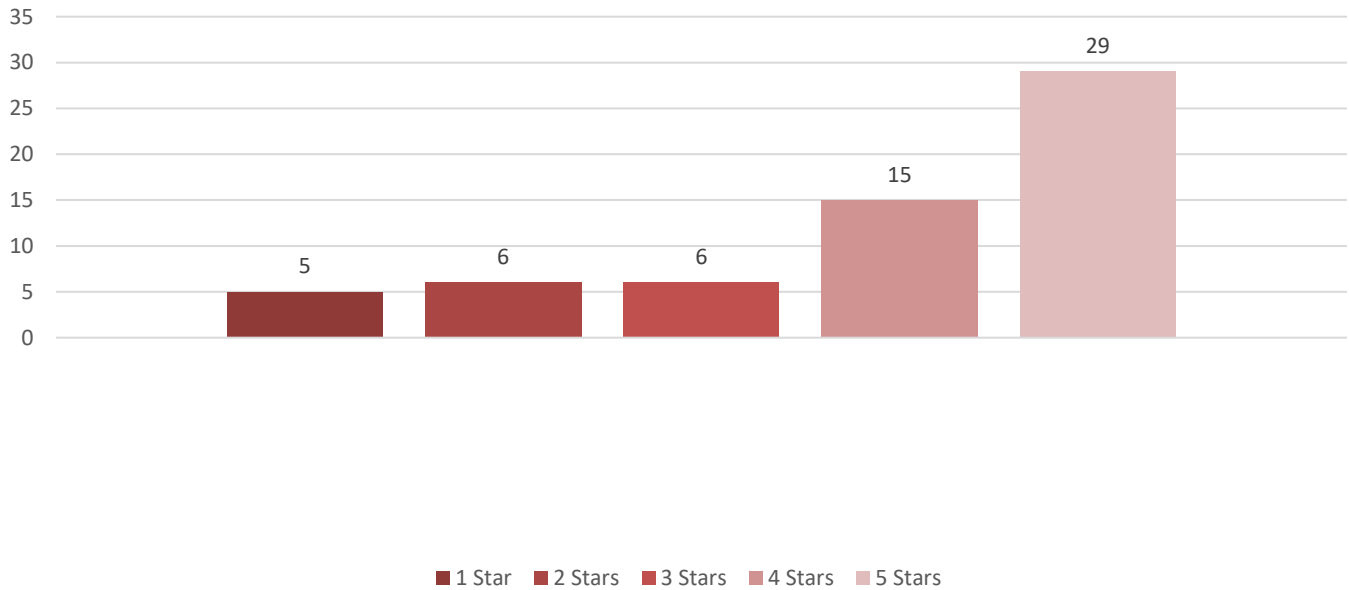
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Parking	Some participants expressed a lack of support for the removal of parking, while other participants felt that too much parking is being retained within this concept.
General lack of support	Portions of the feedback received for this concept and project 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.
Other Themes	
Safety: Speeding, pedestrian crossings, and traffic calming	Comments received expressed a concern regarding vehicular speeding in the area and its impact on safety for pedestrians and pedestrian crossings. Feedback expressed a desire for increased traffic calming measures.
Greenspace and trees	Participants expressed the importance and value of greenspace and trees within the project.

