



RiverWalk West Redesign

Report Back: What We Heard
Verbatim Comments
August 23, 2023

Verbatim responses are in unedited format (no changes to spelling or grammar) unless there is offensive language or inappropriate commentary, in alignment with The City of Calgary's Respectful Workplace Policy, or personal information.

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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

Expanding the pathway is critical. It already gets regular use, and the section from 10th St. to 14th St. is too narrow to handle the mix of traffic. I don't know if it's feasible to close 4th Ave. to vehicles and give that space to mixed use, but it would be transformative. As a pedestrian and a cyclist, I'd love to have more room for both.

There is a blind spot under 14th Street bridge. The pathway goes down and up fairly steeply - perhaps this could be levelled out a bit. Cyclists tend to barrel down one side so they can make it up the other and if there are pedestrians or runners, the space can be tight if there are cyclists from both sides at once.

If you are coming off 14th street, there are sharp turns needed to get onto the bike path. Curve them and make them easier.

Where the bike path is right next to the road (4th Ave), vehicles splash water or slush onto pedestrians during rain or snowy seasons. Create more of a barrier, however, too much of a barrier also creates shade which makes the pathway icy at times!

Homeless encampments and / or people begging for money makes the area sketchy at times. Visibility must be high -- might involve removing shrubs in some areas and replacing them with trees (deciduous) so you can still see through the base area.

Provide lots of benches for seating as well as lots of garbage receptacles. Also a few bike racks would be good to add, perhaps one location with attached, built-in tools for small repairs.

Finally, good maps! Let people know where the paths lead and

The north segregated vehicular lane of Bow Trail / 4th Ave S is redundant, uses up precious riverside land and its removal would greatly improve the west waterfront, especially the uncomfortable pathway west of 14th Ave. It could be converted to a two-way cycling track for a more desirable cycling experience with no need to remove the pavement. To maintain the flow of traffic, the 10th Ave southbound exit could be built to continue west to serve as an additional vehicular lane for traffic flow.



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1. **PATHWAY SOUND BARRIER:** I am a resident of Sunalta, and when I walk with my little kids in the stroller along the river path, it doesn't feel safe to be right beside the fast moving vehicles on Bow trail. A sound barrier would help reduce noise and create a sense of safety along that part of the pathway. That, or a speed limit decrease could assist with the sound issue (the safety feeling would still be a concern).
2. **PEDESTRIAN OVERPASS AT 14ST:** My main concern is for better access from Sunalta to the bow river pathway. Right now the only way for pedestrians to cross is to backtrack through the industrial area over the train tracks, or, to cross at the multiple busy intersections of 10th, 11th, or 12th avenue at 14st SW. Both options are very difficult and dangerous with little kids. This has become a deterrent for my family and it means we have limited pedestrian access to the pathways.
3. **A NEW PEDESTRIAN BRIDGE ACROSS THE BOW RIVER:** There are a lack of pedestrian bridges in this area. For example, in the Sunnyside/ Eau Claire area, there are multiple pedestrian bridges between Prince's Island park and the 10th street bridge. Ideally, a new pedestrian bridge in between Crowchild and 14 street, would increase the walkability of the entire area and connect communities. For my own family, this would make the difference of being able to walk and pick up my kids from daycare on a daily basis (instead of having to drive them.)

Close 4th Ave SW from 9th St SW and force the traffic to 6th Ave which eventually turns into Bow Trail. It would provide more space for both pedestrian and bicycle traffic which is really congested until you get closer to 14th St.

Continue the separate bicycle and pedestrian paths. Currently it ends at the 10th St bridge and is a bit of a juggling game between pedestrians and cyclists at that point.

Good lighting as there are areas west of the bridge that don't have any lights.

The pathway should be widened over the entire stretch and improved to prevent roots and other damage. The path should have a grater separation from Bow Trail. Ideally Bow Tr should be buried (tunnel) along this stretch and the area above turned into park with pathway.

I walked along the pathway yesterday and realized you can't see the river for most of the stretch. Although there are a few large trees, they look very ill. I'd recommend removing the trees, carriganas and fence nearest 10 Street so there is more space for pedestrians and bikers. Plus add sitting space to view the river. Replant trees in appropriate spots.



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Im happy to know the City will be improving this walkway. Please remove the caragana bushes because they block the view of the river and hide homeless people. We do need some shade on the river but perhaps use native species and not sp dense. We need a crimosswalk over 5th Ave at 10th Street. Consider that 10th Street is the closest thing to Main Street for Downtown West.

Critical: as an active wheelchair user, in a manual powered wheelchair, the access ramps onto the 14th St SW bridge are currently inaccessible! I'm a strong paraplegic, and I cannot push up those ramps (either side on the south side of the river, east side on the north side of the river). They are nowhere near grade, and you have the room to make them so. So please incorporate that into the plans for the south side of the river, at a minimum. I'd be very happy to assist whichever team gets the development (lochlan at Mac dot com).

Secondary: the access down to the boat launch just west of the Peace Bridge, and then those gravel paths heading west from there to the 10th St bridge, are poor for wheelchair users, who then are missing out on direct access to the river or to immersion in a small wooded environment).

Secondary: the grade of the west side of the underpass (under 10th street) is pretty steep. If that could be decreased, brilliant. My suggestion would be to keep the path on it's trajectory from mid-ramp, instead of forcing the "left-swerve" at the top of the ramp as the path upwards joins the section along 4th Ave. If this swerve were removed, the overall grade could be lowered by aiming the "join" of the two paths to occur further west....you just-about have the room, but would probably need to also raise the base of the sub-10th St section too. Difficult one.

4 ave west of 10th Street should be closed off. All traffic routed to 6 ave SW. Creating a mayor expansion to the park system. Connecting the park off 4 ave to this addition to the river network. This would reduce bike and pedestrian accidents in this area.

By removing one lane out of 4 ave after 10 street you could create a separate bike/scooter/skateboard and pedestrian path with more green spaces to stop; include water stations (for people and dogs); washroom facilities so people are not peeing the bushes, "Call for Help" stations along the way (not everyone has a cell)



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4th Avenue should terminate at the 10th St bridge. Any westbound traffic should be forced to take the bridge or turn left onto 9th st and then back onto 6th Ave if they wish to continue west. The opportunity to incorporate the land freed from removing 4th ave west of 9th st would be drastically improve the pathway and park experience.

The west most portions of 5th Ave could also be eliminated to provide continuous park space and remove the pollution caused from automobiles from the park space.

6th Ave/Bow Trail can be realigned to take the space of the parking lot adjacent to the art gallery.

A bridge for pedestrians and cyclists is really needed west of 14th Street. It would be awesome for a bridge to be added near the CTrain station and would make it much easier to cross to use public transit and access businesses and services on both sides of the river.

A pleasant welcoming park and river walk that is a loop across 10th and 14th St Bridges will provide much needed connectivity between the west end of downtown and the Kensington business district.

Close 4 av west of 9 street and 11 st/5 av between 6 av and 10 st to consolidate the river pathway with adjacent parks and excess road right of way. This would create a comprehensive park along the river from 9 street to 14 street with a much expanded area.

Close 4th Ave and make 5th Ave two way to Bow Trail to add to walking and biking experience

Division for pedestrians and cyclists west of tenth street SW.
More water filling stations for path and park users in all quadrants!

Re-align or remove Bow Trail west of 11 Street. In particular, that extra lane between Bow Trail proper and the RiverWalk is a waste of space and counteractive to the City's stated objectives.

Untie the knots that is the "intersection" of Bow Trail, 9 Ave, and 14 Street. Use the gained space for people, not for cars. As it is now, it's dangerous, unpleasant, and wasteful.

The collector road of 4 Ave should be west of 10 St should be closed to vehicles. The ROW should be used as a cycling pathway to expand active mobility capacity along the corridor.



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| Close 4 AVE SW to motor vehicle traffic and create more green space and space for larger pathways for cycling and walking. |
| Move either 4 Av SW or it's traffic further south to other streets and give that space back to people walking and using active transportation. |
| Separate walking and wheeling users on dedicated infrastructure. Reclaim space for the pathway/river/park space by closing the Bow Tr slip route. This route is superfluous given 6 Av exists and the Greater Downtown is supposed to prioritize walk/wheel/public space over driving volumes and travel times. |
| The pathway as it is is too narrow to accommodate leisure walking and fast moving standard and ebike. There also needs an opportunity to sit and gaze at the water without sitting on geese excrements. There on good road crosswalk on 11 st and 4th Ave and three locations where most of the crossings across 4th Ave is through jaywalking. |
| Please delete the segment of 4 Avenue SW that runs along the river and convert that pavement into park space and better pathway space. Also consider how the portion of 10 Street and 4 Avenue SW north of 5 Avenue and west of 9 Street SW could be designed differently to support riverfront-activating development on the south/east sides of those streets. For the most part, this area feels like an afterthought squeezed in next to oversized and loud roads. That said, the pathway is really a corridor here, so perhaps there are opportunities to create river access destinations that are meaningful for the local downtown west end community. |
| Remove the 4th Ave / Bow Trail slip lane and realign that traffic onto 6th Avenue via 10th Street to allocate much more land for a wider Riverwalk space and move noisy traffic further from the river. Create opportunities for restaurant / bar / retail pavilions along the Riverwalk to activate the space. |
| More tree's , green space and small animal/bird habitat. Bring back the nature. Perhaps a better connection for people to go to the Pumphouse theatre. Maybe. a small theatre district starts to develop. |
| Separated walking and wheeling paths Water fountains and seating rest areas More trees for shade Access ramps to 14 Street Bridge that are less steep |



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| More trees west of 11 St. Integrate stormwater daylighting where possible for connections to the Bow River & allow of channel attenuation/wetland opportunities |
| <p>Wider pathway west of Louise/10th street bridge (or multi-mobile separated path)</p> <p>Improved access to the river for rafts/SUPs/kayakers</p> <p>Surf Wave - rebuild or build new adjustable feature</p> <p>Beautification and enhanced seating and public use space similar to the area near the Peace Bridge now that there are more events and festivals at Lot 6 such as Taste of Calgary, it would be amazing to improve the area near the river banks for more people to enjoy.</p> <p>Improvements to the river bank near the Louise bridge (old pilings and cement blocks removed)</p> |
| I think the top priority is to make the pathway between 10 St and 14 St wider so that pedestrians and cyclists are separated. Assuming that the road remains where it is, I would suggest having a low barrier alongside the road and a grassy/treed area between the road and pathway. The trees and shrubs on the river bank should be removed to allow for widening the path. This will also open up the view of the river which is currently very restricted. |
| Wider and smoother paths. 14th St underpass is particularly bad. Add Water fountains. Don't let people camp on the parkway |
| Make it wider. Gets narrow past 10st |
| The pathway from 14th street to 10/9th Street under path is currently extremely narrow and dangerous due to the amount of traffic (bikes, pedestrians, scooters and strollers) on the pathway. Too many modes of traffic for such a narrow pathway, needs to be widen to avoid collisions. |
| The place where the pedestrian and bike paths converge at the 10th street bridge is dangerous - if nothing else is done that need to be fixed for sure! I would hate to lose any nature or trees around the path, so if it can be widened (west of 10th street bridge) without getting rid of nature (eg by losing the street) that would be nice. Sound barriers to block noise from the traffic (or, again, losing the street) would make it a place I would actually want to walk. I don't think it needs to be as posh as the east side with the benches etc. |



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Everything from the small rapid/flood art tower east is great, don't do anything to it. West of there the pathway is fine, just narrow, and the intersection at the top of the hill from the underpass to the narrow pathway is too tight and confusing for pedestrians and cyclists to know where they are going. I don't want to see the path to closer to the river, it's already a scrap of natural area as it is. There are also a lot of encampments and I'd rather not see forest removed as a solution to that.

Improve the size of the path to improve safety of users. between 10th and 14th street the path is tight, and that path is used heavily for commuters, runners, etc. A few more access or observation views over the river would be excellent. A view platform of the surf wave would be great!

Add safety alarm stations along the pathway. Add more greenery west of 14th st so you don't feel like you're on the highway. Bike and walking lanes to accommodate higher traffic

Keep it well lit and open. I love the planting done on the Riverwalk from Eau Claire to Reconciliation bridge. Kudos!

Open sight lines: when walking back from the folk fat at 1030pm I had to walk along the road; sight lines on the walking path are hidden by the flood barriers from the Centre Street bridge through to Reconciliation bridge. As a single woman living in the east village and enjoying going to places and events on foot, safety is paramount.

There is some good patches of green space. The open lawn by the hellipad is unique along the Riverwalk. Converting the municipal parking lot at the end of 8th St SW into green/plaza space would be nice. The pathway is very disconnected from the river by trees and a steep embankment - a clever design feature (some kind of steps, landings) to allow people to access the river would be great.

Separate cycling and pedestrian pathways, better viewing under 14 St underpass

- traffic calming to support better access across bow trail
- third party inspections for trail infrastructure. The new trails by Crowchild are already sinking
- more planting on the south side of the path to separate cars and provide shade.
- cantilevered boardwalk for slower pedestrians
- enforce speed limits on electric bikes and scooters
- reduce blind spot at 14th underpass



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- Better transition of confluence of bikers and walkers under and by the 10th street bridge. We walk this daily and it is dangerous and has poor pavement markings.
- A place to sit and watch the River. A beach area would be nice.
- Better substrate for the path.
- Removal of the transitional and homeless folks that live on the river banks all year around.
- Clean up the bow dog park. It's embarrassing compared to the one in east village. It's a dirt pile, fence is now broken in some parts. People still use it. It's nice to see this.

I live in Scarboro and use this pathway system to bike, walk or ride a bird scooter to work everyday. The current pathway system is nothing short of a disaster. There is no reason to have Bow Trail hug the river; after 14th street it should bend south to run beside east bound 9th ave/bow trail. The pathway system needs to be lined with low rise residential buildings with commercial on the ground floor. It would be nice if patios spilled out to the pathway system so people using it could stop for a coffee, lunch, ice cream, beer etc. Why must our greenspaces be a food desert? Every city in the world is setup like this but somehow Calgary doesn't have anything like this. Sidewalk Citizen in East village is as close as we have (1 business with a patio on the river walkway system in the entire city). The entire River Walk West should be lined in businesses with the patios facing the pathway.

The existing RiverWalk West needs to be widened to accommodate segregated/bicycle/wheel/scooter traffic from pedestrian traffic as has been done from the 10th St. Bridge through Eau Claire to China Town and beyond. This would require reclaiming the South Bank of the Bow River in a similar fashion to the Promenade East Eau Claire/China Town area.

The heavy density Downtown West residents and associated community would be able to relax and enjoy the Bow River with better facilities such as benches built into the promenade as are provided in Eau Claire area. It is well known by the City that Downtown West (DWT) has the highest population density in the City and little or no access to green space/parks except Bow Fort Park which is supposedly loaned to the DTW.

A Promenade facility would greatly attract and encourage Calgarians to take up residents in the areas.

The planner of this partway should also note that there are more high rise towers that are under construction in the 10th Ave SW and 14th street areas which will add to the need of the pathway.



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I love how the Riverwalk redevelopment east of this site. It's so activated and busy. I'd like to see a similar enhanced design west of the Peace Bridge to 14th St.

The pathway between 10th St and 14th St is dangerous because there are too many pedestrians and cyclists sharing the same path. It would be great to separate the two uses, similar to how it is done to the east.

Reduce the grade and increase the radius of the pathway west of the 10th street structure

Downtown west is defined by E-W highways, discouraging active recreation and park spaces. A vibrant community will need high quality and comfortable connections to all adjacent communities including Sunalta. Downtown west is currently a gateway to parking lots and freeways - this needs to change!

Extension of separate bike/pedestrian paths - between 9th-14th is very very busy and it is nerve wracking to be alongside so many bikes who often don't signal that they are there!

Need to clean up The bushes ON THE South Side of the Bow West of THE 10TH Street Bridge. The space has become unsafe, as homeless and drug users are regularly using this area.

Separate walking and wheeling users as has been done in the rest of the riverwalk. Since the walking and wheeling users are at different speeds its important to keep them separate on congested parts of the pathway network, like the section between 14th and 10th here.

The area immediately west of the 10th street bridge is a popular spot for people to hang out on the ledge overlooking the river. This area could be expanded and cantilevered over the bank to provide a larger area, similar to what we have in the East Village.

You've identified an area in great need of improvement. Congratulations! I would hope the plan would also include the north south linkages across the river. Specifically, 14th St. between 10th and Kensington Road. Oddly, there is no way to access the neighbourhood of Kensington at the moment. This seems a flaw in design.

Need better connectivity to BowForth Park and Downtown West badly, badly needs a public, outdoor playground.

The ability to twin the pathway making it safer for all modes of transportation and improve lighting making this section of the pathway safer at night. Create permanent barriers to



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| prevent encampments from being set up on the west side of 10street along the river over to where 5ave/11st intersect |
| Wider paths for walkers and wheelers. Also park areas with trees where one can sit or a family play. |
| Shade is important. Large trees and grassy areas create a space that is welcoming to relax by the river. Major pathways should be kept closer to roadways to allow uninterrupted nature. If a pathway is to be built directly beside the river, It needs to be wood or a natural material to keep that connection to nature. A riverside boardwalk rather than a riverside asphalt path. |
| I believe we should be considering indigenous plants/trees for the pathway. we need to think of the insects (such as bees) and bird wildlife - so adding bee/butterfly houses and bird houses to help make the area thrive. If we can have more trees to shelter people from the elements, such as the sun/heat, more people would benefit and use the pathways. I use the pathway as a daily commute to get to downtown as it provides noise protection, shelter and beautiful views. We could open up the pathways more as more and more people are using them, additionally more bikes/scooters too. I believe also adding a small element such as plaques or kid friendly activities would be great too. Additionally, please expand the river surfing area with an area to watch so people can start getting more involved. |
| Trees Access Multi use considerations |
| More trees, more sitting areas, more access from the neighbourhood directly south of the pathway. |
| A pedestrian only path, separated from bikes, escooters, skateboards, etc. Some separation from traffic and more shade trees and benches. |
| Widening the pathways to better accommodate folks, perhaps by bringing it closer to the water and enabling some water access similar to new developments done in the Eau Claire area. |
| Wider pathways and definitely split pedestrian and bike modes. In addition, re-integrate paths to river as the fence currently cuts them off. |



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| Wider pathways and/or separate walking from wheeled traffic. Pullout spaces to sit and relax. Better access and views of water vs bushy shores currently in place. |
| Keep bikes and pedestrians separate, allow for those who are moving fast through the space a safe place to do so to avoid collisions. |
| Allow for cafe/restaurants and relevant retail along the waterfront, a place to grab lunch, a place to meet with friends ect. |
| safe water access - area for people to wade in the water/cooling station |
| extend the usage of the waterfront with spaces for events/gathers/programming into the evening, taking advantage of the longer summer hours |
| provide winter programming experiences |
| I think it makes sense to emphasize this space as a destination, rather than a place to merely pass through, which too often tends to be the focus. For example, Downtown West suffers from a chronic lack of commercial activity, especially considering its density. Commercial activity along the corridor would increase the people and eyes on the street thereby making it feel safer and more exciting. |
| Another way to become a destination is to improve and formalize access to the river. In recent years, Calgarians have really come to see the Bow River as a recreational resource for all kinds of activities. So increasing access between the pathway and the riverbank would be appreciated. |
| Better pathway surface. More places to stop and engage the water. More shade. More water stations. Less cars. |
| Add dedicated dog friendly river access riverbanks. |
| Better or more river/water access |
| More places for dogs and people to access the river |
| More interaction with the river and more stuff for kids. |
| more access to the river, separation of wheeling/pedestrian lanes, |



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| More river access. Ideally a spray park. |
| Multi use path ways for multi users. Better access to the river |
| More access to river, potentially a beach on far west end. Separate cyclist and pedestrian pathways. |
| More river access to calm water seating and defined paths for bikes versus walkers. |
| Connect to the 10th Street wave and deck area. Improve foot and boat access to the river in the area. Hand launches and/or raft launch. Small scale vendors and sitting areas to bring vibrancy. |
| To widen the walk way as there are a lot of bikers but also people walking. Put mirrors under the bridge so people are aware. |
| on the south side, need to widen the pathway, lots of bikes and pedestrians. |
| Expanded walkways and bike lanes, barriers to protect from the car lanes |
| Get rid of some of the roads. Some of the roads seem unnecessary. Widen the park and pathway. |
| The pathway definitely needs more space, separation on biking and walking would be preferable |
| This could be wider allowing for more separation between people walking and wheeling. Would also love to see more space for sitting and enjoying the river and greenspace (which is lacking) |
| This is a very busy section of pathway for recreation and commuter users. Widen the pathway a lot and try to create separate walking/rolling paths that are wider than standard. |
| Widening the pathway. Increasing connection from the pathway to the river in a few choice spots. |
| Wider pathway (double the bike lane) + separate pedestrian path |



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| Wider pathways/separated pathways. There is a lot of mixed bike and pedestrian traffic that is not safe. The pedestrians could be closer to the water and the path could be more circuitous. The bike path could be straighter with better visibility. |
| Creating an area with separated pathways for biking, walking and cars with wide areas for biking and walking that are separate and designated. As well as having more destinations along the river path so that it's for travel as well as a place to stop and stay. |
| Make the path wider and have separate space for bikers and pedestrians. Also the dog park across the street from the path next to the buddhist temple might be the best used dog park I've ever seen, if we could incorporate that and make it bigger that would be fabulous |
| Separated wheeling lanes. Much wider pathways with lighting. |
| Widen the path; separation of bikes and pedestrians; get rid of all the 'homeless hides holes' |
| wider path, better separation and noise abatement from road, naturalized riverbank with sense of shared space with pathway |
| Wider pathways for walking and bikes, way more benches, look up Benches on Paseo de Reform in Mexico City! Let's make our pathways an interesting place to walk , hang out! Why are there no coffee shops or restaurants along the river, it's not user friendly like in other countries, they have amenities along the river |
| Wider pathways! Separate cycling and walking. Better lighting. |
| Expand the pathway and repave and/or resurface it where tree roots have made it un-level. Address the geese that block the pathway. Deal with the unhoused population who frequent the pathway system and area making it feel unsafe and deterring its use. |
| Separated bike line (its can be really crowded and dangerous for pedestrians). Improved sight lines to the water - example cutting back shrubs and lower plants while maintaining the tall trees. A flood barrier inspired (like in eau claire) physical separation between traffic and the pedestrian / cycle ways. Improved sidewalk conditions - the asphalt isn't cutting it. |



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Add dual paths for cycling and walking/ running

Allow more river views, remove trees n banks and replat higher up - similar to east side, with rock steps down to river to allow river access, sitting by river. Currently the trees next to the river prevent river views but also currently provides shelter for tent communities. Running/ walking past these areas at night feels dangerous.

Keep as much green space and opportunities for people to feel connected to a natural environment that supports animal / fish/ bird species first and foremost. Create pathway systems that keep us on them to prevent the erosion and braided pathways and disrupted riverbanks that are bad for the environment.

