

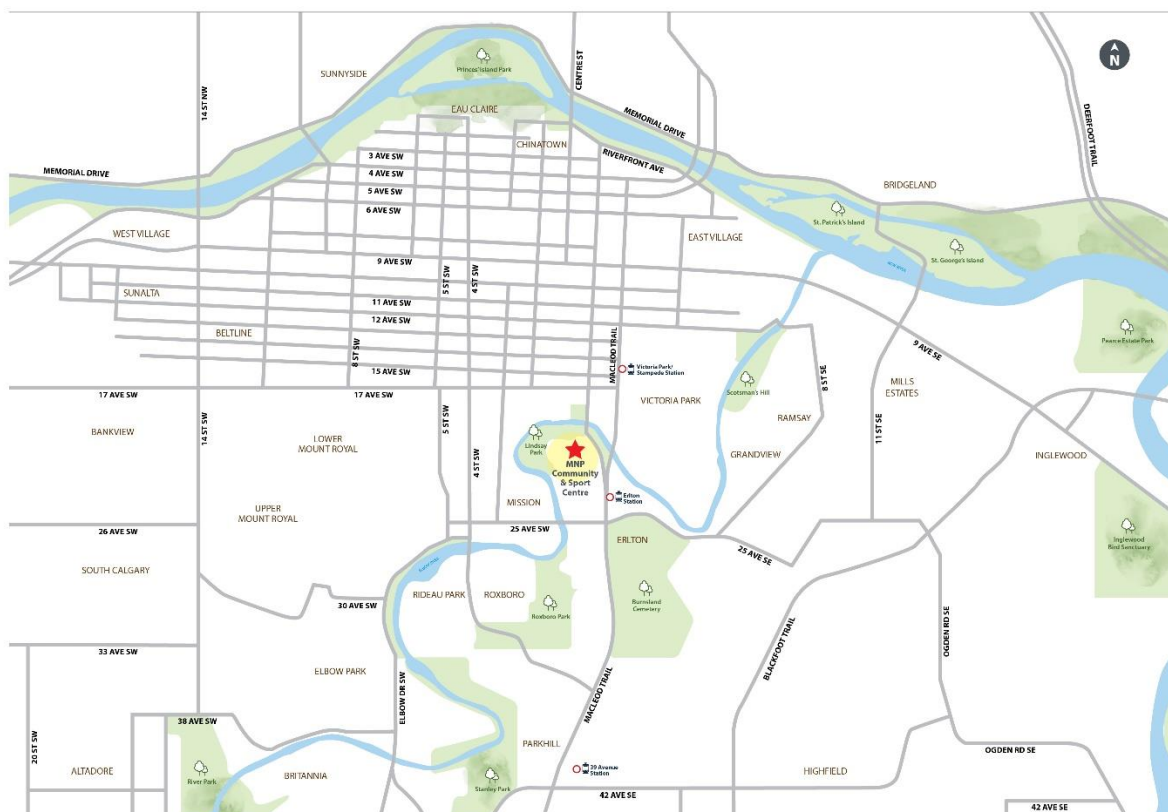
Project overview

The MNP Community & Sport Centre, situated in Calgary's Lindsay Park, serves as a vital hub for high-performance athletes and community users. The MNP Centre is expanding and will become the main Aquatic Recreation Facility for downtown and we want to ensure that the facility is accessible and welcoming for all. The City is committed to providing safe travel choices, especially to regional recreation facilities. Learning from Calgarians will help us understand any travel barriers that make it hard to walk, bike or choose transit to reach MNP.

This engagement will help our project team understand challenges and potential solutions to better welcome visitors to MNP Community & Sport Centre (MNP). The plan will also fulfill The City's commitment to the community to thoroughly review the area transportation network and collaborate on improvements. The final strategy will be used a roadmap for future investment that connects with the feedback we receive.



MNP Community & Sports Centre - Context Plan





MNP Access Strategy

Stakeholder Report Back: What we Heard

December 2023

Engagement overview

For the project, an online engagement opportunity was offered from November 1 - 21, 2023 at <https://engage.calgary.ca/mnpaccess>. 1865 participants visited the page during this time and 1121 contributions of feedback were submitted. Additionally, two pop up events took place on November 5th and 9th at the MNP Community & Sport Centre.