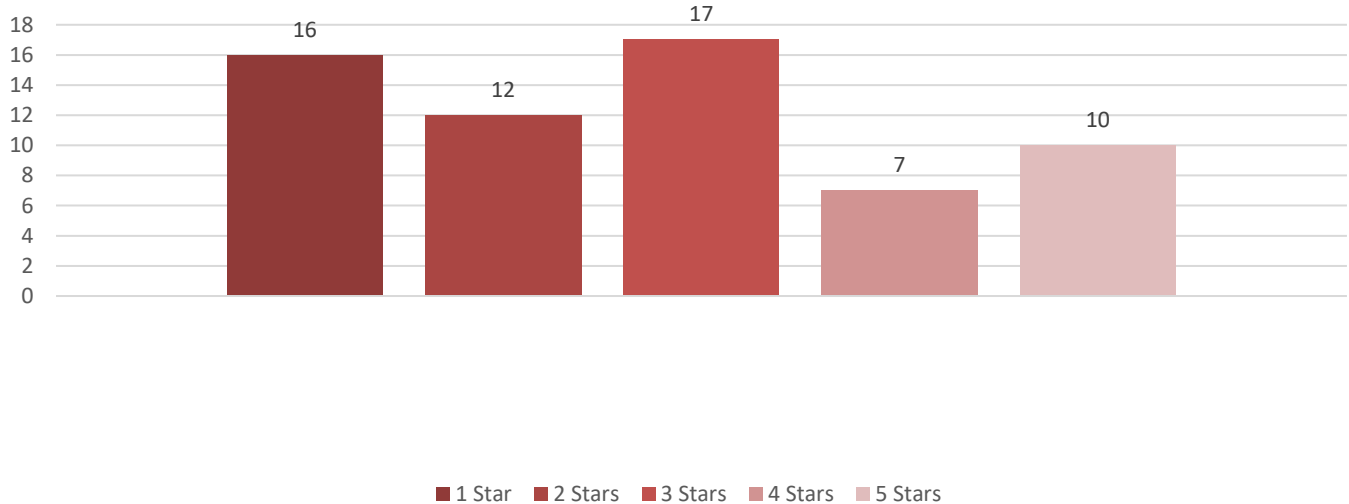
Concept 2



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



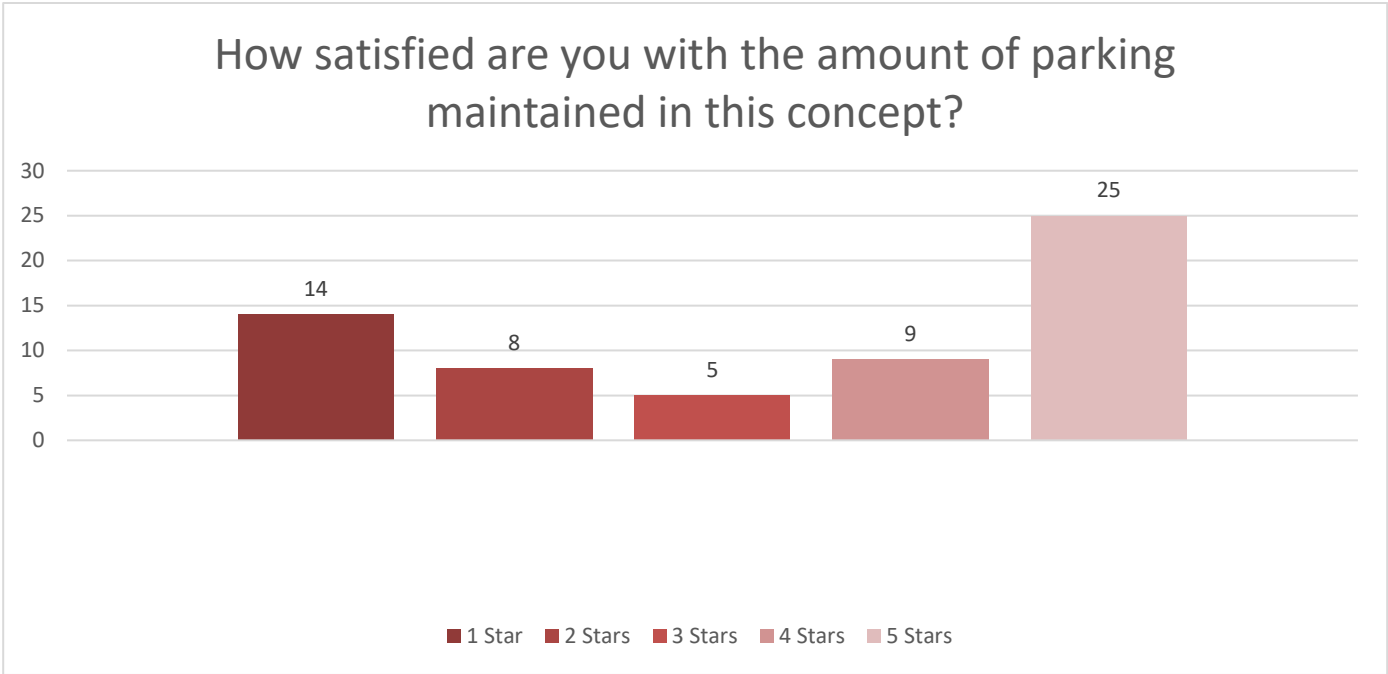
How satisfied are you with the amount of green space maintained in this concept?



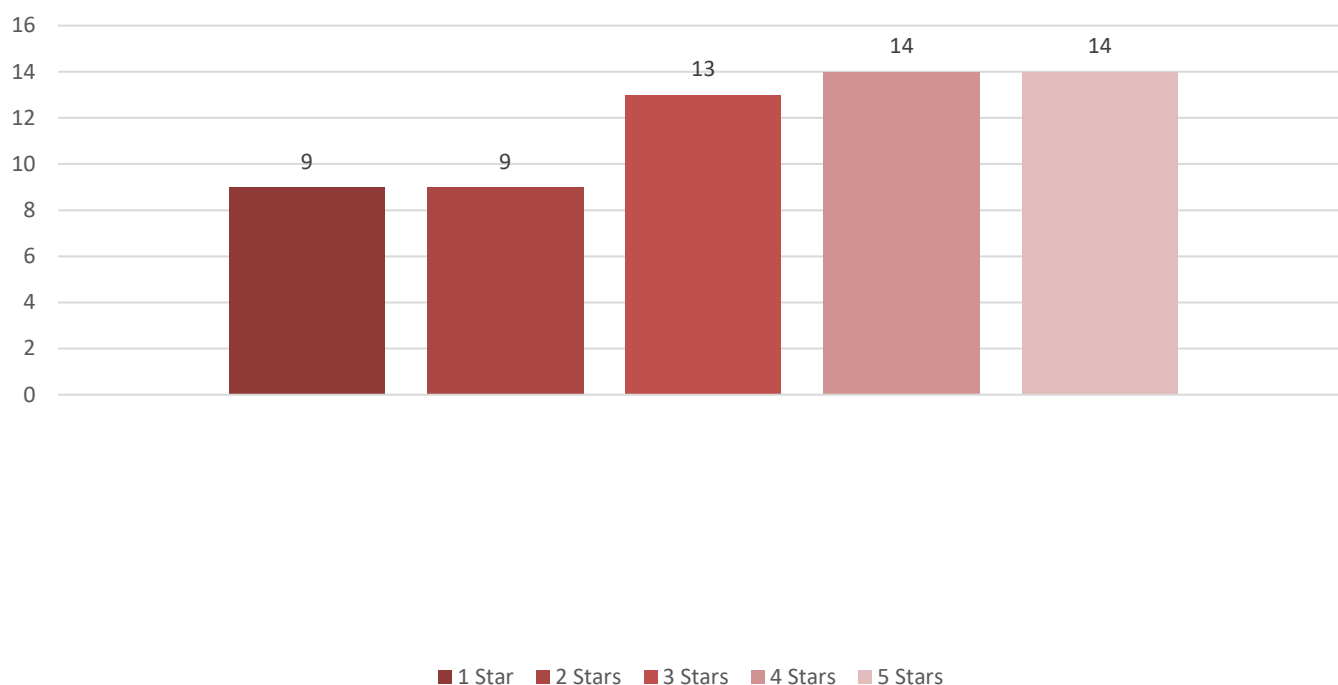


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How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement?



How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

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 concept each transportation mode has its own designated space.
General support	Portions of the feedback received expressed general support for this concept.
Critical Themes	
Greenspace/Grass Boulevards	Participants expressed concerns at the removal of grass boulevards within this concept. Feedback indicated a high value in the retention of greenspace and trees.



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Parking	Some participants expressed a lack of support for the removal of parking, while other participants felt that too much parking is being retained within this concept.
General lack of support	Portions of the feedback received for this concept and project 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.

Do you have any additional comments for concept 2?