I think there is an opportunity to maintain a more naturalized landscape on the west end of downtown to allow users to still feel like they can escape into nature like the current facilities somewhat offer, while improving the amenities to increase capacity, separate walking and wheeling traffic, and improve the accessibility and experience for users. It would also be great to see more places to go to and recreate and both with and without interfacing with the river - the area currently feels like somewhere you pass through, rather than somewhere you go.

Please keep this area as natural as possible. I am a huge animal lover. I love and respect all of the animals who live there: the geese, the crows, the ducks, the ravens, the magpies, and everyone else. People need to slow down and give them time to cross the pathway, too, not shoo them away or yell at them. When I see this, it makes me upset. People need to realize that this is the animals' home. We are guests whenever we are walking through their home. Also, please tell Parks and Rec. to tell their contractors to empty the garbage bins along the pathway more regularly. I end up calling 311 every month or so to have them relay the message to pick up overflowing bins or garbage that has sprawled out around the bins. This is not good because this garbage could end up in the river. It is not fair to the fish, the birds, and anyone else who uses the river.

Wider streets & and more on-street/off-street parking for cars

More bike and pedestrian routes. More ramps for wheelchairs. More trees and shrubs more playgrounds. Restrictions for car traffic.

Easier ramps up and down from 14th St.
Less blind corners



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Create ways to limit the opportunity for those on bikes to speed. Keep bike lanes narrow, post regular speed signs on bike paths, install more signage on walking paths which clearly state no bikes or scooters. Toddlers & seniors are put at risk daily by speeding bike commuters. If bikes want to go the speed of cars the should be using the bike paths along roadways. There are plenty of them.

Wheeled traffic (I.e. bikes and scooters) need to either be separated from walking paths or better enforced as far as slowing down and causing unsafe situations

1. get the bikes and scooters back on their own track and off the walking path before someone gets seriously hurt !
2. enforce existing bylaws; physically issue safety warnings and/or tickets for violations
3. trim trees not just grass that's within reach of giant lawnmowers; make safety and speed warning signs more plentiful and VISIBLE. (bicycles, scooters don't have speedometers)

Separate lanes for fast travel and recreational strolling. Both uses are important, but incompatible. The recreational side should be on the north side for better river sightseeing.

Definitely a split between walking and biking. Or break it up so that it is y easy to speed through on a racing bike.

Separate users by speed. Maintain green spaces and access to nature. Allow for active transportation and recreation

I see the opportunity to build larger pedestrian and cyclist networks, prioritizing people-powered mobility (over cars and roadways). Treelined, beautifully landscaped areas. Consideration for different speeds of travel -- even within bike lanes.
* opportunity to create activations, make it a destination as opposed to a thoroughfare. Adding design elements to activate the river front, like an outdoor container/retail mall, some light-up half domes to take shelter from the elements, some work from outside tables and booths (with WiFi!), some cute vendor booths and stalls for the summer months (why not winter too? take inspiration from German christmas markets)

I frequently use the pathways on my bike in this area. There needs to be "pull off " areas for any number of reasons. Currently bikes stop and create safety concerns. There should also be texture sections embedded to alert cyclists and pedestrians to changes in path sharing.



RiverWalk West Redesign

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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

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| Clean up the riverside & make it feel more inviting and safe. Leave the centre street bridge for cars, it is a dark & dirty place to walk with too many pigeons, but essential access for traffic in & out of the city. |
| Personal safety (not to be confused with traffic safety) should be the priority. People will not use these facilities if they don't feel safe. Park space should be well maintained. |
| Safety. Ensuring there are exits or ways for emergency services to respond. I would not walk/run/bike in a corridor along a river where there are in-house encampments and I could potentially be ambushed because there are no exits. |
| Build a pathway in same style as West Eau Claire |
| Make it more like RiverWalk East |
| Keep pathways close to river and further from road. Look to Norway for winter snow light |
| Build it |
| Better public space, a more inviting active transportation system |
| This is a great and underutilized space. It is lovely that it remains an open greenspace and I would love to see it remain open and green. |
| Most of us can't put food on our tables or pay rent. Are you really that blind and ignorant. |
| Separate bikes and scooters from pedestrians. |
| 1. Provide for separate paths: 1 for cyclists and electrified equivalents and 1 for pedestrians and the mobility challenged. |
| 10th street surf wave |
| A river surfing park and adjustable wave. |
| A river surfing wave |
| A separated walkway with a path for bikes and another for walkers would be great. |



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

A surf wave would be an incredible addition to the city, it would bring tourism dollars, place in Calgary on the map is an international surfing destinations, provide entertainment for people out enjoying the sun to come and watch the surfers, it would help build a sense of community through camaraderie and surf competitions, it would provide opportunities for exercise for Calgarian's and it would be super fun!

As development continues in our community, I live in Killarney, people with dogs are being left out. A sad upgrade occurred at the dog park on 26 st and 19 ave a year ago. Still mostly mud, with some gravel. We pay taxes, and proper spaces for our pets doesn't seem to be a priority as in other communities like Currie Barracks. As we walk through our neighborhood, many, many, yards have signs that say no dogs wanted on our lawns. The sidewalk is hot for dogs feet and our only option is a dirt/mud park depending on the weather. I don't blame the individual owners, but you need to increase pet friendly areas as you increase population. You are totally out of balance. You know how many more dogs are in this area. And we'd all like to get along.

Bring back the 10th street river wave please

Calgary has 100's of kilometres of bike paths but only a handful of opportunities to stop and have a coffee or something to eat or other such service. Please allow for multiple types of places to get food or drinks.

Calisthenics park! Why does the city not have one. Look at europe, Berlin for example I'm thinking many pull up bars and dip bars as well as balancing bars Push-Up bars and other relevant materials. None of this weird machine stuff that other parks in the city have, give us pull up bars and other relevant infrastructure it will be used excessively I guarantee it. Make it so that 20 or 30 people can use it at the same time and it will become a community hub.

Enforce (not educate) the existing bylaws. Keep encampments out.

Fix the 10th street wave

Get rid of the Canadian geese - it's pathway is apparently for them! And their poop.

I believe that there is a high demand for river surfing opportunities within Calgary, and unfortunately the 10th street wave is no longer what it used to be. It would be outstanding to improve this wave and create a river surfing hub here!

I like the paths best that separate cyclists from pedestrians.



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

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| I love how well the eastern part is integrated into the river. The western part feels closed off from the shoreline. Too much parking is further down the western side. Can this be reduced, feels like an opportunity to develop more neighbourhood |
| I think the city pathways should be built with asphalt for walking not concrete. For serious walkers or runners our feet appreciate the difference between concrete and asphalt. |
| I wish it was easier to get to Kensington without crossing so many roads. On a side note I wish Kensington was more pedestrian / bike friendly. |
| Important to separate bike and pedestrian traffic here. |
| Improve the 10th street wave for river surfing! |
| Incorporating tactile art - pieces of physical and interactive digital media (allow users to create and contribute with their own smart devices in a collaborative physical-virtual overlay) |
| It would be great to have separate paths for biking and walking |
| It would be great to have something similar to the San Antonio River walk with restaurants, patios etc. |
| It's congested during rush hour. Simply separating the pedestrians would be a big win. |
| Keep e scooters off the pedestrian walk ways. |
| Maybe a separate pedestrian path with the bike path. |
| More food trucks/vendors |
| More park benches |
| More playgrounds, splash parks or adult workout equipment. Places for food trucks to set up, or to have riverside markets and festivals. |
| More surf waves |
| Need more bike and pedestrian separated pathways |
| None, just re-pave the road as needed. |



RiverWalk West Redesign

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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

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| none. perfect as it is. use the tax payers money in other needed area (mental health care) |
| Nothing is needed. |
| opportunity for more seamless transitions in direction and less intermingling with sidewalks and roadways |
| Priority for use and enjoyment of the pathway and parks along the river should be to create a clean and safe environment for families, women, commuters and the tax paying citizens of Calgary. We should not tolerate camps along the river with associated threats to public safety, garbage, human excrement, drug paraphernalia, etc. if the City intends to tolerate this pattern of behaviour then don't bother spending a bunch of money expanding green space or building trails, gardens and landscaping. |
| Remove roadway and expand park and path. |
| Remove the crack heads |
| Restore the River wave spot at 10th Ave |
| River wave project |
| Segregated pathways for foot and wheels |
| Separating faster bike/ scooter users from slower pedestrians. |
| Surf station and set up area near the 10th Street Bridge! |
| Surf wave |
| Surf wave! That area was so vibrant when the 10th street wave was working. |
| The addition of an adjustable surfing wave would benefit the experience here. River surfing has been growing a lot lately and the addition of a wave could inspire more Calgarians to pursue physical activity. |
| The bike paths and the pedestrian paths should be physically separated. Actually separated by physical spacing. Otherwise, it is a hazard. |



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

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| The opportunity to accommodate more users and create a more accessible space for anyone with mobility challenges |
| The questions is do you want to have natural views or make it tenable wrt visitors and families? I would say that the homeless build, re-build, then re-build shelters within the down town core given the texture / wildness of the interface between the river and the land. This is shown in the Princess Island Mall in Eau Claire. I favour that linear thinking of a Golf Course mentality. Otherwise, the same old, same old we need to see are reflection as it really is... |
| There is enough room to place some more benches or seating areas, as elderly folk like myself would like to walk along the river, but need to be able to sit down frequently to rest. |
| To encourage appreciation of the existing natural shoreline WITHOUT removing any of the plants that are there. |
| Water spaces and benches for seniors. |
| We should add an outdoor workout facility |
| Bigger and better. |
| Similar to the new eastern section, have separated walking and wheeled paths. Clear signage as well. |
| have beach approaches for paddling put in and pull out with adjacent parking. consider proximity to the west LRT to shuttle upriver.possible Sunalta station put in and a downstream pull out at downtown. |
| Separate people from bikes. Clearer view of the river |
| A pathway for pedestrians and a separate pathway for cyclists/other active transportation is essential. The Peace Bridge to Eau Claire pathway is relatively good for this (it can sometimes be difficult to traverse in large crowds). However, it is currently difficult to access the rest of Downtown from the west pathway since the connections cross a very busy road. |
| Adjustable river wave on 10th street, and urban beach |
| Bringing back the surf wave at the 10th st bridge would be a great start. Adding seating and areas for people to hang out would also enhance that area. |



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Can you add benches that are semi-private? The ones in Prince Island's Park facing Memorial are a good example: they're 10-15 steps off the path, facing away, and have some trees/green in-between. There's currently no where to sit unless you're OK with being constantly gazed at by passer-bys (which is probably some people's thing but not mine)

Add a statue of Deerfoot. It'll inspire all the runners.

I'd love to see more access to water activities. People used to be surfing here and it was awesome. Why can't we have more surfing waves and an urban beach area, that would draw tons of people!

Less crumbling infrastructure such as pathways as well as more control over the presence of homeless people in that area.

Less residential/commercial and more green/public space along the bow river whenever the opportunity presents itself in the future. Hopefully we can eventually get to the point where River Walk West and the entire bow river is considered one giant park that all citizens of Calgary can enjoy. Similar to Edmonton's River Valley but with much better access to the river itself.

Make clear separation between cyclists and pedestrians. Shared pathways don't work! Keep separation from vehicular traffic as big as possible.

Make it more leafy, to help shelter it from the traffic of Bow Trail
Incorporate the surf zone by 10 St bridge

Separate pedestrians and bikes/scooters on the pathways. Create areas where we can sit and enjoy the river views

Urban beach with surf wave

Separate bike & pedestrian pathways, landscaping, benches

A dedicated bike lane is needed, and east of 10th st would be a great spot for a beach park/swimming area. Potentially with an area for food trucks.

Improving connectivity of the downtown to the river. Having restaurants, cafes, patios, facing the river. Public washrooms are also non existent limiting people's use of the space.



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

I know much of the river walk has a twinned pathway and this has been great for myself - whether I've been walking or wheeling. I'd love to see more of this. A more clear visual language to indicate which mode goes where would also be very helpful. Some spaces to sit and enjoy the area would be nice - maybe with some plaques about history/nature/etc. and artwork.

Is it possible to create a boardwalk between the peace bridge and either the centre street bridge or the bridge near kensington. This boardwalk could have amenities for citizens such as restaurants, bars, and coffee shops. This would encourage people to go downtown and spend time near our beautiful river front.

Separate bike paths from pedestrian paths, those morning bike commuters are lunatics. More benches and more art

Separate cycling and pedestrian infrastructure. Look outs into the river valley. Places to sit and socialize.

We have to allow and enable retailers (particularly food and drink) to open up some sort of temporary (permanent) small sheds/sea container to start to get the riverWalk a destination people want to walk to and spend time in.

If we a facilities and amenities for people and tourists to enjoy the river and surrounding area, so many more people would spend time downtime. Currently, there is very little pull to downtown outside of an occasional walk by the river.

Create more of a destination feel to the West River Walk. Calgary has a great network of paths but it's transient. Same with Prince's Island Park, it's not a destination, it's a pass-through. If you want to create a vibrant, citizen oriented area at RWW, allow for small retail stalls (coffee huts, kebab huts, street food etc.), splash pads for children, maybe a dog run etc. etc. Give people a reason to come, spend their time there.

More places to sit, more businesses and restaurants with outdoor seating, separated bike paths, a new beach.



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

These ideas could be used on west end of the river or anywhere between zoo and 14th street.

Small "butterfly farm" or defined, accessible release area for native butterflies to be released with plaques with photos and information on the identification and importance of native pollinators with ideas on steps the public can individually take to help the local pollinator population. Butterflies flying immediately around visitors would make the nature experience much more intimate and real. If butterflies released on certain dates post dates on website, along path, and share with media.

Honeybee "houses" (as you see sold in retail settings) located higher up on trees in the area with plaques located at the base with the identification and importance of native pollinators with ideas on steps the public can individually take to help the local pollinator population.

Involve Indigenous communities historically associated with the area on what they would like to see (IE: statue? Structure? Other? Contingent on their complete inspiration) to celebrate their historical association and respect for the land.

Large paved patio area where food trucks or local merchants ("farmer's market") can access and set up numerous bistro tables to enjoy the sites and smells of the river. May consider discrete alcohol consumption. Have lights strings set up on perimeter to enhance summer night enjoyment.

A small articulated dock that is wide and secure (but can rise and fall with river levels) where it is stable but people on it can feel the vibration and strength of the river while standing on it or on a wheel chair – something they can't experience anywhere else on river. You provide a new sense of and respect for the river then looking at it from a paved path on land.

Dedicated cycling infrastructure

Opportunities for lookouts, benches and resting areas for pedestrians

Slow down and move automobile traffic to create a more attractive public realm, even if it reduces road capacity.

High quality pavers and materials



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What opportunities do you see to improve the pathway and park experience of RiverWalk West?

Actual 'destinations' at the riverwalk. While it's great to just go and take a walk, I believe I (and others) would end up spending much more time there if there were places we were going for, and would actually spend time at. For example, I would be thrilled if we somehow opened it up to things like cafes, bars, markets, shops, etc. For example, I was in Rome several years ago and they had a market open for the entire summer along one of their canals. It wasn't a 'weekend pop-up' or something, but a long-term thing. While we may not be able to do these all, it included things like stalls selling various goods (good, clothing, whatever...), but what I felt actually made me and others stay was the other stalls which made us sit down for a while, such as small cafes, a sit-down hookah area, places which sell alcohol. All of it was in the open though, not enclosed. I'm not sure if we're too strict on that sort of thing, but even if we tried meeting some of these elements it could be significant.

Another similar example in many cities is active piers which are covered in shops and such. Yes people go for the sights and beauty of the pier, but it's these things to do there which can often justify the trip for some people, and for what makes them stay. Imagine how great it would be to go and sit on a patio facing out onto the riverwalk compared to one facing onto some random street - this would be much more unique and interesting.

I think things such as this would also be a great incentive to bring much more people to the riverwalk, which in turn would make it feel much more alive and vibrant, which in turn would work to attract even more people. When people go out, it's often these bustling areas which seem the most attractive.

Basically, my gripe is that there is no 'place' to go as your 'destination', which means the only reason to go is just to go for a walk. While I will go downtown to visit places with destinations such as bars or restaurants, I find it much harder to convince myself or friends to go downtown just to walk down the river.

If the city were to do something like this, I would still strongly prefer for this to be land owned by the city and rented out, especially as this may work to support the affordability, rather than risk the smaller interesting shops being pushed out by high rents, and filled by high-end places that aren't reasonably affordable.

I could see this in things like making a single central node such as around Eau Claire, but I could also see it in being multiple smaller nodes, such as one at Eau Claire / Prince's Island Park area, one by the peace bridge (also, see my next response for an idea on this area), maybe one closer toward East Village like by the Simmon's building. If we were to make permanent nodes like this, it would also make opportunities for things like the addition of temporary pop-up markets which could sort of make a 'corridor' between these nodes (which would facilitate something like this so much better).



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What opportunities do you see to create better connections between the neighbourhood of Downtown West to the Bow River?

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| There need to be good north-south connections. We frequently use 14th St (the underpass is HORRIBLE), 11th Ave, which at least has a pedestrian-controlled crossing but is otherwise quite busy with cars, and the LTR bridge (the entry to which is a bit tight). |
| Improved pedestrian connections from pathway to 14th street bridge. WIDER AND SAFER PATHWAY FROM RIVER TO 12AVE along 14 (both sides). It's awkward and dangerous, especially at 9th ave / Bow trail connections and through the underpass. |
| Better wheeling connections to Millenium Park and the 12th Ave Cycletrack via 14th street would be great! Current connections are via sidewalk width and not suitable for mixed wheel/walking traffic. Additionally, the ramps off the pathway to 14th are *very* steep and not suitable for many users. Including dedicated and sufficiently wide multi use pathways along 14th street between the river pathways and 12th Ave cycletrack would be excellent! |
| Better or more crossings near the Buddhist temple A more permanent nicer looking sidewalk and crossing along 11 st (replace jersey barriers?) Nicer wider underpass under 14 st (try to eliminate blindspots) |
| Right now I think the crossing at 11th St. is fairly open and easy to navigate. The connection at 14th St. isn't great. It's noisy and hectic, and having to cross two traffic lanes so close to each other on the east side of 14th is stressful, especially on a bike. I'd also like to see a more well-planned connection from 14th St. through Millennium Park. Currently you have to go through the park, which is usually busy with skaters but also fully stinks of pee at all times. There's no way to circle around on the north side, because there's a path behind Contemporary Calgary, but it cuts off in the parking lot, or just spits you out into traffic on 6th Ave. Better and more direct pedestrian bridges would be much appreciated. |
| have a better connection through edworthy park/back side of sunalta and shagganappi golf course to underneath the crow child trail over pass. Have beach access and development there for open spaces and parks similar to the Montgomery/Bowness area. More lighting and consideration of a winter route should be evaluated. |
| A multi-use pathway bridge could be built over 6th Ave/Bow Tr to connect millennium park with the west waterfront system. |
| The 11St and 9ave SW intersection needs to be addressed along with the large amount of distressed persons who frequent the area moving to/from Millennium Park. The pathway there feels unsafe as does the park and greenspaces. Used syringes are frequently encountered. |



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Nearly impossible to get from Sunalta to here. Always people doing drugs on 9th Ave overpass and 14th Street sidewalks are a nightmare. Crosswalks on 9th and Bow Trail would make access way better.

Widening the sidewalks along 10th and 11th Streets SW. These two streets have high pedestrian usage, are very crowded, in bad repair and extremely close to the traffic lanes. With the Kerby Centre between these two streets, there are many seniors using these corridors and it would be very helpful to make these safer, more accessible and usable. The bike path along 11th Street could definitely use an upgrade to make it safer as well.

Bow Trail and the mess at 14 Street are in the way of connections between the neighbourhood and the river. Sort those out and the connections at that end will be easy.

Same with 9 St and 11 St. Walking or biking along 9 St or 11 St, especially north of the train tracks, is very unpleasant. Proceed with the active-modes underpass at 11 St, then turn both 11 St and 9 St into complete streets. That will make those connections to the river pleasant and safe.

Proceed with the proposed redesign of 8 St.

Keep the 3 Ave cycle tracks permanently and plant trees along that street too.

Love BowForth park as a quick and pleasant way to get to the river pathway. love the flowers on 11th ave so that cyclists and pedestrians feel welcome entering downtown west and can stop for lunch or to buy something from the shops in the Downtown West or beltline area. Like the separate road bike path on 11th ave to connect beltline to river pathway. Love the re-use of Lot 6 for local festivals and events.

better connections to 10/11 street, better connection to existing downtown cycle tracks

Improved crossings from Downtown to the river, including and advance signal for bikes at locations like 11 Street. Also, a more accessible connection from 14 Street to the pathway - these grades are likely extremely challenging for wheelchair users (while understanding space is very limited).

4th Ave is an essential route out of the city and should be left as is. More inviting park space around the car dealerships would bring people and make the park feel bigger and more enjoyable. Making the park bigger along the riverside is a nice thought, but with growing suburb communities and a growing city removing access in & out of the city centre will not encourage anyone to come downtown, it will create a traffic nightmare & poor air quality as cars idle.



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| The bike path that connects to 3rd Avenue at 8th Street has two issues. In the morning, the bikes heading into downtown come along the path at a great rate of speed which causes issues with both pedestrians and cars. In the evening rush hour, the same is true for bikes heading back home. At 8th Street, the sight lines looking East are often blocked and it is not possible to see a commuter bike at that intersection until it is too late. |
| The traffic patterns and lane reversals is VERY cumbersome and awkward for the 4th and 5th avenue flows west of 9/10 Street bridge. 9th Street should be better utilized as a major vehicular corridor. 10th street is far too narrow and has MANY condos already exiting onto 10th, making it unsafe and VERY congested at times. Integrate that with pedestrians crossing 6th Avenue from all these condos makes for chaotic and dangerous scenarios. |
| use 2/5 lanes on 5 Av SW for westbound traffic looking to access Bow Trail West or 14 St. Cars travelling on 4 Av SW could turn on 7 St or 8 St SW to access 5 Av SW and leave more room for 4 Av SW traffic looking to cross the 10 St bridge. |
| Add a ped/bike bridge between Crowchild and 14 street. Maybe around 19 Street. |
| Increase usage in the West with duo pathways for bikes and walkers. I only ride my bike or run on the north side due to safety concerns with people in the carrigana trees. More open access to view the river and wider are would make it feel safer between 10 - 14 street SW |
| <ol style="list-style-type: none"> 1. enforce speeding and noise violations along 4th Ave SW at 8th St SW and all the way over the Louise Bridge. 2. Provide proper public washrooms not portable toilets where the coroner has to retrieve dead bodies 3. enforce existing bylaws relating to e-scooters and bicycles 4. Promote Bowforth Park 5. Enlarge and upgrade the existing dog park by expropriating the Buddhist temple and tearing it down. Its an eyesore |
| Underpass/overpass at 10st and 14 st |
| Overpass 3rd Ave SW adjacent to Bow River Southbound. |
| 4 ave doesn't need to be connected to bow trail. |
| A pedestrian/cycle overpass from along 11th St at 6th Ave similar to the one in Kensington near the new skate park. It would ease congestion and would eliminate the need for pedestrian crossing signals. |
| Close 4 AV SW to motor vehicle traffic and give that space to people walking and cycling. |



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| Close 4 ave west of 9 st and 5 ave west of 10 st. 5 av can also be significantly reduced in width between 9 and 10 streets (2 lanes max). Both of these streets have low usage. |
| Close 4th Ave and incorporate into the green space. Downtown west does not have enough green space, well below open space targets, so would be great to get more green space there. |
| Close the 4ave/bow trail corridor (heading west) at 10street to where it intersects with the corner of 6ave by the river. Instead route traffic leaving the core to memorial drive or 10street to 6 ave. |
| Connection to a separated 5A lane on 11 st is a given! Like eau Claire Riverwalk it should be wide and have separated walking and wheeling lanes. |
| Get rid of westbound Bow Trail/4th St west of 10th st. Reclaim the riverfront. |
| More crosswalks especially at the end of 10th st and in the bend of the street by the temple. this one could easily be coordinated with the light on 9 st. |
| My preference would be to close off 4th avenue between 9th and 11th street SW as well as the 11th street to 5th Avenue connector. Make that whole area park space |
| Need a crosswalk or overpass over 5th Ave at 10th Street. |
| Remove that lane-reversal and put the pathway there. Also reduce the street width and length of the signals at 6th Avenue and 11 Street SW |
| Remove the 4th Ave / Bow Trail slip lane and realign that traffic onto 6th Avenue via 10th Street to allocate much more land for a wider Riverwalk space. |
| Terminate 4th ave at 9th st. This would drastically improve the connections between the west end communities and the Bow River. Remove the excess lanes of 5th Ave west of 10th St. |
| Unfortunately we have to jaywalk daily across the 4th Ave road. Everyone does it right in front of the temple. Something safer would be nice. |
| We need to end the 5 Ave lane reversal and remove the connector. We can do this and maintain 4/5 Aves connection to Bow Trail on the west. |
| Wide green bridge Make 4 ave SW (the part hugging the river) a pedestrian path that would serve as a bridge from West Downtown to the river |
| Widen the mup and create areas to access the river between 14st and 10 st |



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The pedestrian crossing are to slow to respond when pushed by 11 street. The path way is too narrow making it challenging to use during busy periods, if possible could the pathway be expanded by extending into the bow river?