What we asked

Participants were asked to use a mapping tool which allowed for location specific feedback. The mapping tool questions were organized into the following categories:

Future Opportunity:

- Please indicate in the comment for your marker what future opportunities you would like to see that would improve your experience accessing the MNP Community & Sport Centre.

Current Challenge:

- Please indicate in the comment for your marker what current issues and/or challenges you experience when accessing the MNP Community & Sport Centre.

Participants were then asked the following questions:

When currently travelling to and from MNP Community & Sport Centre, which transportation modes do you use? (Select all that apply)

- Walking
- Mobility aids such as wheelchairs, scooters, walkers.
- Bicycle, Micro-mobility (scooter, in-line skates/ rollerskates, skateboard, etc), Electrified mobility device (Electrified mobility device (E-scooter, E-bike, Electric skateboard, etc)
- Transit (Bus)
- Transit (CTrain)
- Automobile
- Taxi and/or Ride-hailing Service
- Other (please specify)

How often do you travel to and from the MNP Community & Sport Centre using the following?

(Answer option of daily, weekly, monthly, less than monthly, Never)

- Mobility aids such as wheelchairs, scooters, walkers.
- Bicycle, Micro-mobility (scooter, in-line skates/ rollerskates, skateboard, etc), Electrified mobility device (E-scooter, E-bike, Electric skateboard, etc)



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- Transit (Bus)
- Transit (CTrain)
- Automobile
- Taxi and/or Ride-hailing Service
- Other (please specify)

What are your mobility needs for accessing the MNP Community & Sport Centre?

(Select all that apply)

- Safe and convenient active transportation (non motorized)
- Access to Transit (Bus)
- Access to Transit (CTrain)
- Safe and convenient automobile access

How would you best describe your interest in the project?

- Leisure user of MNP Community & Sport Centre
- Competition level user of MNP Community & Sport Centre

What best describes where you live?

- Local resident user (Lindsay Park, Erlton, Roxboro, Mission, Beltline)
- Inner city/downtown user (Chinatown, Eau Claire, East Village, Inglewood, Ramsay etc.)
- General Calgary resident outside of inner city/downtown user
- Visitor from outside of Calgary

When looking at the existing transit conditions, what type of improvements are most important to you?
(Select all that apply)



MNP Community & Sports Centre - Existing Transit Condition



engage.calgary.ca/MNPAccess

- More comfortable transit waiting areas
- Better connection at Earlington Station
- Closer bus stop locations to MNP
- Other (please specify)

Please explain your answer above. (You can reference the image numbers for specific feedback)

When looking at the existing pathway wheeling conditions, what type of improvements are the most important to you? (Select all that apply)



MNP Community & Sports Centre - Existing Wheeling Condition



engage.calgary.ca/MNPAccess

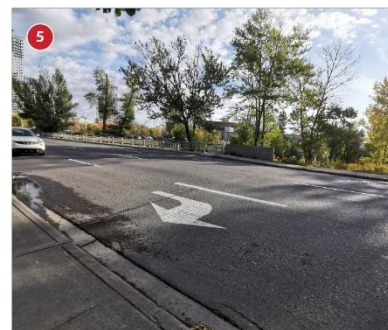
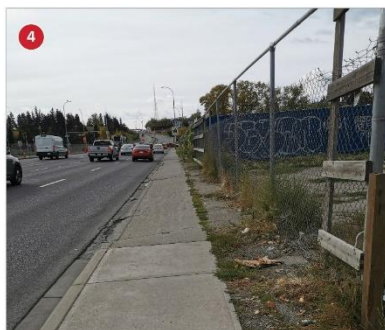
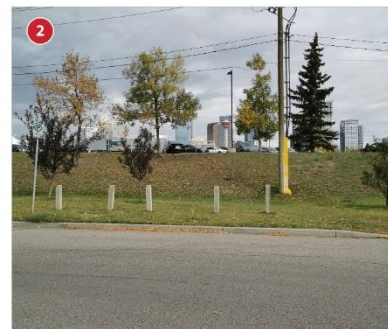
- Wider pathways
- New cyclist connections
- Safer street crossings
- Better sightlines
- Better lighting
- More sheltered and secured bike storage
- Other (please specify)

Please explain your answer above. (You can reference the image numbers for specific feedback)

When looking at the existing conditions, what type of improvements are the most important to you for walking to the site? (Select all that apply)