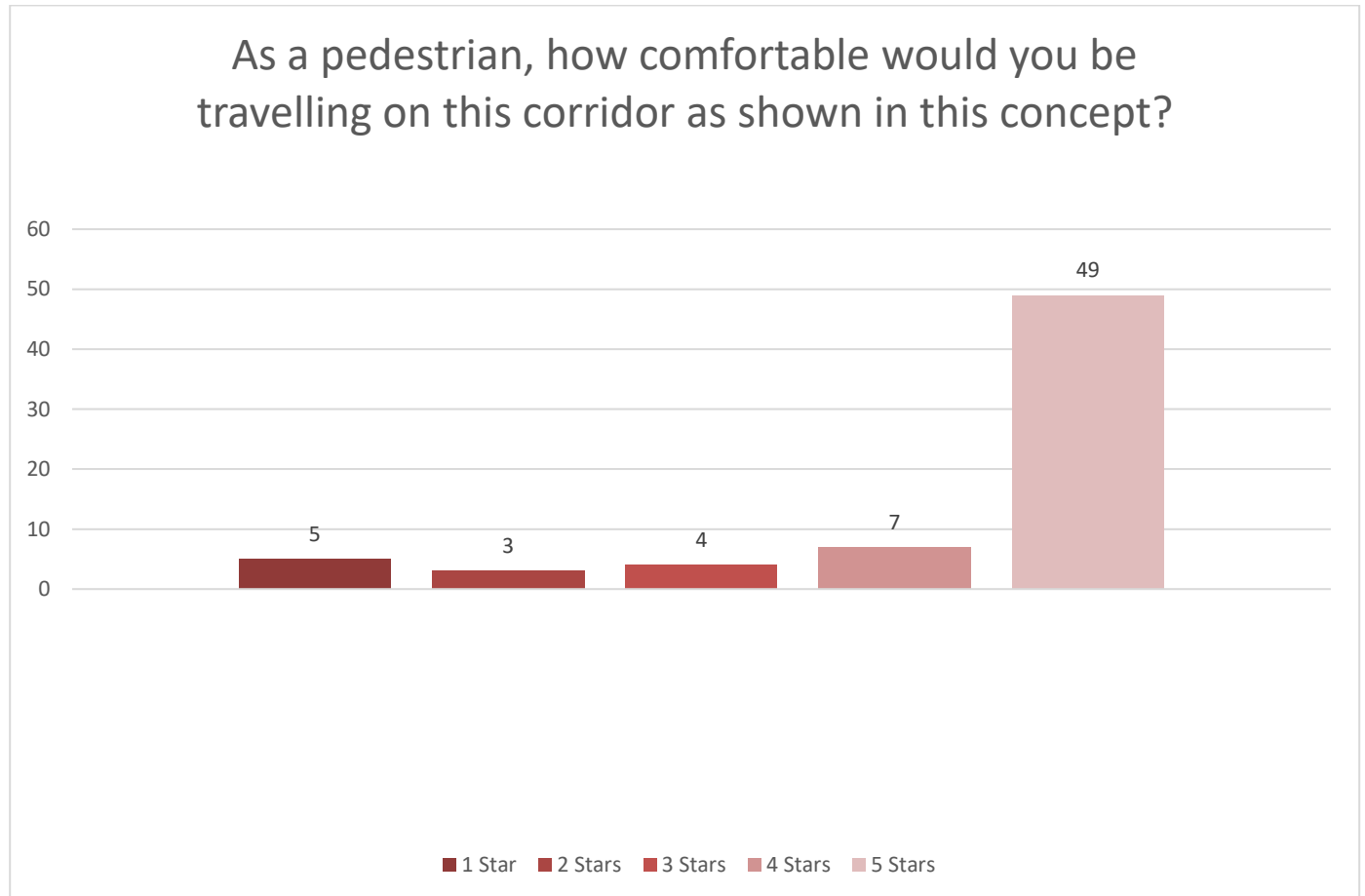
Supportive Themes	
Safety: Reduced risk of conflicts for all modes	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this concept each transportation mode has its own designated space.
Critical Themes	
Greenspace/Grass Boulevards	Participants expressed concerns about the removal of grass boulevards within this concept. Feedback indicated a high value in the retention of greenspace and trees.
Parking	Some participants expressed a lack of support for the removal of parking, while other participants felt that too much parking is being retained within this concept.
General lack of support	Portions of the feedback received for this concept expressed a general lack of support.
Other Themes	
Safety: Speeding, pedestrian crossings, and traffic calming	Comments received expressed concern regarding vehicular speeding in the area and its impact on safety for pedestrians and pedestrian crossings. Feedback expressed a desire for increased traffic calming measures.



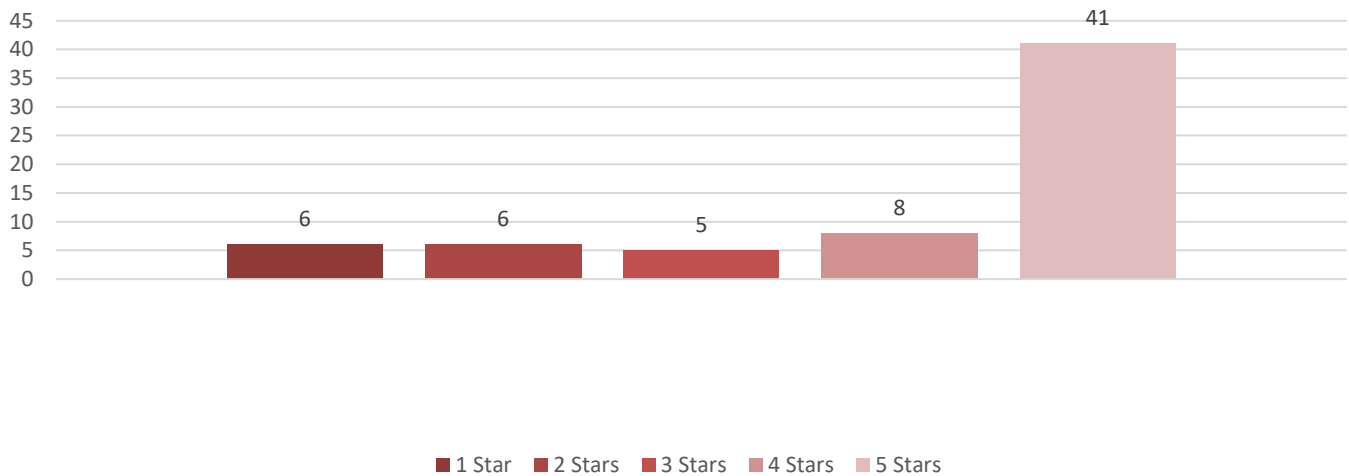
Bridgeland Active Modes Improvements Project