As answered in previous question, 4 Ave West of 10 St should be closer the vehicles. The road should be repurposed as part of the RiverWalk West project to be new pathway and park space to connect the community to river better.

I think A major improvement to connect the west to the river would be making downtown west more walkable in general. Making that area of the city more walkable will make it pleasant to walk down to the river.

If a major project is in the works, Raise 4th ave between 10th and 14th. If it is a raised roadway, parkspace could be built beneath it. Connecting the city seamlessly to the river

Alternately look to what Toronto has done with Lakeshore. Build a clear defined path system alongside the roadway then a series of parks leading down to the river. This gives people the best of both worlds - a good path for multi mobile comunting as well as added usable green space directly connecting to the river.

Ideally Bow Tr should buried (tunnel) along this stretch and the area above turned into park with pathway. Flood mitigation could also be added where needed and any additional protection from creosote seepage.

Lower the speed limit along the roadway next to the path. Make wide interlocking-brick crosswalks at 10th & 11th St.

1. Perhaps overhead walkways across 6th ave and Bow Trail W
2. Remove Bow Trail W from 10th Street to 14th St
3. Merge Bow Tail W onto 6th Ave at 11th street

1. Tunnel the 4th. Ave traffic going west from the Buddhist Temple to past 11th.st. The tunnel would be able to accommodate traffic reversal in AM traffic into Downtown. It would provide addition surface space to widen the pathway.
2. Wide- Open 'below' grade pedestrian tunnels.

Bow trail from 4th ave to 14th street should be removed to allow more efficient use of the space by pedestrians and cyclists.



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What opportunities do you see to create better connections between the neighbourhood of Downtown West to the Bow River?

Deprioritizing vehicular traffic through the downtown core is an important step to improving connectivity, walkability, and safety throughout the core and in Downtown West. A thriving community is bustling with walking and wheeling traffic, and no one wants to do that beside 60-80km/h traffic. Reducing the dependence on 4 avenue as a collector and diverting traffic to 6 avenue or making 5 avenue two-way on the west end would help free up significant space while balancing the needs of motorists with that of everyone else. North-South active transportation connections also need improvement throughout the west end. It would be great to see a road like 11 st SW converted to pedestrian/cycle only to create a meaningful and safe connection from the river to the amenities along 7, 8, 10, and 17 avenues. It would create a valuable connection for recreation and commuting alike.

I access the area from further east and west along the river, not from downtown. Maybe a pedestrian overpass or two. Bow Trail isn't & shouldn't be going anywhere.

More permeability of 4th Ave - more crossings that prioritize people.
Get rid of the wait to cross at 11th St requiring humans to wait because we prioritize automobiles.

Overpass over 4th Ave or more crosswalks.

Perhaps a pedestrian bridge at 11th street over the vehicle corridor. Even better would be to bury a short stretch of the vehicle corridor and construct a "lid" park on top at 11th

Reclaim space for the pathway/river/park space by closing the Bow Tr slip route. This route is superfluous given 6 Av exists and the Greater Downtown is supposed to prioritize walk/wheel/public space over driving volumes and travel times.

Remove vehicle access from the 4th Ave connector and use the space for people. Too much space for cars in the downtown west

The city centre of Calgary is destination in itself, not a to be moved through. We really need to stop emphasizing mobility over access here, and a good place to start would be Bow Trail and 6th Ave. Though the temptation might be to provide grade separated access, that would be costly and disruptive. Of transportation engineering's 4 priorities of speed, volume, cost and safety I would suggest that safety should be given top spot. Therefore, Bow Trail and 6th ave east of 14th street should be slowed down, and their intersections should be made safer with techniques like curb extensions and shorter light cycles.

Pedestrian bridge? Diversion of 4 Ave so the area along the river is park space and improved walking and wheeling connection



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| Reduce the scale and negative externalities of the major vehicular corridor by deleting portions (that extra 4 Avenue SW lane), reducing lanes, and improving landscaping and crossing opportunities. |
| Better connections between the pathway system, and the block that contains Millenium skate park / Contemporary calgary / Mewata Armouries. |
| Pedestrian Walkway from Bowforth Park to river pathway |
| Better path or bike lanes for people to move from Kirby to Louise bridge |
| The underpasses under and around the 14th street bridge could be widened and improved as well as cleaned up and made easier to access on a bike. The pedestrian underpass on the south side of the river especially is downright dystopian and the connections to it are terrible. Also paving and lighting the gravel path down from Shaganappi golf course would do a lot to create another access point. |
| Safer access generally. Also there are several river crossing/ bridges east of 10 st nw but only two west of 10 st nw. |
| Critically important is a better connection to bike and pedestrian infrastructure south of the riverwalk (i.e., thoughtful north south wheeling connections from South Calgary, through Bankview, Scarborough and Sunalta. Right now only east-west/downtown centric routes are being considered). |
| More bike paths connecting both sides of the river to their surrounding communities. Easy to use bike paths connecting capital hill, hillhurst, and Kensington to downtown west and all accompanying green spaces. |
| Widen path by Buddhist temple and improve crosswalks around c train tracks |
| Better pathways and bike lanes, wider crosswalks from Stephen Ave to the river with an elevated crossing across bow trail. |
| Clean up bathe banks so you can see the water from the path. Maybe dock like area with covered space to rest and watch the raffting and wildlife. |
| Create connections such as art interaction pieces for children. Create plaques to inform adults of the significance of green spaces and history. Build natural spaces to help people back to nature and relieve stress. |



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The vehicle corridor is important as it is used by the majority of people existing downtown. I personally don't think this is a major issue or should be the focus, as there are so many other more important issues the city needs to focus on. However a "green" (trees and wild plants and flowers so it doesn't look like a brutalist architecture) pedestrian walkways and paths would be a nice touch.

The pedestrian experience in that area sucks. Busy, wide roadways make it unpleasant to walk. There is limited street-level retail. It's just generally a place to move through not travel to. Add street parking, wider sidewalks, more street trees, and a protected bike lane to make it more pedestrian friendly. Right now the traffic lights favor East/West traffic, going North/South by bike often means stopping at every avenue/set of lights.

Widen sidewalks of the feeder streets with more greenery

A pedestrian bridge or walkway, complete with plants -- ideally the vehicular corridor would be removed to prioritize pedestrian mobility but I doubt that would happen, so I'd like to see a superior experience for pedestrians and cyclists. Something that makes people say, "hey let's go walk across that". Take inspiration from the famous HighLine in NYC, or the wildlife overpasses in Banff National Park.

Overpasses and better use of old science center space as a public park area.

Easy pedestrian & bicycle access to the pathway system

There aren't enough connections / adjacent commercial or lower residential uses. Connection to the Shaw Millennium Park and Century Gardens are most needed. It feels too quiet and scary early/late.

A better connection between Millennium Park and the pathway would be good.

More parking/access points to the trail

Better pedestrian access on and off 14 St. It's pretty steep.

From a resident's perspective, I wish the area wasn't full of contaminated soil, an abandoned bus depot, car lots and a storage unit. Any improvements, such as in the ways of parks, green space, pathways, etc, would be so beneficial to the community, to those who commute on the path and for all Calgarians to enjoy. Less cars, more walking and playing space please!

All of Downtown West needs to be cleaned up, its aging and the brutalist movement of the mid to somewhat late 20th century created a hostile feeling when walking around there. If you want there to be a connection the both of them need to feel not only safe, but desirable.



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| Not sure but important issue . Access matters as does Safety also for all users . More pedestrian bike overpasses? |
| First stop asking our opinion when you already have your stupid ideas in stone!!! |
| Going under the bridges is good to me. |
| Having it separate is the best part about it. Trying to commute through prince island park or eau clair is a nightmare, you need to have it simple amd uncongested, if you do too much then commuting by bike is no longer efficient. |
| Keep up the good work with bike pathways! Try to reduce signs overall though - such an eyesore and so many actually are more of a hazard then they are helpful. This is more common around bike lanes on the roads. |
| there appears to be a lot of vacant land and strangely planned roadways, a redesign with the pathway in mind, preferably not having to cross any on-ramps or navigate through a skate park |
| There is currently a disconnect between where pathways run, and where human foot traffic naturally occurs. Examining the existing cut through paths with teach designers a lot about how people actually use the area. |
| None- |
| I don't see how you can "improve" access beyond what is already there (pedestrian crossings are present at 10th and 11th St). You're hemmed in by 4th Ave/Bow Tr. And the main channel within the river is right up the south bank just west of 10th Str to just west of 11th St, meaning you can't expand "into" the river without causing major disruption. |
| Overpasses and downpasses. |
| Take back space from cars to give to people on foot or bikes. Run a ferry system along or across the river. |
| A lane dedicated for cyclists and another for pedestrians. There is a lot of congestion near the peace bridge and the city is doing a great job with the cycle/pedestrian lanes but we need to be creative in clearing congestion. |
| A more friendly pedestrian space that encourages crossing through regular pauses in vehicle traffic. |
| A pedestrian bridge |
| A place people would bring a relative or friend while visiting Calgary core - by bike or by foot. |



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| A surfing wave and improved biking pathways would bring people together. |
| A way across the road to the dog park is needed |
| A wide path |
| Add micro cafe locations using low impact C-Cans. |
| Add more opportunities to cross the road to the south. There is no reason that road needs to be a freeway. Connections to residential towers, businesses and the dog park would be improvements |
| Again, the surf wave at 10th street. Get people safely interacting with the river. |
| Better paths. |
| bring more retail closer to the river walk a place to stop and get lunch/dinner/coffee ect. see restaurant patios along the pathway - reduce the number of condos along the river, condo residents take ownership over the space and it doesn't feel like a public space. |
| Create a hub at 10th Street wave, with spokes headed downtown. Highlight the river from several blocks away. |
| Create better crosswalk access. European designs. |
| Dedicated multi-use pathway/promenade for multimodal transport. Allow people quicker access to bow river pathway system. Even if it means reducing a north/south traffic lane in the area |
| Feature local artists, have a square for little events/pop-ups that can continue to happen in the winter. |
| Getting rid of the road and turning it into walking/biking space would improve the connections between. |
| Good opportunity - if the homeless users don't make it gross and uncomfortable for families taking walks. |
| I don't follow the issue. There are many ways to get to the river. 11 st.. 10 st. Lights everywhere... I would not change anything for the neighbourhood. |
| I like the sea parades bike and walking paths. More bike lanes connecting downtown west to the bow path would be great. |
| I think the current pedestrian cross walk at the old science centre is good. |



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| I think what has been done is really great. I walked there with a friend and didn't recognize the space. I have always stopped where the path ended. |
| Ideally, traffic from the west side of the city to Downtown could travel in via a tunnel (see Montreal's Ville Marie expressway). Since this is not an option, pedestrian bridges are a good way to connect, if the access to the bridges are set back from the pathway to allow flow on and off the bridges without interfering with pathway flow. |
| If the city starts by protecting the the green space we already have that would be a good start. Homeless people are camping right out in the open, not to mention in the trees along the river. I love walking, biking & rollerblading along the river but I no longer feel safe. |
| It is fine as it is. |
| It is okay as it is. |
| Less car focus. |
| Less roads more pedestrian pathways and bike paths |
| Love the Art here miss the metal moon sculpture to the west |
| make it more interesting to be there. Nothing really happens except traffic and pathway use. |
| More (pedestrian) bridges across the Bow River to make it more accessible |
| More bike lanes |
| More pedestrian / cyclist crossing points with activated signals. |
| More people will connect and better their lives with the outdoor workout facility make it a staple and a landmark in our city make it big and state of the art |
| More public spaces for some kind of events |
| More river surfing opportunities |
| Most of us cannot afford to live. But the gov of Alberta has lots of money for walking paths. We have enough walking paths. |
| Narrow the streets. The City, the RWW and the community should be for the people, not for the vehicular traffic passing through. |
| Nothing is needed. |



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| Obviously price is a concern, but could traffic move below ground? Could open plenty of valuable real estate |
| <p>One idea I've had which may not be possible (but I think should be looked into) would be to add an additional LRT station either on the bridge over the river, or on the line immediately after the bridge (which seems like a reasonable place to put it - there seems to be a lot of space for it).</p> <p>I think this would work to first off create a space for people coming downtown FOR the riverwalk to have a place to immediately get off (as currently it is a pain / discouragement to walk from the closest station to the riverwalk).</p> <p>Related to my suggestion of a creating these market nodes / hubs, I think it would create the perfect location for this, as it is right on this more open plaza-like space, close by the peace bridge, and in general just a great area with the space for it.</p> <p>BUT, how this connects to downtown west, is that this would work to make this feel like much more of a location, rather than just being seen as a segment of a pathway. It would essentially bridge the psychological gaps that separate these areas by making this very evident destination in between them both, essentially connecting them in the most important way (i.e. in our minds). Along with this, it may work to further justify investments into improving on any of the physical infrastructure here, such as expanding the pathway, or creating more / better paths between downtown west and the rest of downtown / this new train station</p> <p>- KR</p> |
| Pedestrian overpasses would be great! |
| Pedestrian/cyclist bridge west of 14th street near the elevated cTrain station. |
| Pedestrians nad cyclists currently have to wait too long to cross from the river path into downtown. Give those modes priority over cars. |
| Prioritize pedestrian travel from the community to the river. This HAS to mean compromises to vehicular movement. Pedestrians and freeways don't mix. |
| Providing safer crosswalk and pedestrian routes to the river and to the Kensington business district will benefit Downtown West residents who consider Kensington as the nearest spot for many amenities. |
| Remove roadway. |
| Remove the crack heads |
| Remove the vehicular corridor |



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| River surfing wave creates a great community and people stop to watch and chat |
| Separate bike and pedestrian paths |
| Separate lane from vehicle corridor |
| Splash park |
| Stop decorating the river with a major vehicle corridor. Get rid of it or move it south and give the space back to people. |
| Surf tourism is just under 10 billion in income. |
| Surf wave |
| That's tough, because the first thought is bridges, ensuring that pedestrians and those with transportation (bicycles, scooters, etc) are not getting in each other's way. They would have to be aesthetically pleasing to both sides of the corridor. |
| The connection on the south side is adequate as the path on the north side of the river provides a good alternative. |
| Traffic lights timed better to make driving in the area easier More on-street & off-street parking spots |
| Walk ways, bridges, |
| What if we did a MASSIVE elevated pedestrian and cycle way traffic round about that connected to all the pedestrian and cycle paths? Like the ones in Norway above intersections - specifically Stavanger. This is a tough one, the area just needs to be completely bulldozed. |
| Connect the condos with the river with better cross street access, more pedestrian walk ways to link volleyball court, climbing rock and skateboard park, can these be connected to create a downtown park? |
| Not much besides pedestrian-only streets and maybe upgrading the crossing to a traffic light. |
| More frequent service as well as bus lanes on routes that go in and out of the area, people would be more incentivized to take transit if it was reliable and if they weren't stuck in the same traffic as everyone else. More protected bike lanes to access the area. If children and families aren't using it, it's too dangerous. |



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| Additional pedestrian/cyclist lanes and crossings, but timed so it doesn't impede traffic. Those roadways are critical to commute traffic. |
| Adjustable river wave on 10th street, and urban beach |
| Build overpasses or underpasses under the vehicular corridor. Don't do a silly traffic light and reduce lanes of traffic like you did in China town (1 St.). |
| Close the corridor, pedestrian only. |
| Creating sections of restaurants, brewpubs , cafes, etc that connect directly with the river. Such a huge opportunity to make it a destination similar to what you would see in many other cities around the world. |
| Dutch style intersections (like the one in Canmore) would be great for making the roads safer for drivers, cyclists, and pedestrians. Some pedestrianisation would also be nice - what streets, I don't know, but it could spread the neighbourliness I feel when walking by the river into Downtown West. I don't think underpasses and overpasses are necessarily the right idea, but it'd be nice to just walk straight to the river without worrying about all the cars. |
| Get rid of that connector and make it a bike only path leaving the current path for pedestrians. Connect it to the dog park |
| I think that vehicle corridor should be redirected around the path and the path made bigger. Perhaps the road now goes where the dog path is or something like that to allow for much more of a walking path right on the river |
| Increase walking and wheeling routes that are separate and protected. |
| Maybe pedestrian, bridges or more green space going towards the river parkway |
| More 'bridging' commercial activity like cafes and arts that will provide more opportunities to bring people together along the path |
| The roadway is very important for downtown residents, but to enable pedestrians better access, pedestrian bridges or underpasses would likely bring more people to the walkway. |
| Traffic calming / tables at pedestrian cross walks, paving patterns. Running along this strip during rush hour is loud and dangerous to cross before and after work. |
| Light standards that match the new pathway and adjacent streets to create a sense of place |
| Traffic changes and calming devises. Some bridgeways perhaps over tragic areas if they can't be calmed or rerouted. |



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Turn a couple of the streets to pedestrian walk ways only. Keep bikes and E bikes in bike lanes and ban E scooters from walk ways.

Underground pathways.

Pedestrian right of ways

Let's make sure there is good signage so people can get around and to where they want to be.

Better pedestrian connections across the vehicle corridor (above or below ground)

I think it would have to be bridges or all-crosses to make it safe and feel safe (vs. Underground). Also, I'd love to see restaurants able to cantilever over the paths.

More activities like music events, food truck locations, etc. a viewing area for the river surfing near the 10 street bridge

Plaza that could accommodate entertainment, food trucks etc.. Really hoping there is some kind of parking in the area. Many seniors or disabled cannot walk far to access any sort of plans.



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| Eliminate Bow Trail feeder lane and instead incorporate into green space. Improve access to Pumphouse and enhance parking as a way of accessing this new area. |
| Eliminate 4 Avenue SW between 10th - 11th street to make a large park. Increase the multi-use for the dog off leash and adding seating and trees. Parking lot at the corner of 4 Ave SW and 8 Street has been under utilized. That corner always makes the Bow River seem further away since pedestrians can only cross on the East side. Can the parking lot be converted to a park and be the "entry to the west". |
| Could co-opt the space vacated by Greyhound (using a footbridge over Bow Tr)? That would be really nice. |
| Consolidating parkland along the river by combining Bow Trail and 6th Ave. This would allow widening of the pathway to 14th Street in a similar style to West Eau Claire. Also look to remove the cloverleaf at Bow/14th to open up land |
| Move bow trail to the south, west of 14 st, continue the broad green space that is just west of 14 st |
| Close 4 Ave and incorporate Bowforth park into the design. |
| 10th St W should be fully removed south of 5th Ave S, it's confusing and underused. The removal would eliminate a traffic intersection and become a pedestrian crossing exclusively. The Bowforth dog park could then become fully connected to the west waterfront trails along with the sadly isolated triangular patch between 4th and 5th. |
| As mentioned above tunneling 4th. Ave from around the Buddhist temple to past 11th Ave SW would create more greenspace space that connects Bow Fourth Park to the river walk. It should be noted that BowForth Park is now being constantly used by DTW residents |
| Lose the city parking lot at the end of 8th St. Find an alternative that would remove the bow trail connection west of 10th St so that area can be repurposed to green space. |
| Re-align bow trail to take it off the riverfront. Remove the giant cloverleaf onto 14th street to free up space and developable land, as well as make the north/south pedestrian and potentially wheeling connections more direct and less dangerous. |
| <ul style="list-style-type: none"> - Termination of 4th ave at 9th st. - Removal of 5th Ave west of 10th st - Redesign of the 14th St interchange and realignment of 6th Ave/Bow Trail West to parallel that of Bow Trail East/9th Ave. |
| Close 4 AVE SW. |



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| Divert traffic and close 4 Ave along the river from 9 ST to 11 ST |
| Get rid of the 5th Ave road curve by the river. Get rid of 4th Ave/10th St road curve by the river. Get rid of Bow Trail in those areas or move it further from the river. |
| The 4th Ave connector isn't necessary. Improve access from 4th to 6th and get rid of the connector. |
| Close down the parking lots along 4th Ave and create permanent event spaces and parks |
| Turn 8 street and 11 street into green walk ways with little or no vehicle traffic. Keep bikes and E bikes in bike lanes and ban E scooters from walk ways. |
| The little lane that goes from 6th ave to the 4th ave merge lane and then meets back up on bow trail together for seemingly very little purpose? |
| 4th avenue is a viral road out of town town. Please do not simply remove this |
| Close 4 ave, portions of 5 ave, 11 street and 10 street to create a consolidated park space in this area. The roads are overbuilt and they fragment the park space. |
| It would be great to close 4th avenue to allow the river walk to have more green area, make it safer and allow for the increasing number of pedestrians, bicyclist's and scooters. That would add a park like promenade for people of all ages and abilities to enjoy the river walk and add to the beauty of Downtown West. |
| Let's eliminate the 5th Ave connector and widen the linear park along the river in this space. |
| Maybe making part of 5ave West two way between 9th and 11 streets and diverting traffic there to get rid of the small portion of Bow Trail that runs by the river in order to widen the pathway area there and add green space. This small connecting section of Bow Trail is handy, but it really cuts off the pathway from downtown. |
| Reclaim space for the pathway/river/park space by closing the Bow Tr slip route. This route is superfluous given 6 Av exists and the Greater Downtown is supposed to prioritize walk/wheel/public space over driving volumes and travel times. |
| Remove the 4 ave connector to bow trail so resident can access to river walk |
| Take lanes back from Bow trail highway to increase park space. |
| There isn't a lot of room for additional green space. Maybe a realignment of 4th/5th/6th Ave and Bow trail to move them farther from the river. |



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| Use the space gained from re-aligning Bow Trail for sure. More space can be gained for people and green spaces by realigning/removing 4 Ave west of 9 St. |
| 1. By removing Bow Trail W at 10 th or 11 street SW , the space north of it can be used for more green space and provide room of unshared paths for pedestrians /cyclists |
| By eliminating 4th Ave SW from 9th St SW it would allow for more green space with benches for residents in Downtown West to enjoy the river. |
| Please do so! Also consider how transit can be better prioritized on 4 and 5 Avenues SW, similar to 15 and 16 streets in Denver CO. |
| Redevelopment of vehicle oriented sites between p, and including, bow tr, 4 Ave, into a mix of residential and open space prioritizing active connections to people and places. |
| Can realign bow trail to be closer to the other side by demolishing the bus terminal and taking part of Wolfe Chevrolets parking lots. (Like we need MORE parking anyway). The bus depot land could be turned into park or purpose built festival space sort of like Heritage Park but with trees, and purpose built outbuildings; and a connection to Sunalta Station? But you'd have to find a way to differentiate it from Mellinum park? Maybe millennium would be community events but this new festival space could be purely commercial for the "chasing summers" etc |
| Remove the alley behind Bowforth park where the greenspace is- remove the abandoned house and close the road- combining the two smaller parks to create a larger permanent park and dog park similar to East Village |
| More trees in the downtown west through expanded multimodal pathway. Convert parking lot 6 (4th Ave & 8th St) to green space. Might be opportunity to crest wetland connection here with Bow River. |
| The areas between 11St and 8St SW could incorporate more plants, planters and greenspaces. |
| Put more benches or public art by the green bridge (around 9th st). widen the green bridge if possible as lots of cyclists and pedestrians. Need more trees for shade by 10 st Kensington bridge. |
| Parks along 10th St and 4 Ave are sad, and under used. Plant trees, benches and a decent playground |
| 11 st just north of Contemporary Calgary could be a good spot for park or plaza |
| The Nat Christie Park needs some serious attention and could be developed as a resting and reading area. |



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There's a decent green space on the west side of 14th St. that could have potential. Right now it's an off-leash dog park, which makes no sense because it's surrounded on all sides by heavy traffic and has no fencing. No responsible dog owner would let their dog run loose there. It should absolutely be transformed into something else. There is a big green space along the pathway behind Renfrew Chrysler that isn't used for anything, and even though it's declared as off-leash for dogs, there's no clear boundaries for where it begins and ends. Some kind of development should happen there.