MNP Community & Sports Centre - Existing Walking Condition



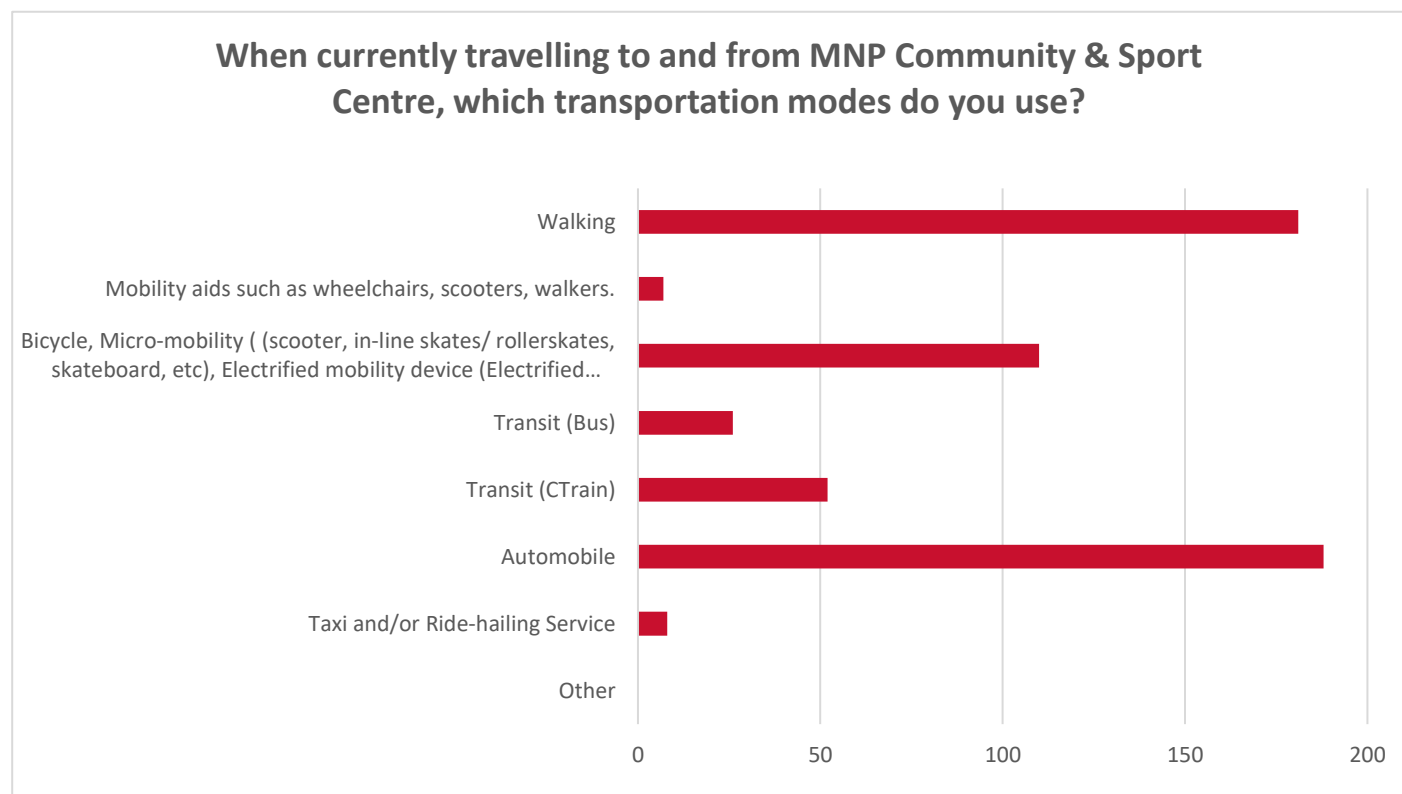
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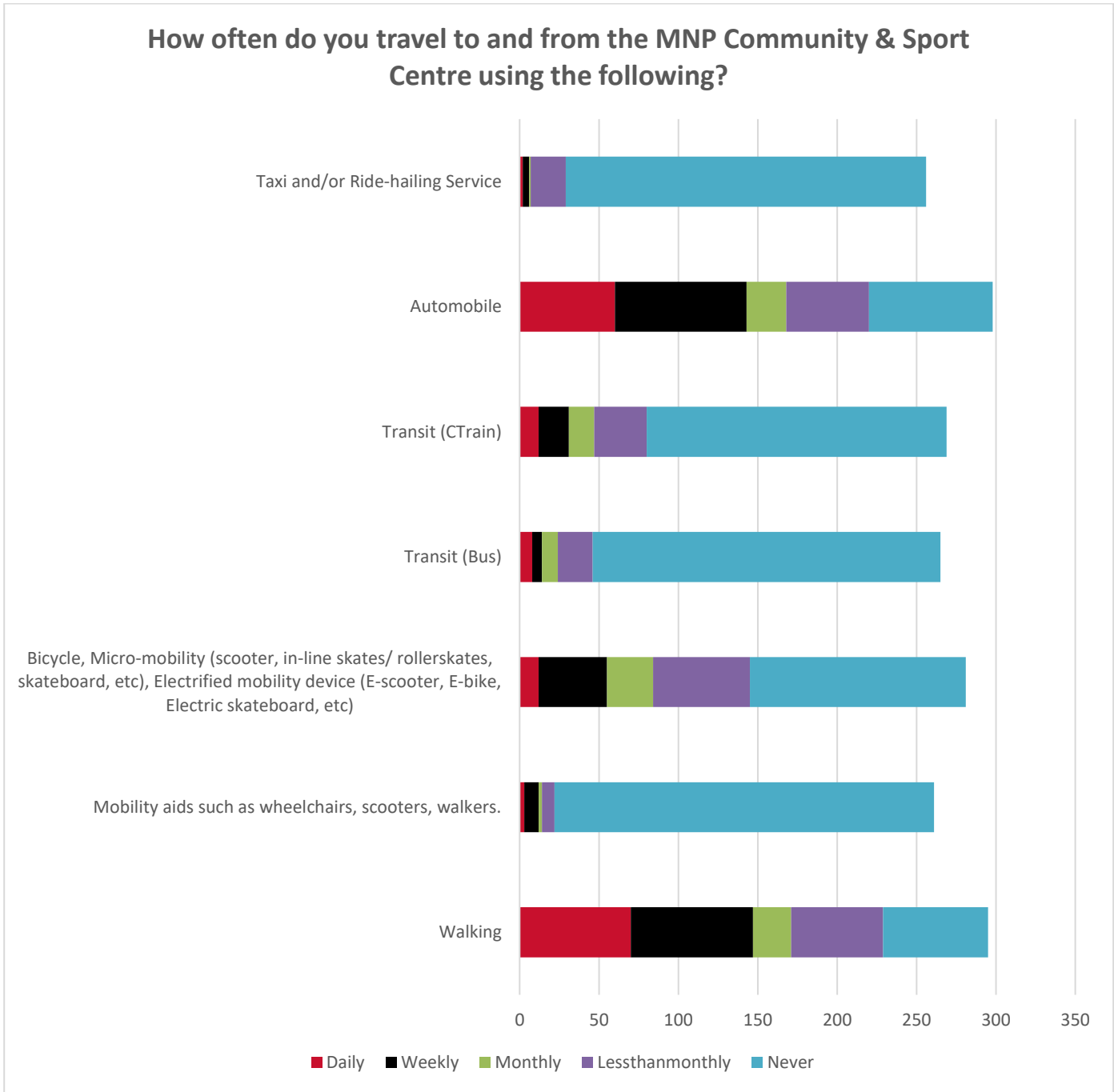
- Protected sidewalk along Macleod Trail
- Improved and widened community sidewalks
- Turn existing goat trails into formal pathways
- Safer pedestrian crossings
- Better sightlines
- Better lighting
- Better amenities (Benches, garbage bins, signages)
- Other (please specify)