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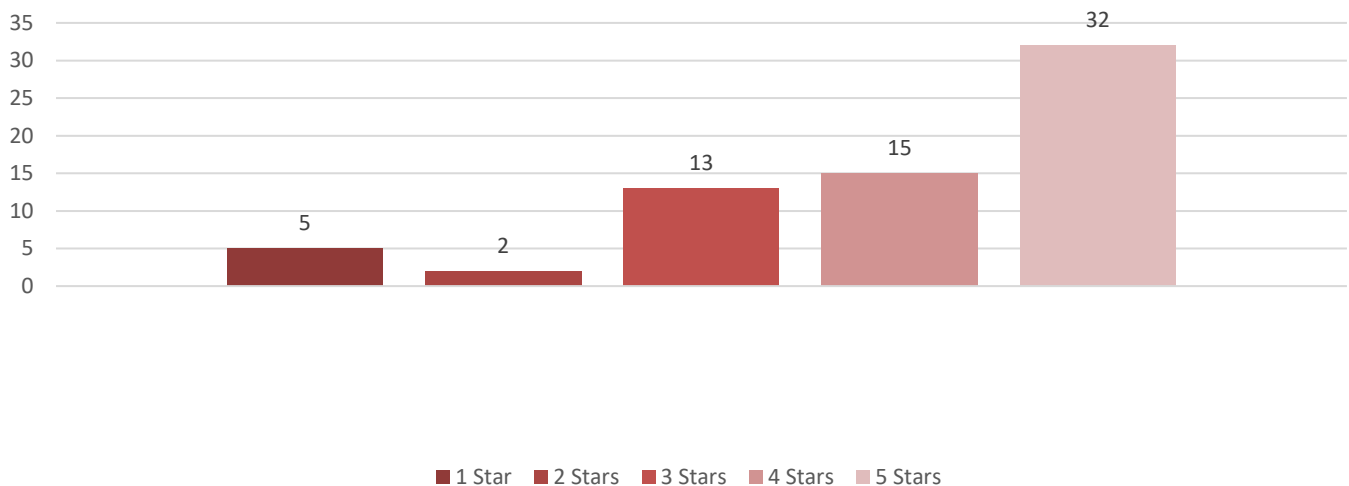
Concept 3



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



How satisfied are you with the amount of green space maintained in this concept?



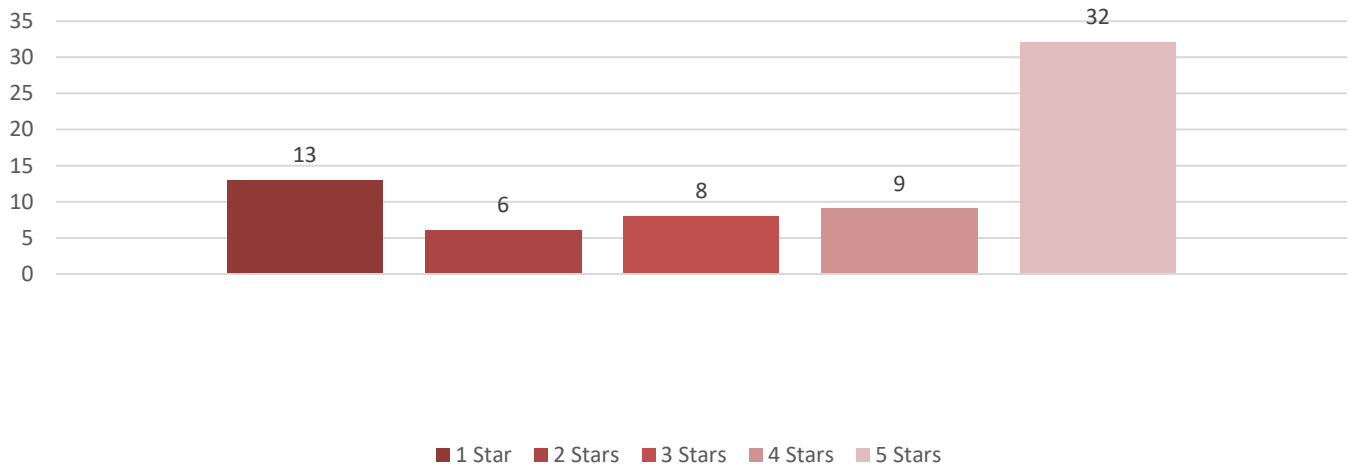


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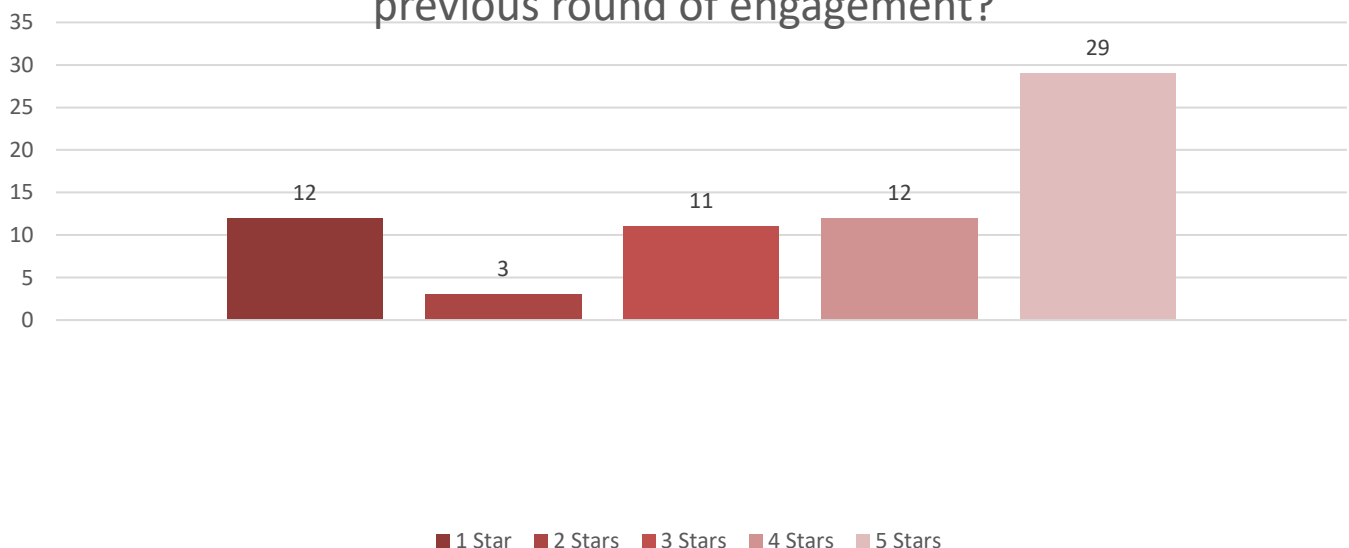
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How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement?





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How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

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 concept each transportation mode has its own designated space. Additionally, feedback indicated this concept provides a good balance for all modes of transportation.
General support	Portions of the feedback expressed general support for this concept.
Greenspace/Grass Boulevards	Participants appreciated the preservation of the grass boulevard on the North side compared to concept 2.
Active mode focus	Stakeholders appreciated this concept prioritizes active modes of transportation in the area.
Critical Themes	
Parking	Some participants expressed a lack of support for the removal of parking, while other participants felt that too much parking is being retained within this concept.
General lack of support	Portions of the feedback for this concept expressed a general lack of support.
Other Themes	
Safety: Speeding, pedestrian crossings, and traffic calming	Comments received expressed a concern of vehicular speeding in the area and its impact on safety for pedestrians and pedestrian crossings. Feedback expressed a desire for increased traffic calming measures.