Green space around the south of 10th street bridge with the surf wave.

Just east of 14 st could be used for something more. Picnic tables maybe? Choke point danger of course but it feels like the only spot in scope where there's space

The parking lot between 8th street and 4th avenue (by the 10th street bridge) could be converted to park space

The removal of the auto dealers and bus station would create a great green scape connecting the pump house theatre with millennium park. This could create a green space with multiple sections to serve different stakeholders - and be served with a connection off sunalta c-train station.

Turn the 2 large parking lots north east of 10th street into permanent parks, turn the helicopter pad into a park

have you optimized existing space ? Pumphouse Theatre ? old Greyhound Station? Nat Christie Park and the Stone Guild have served its time... move it

Utilize the park space beside where 8th street ends at the river for a community area, splash park/play ground, river surfing and food trucks. Will also deter the bums

Poor lighting and frankly scary underpasses currently exist at 14th St. There is enormous opportunity here to create a better interface. Also, the link between the 14th St. bridge and 10th Ave., Southwest is hazardous at best. Combining the bike path with the bike lanes on 12th Ave. would be a huge bonus For commuters.

Cantilever over the river to expand the path to the north and allow for more planting along the rode.

Relandscape some of the existing parks to feel safer with better lighting and site lines. The bushes near 14th are not a comfortable place to run by at night.



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First clean up the hazardous waste site. The creosote vapours cause cancer(see USFDA). You going to put more people at risk. You have a massive land, and water environmental problems and your focus is air quality. You won't clean up sites in our city that continue to harm our citizens but your going to spend 87 billion that won't mitigate climate change issues to humans.

If climate change is going to eliminate spring run offs no more glaciers , should we not build a massive water storage area west of Calgary?

Mitigate or eliminate hazardous areas first.

Then enhance access.

The 100 of people accessing this area daily with electric scooters, bikes, e-bikes, joggers and walkers and baby carriages. The present system is an accident waiting to happen.

You can not add more without focusing on eliminating choke points.

E-bikes, bikes, and scooters should be pushed to the north-side of the river until 14 th street.

That would take them away from the 11 ave choke point.

There is an open spot at the 5th Ave bend. Make a terraced staircase for people to chill.

Due to the changes in demographics in the condo in Downtown west, there are many more children and young families requiring places to play. The greenspace and dog park on 4th and 5th Avenues are well used and more kids friendly space would be welcomed. The City has done a great job in curbing the homeless camps that set up along the river in this area. Revitalization is necessary to ensure crime is held to a minimum, as has been the issue from 8th Street and west.

I think the major opportunity is the area to the east of 14th St. This would be a good location for a seating "platform" next to the river plus some picnic tables. Possibly even a small "beach" area.

Not much pretty small space, lots of green space by 10st which is fine

Losing the street - especially 4th avenue

Move the roads further from the river.

Reduce / remove car lanes in the area

Remove roads

Remove roadway.

Shift roadways to create more space

The only way this can be achieved is by moving the road. But it should be tree lined patios instead of parks. Less food and drink deserts along Calgary's river pathway systems!!!



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| multi-tiered green space, adding parks on stilts (to create canopies for activities below and planted green spaces above as a roof). Removing roadways and any left over traffic infrastructure within the area. |
| Preserve the old trees - even if they are dead as it is critical habit for the woodpecker species in Calgary. In Victoria Beacon Hill Park they put a small plaque on the tree designating it for this purpose . This allows people to be educated why a dead tree may still be standing . Of course large potential branches that may fall off are trimmed . Try and keep or replant trees for the shade value and again bird habitat. |
| Consolidate all those fragmented green spaces that are part of the interchange into the river parkway. As a random lawn surrounded by highways, they are useful currently. Shift all the lanes together, then make the green space a single large connected place. |
| Connect islands of green space together. Reduce road space in favor of green space and car free zones |
| Do what you suggested above: consolidate fragmented green spaces. Create urban wildlands like the east side of Prince's Island. Create nesting habitat for native bees, along with interpretive signs. Calgary is supposedly an official "Bee City". Hire Andrew Barnes to construct nesting habitat for native birds. |
| Somehow connect millennium park and old planetarium sites and green spaces to the river (including a lot of the empty-ish allotments beside roads). Connection |
| Clear out the brush along the river and look into a Sandy beach and recreation area. Possibly zone for some bars/restaurants to back onto the park areas to encourage more weekend and evening use of the area. |
| Naturalization of green spaces with native plants, flowers, and no mow fescue grasses. |
| Do not remove the old growth including the trees like you did east of Centre Street. If you remove the growth and plant new it will take more than the lifetime that I have left to grow. East of Centre Street is like a "desert" when it used to have wonderful trees. It will never again be that magnificent as it once was along there. Please note that more trees/planting are needed. We are losing our urban forest at an alarming rate especially in the neighborhoods north of the bow. Strive for Raw Green space not "manicured" nor pavement/concrete. Add some off- leash areas. With all the new residences being built there will be more pets. |
| Keep it natural. Perhaps educational about what kind of life the bow river supports and how to keep it clean etc. |
| Add more natural vegetation space and maybe have an educational aspect of what healthy local wetlands look like |



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What opportunities do you see to create or add green space in this area?

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| More access to the river shoreline. More wetlands, were applicable, or forested areas. Rather than sculpted parks, more wilder areas would enhance the natural aspects. |
| naturalized areas intertwined with open picnic areas - best of both |
| Please tell Parks and Rec. to tell their contractors to LEAVE some dandelions. I cringe when I see the contractors MOWING DOWN all of the dandelions. When the bees wake up from hibernating, they are hungry. They eat the dandelions as do the geese and rabbits who also eat the dandelions. And please do NOT use pesticides. |
| Protected naturalized areas to increase wildlife/pollinator habitat, wildlife crossings (i.e. could there be crossings under the pathway for geese/goslings)? |
| We need some open space for play, some naturalized areas for the birds and bees and our mental health. And we need some play structures for little kids. More benches and picnic tables. |
| I dislike the term green space. It refers to everything from parks to the grassy strip between a parking lot and an arterial street. Therefore, particularly in the city centre, it is imperative to ensure that all urban land is being productive, either economically, socially or ecologically. An economically productive use of space might be food trucks, a farmer's market, or ground level retail. A socially productive land use might be a lawn where people can picnic or organize or commemorate, thought this must be done carefully, and measured by the number of people actually gathering there. Finally an ecologically productive use might include some restoration areas, or floodway which would absorb floodwater, and provide habitat for local fauna. As long as it is being productive in one of these ways, then the land is being used well. |
| Having more native plants, especially flowers bees love would be amazing! |
| If adding green space means removing asphalt, yes I agree. Any engineered green space must be with indigenous plantings, that do not need maintenance. NO grass, no cutting. This could be a model for permaculture/xeroscaping, systems of planting that could endure the severe climate changes. Manicured areas use energy, often from fossil fuels, so NO to grass. |
| Less lawn. More native grass. |
| Love the variety of native plantings used along the Riverwalk in the East Village & now in Eau Claire |



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More indigenous plants and trees. please think of the insects and birds that will help the area thrive. I believe we need to add bird and bee/butterfly houses alongside wildflowers. If you walk along the riverbanks, you will see people creating areas for themselves to view the river, I believe you need to take those areas into consideration and expand them so people can enjoy the river/trees.

In the winter, have areas for people to find shelter from the cold, such as fire areas or just trees that allow blocking from the wind.

downtown west feels cold and unwelcoming at street level. Its very Car focused. There are many parking lots and the streets need mature trees along sidewalks to make the idea of walking down to the river welcoming instead of feeling like a trek through a concrete wasteland.

We have a LOT of parking lots. Obviously we can't get rid of all the parking, but consolidation into parkades would be nice. That'd open up space for green spaces. Green roofs might be nice, too! Street trees would also be very helpful for making the area more pleasant - it can feel like a concrete wasteland sometimes.

Maybe some flowers

Sounds like good ideas - I don't know that portion well. Tree planting for success of growth looks important to me along pathway for shade and ages of poplars along pathways in YYC generally

As workable, increasing the tree canopy should always be done. However, space for safe separation of walking and wheeling users should take priority over preserving the existing tree canopy. Further, lane width on bow trail should be sacrificed to maintain safe separation between walking and wheeling users.

Remove spaces for cars including lanes and parking. More connected green space with trees and sitting areas. Outdoor seating for restaurants and cafes.

We need to expand the space along the pathways.

Old science center.

Remove low volume dead end street and access to 8 street, provide access to 11 street. Use area to create a park and community gathering area

Create safe stopping zones, signage that encourages pedestrians and cyclists to take equal responsibility. Benches that curve and have small tables to use. Not everything has to be a picnic table.



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| Would love to see an increase in green space that feels like a proper continuation of the Riverwalk areas around the Peace Bridge and Eau Claire. Something more like Riverwalk East. |
| Extend the design of Riverwalk east to this area. |
| Green spaces and run of the river wetlands go hand in hand in reducing GHG emissions. |
| Water space surrounded by trees and colourful poles with flags or banners. |
| A conservation area/learning center |
| See previous comment |
| What the hell! ? |
| There is not a lot of traffic for cars so you can expand the area and put grass so people can sit outside too. |
| Get ride of the roads. Linear park along the south side. |
| Keep the area serene & cull the geese. Wild life experts will confirm that we have an over population problem with geese. Grassy areas cant be used by people in the spring & summer because of all the excrement. The geese wandering down pathways are dangerous. Little children are being chased by mature geese protecting their goslings. |
| Should look at replacing some of the existing trees as they are fairly old. We don't want to see them starting to die at the same time, removing all the shade they provide. |
| Smart incorporation of shade and sun to allow both summer and winter scenery. |
| A surf wave/ park green space would make people not only want to visit but live nearby |
| Add adult outdoor gym |
| Adding green space should be the center of this project with connectivity being a splendid side effect. In many European cities, River walkways in downtown cores are green and magnificently landscaped areas that are more about creating natural spaces in high density and high concrete areas. |
| Adding perhaps a wall of trees or hedging between the road and walkway would help improve the greenery of the area. |
| Addition of a beach area. |
| Amazing to hear. There are so many redundant roads through there. |



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| Anywhere possible without effecting vehicle traffic |
| Beach to hang out to watch the River ... specifically River surfing. It always grabs the attention of passerby's. |
| Better access and viewing of the standing wave under 10th street |
| Bowforth Park is a volunteer run but growing in popularity open space that meets Figures and Strategic Directions contained within the Greater Downtown Plan. (Figures 10, 12 and within the Downtown West section, Strategies 2, 4 and 5. |
| Cannot answer this without you saying what roads are being removed, traffic and commuting roads are at a minimum as it stands. Green space should not be a higher priority then getting people to/from work, especially if you are trying increase downtown occupancy. |
| Close 6th Ave and create a new park |
| I value greatly what you call the "consolidation of fragmented spaces to increase river park size. I'm not sure how this is to be done but the intent is greatly valued for Calgarians! |
| I would also like to see a reduction in large surface level parking lots in the area |
| I would hope that consolidating useless spaces, while revitalizing abandoned spaces, would reclaim some areas to expand green space. Yes to repurposing areas, yes to parks, yes for community areas to enjoy!! |
| I'm not sure. But I love the idea. |
| if roads are redundant, turn them into bike lane, skateboard & scooter parks. no need for more green space at the extra cost to tax payers. |
| Let's get creative and do different types of green spaces! Different types of equipment to encourage movement |
| Make BowForth Park permanent or keep that area green if adding buildings to it - leave some green space in that space! |
| Maximize as much green space as possible! As Calgary's inner city continues to densify it is of the utmost importance that Calgary try to expand green spaces in downtown/inner city areas so that there is enough for all citizens to enjoy. In my opinion green space where people can recreate should take priority over all else. |
| More green space. |
| More green spaces to enjoy local wildlife |



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What opportunities do you see to create or add green space in this area?

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| More meeting and relaxation areas |
| No idea but the more greenspace the better. |
| None |
| none |
| None, just re-pave as needed. |
| Not at the expense of narrowing roads - used to go to work. |
| Nothing is needed. |
| Opening up the area by where the 10th St. bridge wave is and doing a river surf park |
| Picnics |
| Remove the crack heads |
| So in favour of a dog park for the poor dogs with no where to relieve themselves except sidewalks. Provide easier access to the river and the opportunities for creating nature experiences right there. |
| Surf wave |
| The nature is already beautiful. I would focus on creating a board. Chicago is an example of interesting board walks. |
| The west end currently feels like it has significant wasted potential with industrial-lite uses and parking lots scattered throughout. Redeveloping these lands into more productive uses would not only allow for a more vibrant community, but would free up plenty of space for parks and green space. |
| This is a biased question that suggests that is something that needs to be done. There is sufficient green space in this area already. |
| While the 15 minute cities are inevitable. This is laughable. |
| Green space should be well maintained. Public washrooms should be considered as well. Space should be leisure since it's close to the river. |
| There's lots of open and natural space that could be made more recreation-friendly. Also, there are encampments along the river path here as elsewhere that are discouraging to recreational use, as well as dangerous for passerby and the people encamping. |
| A beach area with a place to chill on sand and grass and watch surfing! |



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| Add green space, but not such that encampments can move in. |
| Adjustable river wave on 10th street, and urban beach |
| Bring the community together, places for food truck/stalls. More pet friendly places. |
| can something be done to move the roads back and create a better open space, for people to gather, walk dogs etc. and a cafe - currently no opportunity to buy coffee from Eau Claire to Edworthy! |
| Create more pathways with separate paths for people walking and people riding. |
| I wouldn't add space. As prince's island is a few blocks away. You'd have to take away from a major road artery that reverses for rush hour. |
| More plazas and seating areas that provides viewing areas of the river. |
| Not sure there are areas of redundant roads that could easily be converted without taking away residents ability to get around their neighbourhood conveniently. Perhaps some rooftop gardens or viewing areas? |
| Picnic areas, Riverview point areas, benches for those with mobility challenges, safe access points for those individuals with dogs |
| Playgrounds and parks on the river path. Volleyball courts are always nice :) |
| Reduce the road space. Could there also be 'active' green space. Public basketball courts or something |
| Seating and accessibility |
| The green spaces are important but they need to be useful for picnics and gathering as well as playgrounds |
| Too much green space already - I see an oppourtunity to pave some of it and make some small parking spots or a little row of angled parking |
| Use the existing areas better. Start by getting rid of the squatters and druggies using existing spaces for flopping |
| Urban beach Dog park Outdoor music venue |
| Activities that bring peopl there to stay not just pass by. Excercise equipment little kiosks permanent food truck or coffee. Something people will walk to and stay and enjoy. |

What opportunities do you see to create or add green space in this area?

I want to see more green spaces for sure. Especially with things like large tree canopies which could provide shade in the summer, but also create more of an 'enclosed' feeling which is very important for making this sort of space (in contrast, open spaces can feel too 'empty' or spaced out).

But more importantly for me, is that I would like to see more than just some open park or something, but I would much rather prioritize things like adding in these destinations I talked about in my previous response. Like adding in spaces for markets/cafes/bars, etc. that will actually bring people here and make them stay.

Create green / pedestrian / bicycle human scale infrastructure. It can be a meandering pathway with some areas to sit, some passive infrastructure to engage people to slow down, (more small scale local retail opportunities, again with local food vendors. We have a diverse city and our street food is very restrictive and non-indicative of this. We can work to fix that through such green spaces to fix the monolithic, dystopian, uninspired and torpid downtown and adjacent areas)

Get rid of as many roads as possible, they're under used and in bad shape. Let's add grass and landscaping and make it a place to spend time

If the area along the river could be turned into a park multiple theme areas could be created: Parks with outdoor fitness equipment, dog park, stairs down to the river etc.

Look at Chicago and many European cities that transitioned to an entirely pedestrian friendly downtown by putting major roads underground. those areas could then be made into long pedestrian walkways with walkable green spaces where the road itself used to be. Some of the buildings that have sat empty for the last 5 years could also be torn down and made into a park.

Picnic sites

Off leash park: big, with trees, some topography-not just flat, and fenced please.

Water access, even just visually with viewing decks. Fenced dog park. Playground for all the condos/ apts nearby.

1. River edge bathing/sunning
2. Public use flat lawns for:bocce, frisbee, picnic
3. secure bike storage
4. Green utility infrastructure to establish heat refuges, bio connectivity highways and capture of natural run off and use for cooling/watering.
5. Public washrooms. People don't come because there are no washrooms. It's not only a public use issue it is a human rights problem for those of us with disabilities. Not having bathroom access is cruel.



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What opportunities do you see to create or add green space in this area?

Make it 4 seasons friendly: skating rink or pathway similar to Rideau Canal, seasonal gardens, raised public vegetable gardens, lighted pathways for evening strolls, change rooms and bathrooms, micro-licensed cafes, gazebos, amphitheatre.



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What opportunities do you see to connect with the Bow River?

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| Realign Bow Trail West to parallel Bow Trail East east of 14th Street. This removes Bow Trail west from the waterfront and opens up the old GSL parcel with direct Bow River access. |
| The south bank of the Bow River from around the 10th St bridge to 14th. St is not safely or easily accessible. Creating a promenade from 10th.St SW to 11st.St SW by widening the river bank would be an excellent facility for residents to connect and enjoy the Bow river. |
| Extending the quality of infrastructure that has been developed on Riverwalk East is crucial - it will extend the meaningful gathering and active use spaces that have already been developed and encourage exploration further west on the Bow. Creating more naturalized and natural-feeling places to be - whether to throw a frisbee, have a picnic, or wade into the river - will encourage more use of this space. Creating vehicle-conflict-free connections south (such as a pedestrianized road on 11st SW) would create a safe and efficient connection to other amenities and lay the groundwork for a vibrant community in the area. |
| the area to the east of 14th St. is a good spot to connect to the Bow. |
| Better use of the boat ramp near the peace bridge for rafters |
| Close 4 AVE SW and connect the adjacent neighbourhood to the river, similar to the neighbourhood next to the Peace Bridge. |
| The bow islands are under utilized in the Summer time, these park spaces other tranquil spaces. Many overnight camp on them already. |
| Bow river has a set of islands around 10 th street that are no utilized. A seasonal connection would allow these islands to be utilized during summer months. |
| West of 10 st is a great opportunity to step down the shoreline so that people can better hear and see the always rushing water in that section of the Bow River. On quiet nights (when there's no cars on 4 Av SW) the sound of the river can be heard deep within Bowforth Park |
| Turn 8 street and 11 street into green walk ways with little or no vehicle traffic. Keep bikes and E bikes in bike lanes and ban E scooters from walk ways. |
| It is overgrown, but should that be changed? Maybe a natural path starting at 10 Street going west |



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This section of the river can be quite high/ create overhanging balconies with benches similar to what's done in East Village near the Simons building- but potentially larger. Separate and twin the path for active modes of transportation. Create defined barriers between cyclists/pedestrians under the 10st bridge- the pathway changes here and cyclists/pedestrians interfere with each others normal movement pattern. Add more benches/larger seating areas or concrete tables along green spaces between 10/14 street. Just east of 14st where the paths connect going down the hill- make these ramps slightly longer parallel to bow trail/6ave to decrease the grade/widen and then create a tiered sitting area where the trees are along the river, with safe access to the water and removing the spaces where camps are setup

Formalized access to the river, like under 14 Street, designed to be flooded

More downtown pathways that connect properly to the river pathway. Also an improvement to the pathway down the hill from Shaganappi golfcourse.

We need more bridge crossings. The only ones we have right now are busy road bridges that are loud and unsafe. The 14th St. bridge badly needs work on the uneven walkway concrete and barriers. There's no pedestrian crossing between Crowchild Trail and Edworthy Park, which severely limits opportunities to interact with the neighborhoods on either side. The Peace Bridge is great but also so crowded, especially while it's 'being renovated', and it's not a reliable or convenient crossing for people who live to the west.

Calgarians love to play on the Bow river but there is a lack of infrastructure to enter/exit the Bow river. If it is possible and part of the flood mitigation plan, a raft launch/river exit similar to the one on the North side of the Bow river near the Calgary Curling Club would be great.

Calgary is TERRIBLE when it comes to a "river city". There is only ONE spot that has a nice boardwalk: the Simmons Building. Demolish Harry Hayes and every other commercial building. Make BOTH sides of the river into an engaging boardwalk with cute cafés, great restaurants, etc.

It would be great to be able to access the river from 11 st as anyone from sunalta has to go into downtown to get access to the river. But I'm not sure that's really possible.