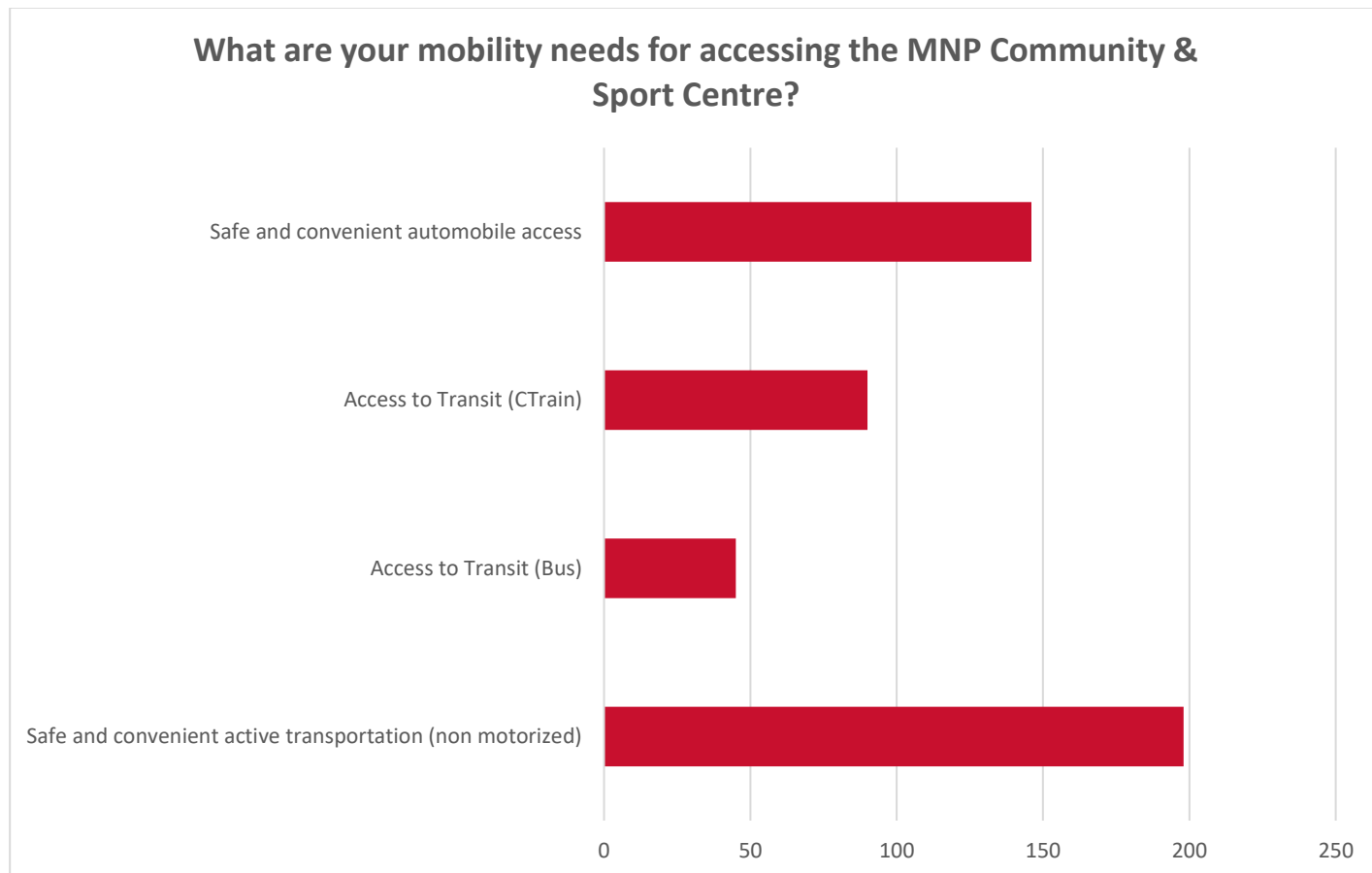
Please explain your answer above. (You can reference the image numbers for specific feedback)