Do you have any additional comments for concept 3?

Supportive Themes	
Safety	Feedback indicated a strong appreciation for the reduced risk of conflicts for all modes as in this concept each transportation mode has its own designated space.
General support	Portions of the feedback received expressed general support for this concept.
Greenspace/Grass Boulevards	Participants appreciated the preservation of the grass boulevard on the North side compared to concept 2.
Active mode focus	Stakeholders appreciated this concept prioritizes active modes of transportation in the area.



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Critical Themes	
Parking	Some participants expressed concern over the angled parking on the North side and potential safety concerns associated with it, as well as specific comments of removal and retention in certain areas.
General lack of support	Portions of the feedback received for this concept expressed a general lack of support.
Other Themes	
Safety: Speeding, pedestrian crossings, and traffic calming	Comments received expressed perception of vehicular speeding in the area and its impact on safety for pedestrians and pedestrian crossings. Feedback expressed a desire for increased traffic calming measures.

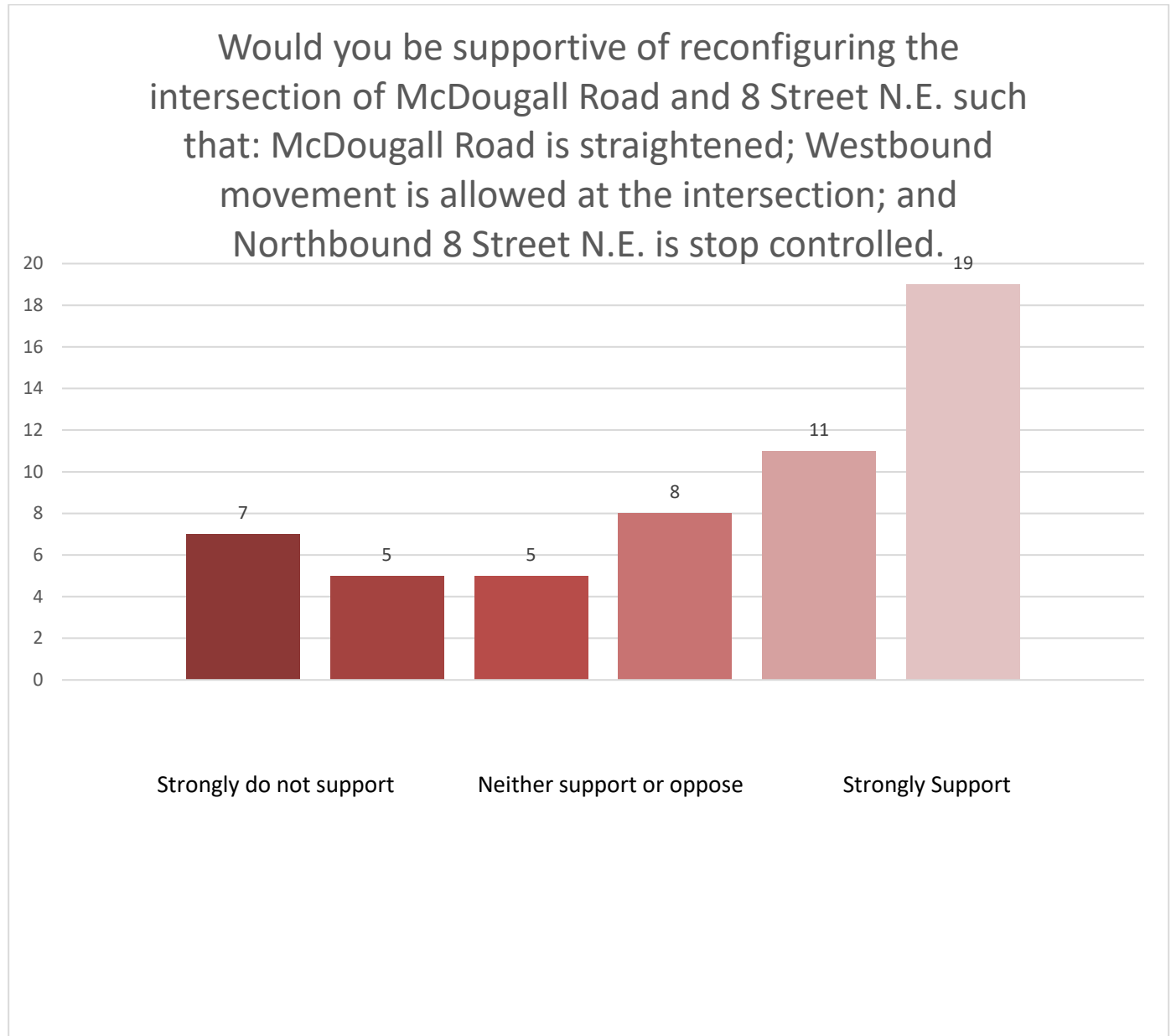


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McDougall Road and 8 Street N.E.





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Next steps

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

- Work on the 9 Street N.E. and LRT Plaza concepts, which were presented during the Phase 1 engagement, are progressing to the next stage of design and will be presented during the next phase of engagement.
- The public feedback provided during this phase of engagement will be reviewed by the study team and a concept will be selected for McDougall Road based on the technical analysis and public feedback.
- The selected improvements will undergo additional refinements and design and will be presented to the public at the next stage of engagement.
- Construction of the recommended improvements will begin in the summer of 2022.



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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.

Concept 1: How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

- Have you seen how tight it is to drive on meredith road with parking on either side? I think the same thing will happen with this concept.
- Cars and bicycles are perfectly capable of sharing the roadway. There is absolutely no need to introduce any kind of shared cyclist/pedestrian pathway system. Keep that for the river.
- mixing pedestrians and bikes sucks.
- Has everything and lots of street parking
- Having a separated bike pathway is great, coming from a biker's perspective. I like the greenspace that's maintained, along with the green area separating vehicles and bikes/pedestrians.
- I don't want to live next to construction, I don't want to loose visitor parking spot, people are biking around, walking around and already enjoying the space, why are you trying to take away green space, I enjoy it now, I dont want more traffic, STOP
- It wasn't a question, but what is the building shadow and set back? like
- Lots of space for cars still, not much for everyone else
- Because it leaves the road for its intended users, and gives the pathway to the intended users.
- Cyclist and pedestrians sharing a multiuse pathway may be problematic especially with the amount of dog that are wales in the neighborhood
- Right amount of space for everyone and consideration for all.
- There's already not enough parking in this area
- Pedestrians and wheeling users have a save corridor to travel on
- I could see a kid on a bike using the bike path but for an adult, I forsee conflicts with pedestrians. The road crossings/intersections also seem dangerous, especially when travelling West -> East against car traffic. Why is no connection shown to the LRT