People currently access the river at 11 street through a hazardous slope. Make an official safe river access

Views - especially where roads terminate 10th/8th street

Especially at 14th. Someday will need a connection across bow trail between 14th and pump house (connecting to Sunalta Station, ideally)



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| Construct access to the island at 10 st and the area on the north bank, west of 10th st. GET RID OF THE TENT CAMPS ALONG THE RIVER!! |
| Bury Bow Tr and turn into a park. A pedestrian promenade with stairs down to the river and overlooks, several pools various depths (Family friendly to regular depth, (a dog pool!!)). |
| Calgary needs more beaches and river access. The launch site north of the 8th St alignment could be improved. |
| I liked the idea of the wave park by 10th Ave. Would also like to see terraced steps/seating down to the river similar to East Village, on the stretch west of 10th Ave |
| More connections from pathway down to the river. Maybe a deck that extends a bit over the river similar to the East Village end, near St. Patricks island bridge. Incorporate and include the surf wave work! Harvey passage is way too busy. You could create a quite the nexus there - would create SO MUCH ACTIVITY with surfers, rafters and people watching. |
| Pedestrian/Cycling traffic around 10th Street is too crowded and not separated. Pedestrian traffic could be rerouted via a pedestrian bridge that could connect to the island under 10th Street bridge. The island could be developed into a park space with spectacular views. The detour would be insignificant and would become a destination of its own, better connecting the larger park/path systems east, as well as the expanded Bowforth dog park area west. |
| There are great opportunities to have a boat landing site and a series of steps down to the Bow River a bit like the Spanish steps in Rome. Across the river in Kensington, we can observe many people sitting on a poorly suited concrete wall near and under the Louise Bridge. A well designed series of steps at the end of 11 Street is already a sitting area that could be nicely developed. The green space between the river and the present walkway is also so neglected that it is populated by homeless people and the view of the river highly restricted. Many trees are also in poor conditions. |
| I think it would be fine to increase pedestrian access to the Bow, but I would not like to see more vehicles accessing the riverbanks or riparian surroundings. |
| Creating ribbons of natural highways along the river that extend into the city create many benefits. Draw people, insects, birds along the ribbons. It can create cooling refuge, evaporation for storm water, biodiversity, and help increase relative humidity for trees to succeed in our dry climate. |
| There is a steep bank and a lot of trees. Would it be possible to place the pedestrian path farther down the bank while thinning the trees? This would separate the pedestrians from the bikes and would give everyone better visibility of the actual river. |



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| 1. Provide more riverside viewpoints. 2. This out the riverbank growth |
| make the river more visible and accessible. |
| The landscaping should be redone to provide sight lines and better access to the river |
| We love Edworthy and those areas along the west side if the city, the downtown section is now too congested for us to enjoy peacefully. |
| I just like being by the river and walking in nature. Would love to see more wild natural spaces like the one on prince's island. |
| Native trees and riparian plants. Interpretive signage. |
| Replace the caragana bushes with native species. Add a couple safe spots to get to the river safely so as to avoid lots of desire trails to the water with accompanying garbage and safety hazards. Perhaps a couple viewpoints like along River Walk in East Village. |
| Continuity of aesthetic (i.e., greenery, low noise, walkable/wheelable, etc.) between the RiverWalk and the neighbourhood. |
| Always choose people over cars. Always. Always. |
| Vital to be able to do this / tree for shade and greenery for natural spaces benefit us all so "build it and they will come" Is my advice - we all need this opportunity and this summer is the busiest I've seen the river for leisure and busy pathways |
| More shade trees, and river access. More man made eddies for public wading. |
| The ability to walk next to the river, to hear and see it, to have trees to beautify and shade the walk. Having a meeting place that would allow for benches, gardens, grassy areas for picnics (similar to the park at the south side of the Peace Bridge) |
| Make the area safer. I fully acknowledge this touches on much larger societal issues, but that is absolutely the largest inhibitor to any success and public buy-in for that area. |
| Revamp existing parks to feel more safe and provide better look outs to the bow river while not being run over by scooters. |
| Ensure that the river is not blocked off, but maintains its natural element. The river walk in East Village achieves this |



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| Similar to the river walk in east village, use lookout platforms, plazas and death my areas. With an expanded area due to road closures, cycling and pedestrian pathways can be separated |
| Indigenous sculpture and traditional use for river bodies featured. |
| It must do double duty -- remain beautiful green space for citizens to enjoy that also provides Bow river connection but also be an important buffer against flooding. How do you do that? |
| More access to dedicated beach zones for people to park and walk from various places of the city. |
| Amenities for families and young people to come and sit and enjoy the beauty. |
| Having a well maintained river trail is a great opportunity for pedestrians and cyclists to have a safe space for exercise thats not interrupted by traffic. Also being in nature and near bodies of water have significant mental health benefits. It also creates a sense of community when you see people enjoying public spaces. |
| Help the homeless! |
| I was really impressed which the temporary walkway I thought it was permanent it looked like it was. |
| Is there places for fishing? Are there places for play. |
| More River sport opportunities during the summer and potential utilization of it during winter when the ice is frozen. |
| Prince's Island park is a great place for people to spend time at the Bow River. I'd love to see other places like that - not just in Downtown West, either. It'd be nice to feel invited to stay a while, rather than just using the area to exercise or commute. |
| Remove fence, upper/lower paths perhaps? |
| More poor people camping out and freezing to death. |
| Remove the train tracks. Really the money spent on this project would be better spent on that. |
| ? |
| ???? How does one connect with a river? |
| A staircase to the river to provide a spot to view and people watch on the river. |



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| Access to the river, in an engaging and active way that supports recreation, contemplation, exploration, social and physical connections. |
| I would love to see Calgary do what Austin TX does with the bats that naturally live under a bridge there. The Big Brown Bats of Calgary now only occupy human made buildings (I spoke to a world's leading bat expert, Robert Barclay, at U of C about this). Building bat towers along the river could help local landlords with bat issues and help the bats, especially when they need to hibernate in the winter. Then locals and tourists can come watch the bats wake up at dusk and fly off to eat mosquitos. |
| If you want the river to stay unpolluted- limit the number of access spots so you can control the garbage that people will leave behind. |
| Informational signage about local flora, fauna and aboriginal history would be lovely. |
| Keep it full of nature; allow natural spaces to thrive. |
| Niya pimoter sisoner Sipyi. In English from Cree, I walk around the river. I walk around my friend (nitonem) year-round. I also pick up GARBAGE year-round. |
| Some more controlled/designed points to be near the waters edge. |
| Swimming area near the existing boat launch and possibly a dog swimming area as well. |
| 100%. We have American Eagles, Golden Eagles et al in the core with few noticing the wildness |
| 10th St surf location in this area. Promote multimodal to this location. Provide open space for people to store stuff needed close to this (I.E., lockers for stuff, change rooms for swim trunks, bathrooms, water connection). Ensure there is power supply to the area/ promenade in order to host events (E.g., DJ in the park, surf competitions, farmers market). |
| 10th street wave park. |
| A beach area for swimming and lounging |
| A dedicated boat launch; to provide safe access to for floats using the old Telus centre parking for float trips. |
| A downtown outdoor market space would be great |
| A safe spot for people to dip their toes into the river. |



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| A surf wave would be an incredible addition to the city, it would bring tourism dollars, place in Calgary on the map is an international surfing destinations, provide entertainment for people out enjoying the sun to come and watch the surfers, it would help build a sense of community through camaraderie and surf competitions, it would provide opportunities for exercise for Calgarian's and it would be super fun! |
| Add a surf area |
| Adjustable waves!!! The surf community is growing each year and will continue to. It brings a lot of activity to the area for surfers as well as visitors to stop by and check out the sport. |
| Allow for more areas to splash in the river close to DT (Similar to those in Edworthy, Bowness etc.). Have more areas of active engagement with the River in the RWW rather than river adjacent amenities. |
| An area to hang out next to the river, like a synthetic beach would be well used! It may not have to be sand but could be a clean cement pad where folks can lay down as if at a beach. |
| Artificial Wave for river surfing close the 10th st will be awesome |
| Better access down the riverbank to the water would be welcome, though sited and scaled in ways that are local, not regional amenities. |
| Boat launch |
| Bring back the 10th Street Wave! The River Surf Community is strong in Calgary and surrounding areas but needs a home in the city to help expand the way people see recreation on the Bow and the city as a whole. Another way for a passionate community to connect with the downtown and bridge the gap between urban and nature. There is an opportunity to welcome more people to the banks of the river to watch and participate in this great and accessible activity. |
| Bring back the wave!! |
| build a better/more consistent wave at 10th street for river surfing! more people will use it if it's properly built and maintained and people will be more willing to surf in the city rather than driving to kananaskis (basically set a proper wave that can resist erosion in the water, maybe funnel the channel to help keep it at a consistent level, build steps and reinforce the river edge for easier access to the public) see alberta river surfing instagram page for what they have to say about the space too |
| Build a river wake for river surfing. River surfing has massive communities in Europe and South/ Central America. The city can have so much more of a connection with its water |
| Create more sitting areas close to the river |



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| Create several access points where there is shallow water, less current and room to spend time safely away from the main current for families and dogs to spend time. |
| Create step down areas similar to East Village to allow interaction with the river. |
| Easier access |
| Educate people about it and make it interesting by keeping it natural. I have seen eagles, beavers and other animals living in and around. Think of way to have corridors for them to move around safely and be observed from a safe (for them) distance. |
| Fewer homeless and drug users camping in the area. |
| Further to my comment above about camps in the river, these behaviour in these camps results in contamination into the river. We all know where people camping in the river edge relieve themselves. This seems to be acceptable behaviour. Beginning in the 1980's I have swam in the Bow River upstream of Prince's Island. In recent years I feel that this might not be wise given the camps along the river. |
| good as is. |
| Graduated stepping like seen near 11th St in more places both to prevent erosion, but also to make access easier. |
| Having better and safer access to the river would be great. |
| I have seen through the utilization of the natural 10th street wave that was on the river between about 2013-2019 that many people connected to the river through surfing and whitewater activities. What I also found inspiring and interesting was the number of people who enjoyed hanging out at and viewing the surfers on the wave. I think the location is a unique opportunity to build a wave feature similar to other cities like Bend OR and Salida CO that attracts not only whitewater enthusiasts but many people to enjoy the Bow River. At Harvie Passage it is common to see double the number of spectators as kayakers, SUPs and surfers that are there to enjoy the park and watch people on the river. |
| I think we're doing a great job already! Maybe more opportunities for swimming? |
| I'd love to see a surf wave, kayaking and other water activities being made more accessible. |
| Improve the 10th street wave for river surfing! It used to be a great beginner wave and the community is growing. It would be wonderful to have a consistent wave there. |
| Improve universally accessible river access. |
| Incorporate or feature the 10 St bridge surf zone |



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| I would love to be able to take my kids to the bow river so we could get our feet wet. Right now there are no safe access points to the water, (and the river is too fast and dangerous to wade into.) The area in the east village that has been turned into a small wading area, is a haven for families. It's such a wonderful opportunity to create access to the water so kids can learn about nature and enjoy the benefits of the river. I love the way that area of the east village pathway is connected to a playground. |
| It is of primary importance to protect the Bow River from hordes of people. Hordes of people create tons of garbage, damage and safety issues - see National Parks. Connect with it visually but restrict actual access. |
| It is okay as it is. Not everywhere needs to be an access point/interaction with the river. |
| It's fine as is - perhaps offer steps down like in East Village. |
| I've noticed people really embracing the idea of using the waterfront as a kind of sand-less beach all along the river, in the last few years. Maybe build on that - enable people to enjoy the water (safely). Platforms might be more appropriate depending on the specific geography. Bear in mind that all the low-lying areas will be covered with water at times. I see people hanging out by that storm drain, which could be a natural spot to make into a recreation feature for the general public. |
| Knowing it is there, hearing it, hearing the birds that visit the trees along it is a way to connect with this ecological SYSTEM. No views? That's okay. We need to embrace the natural systems. |
| Large boulders to sit on along the river |
| Maybe have an opening like right next to the Peace Bridge where there's a ramp and you can go right up to the shore and not have to traverse down a steep hill |
| More seating along the river |
| Mostly accessibility. Consideration for the disabled and seniors. Most people are not aware of the fact that most seniors can drive and walk. But their ability to walk any distance is limited. |
| Pier-type structures as seen in East Village in constrained parts of the pathway that increase the functional space at chokepoints. |
| Put in a river wave! |
| Rafting has grown so much in popularity in Calgary, a proper put in/put out dock area would be a huge bonus to River users. |



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| Remove the crack heads |
| River surfing |
| River surfing |
| River surfing opportunities and other water sports |
| River surfing wave down stream of the 10th street bridge! |
| River surfing! |
| River surfing! Please explore seriously expanding Calgary's Bow River standing wave. Not only could this provide another great opportunity for Calgarians to enjoy our river, but could also attract mor e tourists. |
| River surfing, kayaking |
| River surfing. Such a great community and huge potential for economic activity. |
| River wave (spectacle for people to enjoy), River access (stairs, ramps), River enjoyment (river lookout) |
| Riversurf Park could create flood, mitigation and safer entry to practice for people, wanting to engage in that sport and other water sports |
| See the comment above for wheelchair access to the boat launch area. |
| Some sitting area close to river |
| Some stairs down would be nice. Not room for much else and I don't think any further boat/raft sites should be here. |
| Surf in it! The bow is what makes Calgary special. Giving people a safe way to recreate in the river is huge! |
| Surf wave |
| Surf wave design |
| Surfing at the 10th st bridge. |
| Surfing options. More seating locations |
| The ability to get close to the water would be nice. |
| The osprey and eagles in the area depend on the bow river - preserve this. |



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| There is limited opportunity to actually touch the water or sit near it (unless you are a street person.) |
| Though ecological restoration is an admirable use of the land, here in the city centre, it is less productive than in other areas further from the city. The main feature of the land here is that it has a lot of people close by, so keeping that in mind, I believe a better use might be to make it a recreational destination. This doesn't have to be in direct opposition to ecological productivity, leaving leftover spaces for restoration. However, the opportunities for swimming, surfing and other activities beside the island under the 10th street bridge are too good to pass up. And the city could even go beyond providing access to the riverbank and actually construct a formal recreating area similar to the Harbour Bath in Copenhagen (see images attached). |
| Waves waves and more waves. River waves we can surf on please |
| The west end is not a destination spot for enjoying the river. Create activations. The high embankment could provide an opportunity for a cantilever plaza over the river (glass bottom?). There needs to be a reason to go to this area, not just through this area. Something has to anchor it and make it a destination. |
| There are few good access points from the path to the river; most involve a steep embankment. Could the running / walking path be separated from the bike path in that area? (Similar to Prince's Island south side where there is a dirt/gravel small pathway right along the lagoon.) |
| Add more access to the actual river. Include off-leash. Create areas with rocks and dirt that simulate the existing banks and islands. |
| Build a better area for the surfing area!! I believe you could build a deck area that would allow people to watch and participate. build an area for people to get into the river as floating down the river is such a favourite. build an area so people can cross-country ski alongside the river in the winter. |
| Naturalize the bank but get rid of the places camps and garbage pile up. |
| Several viewpoints set aside from the main walkway. I enjoy signage about local geology, biology, and - especially - history (both indigenous and colonial). |
| Again an adjustable wave would be an amazing addition to increase water usage for many white water sports including kayaking, rafting, canoeing, and surfing. |
| A lower access portion similar to what was done in the Eau Claire area, river viewing areas that arch over the river a bit. |



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| A place to pull ones raft or canoe out of the Bow when one's trip starts at Bowness or further west. It is not always convenient to use the St Patrick's Island lagoon. Having a choice that allows going ashore in the west end of downtown would be nice. Please include some parking nearby to help facilitate this. Thanks! |
| A standing wave in the river like a couple years ago + a beach/viewing area |
| Adjustable river wave on 10th street, and urban beach |
| An areas to easily access the Bow in a safe manner, like a beach of sorts. |
| Create viewpoint platforms along the river with seating etc. |
| have beach access in multiple locations. The current large steps in the each village don't work as they are overgrown with vegetation and homeless hide their needles in the bushes along with stolen good. There should be open space in the public realm developed are with no bushes to hide needles in. |
| I'd prefer people connected less with the river. At best maybe a lookout. |
| I'd like to see a spray park and playground interact with the river. |
| I'd like to see a spray park integrated with the Bow River. More playgrounds integrated too. |
| More access points to the river that allow people to swim or lounge near the river. Being in and around water has many physical and mental health benefits and having direct access to the water is crucial to being able to enjoy those benefits. Calgary has a world class river flowing through it and I believe all citizens should be able to access and enjoy it. |
| River viewpoints and access points down to safe areas of the riverbank |
| Some sort of retail/food near the river |
| Surf wave Urban beach |
| View points , platforms fountains |
| Viewing the river, walking along it is always great, especially if you don't have to worry about faster pace users (scooters/bikes) as they could be on a seperate path like in Eau Claire. Being able to get down to the water and dip feet it would be great. |
| We need more steps and access and potentially another float/paddle station. |
| Wide cement steps down the river for swimming and boating access |



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| a spot to watch the sunrise/set, a place to be social and gather with one another, balance of nature and urban attractions along the river would draw people to the area. Kayak rentals right on the river. |
| 1 create some proper access/ egress points 2 picnic tables? 3 water safety and lessons for canoes, kayaks, etc |
| miss the surfing place that used to be by 10th bridge...but if not safe, then it is better to remove that and create a nice sitting area in the shade instead. |
| More greenspace and benches to sit and appreciate/watch the Bow River would connect people and appreciate the beauty of the downtown. Sitting areas such as around the Concord condo would be great for families. |
| Patios and restaurant spaces that overhang the river. Inspired by those in the Netherlands, France, Europe in general. Buildings built right next to the water (flood risk though). Areas for bathing, swimming. Maybe inspired by the floating swimming pools in Berlin's river. |
| Spend time outside. Picnic spaces. Places to swim and raft. |
| Water access for swimming and boats. Pedestrian/cycle bridge across river as improvement to 14 Ave crossing. |
| Additional river access, view points. Create a beach that is easily accessed from path. |
| An adjustable river wave (providing recreation to all river users and endless marketing opportunities that will help change the narrative about Calgary) Urban beach area Cafes and other (locally owned only) businesses |
| Create the surf wave, Get rid of the helicopter pad it is a waste of space, turn the boat launch into a public beach |
| Increase desire to go there, in the warmer months pet vendors use that space as they please. This would include food vendors and small businesses, could be in one small part or stretching along it, leaving room for people to do their own activities of course. |
| More beach access. Picnic tables benches |
| It's fine now it's wild enough while still accessible. More garbage bins and public washrooms to keep it clean. |



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| Let's create more opportunities to get closer to the river. Similar to Riverwalk East... what extra seating and steps downward can we create. The wooded spaces are nice, but separate people from the river. |
| safe river access for swimming, launching rafts |
| More boardwalks observation decks with seating, bicycle lock up facilities. |
| I think it could be cool to add on more of a pier sort of build. Nothing big of course (certainly not actually for boats), but something where people would be able to actually walk down to the river, dip in their toes, just sit and have a coffee right beside the water, etc. Right now the path feels disconnected from the river in a sense, as you have to walk through the bushes to get access (which currently feels discouraged because of this). Right now the only place similar to this is near Eau Claire, but I think there should be more opportunities. Also, if we were to create something like more of an enclosed space where the water could be still, it would be great to see as a swimming hole. Right now it's not really realistic to swim most places in the bow due to the fast current or shallow waters. But having a location with still water would be great for this. Especially as we have no good lakes near Calgary that have this sort of thing (Chestermere doesn't count, it's not very accessible; it's tiny beach is overcrowded, and it's often polluted. Ghost lake doesn't count because it's instantly extremely deep, but also it's only proper 'beach' is in a gated community). |
| Remove the barrier of the large roads ways to have good north south connection to the bow for peds and cyclists. Expand and separate the pathways. Expand the green space. |
| Easy accent from and decent to water so can get wet be it wading, fingers, or swimming. Boat ramp for easy launch. Boat rental. |
| The city needs to build artificial beaches and areas to hangout along the river. There are very few trails down to the river and are always full with people or homeless camps. There should be areas were people floating down the river can come ashore and have a bite to eat and something to drink. I'm not sure if the city knows this, but floating down the river is one of the most popular summer activities of the citizens of the city. However, the city has spend zero time, effort or money building out infrastructure to accommodate this activity. |
| Easier access to the river & green spaces more closely connected. easier access to bow river , green spaces, scenic point of access, more benches, places to rest & separate corridor from vehicles. |
| Areas to sit and watch, launch points for floating and swimming. Beach area to relax. Lots of local business and restaurants. |



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- * Berlin's floating swimming pools in the river
- * Patios and restaurant spaces overhanging the river
- * Multi-tiered green spaces: building's roofs as a park for people to use
- * Stilt buildings, to allow for uncompromised nature below
- * High Line like walking bridge, with lots of plants and curiosities along it
- * Lit up half dome booths to shelter from the elements, provide shade, create microcosms, etc.
- * Work from outside workspaces, open booths, covered booths, etc. Complete with WiFi and public washrooms
- * German Christmas market inspired shopping alley
- * Paris's repurposed motorway into a beach
- * Drinking fountains
- * Farmer's or craft market space
- * Drop in container stores, inspired by Toronto's STACKT
- * Colourful sidewalks, including lit-up sidewalks like in Lyon, France a main street is dotted with embedded lights, creating a type of starry effect or the Van Gogh-Roosegaarde fietspad in the Netherlands
- * A ginormous social staircase like the Spanish Steps in Rome, or NYC's Steps in Times Square
- * Fully fenced in dog park
- * Unique streetlights with modular attachments
- * skyways for bikes: elevated cycle paths like in Xiamen, China or the Hovenring in the Netherlands
- * a beach club, like those in Europe... bit ambitious but would be fun for summer months

1. ROSE KENNEDY GREENWAY: There's an incredible park in Boston, which was part of the Big Dig, where they relocated the freeway to being underground and turned the old freeway space into usable, walkable green space. This area has a large sculpture garden, public art, a splash park, picnic tables etc. (*Can 14th street and Bow Trail go underground?!?!?) :)

<https://www.rosekennedygreenway.org/visit/>

2. THE HIGHLINE, NYC: When you run out of space, go up. Reclaiming an old train track into pathways, gardens and green spaces. I love this walk, it changed the way I navigated the galleries in the Chelsea area. <https://www.thehighline.org/>

3. THE BROOKLYN PEDESTRIAN WALK: This is an interesting example, because not only is it iconic, but it goes on top (over) the traffic. (Could the pedestrian walkway be raised on 14th??!!)