Do you have any additional comments about the project?

What we heard



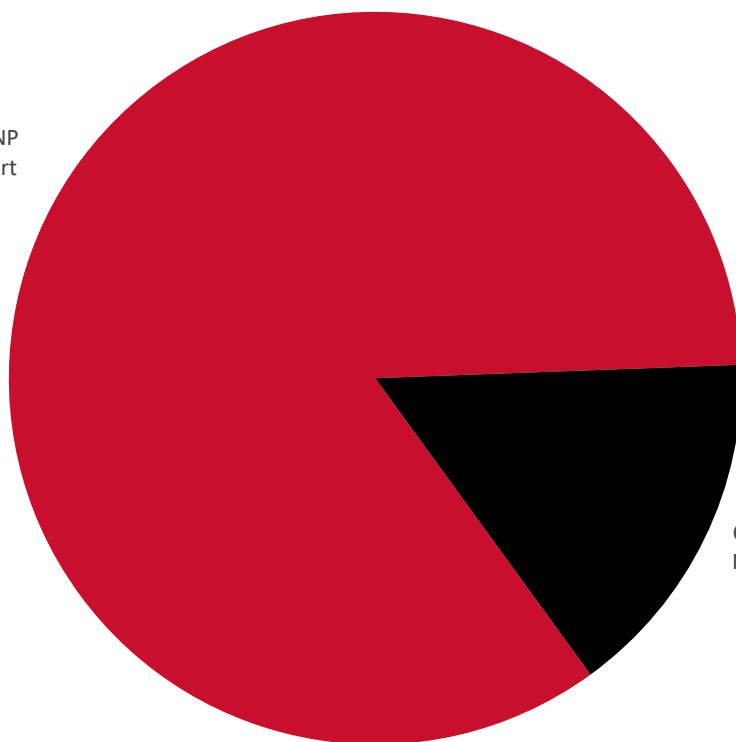




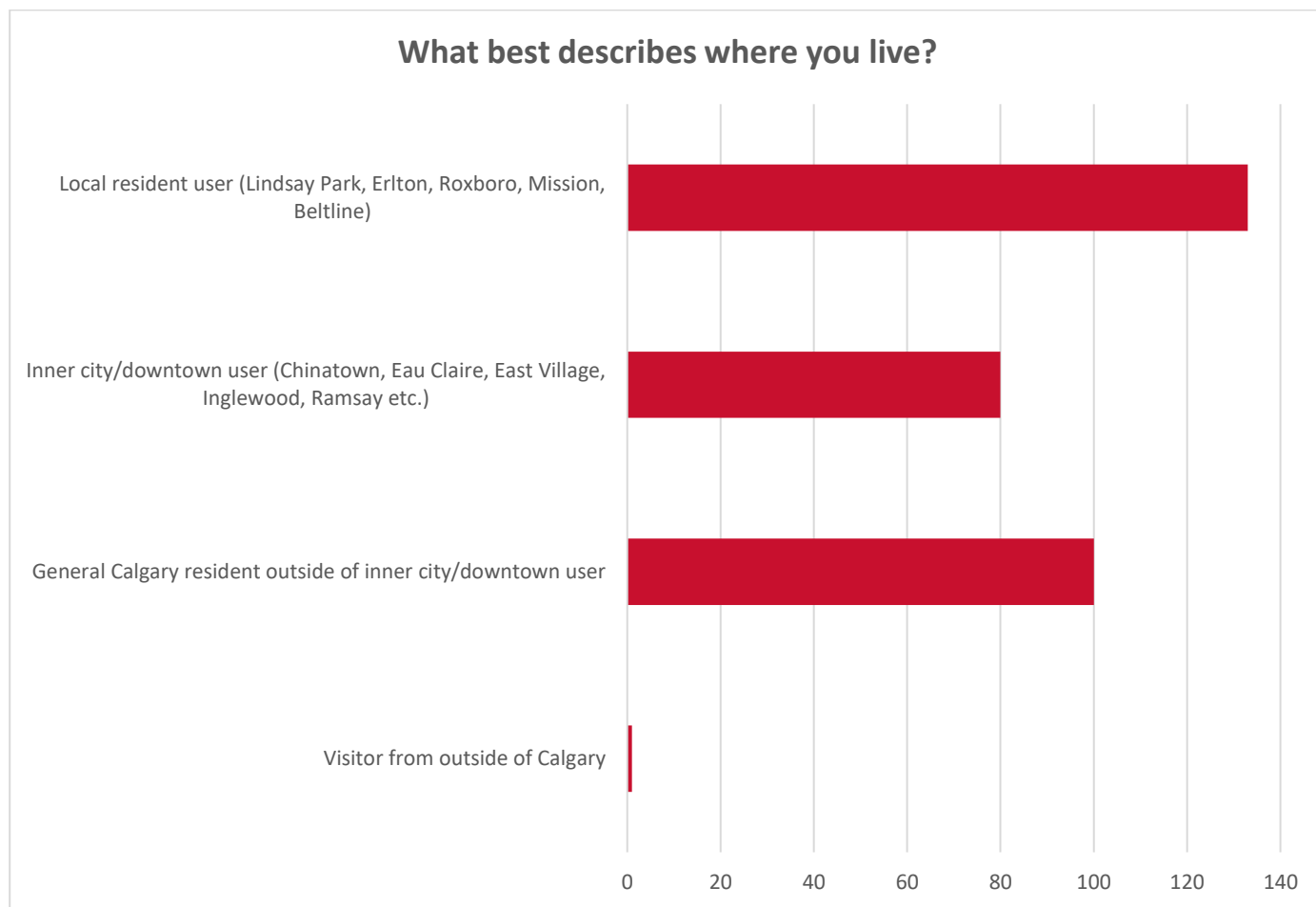


How would you best describe your interest in the project?