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- I feel this is the best of the options.
- On the stretch of McDougall (East of 9th St.) that I use, the mixed use pathway would negate the objective of providing a safe walking route for older and special needs citizens to access the neighbourhood.
- We need speed bumps on 9th street. People speed up and down and there are lots of kids and elderly in the area. They do not respect the 30 km zone at all
- Too much parking. Multi use not optimal when each mode can have exclusive use in concept 3.
- I like this concept best. Parking is necessary on this street and I like that it's maintained for deliveries and visitors to the condo buildings and for the park area to the west.
- Concerned Bridgeland resident as your plan doesn't address our #1 priority - pedestrian & wheeled users' safety on 9 St NE (from Memorial to 1 Ave NE). We need 4-way stops at every intersection on 9 St NE so residents & other citizens can use it safely. U
- The multi-use pathway with result in too much pedestrian/cycling traffic in two directions. It's a recipe for accidents and conflict.
- Well I can't really say since I don't drive but as a wheelchair user the north end of the city is a big headache and having a pathway to use would be fantastic and a lot saver
- There are many hundreds of seniors who live in the East Riverside area. They will not feel comfortable sharing a sidewalk with bicycles which will undoubtedly be driven at speeds that are unsafe for slow moving people with visual and o there disabilities
- Shared pathways are not ideal. They have fairly limited capacity for wheeled users, especially in the winter when pathways narrow due to snow and ice.
- Lots of parking maintained which is unnecessary and puts pedestrians and cyclists in conflict
- If we are going to make changes we should be working to slow the traffic down, which means we need to make changes to the road as well.
- Don't care what you do but you need to do something to calm the traffic in 9st. I do not see this being addressed in any of these options.
- The project appears to have only the cyclist users benefits. Any one with a car cannot park and use the community parks. Pedestrians will still have to dodge the cyclists who believe the have the right of way, just like they do at yield and stop signs.
- The green space provides a buffer from the cars.
- Diagonal parking and cyclist are a hazard. Get rid of the diagonal parking.
- Mixed use path is asking for issues.
- I think there is no need for two Parking area. One on the south should be enough. I also think that pedestrians should have their own path, same for wheel user and cars.
- I think the driving lanes are too narrow
- whether we like it or not, we are a vehicle driven society...how am I going to transport my disabled family members ??
- I would be comfortable with this but it would be better to separate wheeled and pedestrian traffic as the other two options do.

- I'm a bit concerned about the multi path approach. I worry about cyclist and pedestrian collisions/about pedestrians taking over the space and cyclists not being able to move through the space.
- Too much parking
- Currently, it is very difficult to ride a bicycle east-west in Bridgeland, so that will be an improvement.
- it doesn't meet the community's needs
- Less accessible for wheeling users
- Feels like a missed opportunity to build a really great multipurpose street with a separate bike land and sidewalk.
- This concept again prioritises parking over active modes and trees. Please, please follow the Complete Streets Policy that says not to build bidirectional MUPs in the roadway context. We know this increases conflicts and decreases safety.
- bikes and peds need to be separated
- Too much parking and not enough dedicated space for wheeling
- I live on 9th street near the LRT Station and have been here for over 5 years. The increase in density has been overwhelming. I do look forward to the completion of all the condo construction at the intersection of 9 Street and McDougall Road.

Do you have any additional comments for concept 1?

- Cars and bicycles are perfectly capable of sharing the roadway. There is absolutely no need to introduce any kind of shared cyclist/pedestrian pathway system. Keep that for the river.
- parking loss should be kept to an absolute minimum, everyone that lives in our building has at least one vehicle. People live in Bridgeland to be close to the amenities it offers but do not necessarily work in the core.
- Just would like to see lots of greenery
- STOP wasting money and put in a stop sign or pedestrian light on the 9th st and center ave before someone dies. I like the green space, why you trying to make this place so busy and confusing, also, what if I want to walk on the west side and not the east, double wheeling lanes are a waste, STOP
- Do this one. It won't kill the road for traffic and allows the road to be used as a road as it should be. Stop ruining roads for no benefit and only making it worse to drive or park in areas.
- The sidewalks should be re-built to be wider, sloped for crossings, to allow shared use between walkers, wheelers and small kids with bikes. There should not be a separate bike lane built nor greenway because then there will be no parking spots in an area where it is already very hard to park
- Why does the bike path and pedestrian path switch sides between 9 and 9A Street on the South side? Seems dangerous and not very appealing for a pedestrian to walk along Mc Dougal wedged between a concrete barrier and the road instead of along the park!!!



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- Include a connection to the LRT station. This may not be part of the construction but should at a minimum be included in the concept.
- It provide a balance for all users providing safe use for each group
- Additionally, as main corridor for cut-through-traffic especially during rush hours, crossing McDougall remains unsafe for walking for its resident population from 9th St to 11th St. and for connecting pathway users.
- too much parking
- The first priority should be pedestrian safety, bike paths. I (and many neighbours) have almost been hit multiple times at the intersection of 9 St and Centre Ave. We NEED a 4 way stop, or at least proper crosswalk with lights here DESPERATELY. Someone will be killed here imminently.
- The danger to pedestrians due to the excessive speeding on 9th st should be addressed. I have almost been hit by vehicles multiple times at the intersection between memorial and 1st ave. Speed bumps, crossing lights, a crosswalk anything will help. It is dangerous and should be addressed
- Add speed bumps on 9th street soon before someone gets run over, please.
- PLEASE make all intersections along 9 st between memorial and 1av 4 way stops. The traffic is always so fast here and crossing is dangerous. Speed bumps would be helpful too. It's incredible the number of people who ignore the playground zone.
- Does not address community safety from vehicle traffic on 9 St NE; if vehicle traffic on 9 St NE NOT addressed with 4-way stops at every intersection then why bother? Vehicles do not respect playground zone signs, crosswalks, etc. Please respect us with traffic controls.
- I am happy with the fact the city is trying to think about everybody as a wheelchair user who does a average of 10km on sunny days the more pathways I have to safely use it means I can use them instead of transit or getting a ride it allows me to keep my independence
- Shared bike and pedestrian pathways start out okay until people start using them more (which is what you want) and then they become an issue. Would rather plan for separate pathways now.
- Do more traffic calming to slow down motor vehicles on McDougall Rd and have them share the road with bicycles. Keep the south sidewalk wide so that Seniors have sufficient space on the side walk. Unsufficient street/lot parking to support visitors and shoppers. More parking is needed.
- Like the maintenance of green space and trees.
- I prefer other options
- But 4 way stop on 9st and mcdougal and 9st and centre ave. That will prevent people from ripping down 9th to get access to and from memorial. This issue will not be resolved with any of the three options.
- Leave it as it is.
- Can you PLEASE put a 4 way stop sign at the 9th St and Center Ave intersection! It is impossible to see cars coming from 9th with all the parked cars on the side of the road. It would also be safer for pedestrians since cars would be stopped and looking already.
- Make it safer and more appealing to cyclists and pedestrians and less appealing to cars. More people will use it rather than drive though it.