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| <p>Add some whimsical play structures, opportunities to interact with art etc. Berczy Park or Love Park in Toronto St Catharines Street in Montreal</p> |
| <p>And finally, in Anchorage AK and New York City they have Planet Walks (see photos) walks where artist renditions of each planet in our Solar System is placed to scale where each step you take represents one light year. Plus there were plaques giving interesting facts about each planet. I found it to be a profound experience that gave me a better sense of how difficult space travel is and how delicate our planet is out in the middle of a galaxy we know so little about. Perhaps, to add a deeper level of culture and art, the planets could be created as part of the art programme set up by the city. Obviously, the Planet Walk would have to extend far beyond the River Walk West...maybe as far as COP to make it to scale from the Sun to Uranus...or if you're feeling generous—Pluto. Haha</p> |
| <p>Atlantic City Boardwalk.</p> |
| <p>Big, wide staircases leading down the the river where people can sit and just enjoy the scenery by the river, like in Paris. Wide pathways with shade trees. What we're severely lacking in Calgary is space to stop and just hang out. We're hemmed in by busy streets and funneled into parks, and we're not given the opportunities to just sit in a quiet place by the water and read a book. The pathways are treated as corridors between set points instead of as the attraction itself. As much as we talk about how lucky we are to have such a wide system, we never consider what it could be.</p> |
| <p>Brisbane in Queensland, Australia has a superb riverfront area.</p> |
| <p>Check out Confluence Park in Denver</p> |
| <p>Check out Munich's Eisbach river that flows through the Englischer Garten Park in downtown Munich, Germany.</p> |
| <p>Check out the Harbour Bath in Copenhagen, https://archive.curbed.com/2017/8/3/16089352/city-rivers-swimming-safe</p> |
| <p>Chicago River Walk - river access for sporting alongside restaurants, seating, walking Georgetown sunset cinema - cool activity programming idea</p> |
| <p>Chicago's lake front drive off of downtown is great - moves lots of vehicles fairly quickly</p> |
| <p>Dale Hodges park is good example of wetland near the river & daulighting stormwater infrastructure. If no wetland, a different use of space could be for public swimming like Copenhagen (https://www.visitcopenhagen.com/copenhagen/activities/baths-and-beaches); this would need river water to fill But would have little to no velocity making it safe for swimming.</p> |



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| Eau Claire is a great example of deprioritizing vehicular movement and prioritizing community, green space and active connections. |
| Existing calgary river walk |
| Floating hot tubs (Canary Wharf, London, U.K.) |
| Harvie passage style terraced seating River lookout like in East Village Pop up Coffee bars |
| https://greatriversgreenway.org/design-guidelines/trail-design/ https://www.sasaki.com/projects/chicago-riverwalk/ I have heard great things about these designs. |
| https://www.architecturaldigest.com/story/paris-first-public-pools-on-seine-are-major-success https://everydaytourist.ca/city-planning-101/2018/7/3/bow-river-promenade-vs-downtown-penetrator |
| Former Calgarian. Focus on micro modes of transportation. Bike simulation to maximize opportunities. https://www.nytimes.com/2023/07/10/opinion/climate-change-swimming-clean-rivers-heat-waves.html?unlocked_article_code=ZUutlQLMmSZwcLh3Tfn3PCPYGNmqFn8P1_PniMEWsWOCnPEhOuGhh0iUjFARt31QUdGL58yg0Ru9472JNy8lhx-4BEMXZaJV_-8xA3psYcDgw3uk1pOdMdrKFuhdddOg8XLiCAJhwQ7KZKqpeO27B3U1-eRH6hb6JAqiArfb0dg-BimGIKUoTWEswvgeqkNbEa4jyn91RrQx2KsUjJivhTdnl0M5G7AntYqhHldO_biwUF4ykguiOK_fuZ0nEGExVplpc772hwfz-fdn3hitDCEliIbD1dsG_ABFEhJj7waWmJ6sTfTfycn5YqQciQ458X1qnzZPEkullYtB8jefkvevZyogZ2TeJGBsQmooG0ixumXp8Je5A-k&smid=url-share |
| I have been to Bend OR and seen their whitewater park. It is adjacent to their town centre and attracts locals and tourists to connect and enjoy the river, as well as visit the neighboring parks, bike paths, restaurants, patios and events like concerts and festivals. When I meet someone new who moved to Calgary from someone on the coast or closer to water they tell me that the oceans or lakes they grew up with are one of the things they miss. People are drawn to the beauty and nature that water provides. Any opportunity for us to increase the enjoyment in our main water feature helps improve the quality of life for Calgarians. |



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| I love the Vancouver seawall. I feel like the south side of the downtown seawall that spans from the science Center past Olympic village and Granville island is great inspiration. So many people use the space because it's safe, clean, well maintained, and it makes walking places a lot more accessible and scenic. |
| I really like the Ottawa Park way and colonel by drive. I think there is an opportunity to support the river walk mutlimodal trasportation and still make a handsome experience for drivers that doesn't feel like a dusty industrial freeway through abandoned lots. |
| I really like the sculpture garden near 14th |
| I think the Central Artery such as in Boston should be looked at as a solution to vehicle traffic + park land. Creating the best of both worlds. |
| <p>I think these would have a really great impact in bowforth park - https://www.dailytouslesjours.com/en/work/musical-swings-permanent</p> <p>They encourage strangers to work together. One person can play a melody. The more people you add the more complex the song. If you work together to swing in unison the song has more harmony. Such a great project!</p> |
| I've been to many places that have this sort of ideal layout. Vancouver, Seattle, Honolulu. All of those cities had been build with limited space so priorities a walkable city layout rather than car dependent. Vancouvers oceanside pathways and parks always have something to do aside from go to the beach. They are filled with life and feel very intentional as they are made of stone. Seattle was filled with many small shops owned by independent retailers, even when it's rainy there are always people there. As with Vancouver Seattle focused on a walkable area to increase comfortability as a pedestrian. Honolulu always had mobile vendors at their oceanside pathways, as well as having many greens spaces, artists performing, and many businesses right on it. |
| I'd like to see something like Lawson Park in West Vancouver. Playground, spray park, and beach so you can use them both with the river. |
| In London, UK. Chicago, US. There are such good examples of historic and protected rivers being used to open up food and drink stands to attract to visit these areas, generating income for the local neighbourhoods. |
| Look at Copenhagen water access, boardwalks and pedestrian/cycle bridges. |
| Mexico City benches on Paseo de Reform, let's make the river front interesting |
| Oslo has a beautiful pathway by their river. |



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| Paris and Chicago both have good examples of walking routes that get closer to the river. The cantilever walk way near Jasper is a cool idea over the river. |
| Paris, France created an urban beach, complete with trucked in sand, umbrellas, and cafés. How much fun with this be in this area! |
| Princess Island has several nice access points to the river, which would be nice to have on the River West Walk. |
| Quebec City - Baie De Beauport is awesome. Both the beach club vibe the kids park and the overnight rv van parking is fantastic. This could be done by the train tracks in a way that mitigates flood impact and converts to a winter offer for x country skiing, fire pits xmas trees and a fat biking link to shagganappi golf course. |
| Replicating or using some of the river walk facilities/designs in Eau Claire and Chinatown as a minimum would be an excellent start. |
| River walks require restaurants and bars. None exist on this plan. However the greatest and most valuable land is memorial drive east bound lanes. Developing the north side of the river with south side patios and a connecting river walk. You continue to polish the south side of the river leaving the most valuable land as a roadway. The north side is ideal to create the world renown river walk. The land is worth a billion dollar if development is showcased as the best opportunity in years. The world case river walk could be connected from west to east with a people mover. https://www.theglobeandmail.com/globe-drive/culture/technology/a-suspended-people-mover-like-a-covered-chairlift-over-busy-steets-in-major-cites/article32659837/ |
| River wave in Bend, Oregon, https://www.mensjournal.com/.image/t_share/MTk2MTM2MjQyOTQxOTk0MTI5/bwp_1.jpg |
| River wave parks in Munich, Bend, and many more |
| San Antonio river walk with restaurants, excellent landscaping and other retail activities. Added bonus that private developers could share the cost |
| San Antonio river walk, canals of Amsterdam, Granville Island in Vancouver, Hudson River Park in NYC |
| Scope out Confluence River park in Denver. |
| Squamish BC has a great riverfront restaurant. Angels cafe to the west is ok but there's room for some thoughtful commercial use of the river banks. |



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| St Andrews Golf Course in Scotland |
| St Kilda Melbourne is a great model for mixing commercial with park soave and an ocean walk, Hirschgarten, Munich is just an awesome place with a big huge beer garden along with nature. Has a very communal vibe |
| Stanley Park in Vancouver, Queen's Quay in Toronto |
| Streets beach in Brisbane Australia is an amazing example of a city park that provides recreation opportunities, beautifies the neighborhood and revitalizes the area making it a destination that attracts visitors and residents. |
| The area at the south end of the Peace Bridge, the East Village promenade and small plazas interspersed within the communities. |
| The beach in Paris. Also in Saskatchewan they put weirs on the north Saskatchewan river so there are swimming areas that are safe yet still flowing water. I'd love more coves to be opened that I can get a car within walking distance to I can picnic and swim for the day. I should have to go through the bush on unofficial foot paths. It would be better gif the environment if several beach spots were created all along the river on both sides for families and dogs to enjoy. |
| The Danube has beautiful fish sculptures and informative plaques along its pathway that celebrate the fish habitat of the river. This could be a nice art addition and engage people in understanding the incredible fish habitat the river provides. |
| The public "beaches" on the river Seine. Our river is even prettier and far cleaner. |
| The river surfing wave in Munich draws thousands of people there every year, we should be doing something like that here. |
| The Riverwalk itself is an inspiration. The City of Calgary and CMLC have done an incredible job with the Riverwalk sections to date. I look forward to see what is proposed for the Riverwalk West. |
| There are lovely river promenades everywhere. My best inspiration is... Calgary Bow river loop between 14th street and Peace Bridge. It's a lovely place to be. I would love you to keep the statue garden that is currently underloved toward 14th street. Please use Calgary features and heritage as inspiration, rather than just emulating other cities. By heritage, I am including "settler" heritage as well as Indigenous: reconciliation includes recognizing that many many non-Indigenous people are passionate about our home here and have built a wonderful city. |



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| There are river surf parks in Munich, Idaho, and other places in the world that can provide a good example of what kind of tourism and money they can bring in through competitions and general tourism |
| Vancouver seawall at English Bay - integration with Cactus Club restaurant pavillion. |
| Vancouver second beach offers access to the ocean (river in our case). Our beach would be rocky and seasonal obviously. I commute regularly and find people of all walks are using the gravel bars as a beach west of downtown along the Bow. |
| Would love to see a family friendly container bar/beer garden/food truck facility/ live music. Lots of picnic tables in a shelter with large garage doors that can be open in summer & closed in winter for year round use. The Good Lot outside of Austin Texas is an amazing use of space, popular community gathering area. https://www.thegoodlotcp.com/ |
| YES! I've seen the transformed E. River and the Hudson in New York City; Chicago also has its lovely riverside parks (Riverpoint, Esplanade). Even Medellin (in Colombia) which for decades was known for the drug trade has transformed its river parks (which also includes a lovely ecological park). Calgary should be inspired by these examples! |
| Yes, look at how many cities have done river / pier projects. I described some of these above, but I'll add more The one from Rome: https://www.lifeonthemediterranean.com/lungo-il-tevere-rome/ Another is in Montreal, where there was a ton of interesting things and shops and such to visit around the pier. Another place to look is some of the canals in Venice or Amsterdam. While of course Calgary couldn't do canals or anything, what makes so many off these so great is that the destinations you're going to are alongside the canals, so you're not only going to visit the canals, but both the destination and the canals. This means you get to go have dinner, a coffee, a drink, or just some shopping by the water. Before or after your destination and it's the perfect opportunity to continue your day/evening by the canal, as you're already there. Grab some ice cream after dinner? Go sit on a bench overlooking it. etc. |
| You can look at what Paris is doing with the Seine - it might not be suitable for every section of the river but certainly around the downtown where there is little wildlife it might make sense. It would also be helpful to pedestrianize a lot of the streets around Eau Claire. |
| A wooden boardwalk along the river, like a pier with flower beds with local rose bushes |
| Access to the water would be great! Offering play is always a win like stepping stones. |



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| Again, there needs to be a better transition of confluence of bikers and walkers under and by the 10th street bridge. We walk this daily and it is dangerous and has poor pavement markings. It's so stressful and aggravating. |
| All the masses of flowers/tall grasses on the earlier phases is beautiful - would love to see an even more native planting palette. |
| An area to hang out next to the river, like a synthetic beach would be well used! |
| Anywhere in Europe or Asia.... where they do amazing things for a fraction of what the City of Calgary will likely spend. |
| Area for seasonal vendors |
| Better lighting is critical, the vagrants from the drop in centre tend to wonder in come summer time and this looks a little unsafe. I've seen crime occur from my condo which looks upon the river path. I would say this is critical |
| Bring back the wave! Having an area with an attraction like that inside the downtown is very unique and cool and a draw for tourists within the city. |
| Bring more bicycles. Make it routine commute or family fun, not extreme sport for reach guys in Lycra. |
| Clean and safe. That should be the priority. |
| Create opportunities for small businesses to thrive along the new riverwalk or close by. Also public washrooms. |
| Decide what types of traffic you want and then plan for that. We want people to feel safe and welcome. Good lighting patrolling in place at night so if riding alone it's safe. |
| Do more to incorporate and celebrate the existing history in the area and capitalize on it. Mewata Armoury and City Hall bookend 8ave and are obvious historic landmarks, yet nothing is made of these unique historic structures bracketing the downtown core via 8ave. There is an opportunity to use an existing line drawn between one side of downtown to the other and continue that unique design of Stephen Ave that seems to end around 4St SW. By using this existing structure the city could be tied together from east to west via the river pathway and 8ave. |
| Dont know would be nice to have a side walk other than bikers |
| Honestly just a continuation of the wonderful space that's been created from reconciliation bridge to 10 st! |



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| I would love to see more fountains in Calgary, and I think there would be a great opportunity near the 10th Street bridge for a beautiful fountain, like a subdued version of one you would find in Italy or even places like Germany - there are countless community fountains, made of stone, with places to sit and take in the calming sound of water and reflect in nature. It would be amazing to have that in downtown Calgary. If I could add one thing to this beautiful city, that would be it: a carved stone fountain, with lions like on the Center Street bridge, with sitting areas and trees all around. |
| I'd like to see accessibility considerations built in |
| in summer month, turn roadways along the river into bike lanes. it's been done in other cities (Paris) |
| Including opportunities for food/beverage vendors along RiverWalk West would be welcomed. Currently the only area along the Bow River is closer to Eau Claire or East Village which is quite a distance for some commuters. |
| Instead of planting lawn grass start to plant clover areas instead. |
| It would be great to have some developed river access platforms like in the new Eau Claire area, especially if this could be combined into a wide open underpass for pedestrians under the roadway. |
| Just think of any city that is on a waterfront. With a great boardwalk filled with cute shops and cafés. With wildlife habitat that supports native wildlife and engages the public with world-class interpretive centres. I have a lot of thoughts. |
| Less monoculture grass and embracing the beauty of the prairies would be amazing!! We have so many tall beautiful native grasses that could line the paths if we cannot maintain wildflowers. |
| Look at any rails to trails project. |
| Look to Europe or any other great city around the world! No more food and drink deserts. Rafting down the river is important to Calgarians, build the infrastructure! |
| People love to use the pathway systems to commute or for exercise, however we also like to stop and eat and drink and sit. Quit building roads along our rivers! |
| Many large US cities have done a good job. Look there for ideas. Calgary has made a great progress in this area. |
| Much of what the Neathetlsnds has done is beautiful. Prioritize people not cars. |



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| Paris has already banned E scooters and London is about to do the same. We can learn from them and not make the same mistakes. Very dangerous for pedestrians when they are on the sidewalks moving at high speed with sometimes two or more people on them. They go way to fast to be on the walk ways. |
| People enjoy amenities like restaurants and cafes mixed into a city park enable them to stay longer and enjoy the area. They draw people to the area & help to create a vibrant and safe gathering space. |
| Permanent road closures. That area of the river is too heavily populated and trafficked by pedestrians and cyclists for the land to be wasted on space for rush hour traffic. |
| Remove the crack heads |
| Saving money and not just spending for the sake of doing something. |
| Since this is Blackfoot land (Treaty 7), consulting with members of the Blackfoot community would be a wise idea. They also will be delighted and appreciate someone reaching out to them. |
| Some cities in Germany use extra wide sidewalks that are shared with cyclists but texture nodes help keep everyone on their sides. |
| Surf wave |
| Surf wave please |
| Surf waves that have been created all around the world |
| Thanks for asking for input. |
| The best river walks I have seen overseas and in the USA are leafy sun-dappled walk-ways interspersed with small cafes and businesses, away from traffic. This is where nature takes first place and business second. If all you are doing is providing sidewalks along a row of buildings with a row of puny trees in front, then you have pretty much every street in Calgary. No loud bars or amplified music, rather more of an old town street fair atmosphere. |
| The Calgary River Wave Park that some folks came up with together. |
| This area is a pathway to get places, not a destination. Don't over invest but make it safer, more convenient and quieter for users. |
| Trees. Trees everywhere. As the world warms and Calgary has more truly hot days, we're going to need that shade. Put trees everywhere. |



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Use brown coloured asphalt to signify a pathway meant for wheeling active mobility. Nobody can tell the difference when black asphalt is used for everything.

Water space. This city is sorely missing fountains and statues. With climate change ahead, a place to stop and cool down. As well, a nice tourist spot to take photos.

what about nearby points of interest with destination signage?

Whatever design/development is chosen, I would sincerely hope that the design, artwork, building, and all things contributing to the project, are primarily Calgarian, Albertan or at least Canadian, and that Calgary is clearly represented.

would be nice to have colorful chairs by 10st bridge and more shade coverings like they do in Inglewood. This is far enough away from peace bridge area and would be nice to have another rest stop area (like by Joe's Garage). There's some public art by 10 St bridge but doesn't seem to have a sign to explain what it is. Would be good to have a wayfinding sign here...ie, how far to peace bridge, eau claire, east village, etc.

Your taking the adiaage that this area needs to be refined. The installation of more run of the river wetlands would clean up our river from creosote run off.



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| "If you build it... they will come"... |
| a look out with opportunity for a food truck for coffee would be great. |
| A lot depends on the city plans for the realignment of 4th Ave. However, we may want to reduce the grass area to discourage geese feeding and spoiling and have more shrubs and natural space. |
| An additional or re-rerouting of the red line shown above would be a much better alignment. A future line going east west between red and green line could connect U of C and go directly through campus this time. All of this should be elevated and automated like REM or Skyline. |
| As a resident of a building at 8th Street and 2nd Avenue, we often see people jay- walking from one side of the cul-du-sac to the other side which is a hazard given the traffic of vehicles, bikes and scooters. This is particularly a problem on weekends and holidays. |
| As an urban resident, this is my backyard. Love seeing families, lots of people using the spaces! |
| Bad balance between population growth andparking.. I should not pay for fam to visit my home and park on my street. I should not have angry neighbours because there is nowhere clean to take my dog. I pay too much in taxes for this level of service. |
| Bigger paths, better landscaping and lighting, redirecting the road and eliminating those weird side roads would all be great steps |
| Creating more connection with houseless individuals and supports to keep them out of that area and not using in that area |
| Crossing the 14th st bridge as a pedestrian is unpleasant, please include the bridge in your improvement considerations. |
| Current conditions are frequently overcrowded and with the rough pathway west of pumphouse, this is a space I currently avoid. I appreciate the trees beside the river and dislike proximity to Bow Trail. A dream would be to have a pathway from here following bow trail up the hill at an easier grade than the Shaganappi golf course hill, which kind of sucks. 14 st underpass has a terrible blind spot on the east side. Lots of room for improvement and I'm excited about this project! |
| do it! |
| Downtown west has minimal dedicated park space. Please consider options similar to the tiered seating just east of the peace bridge or the Eau Claire redevelopment along with keeping active transport modes completely separated for safety |



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| Downtown West is so underutilized (I.e. around the old greyhound Station and all those used car lots). Improving the livability of the area would have massive benefits for the entire city |
| Everything in Calgary seems to be somewhat thrown together. Such as the actual city layout which encourages traffic congestion, creates a hostile environment for pedestrians, and hinders the growth of small businesses. Consult some experts from some waterfront cities before you actually go through with this and have a well thought out plan. |
| For commuting by bike in the winter the turn under the 10 Street bridge causes many wipeouts, as it is too sharp |
| Further west can a safe bridge over railway track near shaganappi golf course. Then as the pathway goes towards downtown more trees and separation from Bow Trail where possible. Trees specifically between road & pathway. |
| I do love what has been done in the downtown for river walks but just appreciate more spread out with parking access around the city too |
| I don't use these areas because I perceive them to be unsafe. I work in healthcare and I do not want to be a victim of crime my colleagues treat. |
| I feel like the house in bowforfixed up th park could be fixed up for a coffee shop. Or if the house has to be taken down, could put a coffee shop sea-can there. The downtown west does not have a ton of ammenities even though there is a huge residential population. |
| I have heard talks of a River surfing park at 10th street. The wave that was there was so great for the city. In fact they still use photos of that wave with surfers on it and hanging out by it in tourism ads and photos. If Harvie Passage is any indicator or the demand for a surfable wave, we need a new one yesterday :-) |
| I pee in the bushes west of here because there are no public toilets. |
| I realize the north side of the river in this section is not being considered at present, but if I could ask now, please fix the pedestrian pathway for wheelchair users (not the separate bike path), particularly the section west of the Veterans Memorial to 14th St. The tree roots make the current path hazardous, and in the west-most section it's impassable for all but the most skilful manual wheelchair users. And it's completely impassable in winter. |
| I run along RiverWalk West and my main concern is that it remains a pleasant place to go running! I am personally thrilled that the stadium will not be built here (further west) and hope that no major development will take over the area (thanks in part to the creosote etc.) . It can be a bit sketchy with encampments and isolation in heavier bush (mostly further west but also the low-lying areas), so I am pleased the City is planning to make improvements. |



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I see more city sandwich boards this year about safety. Notices about the by law for calling out or ringing a bell when passing others needs more focus. See nothing about that. Scooters are especially quiet.

Some areas want cyclist to slow to 10 km. Impossible. Try to do it!

I think it could be good to find ways to do similar things with Prince's Island park, such as actually using the stage out there more often. One idea I've come up with was using the stage for pop-up outdoor theater nights, where we could schedule movies and people from the community could come and visit and just spend their evening sitting on a blanket on the grass, watching the movie.

While I'm sure there's some concerns around how this would be ran, it should be possible as it's been done before in places like Bryant Park (<https://bryantpark.org/activities/movie-nights>) and I think Central Park. Again, thinking of creating things that people are actually coming here for.

This could also be done for similar things, such as actually using this space for things like music shows. I don't see why we have this piece of infrastructure but don't use it more often. I think it should be easier to apply for things like this, even just to be done by regular Calgarians. If a bunch of jazz bands wanted to do a show, I don't believe this is a location they would consider because it just isn't something we do as far as I know, and I'm not even sure we currently allow for this sort of thing.

Events like these could also work to encourage things like small concession stands if we allowed for it. Like if you go for a movie, you could allow in a couple food trucks, those small ice cream vendor stands, etc.

Just some ideas, but hope any of them are helpful.

I use it a lot to connect between my neighborhood (Bankview) and downtown/Kensington. I see a lot of potential for it to be better, and the greatest share of that potential is unlinking it from car traffic and turning it into something great on its own. I connect to the pathway from 14th St. because it's the least inconvenient, but I hate it for how loud and ugly and blisteringly hot it is in the summer. There are a lot of people living in the west end of both the south and the north who deserve better.