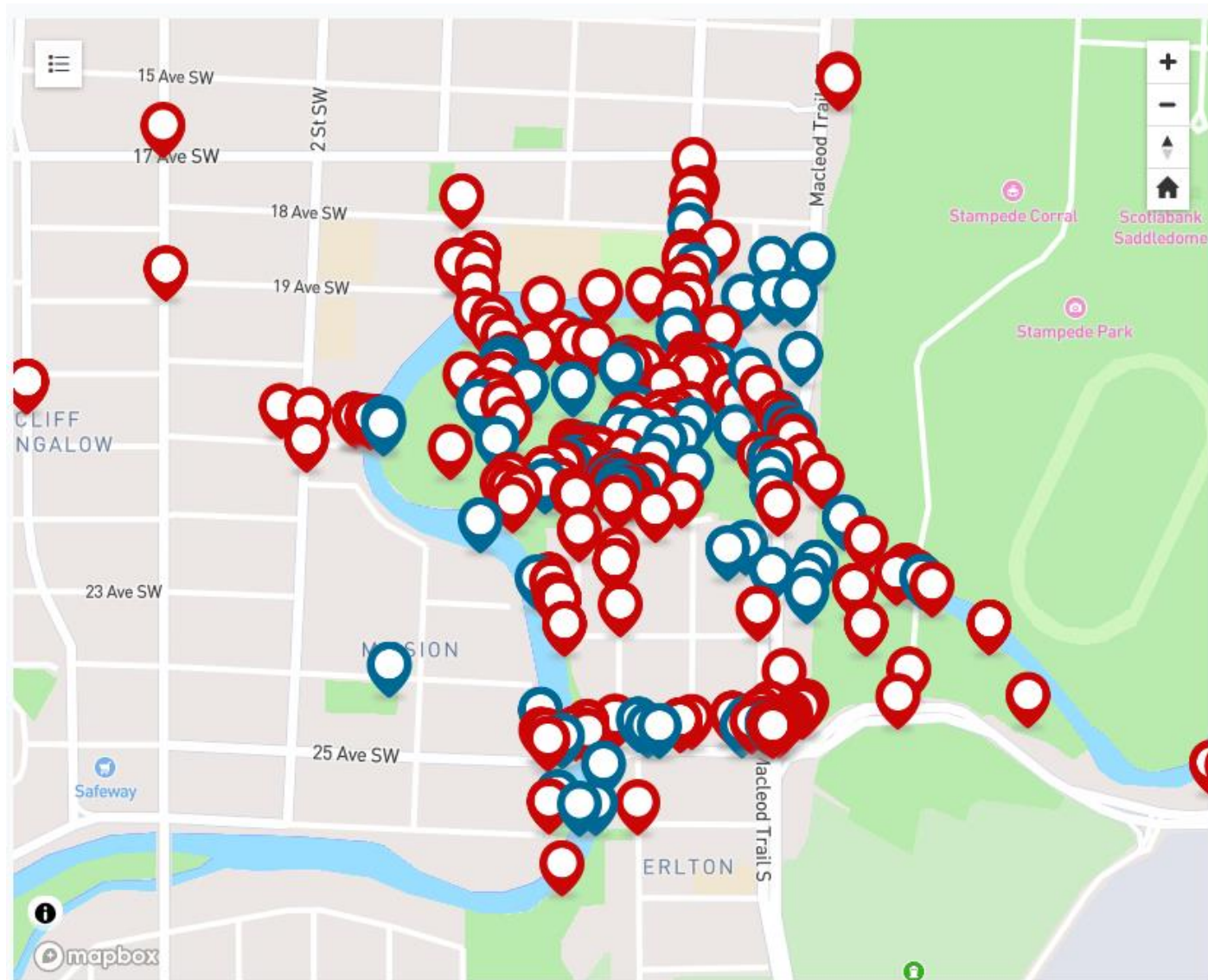
Leisure user of MNP
Community & Sport
Centre
260



Competition level user of
MNP Community & Sport
Centre
48



Mapping Tool Questions



The above image is a screenshot capturing user submissions on the mapping tool. Individual comments and locations can be viewed on the project webpage at <https://engage.calgary.ca/mnpaccess>

Future Opportunity:

- Please indicate in the comment for your marker what future opportunities you would like to see that would improve your experience accessing the MNP Community & Sport Centre.