- Make the road for cars come up to the level of the path/sidewalk rather than lower the path or sidewalk to road level. Creates speed humps which will decrease vehicle speed. Give right of way to pedestrians and cyclists rather than to cars and trucks.
- Too much emphasis on parking.... for what? And it's on a bus route and next to the LRT
- If the North parking area is removed there is more space in the road.
- South side seems to have houses that have garages for their vehicles. Makes me wonder whether parking is needed on both sides of the st? Couldn't we dedicate more space for people instead? I'm not sure how to read the parking question-I put 5 stars as I think there's a lot of parking - too much even
- I like the idea of a multi-use path as it's easier to maintain than two separate lanes for cyclists which will probably get snow covered in the winter.
- Don't use
- This is my least favourite option. The MUP is nice but only on one side. I'm also always a bit nervous riding my bike on MUPs because I'm afraid of having to navigate pedestrians, people with strollers, etc. I am glad that it maintains the green space however
- Really need to get serious about following the Complete Streets Policy and stop proposing bidirectional MUPs in the roadway context. It's irresponsible to propose an option we know is less safe.
- The proposed path will probably NOT be wanted by homeowners between 6th Street and 8th Street. Between 9th Street and 12th Street, very few people travel there. Not worth the expense.
- This is the obvious best choice.
- Forget putting any trees or green space on the South Side of McDougall. That grass is going to be chunked up dirt within a year and trees won't end up being put in considering the underground utilities. You may as well simply devote your organic resources and maintenance efforts to the North side.
- I do not see the need for a bike path on McDougall; It is only 2 blocks away from the path along the river which is a much safer and more beautiful. A bike path is needed up 9th from the LRT going toward centre st, a bike path the overpass at the Zoo, or even a bike path on Edmonton Trail.

Concept 2: How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

- not enough green space. I want to see more trees.



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- Least favourite concept
- While this option separates bikers and pedestrians, it's at the expense of greenspace. I'm not a big fan of this concept, especially since this road sees lower bike volumes. Removing parking from one side to keep green space is better.
- Parking matters in a neighborhood
- Still way too much prioritization of cars and parking. This is an inner city street, meant for people not cars. Take out parking, leave the green space, and add separate bike lanes
- You would ruin parking and driving for no gain. This is a horrible waste of space.
- Protected bike lanes are important however I would prefer more green space maintained
- A lack of greenspace/trees would be a shame and it seems the two bike lanes are overkill for the road and the traffic it sees.
- This is my second favorite option
- all pavement, no green
- The parked vehicles act as a barrier between moving traffic and the bikers/pedestrians.
- Too much parking. Multi use not optimal when each mode can have exclusive use in concept 3.
- None of this address the speeding issue. Guess it won't get addressed unless someone is killed.
- This is good for McDougal but 9th is the issue for pedestrians
- Complete segregation of users, with wheeled traffic following normal (and intuitive) flow of traffic.
- It helps to separate cyclists from walkers - safer but would be better to keep cyclists on the road with closer coming vehicles
- great for wheeled users. Good for pedestrians, but the reduction of trees is bad for walking in the summer heat.
- Not happy with loss of trees and green space associated with this concept
- Too much parking maintained in exchange for loss of green space
- Appreciate the separation of all users (Ped and Cyclist)
- This seems the best choice for people in wheelchairs and with mobility issues, which should be our priority at all times as this city is way behind on its accessibility needs.
- Still many interactions between cyclist and pedestrians.
- If the goal is to have a walkable neighborhood, that goes beyond just making it safe. We need to entice non car transport and make the whole experience pleasant. You can walk from city hall to southland drive, but nobody does it because it's horrible
- It does a good job of balancing the needs and priorities of the various modes of traffic.
- Cycletracks are important
- This will be safer as separated for pedestrians and cyclists, but more expensive to maintain in winter.
- it doesn't meet the community's needs
- I don't think you should remove parking in this area - the number of new developments means parking is essential for these new buildings.

- If intersections could have risks why don't you just design the intersection better? There are ways to do that.
- I like that bikes and pedestrians both have lots of room. Encourages people to go to all the shops on the corridor.
- too much parking, not enough green, pedestrians/cyclist need to be separated
- This concept, again, prioritises parking over active modes and trees. Just consolidate the parking already.
- Physical separation between cyclists and pedestrians increases conflict, particularly when if both paths aren't cleared of snow with the same priority.

Do you have any additional comments for concept 2?

- I don't go to a neighborhood that doesn't provide adequate parking. Not very satisfied with all the road dieting in Renfrew or Bridgeland
- Don't do this. Such a terrible idea. I thought the city was in a "climate emergency"? Why would you make it harder for cars to park and normal road users to use a road for no benefit to anyone and ripping out all the trees? Throw this whole concept in the trash where it belongs.
- Why would the pathway and bikeway switch sides on the south part of McDougal after 9th Street? That crossing over of pedestrian/bikes seems a bad idea and even worse considering that the pedestrians then can't walk along the park but have to walk along the street.
- Please include speed bumps on 9th street. Drivers speed up and down all the time. There are lots of kids, elderly, people walking dogs. drivers are neither respecting the 30km zone nor the pedestrian right of way while crossing at an intersection. Someone will be run over
- None of this address the speeding issue. Guess it won't get addressed unless someone is killed.
- 9th St is the issue where there are no measures to slow traffic Which is used by the bulk of cyclists & pedestrians (well over 95%). Often pedestrians & cyclists are squeezed on South side walk as the road is not safe. We live on the corner of 9th & McDougal & watch how unsafe 9th is daily
- The boulevard between cycle path and roadway could be landscaped (e.g. tall grasses, pollinator plants).
- The green spaces currently along here make it a more pleasant route...have cyclists share the road and take over less green space.
- Too much green space has to be removed for this option, which will make the area less appealing for active use. This option has the highest cost, but I don't think that it is the best option.
- Whatever you do please make sure the ramps/entrances into the street are properly placed and those and the sidewalk are maintained as people in wheelchairs have few options around and not often energy to go to another crosswalk. There are many senior centers in the area and that hill already hurts.