I use it almost every day, both sides of the river. Squeezing the south side pathway between the river and bow trail just makes for a noisy, unpleasant experience

If the redundant roads were realigned, consolidated, or removed, and the large surface parking lots removed. This has the potential to not just be a place where people pass through but a destination. Shops could be added with additional housing on the 2nd floor and above. A place where people live, work, and want to go.

I'm concerned with the "design" aspect of this project. Why are we manipulating the gift of a river system? Pull invasive weeds. Yes, remove pavement and "naturalize" the land.



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| Improve communication. I live near and use this area regularly yet this is first I am hearing of the project despite numerous previous phases of public engagement. Explain how this will link with proposal to close 11 street between 9 and 10 ... too many projects to keep track of...why so many now and where is all the money coming from? |
| In general prioritize places for people over cars. Build the riverfront as a destination and not just an area for people exercising (running, cycling) to pass through. |
| In general, I hope the investment in this project is significant because it has the opportunity to bring back the community portion of living in a city. And I feel like Calgary relies so heavily on personal vehicles because transit sucks that this one portion would be a nice start to changing that mindset. Build cities for people not cars. |
| Incorporate nesting for birds and hibernation shelters for insects. Also create safe natural pools for people to access in the hot summer. Lots of large trees to shade this area for cool relaxation and enjoyment of the view |
| Is there a section which could allow the showcasing of artists' work? How about a small botanical section showcasing plants that thrive in our climate? |
| It definitely feels neglected compared to the east part. Would be awesome to expand the river walk, and potentially add active features to give it its own charm |
| It is okay as it is. Just maintain it and enforce bylaws/keep out encampments. |
| It is well recognized by the the City planners and Councilors that Downtown West badly lacks by green space and community facilities that are available in other communities. One of the pillars to attract residents to the area is enhancement of the out door facilities for family use. Connecting the DTW BowFouth Park to an enhance DownTown West Path way + Pomenade would be a tremendous useful asset to residents and visitors |
| It, and the Greater Downtown more generally, is a car sewer. This will never be a successful community if we continue to hold sacred the antiquated idea that the streets in Downtown are for people to get in and out of it as quickly as possible. This existing mentality has ruined the Downtown as a place to live and enjoy, and can only be corrected by letting go of the idea that traffic flow is more important than space for people. |
| It's a beautiful area, thank you! |
| Keep expanding west! |
| Keep nature and wild life at the top of the agenda when creating this corridor link. |
| Let's try to make it an iconic area of Calgary. |



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| Looking forward to this |
| Make it a destination. Add small scale local promoting retail. Provide areas to sit and watch the world go by. Make it a place people want to stop and take life in on their way home from work. Provide it as a resource to decompress in the heart of downtown. |
| more "patrolling" needs to occur. Not enough "control" over electric bikes and scooters. Need more waste stream management. |
| More trees please |
| Near bow trail the pathway is way too busy we need an extra bike only path, 11th street bike lane needs to be separated from traffic and improved |
| NEED a playground please. |
| None of your questions addresses public art. This may not be in your mandate. I would like to see more artwork along the pathway. Big pieces are good but Illuminated booths for smaller items would also be nice. |
| Nope |
| Nope. Love the river walks. Love the city. |
| Older trees need to be watered. I spoke with two employees from the City. After the trees turn 5???, they won't water them anymore. That makes no sense. Water these older trees. They capture more carbon as well. It is sad when I see people cutting down the older trees. It shouldn't have to be this way. Also, Please keep a few portajohns near 8th Street SW and 3rd Avenue SW beginning at the start of the pathway. They remove these portable potties during the early fall. Please keep them year-round. Thank you. |
| Parking is nightmarish for citizens adding more people friendly features without adding a massive parking structure closer to the park areas seems counterproductive. |
| Please ensure good wheeling connectivity! |
| Please fix the sidewalks on 10 St, 4th Ave and get rid of abandoned old homes or re-develop into something nice. The old jewelry store at 10 st, 5th ave would be a nice coffee shop or community artspace. |
| please have separated spaces for walking and for cycling |
| Please keep it green, and allow us to access nature in our community. Thank you! |



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| <p>Provide for some sort of bathroom facility/access to all for increased time being spent along the riverwalk.</p> <p>Don't use the black refuse cans. They do not function well on high volume days and always look like they have been burglarized. Open top ones as seen in Eau Claire seem to do better and the enclosed ones on Prince's Island are also a good alternative.</p> |
| <p>Remove the fence along the pathway, allow access to the green/tree space/ river. Separating the commuter cycle traffic from pedestrians.</p> |
| <p>Save trees, plant new ones, landscape beyond native grasses, create a gentle, reflective space. Vibrancy does not always have to translate to noise.</p> |
| <p>Soccer nets added in 2023 to Bowforth Park have been extremely popular. Please consider the regional demand for using the Riverwalk and the local needs of residents living near the Riverwalk West. The Downtown West is Calgary's most dense concentration of high-rise residential buildings.</p> |
| <p>STOP creating project where none are needed. there are other more important area of the City that needs investment (small sport amenities and green space in North East. Install multisport "cages" near or in housing complex. or increase transit bus routes and frequency and connectivity. That would be money better spent</p> |
| <p>Talked a walk and see how it's used yourself.</p> |
| <p>The area is WAY under developed. Make tasteful modifications but crank up the development nob to 11!</p> |
| <p>The area of Downtown West is very traffic oriented, difficult to navigate and has very few green spaces to break up the starkness. I would have sidewalks widened (traffic lanes reduced), some of the surface parking lots made into parks or little plazas that allow for street side patios, coffee shops or kiosks, more trees planted and separated bike/escooter lanes. The area between 10th Street and 14th Street is not very conducive to pedestrians, not easy to navigate and lacks accessible pockets of green spaces and parks. 11th Street is especially in need of some improvements to slow (or eliminate) the traffic to allow 11th Street from 10 Avenue to the river to be more accessible and usable for residents and visitors to access Milleneum Park and the river walk.</p> |
| <p>The bow river is full of run of the river wet lands designed in the 1960 to remove pollution from the river. It is a shame this city management is willing to ignore these marvels for picturesque over functionality!</p> |
| <p>The Bow River, the river pathway and park system are Calgary's defining features. Do not compromise on the design and push hard to fully remove the traffic lanes from the waterfront. A half effort or compromise to pedestrianize this area would be considered a big failure</p> |



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The multi-use trail is too narrow for the amount of traffic it sees. Cyclists and scooters should be separated from foot traffic, similar to the separation further east along the Bow near the Peace Bridge and Prince's Island Park. The vehicle traffic (noise and emissions) detracts from using this area. Wildlife (geese) do not have enough space and there are frequently conflicts with people cycling and cars on 4 AVE SW. Permanently closing 4 AVE SW to traffic and repurposing that space to pathways and greenspace is the obvious solution to me.

The noise from loud cars, trucks and motorbikes is at a level that is unliveable. Maybe we should get a handle on that and start making our down town communities more inviting. We don't have the money to enforce bylaws and the police don't seem to want to, but we have money to do this. Shameful. Also the 8 street underpass is a disgrace most of the year. Please don't do anything if you are not going to maintain it. I travel all over the world and it is always sad to come home and see how poorly we clean and maintain the streets. Getting things spruced up for 10 days in July is not good enough does not make Calgary a world class city.

The orange, light blue, and green lines are all possible east-west alignments for a line connecting red and green line to newly aligned red line (shown in blue).

The population of unhoused persons with substance abuse issues has created a completely unsafe atmosphere in the west-end. It fully deters persons from utilizing the area due to safety concerns. Ultimately that must be addressed for there to be overall success. As well, the 11St and 9ave intersection creates traffic congestion most would prefer to avoid via any form of transportation.

There are homeless camps in this area. While not in the scope of this survey I hope their population is considered and an intersectional or GBA+ approach is taken to solicit their feedback during the design and engagement process.

There is still a concern from residents in this area regarding the homelessness, disorderly behavior, sense of danger and crime in the downtown west area. C Train stabbings and crime along 11 Street is a concern. Taking back the streets and people wanting to enjoy their places of residence should be fundamental to a growing and thriving city. Hopefully this can be achieved through this project.

There should be more river emergency beach landings with emergency phones for rafts that flip over. People should be able to go to a meeting point that is clearly marked on the trail to meet the fire department when they show up maybe have an emergency phone/security/safewalk phone at these locations for assistance. Kirsby rings and rescue buoys should be available in the populated areas similar to the Thames river in the UK.



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| Think about capacity first - the pathway needs to be much wider and accommodate growth into the future. It's very tight and congested. Don't undersize the cycling path like what occurred in the Chinatown portion of the riverwalk - make it bigger so people can pass each other! |
| This area has the opportunity to change the entire narrative of the city and make it known worldwide, particularly with the addition of the river wave |
| This is both a major bike-commuter route in the morning and early evening, while being a recreational trail later in the evening and on weekends. Both uses need to be taken into account. |
| This is such a terrific area, with a very warm and welcoming community. It is full of families, and it's absolutely in need of safe access, crosswalks, and pedestrian bridges. I can see how the River Walk West has the potential to create unique spaces, not unlike the wonderful revitalization in the east village. It's also so incredible to dream and consider bigger ideas and all that is possible for the area and community, thank you! |
| Too many meth heads jumping out of bushes along the river |
| Wake up and start helping people. |
| We love living here. It's the best kept secret. |
| We would really like to see a surf wave be oart of thede elopment. All season river surfing! |
| Would like to see Louise Crossing site developed and integrated into the design for the pathway |



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Mapping Tool

Locations are approximate and the mapping tool selects the known location nearest to the place the participant placed the marker.

| Category | Verbatim comment | Map location |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Experience | Remove Bow Trail from here to just past 14th street to provide room for separate pedestrian/cyclist paths and more green space opportunity | 1 10 Street SW |
| Experience | This junction could be improved to feel bigger so pedestrians, runners, and those on wheels can navigate this area more safely when turning. | 1009 4 Avenue SW |
| Experience | this is a really steep hill for young kids to cycle up and too steep for cyclists going down, try to improve the grade of this underpass and light it up more to make it safer for winter | 1009 4 Avenue SW |
| Experience | One major issue along this Section of pathway Is that there is no posted speed limit for bikes/ scooters Entering and leaving downtown. Consider adding a bike/scooter lane Or adding adding rumble strips along the new pathway. And A speed sensor sign. | 1021 4 Avenue SW |
| Experience | Typical location for transient populations And campsite debris. Consider adding public toilet along This development similar to east village. | 1029 4 Avenue SW |
| Experience | This pathway is busy enough where cyclists and pedestrians should be separated | 1029 4 Avenue SW |
| Experience | Separate pedestrian path with bike path. | 1029 4 Avenue SW |
| Experience | Lots of opportunity for some commercial activity between 9th st and 11th St. Food trucks, services etc, especially since this area lacks much real commercial services. | 1029 4 Avenue SW |
| Experience | This walkway is the wild west. Bikers and scooters act like this is their pathway, to the detriment of pedestrians. The City needs to twin this pathway, | 1029 4 Avenue SW |

| Category | Verbatim comment | Map location |
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| | allow cyclists their own lane, and let me stroll free of fear of being clipped by a scooter. | |
| Experience | Please twin this pathway using a clear visual language. This pathway is busy enough that cyclists and pedestrians should be separated. | 1029 4 Avenue SW |
| Experience | widen this pathway to allow enough space for pedestrians, cyclists and scooters. put more crosswalks if possible | 1029 4 Avenue SW |
| Experience | Keep the house or consider a sea-can in here to rent out. Would be great to have a riverside amenity like a cafe. | 1040 5 Avenue SW |
| Experience | Install fenced dog park and upgrade land to park space once the temporary park to the east is developed. | 1040 5 Avenue SW |
| Experience | Make these cars pay for parking | 1742 10 Avenue SW |
| Experience | Create spaces for vendors. Having some retail or food/drinks here or nearby could make this more of a destination, attracting more people to the riverwalk. This added vibrancy would likely also increase the attractiveness of the area, bringing in more people, and again making it more vibrant. Right now the main reason to go here is just for the nice walk (which is great), but adding an actual destination people are intending to go would bring more people who would then end up spending time around the rest of the riverwalk. I.e., Could go there for some lunch or a drink, but then continue with a walk down the river. | 201 8 Street SW |
| Experience | There are strong connections between Indigenous communities and the river. It might be a good idea to connect with the community and see if there are opportunities for healing spaces, like an indigenous healing garden as an example, but don't know precisely what's needed, as I'm not from that community. | 201 8 Street SW |

| Category | Verbatim comment | Map location |
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| Experience | Consider adding amenities to support the homeless populations that sleep in this area. They are kind and leave no trace. | 201 8 Street SW |
| Experience | Work to encourage development along this frontage that provides an active and engaging edge to the Bow River parks. | 201 8 Street SW |
| Experience | How about a Riverviewpoint platform? | 5 Avenue Connector |
| Experience | Riverside boardwalk connecting areas not large enough to put proper park space. | 5 Avenue Connector |
| Experience | Pinchpoints at crosswalks and/or raised crosswalks along with bicycle/ped priority | 5 Avenue Connector |
| Experience | The steep slope down, The Slope up, And the blind corner should all be considered in the redesign of this location. | 5 Avenue Connector |
| Experience | The section of path is a good Example of where the pathway has collapsed on the edge, making it dangerous to run when being passed by bikes. The new design should consider both the Aesthetic and technical performance. | 5 Avenue Connector |
| Experience | The trees and steep embankment make connections to the river unsafe. It would be nice to see an interesting feature (stairs? landing? cantiliver?) that allows people to connect with the river. | 5 Avenue Connector |
| Experience | Get rid of beg button wait times. Absurd that folks are required to wait and promotes ignoring it entirely when the signal is unaware of actual vehicle traffic levels | 5 Avenue Connector |
| Experience | Sitting steps down to the river and potential boat landing | 5 Avenue Connector |
| Experience | This is an incredibly uncomfortable space to be. With traffic roaring by at high speeds so close, it ruins the natural experience of the river pathway | 5 Avenue Connector |



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| Experience | It would be wonderful to Have the river walk bleed South towards the old planetarium To start connecting public nodes and desire points to the pathway. | 501 11 Street SW |
| Experience | More seating areas like this. | 501 11 Street SW |
| Experience | This abandoned house, which is in disrepair, has been and continues to be trashed. It is time that the City work with the owner to remove the unsafe building and create some green space in the community. | 521 10 Street SW |
| Experience | Resize 11 Street SW to a three lane (SB, turns, NB) cross-section similar to that south of 9 Avenue SW) and use the freed-up space to create separated cycletracks, wider sidewalks, and trees. | 701 11 Street SW |
| Experience | The area here can feel pretty tight for all the different type of mobility that happens under the bridge. A wider pathway, or a duplicated cycle track that uses the Bow Trail Westbound collector tunnel (with the closure of vehicles using the lane) would help make movement in the area better for all. | 815 14 Street SW |
| Experience | The underside of this bridge is NASTY and TERRIFYING at night to walk under. The lights flicker, homeless people panhandling, drug activities underneath. I'm a woman and got harassed here once because of the poor safety e.g. no lighting. This needs serious attention if it is to become a walking experience. | 815 14 Street SW |
| Experience | great spot for dog cool off on hot days as it is shallow but there are broken metal wires and other debris making it not a safe user experience. could use with enhancements and wall art | 815 14 Street SW |

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| Experience | PLEASE! Put in food and drink sea containers were independent/local retailers can start to create a community down here. If we added an area where entrepreneurs can sell food and drink to people enjoying the area, we might capture more of the tourist trade before heading into Banff, and it'd bring far more people downtown. We have to create an experience, like in London UK or Chicago US where people will come to the River and want to stay. | 844 2 Avenue SW |
| Experience | This area is currently an underused scrubby wasteland. How about combining the bloat launch with a beach area directly on the river. Ideally with some commercial activity (beach bar / restaurant / food trucks) bringing life to the area. | 844 2 Avenue SW |
| Experience | this dock is used a ton in the summer for easy river access, potential space to enhance the area and promote existing use? | 844 2 Avenue SW |
| Experience | Public Washrooms here would be good and maybe a food truck stand | 902 3 Avenue SW |
| Experience | This surface parking is a waste of space. It would be better used for shops/a plaza/green space | 908 4 SW Ave R |
| Experience | Is all of this surface parking really necessary? With high-quality transit and active transportation connections all around this area could work a lot harder for us green space or if redeveloped to another use. | 908 4 SW Ave R |
| Experience | Commercial/service opportunity. The area needs more. | 931 3 Avenue SW |
| Experience | Commercial or retail opportunity. | 935 4 Avenue SW |
| Experience | A design feature to separate the LRT tracks from the park (similar to celebration plaza in east village) would be nice here. Currently this space is about as enjoyable as sitting on an overpass on deerfoot. | 938 4 Avenue SW |



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| Experience | Bow trail going west should definitely should be re-aligned...Even if you had to move all the parks and new developments a bit north/west in order to place it right next to 9th Ave SW it would be worth it for the added river experience and land opened up for development. | Bow Trail SW/North of Contemporary Calgary |
| Experience | Ensure place to exit the river and pathways to return upstream. Consider daylighting the old canal through here so that people can interact with water, like at St Patrick's island. | Calgary Peace Pole |
| Experience | Developing these Pathways into trails would help to improve the experience here. This could be a pump track for kids in the summer or cross-country skiing in the winter. | Calgary Peace Pole |
| Experience | Joe's Garage has become a local institution. Please let them stay here. | Calgary Peace Pole |
| Experience | It would be good to consider the optics of contractors fencing off areas of usable pathway for months on end with no apparent work being done. Crowfoot had a similar issue impacting commutes and use of pathways. | Eau Claire Park |
| Experience | Please install a water fountain | Eau Claire Park |
| Experience | Separating cyclist and pedestrian lanes for safety. | Louise Bridge |
| Experience | The Lights under the 10th St Bridge has been out of service for several years!!! No one in any of the City Departments want to take ownership of this facility. Incredible!! Who is brave enough to take ownership?? | Louise Bridge |
| Experience | A river Surfing Park that brings in tourism creates, flood mitigation and creates a lower barrier to entry in a safer barrier to entry for Surfing | The Wave at 10th Street |
| Experience | I think there is an opportunity To explain the plaza across the river and the landscape of memory narrative along the river pathway. Right now this | The Wave at 10th Street |



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| | light Feature feels awkward and forgotten With the Path adjacent to it in disrepair | |
| Experience | Adding benches similar to area near Peace Bridge for better enjoyment of area. | The Wave at 10th Street |
| Experience | Invest in this surf spot and drive activity to the rivier. Maybe tourists will follow! | The Wave at 10th Street |
| Experience | The designs phasing should consider all the rerouted traffic. Local civil contractors are notoriously slow at delivering pathway upgrades and peace bridge repairs. The detours will be around for a while and will push a lot of traffic over the ctrain bridge and along poppy plaza which is already dangerous during rush hour with half the bikes and scooters than will be during construction. | The Wave at 10th Street |
| Experience | Build out the surf wave and an accompanying public space. This could seriously put Calgary on the map and provide a ton of vibrancy with surfers and spectators and people watchers. Harvey passage is bananas on a warm summer day. Need another spot and why not right downtown! | The Wave at 10th Street |
| Experience | This pathway becomes an ice trap during Chinook. Grading and drainage should be improved. | The Wave at 10th Street |
| Experience | This forest has been used by generations of queer folk as a cruising ground. Any development needs to be minimal, as to maintain the character of the area. How are new generations supposed to cruise for anonymous gay experiences if the trees are cut down. | Urban Suites |
| Connections | If this road were removed, it would create a lot more opportunity to connect the adjacent green spaces, each of which are disconnected and too small to be enjoyable on their own, especially when sandwiched between roadways. | 1 10 Street SW |

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| Connections | It would be great to change the road. Paving here and implement traffic calming strategies. And perhaps a bike lane so that. People can still leave downtown by Both modes of transportation Making the pathway safer for pedestrians. | 1005 4 Avenue SW |
| Connections | Force 4th avenue westbound traffic to continue north on 10th st bridge or south on 9th st. 4th ave should be terminated and the space converted to park and path | 1009 4 Avenue SW |
| Connections | better intersection design needed for all modes | 1009 4 Avenue SW |
| Connections | Implement official pedestrian crossing between the park path and the river path at least until the temporary park land is developed. | 1021 4 Avenue SW |
| Connections | Improve the connection between River Walk West and 10 Street underpass. This is a pinch point that should be managed better through design. | 1021 4 Avenue SW |
| Connections | Is it possible to consolidate the lanes (through, turning and parking) along Bow Trail to gain space for widening the pathway? | 1029 4 Avenue SW |
| Connections | Close off vehicle traffic on 4 Ave, west of 10 St. | 1029 4 Avenue SW |
| Connections | Can you get rid of the parking lane between 5 Avenue and 10 Street (along the north end of the green "island" to gain more width for the twinning of the pathway? | 1029 4 Avenue SW |
| Connections | make this an area with a wider pathway for people to walk, bike, and ski in the winter. install more benches, recycling bins and trees to add shade/protection from the elements. clear areas so you can see the river | 1029 4 Avenue SW |
| Connections | These parts of the pathway need to be wider or have some kind of merge Lane. Especially for cyclists who are entering the pathway That seemed to have | 1029 4 Avenue SW |

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| | trouble yielding to pedestrians already on the pathway. | |
| Connections | This part of the pathway is a bottle neck, it needs to be expanded get rid of the road and make it bikes only | 1029 4 Avenue SW |
| Connections | Move the pathway away from bow trail, or create a natural barrier. Or.... Move bow trail to the south | 1029 4 Avenue SW |
| Connections | This road has significantly more capacity than required. Downgrade and only maintain local connections. There is no need for through traffic here. | 1035 5 Avenue SW |
| Connections | Get rid of this road. It is unnecessary. | 1039 5 Avenue SW |
| Connections | please re-develop this abandoned old store maybe into an artspace, community cafe or something nice | 1040 5 Avenue SW |
| Connections | Dedicated multimodal pathway and traffic separation for access to the river | 111 7 Street SW |
| Connections | Put a red light camera here to make this a safer crossing for pedestrians | 1121 6 Avenue SW |
| Connections | A Traffic camera for speeding and red light violations for traffic heading west on 6th.Ave is long overdue. Many drivers race to exit the last traffic light out of the city. Many intersections in the city have traffic violation cameras with less traffic risks. | 1121 6 Avenue SW |
| Connections | This intersection still feels very car-oriented, and not designed for crowds of people leaving the museum and heading to sunnyside or the riverpath. | 1121 6 Avenue SW |