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- Less parking. Make it enticing to non vehicle use and super pleasant to pedestrians and this area will flourish.
- Keeping bikes and pedestrians/strollers/cars separate is imperative for this area.
- Combine it with 3 and keep the trees
- This concept is ok. I'm really glad to see separate space for bikes and pedestrians. Especially nice that there is a big barrier between bikes and traffic. But it's sad to lose the greenspace.
- Continuing to advance concepts that preserve parking at the expense of active modes and trees makes it look the project team has learned little from the engagement to-date.
- It looks fancy but it's not my favourite.

Concept 3: How well do you feel this concept meets the project objectives and the priorities that were identified in the previous round of engagement? Please tell us why...

- This is worse than the original proposition.
- The CITY is emptying the high rise there is going to be a mid rise condo unit going to be built and the Margart Chishom people are going to build on their parking lot. I foresee a lot more vehicle traffic coming into Bridgeland. Have you considered this?
- Must implement stops signs on north and south corners of 9th Street in order for the pedestrians and cyclists to cross the street safely. At moment, the majority of the drivers are not stopping their cars, especially vehicles coming off Memorial Drive.
- This is the best concept.
- This option is perfect. It balances parking, biking, and walking.
- There is alley access for the houses on the southside of the road, but not the northside. I would flip this concept and keep the parking on the northside, and remove the parking on the south side.
- Too much pavement is not a good thing either... Bikes don't evaporate in blocks that give cars priority. So bike accomodation, whatever that is, needs continuity
- Finally, it's like you actually read the responses.
- Awful waste of space and punishes normal people who want to love or visit the community and need to park. Our city has few enough parking areas why get rid of some of the best in a community that is known for attracting people?
- Maintaining green space and walkable is a priority in the neighbourhood so this is a decent option
- This option seems to meet the most needs
- This is my third option
- Bikers are too close to traffic
- Each mode has exclusive use. Less parking is better
- Doesn't address the many that speed down 9th
- Parking is necessary for this street with all the deliveries to the condos and limited visitor parking



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- Those vertical separators between car lane and bike line are an eyesore and provide no practical protection from cars for cyclists.
- Better separation of walkers and cyclists ... But Need to do more to calm bike / vehicle traffic speed in McDougall
- Love the prioritization of active transportation and greenspace. Both are essential for healthy, vibrant communities.
- Please amend for more walkable/bike/stroller use, instead of vehicles. And other's comments re: homelessness in the area/city is a valid concern. We used to walk from Bridgeland through East Village and to the library but lately it's been a safety concern.
- It best to keep different modes of mobility separated.
- Parking still available but reduced to enhance other priorities such as walking, cycling and trees - hooray!
- Looks great and seems very safe.
- All users are the most protected and the road is narrowed to try to slow cars down. The reduction in parking is worth it to keep users protected and maintain some of the landscaping.
- Maximum safety for pedestrians and most cyclists.
- does a good job of balancing the modes of transportation
- Concept 3 is perfect!
- it doesn't meet the community's needs
- Keep the wheeling lane beside the sidewalk and separated from traffic
- Overall really good!
- Most appropriate option.
- Finally! A concept that meets Council approved policy. Policy dictates that active modes and trees are greater priorities for this context than parking. This is the only concept that demonstrates that commitment to policy.
- parking will be at a premium when all retail premises are open and we need to maintain as much street parking as possible
- I don't think this plan has taken into account that the parking areas are also used for recycling and garbage removal for the 2 blocks that don't have back lanes. Would the bins be placed on the street where cars drive?
- This design could lead to increased cycle-pedestrian collisions, particularly during winter when it is unlikely both lanes would be clear. It would also lead to significantly less safe cycling, as interrupted paths and merging creates conflict.

Do you have any additional comments for concept 3?

- both lanes need to be separated. I moved to Bridgeland for public transit and bike access. I don't drive. Don't bend to drivers. They can move to the suburbs if they have a car. Let the housing trickle down to those who need to access it.
- Need to have trees on the north side of 1st Avenue due to the buildings facing south. The purpose is to keep the sidewalk cool and provides shades. There is no need to have parking space on the north side. No need to have parking space on the south side. Bus Route #90 pick up and drop of passengers.
- Was the alley access on the south side considered in the proposal? The north side does not have alley access, so I'm unsure why parking is being remove on the north side (vs. the south side).
- This is closer to what people want and need. Still would be nice to narrow driving lanes since we are in the inner city and not on a highway
- Throw this whole concept in the trash and burn the trash can. This is a terrible idea and whoever thought of it should be fired with cause so they don't get any more tax dollars to waste on such awful poorly thought out ideas.
- The boulevard/islands making snow removal more challenging is a concern since snow removal is often an issue making it difficult for pedestrian and wheeled users especially in intersections
- This option is skewed to a wheeler prospective which is the lowest use of the corridor.
- Please include speed bumps along 9th street. There are lots of kids and elderly. Drivers do not respect speed limits in the area nor they stop at intersections. Someone will be run over
- No. You're not addressing the issue. Guess someone needs to get killed.
- Hate it
- Crossings at 9St/ McDougall will continue to be unsafe due to fast moving bikes and cars coming south on 9 St toward memorial Drive. Need 30 km speed limit and speed bumps to reduce unsafe speed. Remember the pedestrian especially older person is most vulnerable to injury from bikes
- Overall, I like this option a lot. It's great to see more options for active transport. Reducing car usage will help with pollution and climate change. I'm a little worried about the potential for incidents between bikes and cars near the angled parking area on the north side of the street.
- More green space please!
- I would do the same treatment on both sides by having a small grass boulevard between vehicles and bicycle lane.
- McDougall and 6th street intersection is just as misaligned as McDougall and 8th street and sees way more foot traffic due to flyover park. Cars and bikes come from 4 different directions with no crosswalk. Protection for pedestrians needs to be prioritized at 6th street.
- I often walk or ride through that area but I don't have to park there, so I can't say I'm fully aware of the parking needs down there. I would say Concept 2 is a good compromise if more parking is required than offered in Concept 3.
- Combine it with 2



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- I like that bikes and peds get lots of space. It's also nice that more greenspace can be kept and there is still room for parking too. It is sad to see that the cycle track is right beside traffic. Would it be possible to put the parking on the north side beside the bike lane to make a barrier?
- This is great. However, you can't just end the westbound cycle track in the back of angled parking. This is unsafe. The parking should be reconfigured to support a continuous facility.
- Please implement this one. It's the safer, more accessible, more beautiful, more sustainable, and more policy aligned option.