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| Connections | Please extend the 5th street protected biking lane south of 17th avenue to the elbow drive pathway network. The bike lane completely ends and as a cyclist you're stuck in a dangerous situation. You cannot go on the sidewalks since they are very busy around 17th. Furthermore, even if you want to cycle on the road, you have to cross diagonally to do so which is very dangerous. There is a lot of two hour street parking on 5th street in that area which could be removed to make way for an extended bike lane. I have contacted the ward 8 and 11 councillors and left a 311 report but I have received no response. | 1221 2 Street SW |
| Connections | A very busy part of the pathway here pedestrians need their own pathway | 1910 Pumphouse Road SW |
| Connections | The existing pathway connection here is super sketchy. Maybe if you formalized it, added some more lighting, etc...More people would realize it was there and make use of it. Although you may not think this area should be apart of your plan, connecting the Sunalta area to this park better would play a huge factor in the success of this project. | 1920 Bow Trail SW |
| Connections | <p>It would be worth the investment to re-route or somehow add an additional route off the red line, mostly travelling through the middle of Shagnappi Trail and going south. This new red line could connect to Market Mall, then thru the University District, to the Alberta Children's hospital, and then the Foothills Medical Center. These are major destinations and present a huge opportunity since they are cluttered so close together. Furthermore, all this re-route should be built on elevated rail since it is cost effective and creates grade separation.</p> <p>The current U of C alignment is very poor anyways, at U of A the train goes directly through the center</p> | 1942 2 Avenue NW |

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| | of campus! Eventually, maybe the green line and red line can be connected via a new line travelling East-West which could travel thru the U of C and meet the red line at the Alberta Children's Hospital. This would be a much better alignment. | |
| Connections | North-South active transportation connections are severely needed in this area. 8st is a valuable connection but prioritizes vehicle traffic (although it doesn't do that particularly well either). | 400 8 Street SW |
| Connections | Consider transit priority lanes on the Louise Bridge and on 4 and 5 Avenues SW as these are among our busiest non-LRT transit route segments. Transit passengers deserve to cruise past traffic while enjoying the beautiful crossing of the Bow River. | 425 9 Street SW |
| Connections | Simplify the intersection, and focus on safety, not just speed and volume. The extra 30 seconds saved is not worth anyone's life. | 425 9 Street SW |
| Connections | This intersection crossing the LRT and the avenue is SCARY for pedestrians. Widen the sidewalk | 425 9 Street SW |
| Connections | Transit stop somewhere along this stretch of the lrt | 425 9 Street SW |
| Connections | Widen the connection from 11 Street across Bow Trail to pathway so that it can accommodate the higher volume of pedestrians and wheeling users connecting from the pathway to downtown west. | 5 Avenue Connector |
| Connections | Strong desire line in boulevard - formalize it as part of the twinning of pathway in this area? | 5 Avenue Connector |

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| Connections | Improve the angle that the 14 Street bridge and Bow River pathways meet at - not great for visibility | 5 Avenue Connector |
| Connections | Improve connectivity to/from 14 Street bridge - make it more accessible | 5 Avenue Connector |
| Connections | Consider ending traffic calming strategies here and merge. Bike scooter lane back onto pathway | 5 Avenue Connector |
| Connections | Implement traffic c Calming strategies to allow for safer probability between green spaces. And possibly share the infrastructure between bikes and cars. | 5 Avenue Connector |
| Connections | Get rid of the road here and expand the bikeway | 5 Avenue Connector |
| Connections | Create bike only pathway here | 5 Avenue Connector |
| Connections | Something to remove the blind corners on the pathway | 5 Avenue Connector |
| Connections | Pathways up to 14th St are very steep and not suitable for many users. At least one side should be redone to make more accessible for walking and wheeling users | 5 Avenue Connector |
| Connections | idea/dream state for connection would be for pedestrian and cycle priority for whole connection into track and walkway toward west end and into downtown | 5 Avenue Connector |
| Connections | We need more space here for the pathway, get rid of the road here and make a wider pathway | 5 Avenue Connector |
| Connections | The pathway west of 11th St. S.W. is a hellscape that runs parallel to an expressway. It is what it is. Improve the infrastructure for cycling and let's not pretend that this will be a place for people to gather. Nobody lives over here anyway. | 5 Avenue Connector |
| Connections | The placement of this entire road could be changed. There is no real reason to have it on the north side of these lots, and it just takes away from valuable land that could be used for | 5 Avenue Connector |



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| | naturalized/green space or redeveloped into productive uses. There is no real purpose for an arterial road this far north west of 14st. | |
| Connections | Remove this road and route westbound traffic south on 9th street then onto 5th Ave. Reverse lanes on 5th during afternoon rush hour. This move will crest a lovely green space to the river and allow for a widening of the pathway. | 501 10 Street SW |
| Connections | Get rid of this road. It is unnecessary and takes away from park and pathway space. | 501 10 Street SW |
| Connections | Traffic light on 10th Street to cross 5th Avenue is not effective. Rush hour has traffic backed up to the Louise bridge and off peak has cars waiting to cross 5th Avenue where there is no opposing traffic. Better to turn this all to pathway and route traffic down 9th Street. | 501 10 Street SW |
| Connections | Please fix this sidewalk, it's always broken and not paved nicely. make it accessible for bikes, wheelers and escooters | 501 10 Street SW |
| Connections | Maybe a bridge here to make it more convenient and accessible for Downtown West to get to Kensington | 501 11 Street SW |
| Connections | This is super awkward, tight turn & shoulder check is hard. It is also not well marked/visible so most cross over into opposite way to access path. | 501 11 Street SW |
| Connections | How about an overhead crosswalk/bike path to avoid the risks of high volume traffic similar to the Bow River Pathway one over Memorial Drive | 501 11 Street SW |
| Connections | Priority for wheeling users and a continuous cross walk at grade with walking/wheeling users would be great here. | 501 11 Street SW |



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| Connections | Terrible congestion during certain times of the day. Traffic from all the condos in this area enter/exit on to 10th and mixed with 4th Avenue traffic and pedestrians crossing 6th avenue makes for a very chaotic flow. High concentration of condos along 10th Street from 5th to 7th Street. 9th Street should be the major roadway. | 511 10 Street SW |
| Connections | The Old Calgary transit Wagon was supposed to be removed in the Spring of 2023. It has served its purpose and should now be remove to alleviate traffic movement in this narrow part of 10 ST street | 683 10 Street SW |
| Connections | Protected bike lanes on all of these roads should be the norm. People of all ages and abilities should be able to comfortably and safely get around the area and visit our beautiful parks. | 701 11 Street SW |
| Connections | Make the 11th street bikelane separate from traffic, paint is dangerous | 701 11 Street SW |
| Connections | This is Contemporary Calgary and Downtown-West station. There needs to be a wider sidewalk here to allow for stronger connections from the art gallery and the LRT to the river. | 701 11 Street SW |
| Connections | make 11street 30km/hr speed limit | 701 11 Street SW |
| Connections | The cycling infrastructure on 11th needs to be upgraded to a protected cycling lane (or lanes) that connects to the river pathway system and the existing upgrades (that terminate at 12 ave SW). | 701 11 Street SW |
| Connections | There isn't a need for vehicular connectivity along 11st aside from local access. This is a great opportunity for a pedestrian promenade that would create a meaningful active transportation connection to the rest of downtown | 701 11 Street SW |
| Connections | Bike lane ends here. Then you have to cross over to get to cross walk to connect to pathway. Bike lane should be a tow way connecting on west side to the river path. | 701 11 Street SW |



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| Connections | 11 St Cycle Track needs to be protected to meet 5A standard. Wheeling users in Connaught and West end need safe and comfortable access to river pathway and that means more than just paint. | 750 11 Street SW |
| Connections | Put a flashing crosswalk here or lights with a bike signal | 801 11 Street SW |
| Connections | Make this bridge sidewalk wider | 815 14 Street SW |
| Connections | 5A Connections should be made along 14th St to the north side of the river as opposed to the relatively narrow sidewalks on each side of 14th currently. | 815 14 Street SW |
| Connections | underneath the bridge add some art and lights (not bright LED but maybe even an interesting lightshow of sorts that you can change throughout the seasons) for safety and beautifying the area. | 815 14 Street SW |
| Connections | The ramp up to 14th street is pretty steep, and getting on the actual bridge with a bike can be a pain. Shallower slopes? could the sidewalks be widened at the expense of lane width? could another bridge be built for pedestrians and cyclists? | 815 14 Street SW |
| Connections | Proper width pedestrian lanes with cyclist land too, gives access to community to the south form the river. Also better connects north and south sides of river for cyclist/pedestrian traffic. | 815 14 Street SW |
| Connections | Please make the pathway connection with the Mewata bridge safer and more comfortable (curves, sightlines, grades, widths, etc). | 815 14 Street SW |
| Connections | Keep the 3rd ave bike lane!!! | 815 3 Avenue SW |
| Connections | Make 3rd Ave cycle track permanent | 840 3 Avenue SW |

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| Connections | I have no idea what is going on with the old greyhound station here, but this would be a great area for a transit orientated development. There is already a bridge over the road here, connecting the area to the train network. Furthermore, if you did re-develop the area north of this spot to remove the road, it would be next to some really attractive greenspace. | 877 Greyhound Way SW |
| Connections | Remove this grade separated interchange and signalize this intersection. Removing the off/on ramps frees up a significant amount of green-space and makes this area much easier for pedestrians and bikes to navigate. | 915 14 Street SW |
| Connections | Given the amount of through traffic that this road services I think maintaining grade separation makes sense, however, there is far more vehicle connectivity that necessary here. These ramps could be removed or downgraded to less sweeping turns to free up a ton of space. Walking/wheeling connections need major improvements in this area to make it easier and more comfortable to navigate | 915 14 Street SW |
| Connections | 5A connections to Sunalta, Millenium Park and 12th Ave Cycletrack should be implemented. As is only narrow sidewalks connect the river pathway parallel to 14th street under Bow Trail, the LRT and rail tracks. | 915 14 Street SW |
| Connections | <p>This underpass is dangerous for bicyclists (and pedestrians when bikes are present). It is narrow and visibility is limited. There is a pedestrian stairway that drops people right onto the sidewalk potentially in the path of a bicycle. The infrastructure is decrepit.</p> <p>Connecting from the Riverwalk to Sunalta requires either going under this underpass, over the bridge from the old Bus Depot (which isn't friendly to cyclists either) or going all the way west to</p> | 931 14 Street SW |

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| | Pumphouse Theatre and using the level crossing of the railway. There need to be better options. | |
| Connections | Add LRT station here or on the bridge, allowing for improved accessibility to the area. This would also help to bring more people here, allowing for more opportunities to support projects such as added markets/restaurants/cafes/bars/etc. Or in general just increase the use of the area | 938 4 Avenue SW |
| Connections | Consider the long-term possibility of the red line going underground as an 8th Ave subway | 938 4 Avenue SW |
| Connections | Lose channelize right off 10 Street to Bow Trail to gain more space | Ambrosia Veggie House/1009 4 Ave S.W. |
| Connections | This is really dangerous for pedestrians, get rid of it | Ambrosia Veggie House/1009 4 Ave S.W. |
| Connections | Multi-use pathway bridge connection between West Riverfront with Millenium Park | Bow Trail SW/North of Contemporary Calgary |
| Connections | 14 St Bridge is falling apart, sidewalk is crumbling, the pathways are narrow and the traffic too heavy, making crossing scary. It is really difficult to access Sunalta or Kensington via this Bridge. | Bow Trail SW/14 Street SW |
| Connections | Connect pathway to Sunalta LRT for access. | Bow Trail SW/North of car lot |
| Connections | Improved trails through this area to reduce encampments and encourage more positive usage. | Calgary Peace Pole |

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| Connections | <p>Why is the greenline being built as an LRV?? Besides being away from everything, the biggest problem with C-Trains (well besides the crime), is the fact that it isn't grade separated. Being on roads slows it down sooo much. This problem has already been solved, build a skytrain like vancouver did. Then it can be automated which would help increase frequency to every 3 minutes or so. Also there is a huge shortage of transit operators, don't you think having an automated train might help with that issue.</p> <p>And if you don't want to do that, at least stick with our current high level trains and loop the green line with the blue at the airport. It does not make sense at all to use a people mover, having people transfer again is so inefficient.</p> | Eau Claire Playground |
| Connections | East of the bridge, wheelers ride on south side and pedestrians walk on north; west of the bridge, wheelers/pedestrians share path with wheelers passing on the inside. Under the bridge, ^_(\ツ)_/ ; wheelers increase speed (to make it up the hill on the other side), pedestrians drawn to the river edge. | Louise Bridge |
| Connections | Bridge to make it more accessible. | Memorial Drive NW/North of car dealership on far west end |
| Connections | Pathway crossing indicators throughout this section since there is a lot of traffic between the river side and over the pathway. | The Wave at 10th Street |
| Connections | if possible continue twinning in underpass | The Wave at 10th Street |
| Green Space | It'd be lovely if this block was connected to the river, rather than being disrupted by the road. There could be green spaces, gardens, cafes and | 1023 4 Avenue SW |



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| | other local businesses here, inviting people to stay a while. | |
| Green Space | This park needs water access for community gardens and events. Power too! | 1029 4 Avenue SW |
| Green Space | Please be thoughtful about the quantity/quality trade-offs on this park space. Consider deleting the street segments on the west and north edges to gain park space and consider selling south and (particularly) east portions for development that could provide an active and engaging riverfront. | 1029 4 Avenue SW |
| Green Space | Please delete the 4 Avenue SW extension between 6 Avenue and 9 Street SW and leverage the freed-up space for park and pathway. | 1029 4 Avenue SW |
| Green Space | Connect this park to the river walk, get rid of the road here | 1029 4 Avenue SW |
| Green Space | This green space, adopted by and cared for by the DownTown West Community is now well used and should become a permanent Park that should be maintained by the City of Calgary. | 1030 5 Avenue SW |
| Green Space | Useless green space. Not productive economically, socially or ecologically. If acquired, try and increase productivity in some way. | 1039 5 Avenue SW |
| Green Space | there is a dog park right next to this area. create an area where plant life can thrive and make it interactive for kids and adults to go sit. Since its in the middle of to main roads, creating an area to insulate it from so much noise and make it easier to access. | 1040 5 Avenue SW |
| Green Space | Opportunities for community garden since there's already a dog park not too far from here | 1040 5 Avenue SW |
| Green Space | the trees along 6th. Ave by the sidewalk are owned by the City and needs to be care for!! Lower 'small | 1121 6 Avenue SW |

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| | sucker" branches need to be trimmed. also black fungus needs to be sprayed | |
| Green Space | COnservation area, learning area about fauna and flora and how to protect it for generations to come | 1408 Memorial Drive NW |
| Green Space | So much space here is wasted on a space-inefficient use. Relocating or consolidating this use and re-aligning the road would allow for much more recreational (and productive) use of this space. | 16 Street SW |
| Green Space | always see families and kids using this space in the summer, water fountain to enhance the space? add something here in the winter for use? | 200 La Caille Place SW |
| Green Space | I love the several monuments and features in this area. I was sad to see the plaques removed. Please honour the monuments and features that currently exist. | 201 8 Street SW |
| Green Space | wonderful little natural area, could use some care like on the Eau Claire side where there is the naturalized walkway that supports local ecosystem with people use | 201 8 Street SW |
| Green Space | There's an arch around here that I've always really liked. Please keep it there. Feel free to enhance its context and replicate further. | 201 8 Street SW |
| Green Space | Great potential here to clear out social disorder and facilitate recreational use & river connection. | 201 8 Street SW |
| Green Space | This is a great area to encourage habitat growth for small animals and birds. | 2024 Pumphouse Avenue SW |
| Green Space | Another use with an excess of impervious surfacing and unnecessary surface parking. Much of the north side of this area could be better used as green space. | 2024 Pumphouse Avenue SW |
| Green Space | This building is a visual stinker to see from Crowchild trail and probably lowers the property | 2206 10 Avenue SW |



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| | value of the whole area. I don't know how you resolve that but it needed to be said. | |
| Green Space | Delete both the standalone 4 Avenue SW lane as well as the northernmost lane on 6 Avenue SW along this segment, to deliver more space for park and pathway and a better buffer from 6 Avenue SW traffic noise. | 5 Avenue Connector |
| Green Space | Get rid of all of this parking, it is not needed, create an art park | 5 Avenue Connector |
| Green Space | Connect this to the riverwalk by getting rid of the bow trail connector | 5 Avenue Connector |
| Green Space | There is an excess of surface parking in this area that, along with realigning the road, could free up green space. If parking is required, underground (preferred) or structured parking would be a more space-efficient alternative. | 5 Avenue Connector |
| Green Space | Love the statue garden here, people might not even realize it's there but it's precious. | 5 Avenue Connector |
| Green Space | this whole section of green space is really under used but has some really great views | 5 Avenue Connector |
| Green Space | I've never been sure what the shoulder is for. Low hanging fruit to expand the pathway and green space potentially. | 5 Avenue Connector |
| Green Space | Please consider variety of tree species and longevity. It is always disappointing when all the trees get cut down at the same time like they are now. | 5 Avenue Connector |
| Green Space | This area could be wilded, with dirt hiking trails and sheltered picnic areas. | 5 Avenue Connector |
| Green Space | this whole green space is never used, could it be naturalized or better used than just a grass field? | 5 Avenue Connector |



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| Green Space | the yard in this city owned property needs to be properly maintained. it is over grown and needs some TLC | 501 10 Street SW |
| Green Space | If 4 Ave gets closed to vehicles, this space should be part of the RiverWalk West project. | 501 10 Street SW |
| Green Space | No one EVER uses this helicopter pad, get rid of it and expand the park | 800r 1 Avenue SW |
| Green Space | This is a rare example of open green space along the river walk. It should be preserved to allow unstructured activities, like throwing a ball or sun bathing. | 844 2 Avenue SW |
| Green Space | So much space is wasted here on unproductive uses. Re-aligning the road to the south would free up significant green space to expand the recreational area | 877 Greyhound Way SW |
| Green Space | Make this a huge park that can still be used for events, no more parking | 902 4 Avenue SW |
| Green Space | Add trees all along this path for some shade as sun is brutal here in the summer | 916 4 Avenue SW |
| Green Space | Wetland & stormwater daylighting similar to Dale Hodges | 916 4 Avenue SW |
| Green Space | Transform this parking lot, in whole or in part, into green space or a plaza space that can incorporate with the (currently uninspired) green space adjacent to the north. | 916 4 Avenue SW |
| Green Space | Connect this to the river by turning this poorly used road into pathways and greenspace | Bow Trail SW/North of Contemporary Calgary |
| Green Space | This whole area, including that parking lot north of the volleyball courts and the one connected to the old science center should be consolidated into one big park if possible that is connected to the trail network. | Bow Trail SW/North of Contemporary Calgary |



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| Green Space | Use this as a park | Bow Trail SW/North of Contemporary Calgary |
| Green Space | Ecological restoration area. | Calgary Peace Pole |
| Green Space | put more trees for shade here or put colorful chairs or benches or public art as its a nice rest stop area | Louise Bridge |
| The Bow River | Create river wave that can be adjusted based on water flows | 1 10 Street SW |
| The Bow River | A sitting staircase down to the river as a river and people watching area. | 1029 4 Avenue SW |
| The Bow River | Cut back/remove bushes and replace chain-link fence with boulders/native plants to improve interaction with the river. | 1029 4 Avenue SW |
| The Bow River | Beaches, fishing, picnic area? | 1209 Memorial Drive NW |
| The Bow River | build a nice walkway to get closer to the river and build benches and tables to allow people to enjoy the river. around the walkway install more indigenous wildplants around the path. | 5 Avenue Connector |
| The Bow River | This area of the Bow River is an ideal location to create a rocky beach area and the construction of a platform with steps to reach the river. | 5 Avenue Connector |
| The Bow River | Development of a rocky beach area here would be great. | 5 Avenue Connector |
| The Bow River | Steps down to the river here would be great | 5 Avenue Connector |
| The Bow River | Create a platform with benches here like Riverwalk East | 5 Avenue Connector |
| The Bow River | A plaza of some sort could be nice in this area - allowing us to stay and enjoy the river. | 5 Avenue Connector |
| The Bow River | add places for insects to help the plants alongside the river. build bee/butterfly houses | 5 Avenue Connector |



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| The Bow River | Keep it natural. It doesn't have to be the same as East Village...in fact that would be boring. | 5 Avenue Connector |
| The Bow River | It would be great to delaminate the path at Various points To allow for slower people to enjoy the river and allow faster cyclists and scooter kids To pass safely.. | 5 Avenue Connector |
| The Bow River | often see beavers here | 5 Avenue Connector |
| The Bow River | Formalize space under 14 Street bridge to access river, a design that can be flooded, but can also provide more space for people walking/wheeling through as well. | 815 14 Street SW |
| The Bow River | The landscape here should consider that nothing will grow Under the bridge. This is a great example currently of the pathway slumping and becoming dangerous. Consider improving retaining walls and Compaction for new Pathway | 815 14 Street SW |
| The Bow River | I know this is important river access for fire/police use. I also see more and more people using it as a beach. Great opportunity to enhance & support both uses. | 844 2 Avenue SW |
| The Bow River | Please make a surf wave park here! | Calgary Peace Pole |
| The Bow River | This area of the Bow River is an ideal location to create a rocky beach area and the construction of a platform with steps to reach the river. With the nearby parking lot and c-train station, this area is easily accessible by cars and public transportation. | Calgary Peace Pole |
| The Bow River | Consider providing pedestrian access to 'Louise Island' from the Louise bridge. Something along the lines of Elbow Island, though likely a lighter touch in this location. | Louise Bridge |
| The Bow River | River bath type formal swimming area | Louise Bridge |



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| The Bow River | Great spot to build out a river wave. A unique and accessible activity to connect the downtown community to the river. | The Wave at 10th Street |
| The Bow River | Please develop the river wave, so more surfers can enjoy our river. | The Wave at 10th Street |
| The Bow River | River surf park with a beach for on lookers and other River users to use. | The Wave at 10th Street |
| The Bow River | This area has the opportunity to change the entire narrative of the city and make it known worldwide, particularly with the addition of the river wave | The Wave at 10th Street |
| The Bow River | We should have a river surf wave here!! | The Wave at 10th Street |
| The Bow River | properly develop the 10th street wave for river surfing! reinforce the bank and add easy access, can also be a takeout/entry point for people floating the river. will engage more people in the area to stay for longer periods of time which will inevitably bring more traffic to surrounding area/walkways/green spaces/businesses. this will keep people local in the city so they can surf without having to drive to the mountains to river surf | The Wave at 10th Street |
| The Bow River | Properly developed surf park and possibly a beach. | The Wave at 10th Street |
| The Bow River | Improved river access and supporting amenities like shown in the Calgary River Wave Park project. | The Wave at 10th Street |
| The Bow River | The surf park that has been proposed for this location by community groups should be included in this project. Harvie Passage has been a great success and elements of it can be replicated here. | The Wave at 10th Street |
| The Bow River | The City has been doing a great job with supporting the surfers who come here. Some may not realize there has already been infrastructure developed and underway to support them. | The Wave at 10th Street |



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| The Bow River | People surf here. I don't understand how or why, but they do – and in large numbers. The City NEEDS to develop this area to help support this recreational activity. Perhaps recognising this site as a surfer area (at their own risk of course), and provide ample amenities to facilitate amateurs and professionals to use this space. | The Wave at 10th Street |
| The Bow River | Build a river hub around the 10th Street surf/kayak wave. Shoreline deck area for people to enjoy. Supporting amenities like the surf clubs in Australia | The Wave at 10th Street |