Theme	Detailed explanation
Improved and widened community sidewalks	Participant feedback indicated a strong desire for improving and widening adjacent community sidewalks.
Improved and safer pedestrian crossings	Improving the pedestrian crossings making them safer and more convenient was a high priority within the feedback. Some comments suggested lack of safe crossing near MNP Centre along Macleod Trail.
Desire for more direct access from Erlton Ctrain station and bus stops	Participant feedback indicated challenges associated with the distances of the Ctrain and bus stop stations and their proximity to MNP and suggested if there is a more direct access to the site from public transit that more people would be inclined to use it. Many comments express the specific challenge of crossing Macleod Trail at 25th Avenue S.E. and express the desire for a pedestrian overpass that connects Erlton Ctrain station to the community west of Macleod Trail.
Snow and ice clearing	Safety concerns over the accumulation of snow and ice on the pathway systems were common within the feedback. Participants would like to see more snow and ice removal during the winter months on site and for the adjacent sidewalks and pathways.
Better connections and access with pathway network	Feedback indicated a desire for improved connections and access with the pathway network to promote the use of active transportation from surrounding neighborhoods. Comments on limiting bike path closures throughout Stampede events and highwater season were present in the feedback.
Turn existing goat trails into formal and accessible pathways	Participants would like to see goat trails formalize into paved pathways with handrails and lighting to allow for safe and accessible access. Many comments suggested that stairs should be added to the existing goat trail at the south side of the facility near 22 nd Ave S.W. and Erlton Street. Feedback also indicated that these existing goat trails are slippery and muddy at certain times in the year and present safety concerns.
Desire for separated walking and wheeling pathways	Many comments indicated a strong desire for separated walking and wheeling pathways which would allow for safe movement through the area for users of all ages.
Safety and security	Some feedback indicated that participants didn't feel safe walking through Lindsay Park. Concerns of poor sight lines, lighting and negative interactions with precariously housed Calgarians taking shelter in the park were expressed.
Parking	While out of scope for the project, there are numerous comments that related to parking motorized vehicles.
Park amenities	Feedback received suggest adding various amenities in Lindsay Park.

Current Challenge:

- Please indicate in the comment for your marker what current issues and/or challenges you experience when accessing the MNP Community & Sport Centre.

Theme	Detailed explanation
Lighting, sight lines, and visibility	Concerns over poor lighting, sight lines, and visibility were common within the feedback. These concerns were expressed with the pathway network, under bridge crossings, adjacent community sidewalks, parking lot, and Lindsay Park.
Snow and ice clearing	Safety concerns over the accumulation of snow and ice on the pathway systems and community sidewalks were common within the feedback. Participants would like to see more snow and ice removal during the winter months on the adjacent sidewalks and pathways.
Improved and safer pedestrian crossings	Improving the pedestrian crossings making them safer and more convenient was a high priority within the feedback. Many comments express the specific challenge of crossing Macleod Trail at 25 th Avenue S.E. and express the desire for a pedestrian overpass. Safety concerns over jaywalking were evident.
Turn existing goat trails into formal and accessible pathways	Participants would like to see goat trails formalize into paved pathways to allow for safe and accessible access. Many comments suggested that stairs should be added to the existing goat trail at the south side of the facility near 22 nd Ave S.W. Feedback also indicated that these existing goat trails are slippery and muddy at certain times in the year and present safety concerns.
Desire for more direct access from Erlton Ctrain station and bus stops	Participant feedback indicated challenges associated with the distances of the Ctrain and bus stop stations and their proximity to MNP and suggested if there is a more direct access to the site from public transit that more people would be inclined to use it.
Walkability and accessibility	Feedback indicated a desire for improvements to the surrounding pathway network and community sidewalks including sidewalk along MacLeod Trail and 1 St SE. Improvements to the walkability and accessibility of the area would create more incentive for participants to access the site without the use of a motor vehicle.
Better connections and access with pathway network	Feedback indicated a desire for improved connections and access with the pathway network to promote the use of active transportation. Comments on limiting bike path closures throughout Stampede events and highwater season were also present.
Safe and secure bike storage	Participants expressed a strong desire for safe and secure bike storage, with multiple comments expressing a desire to see more secure bike

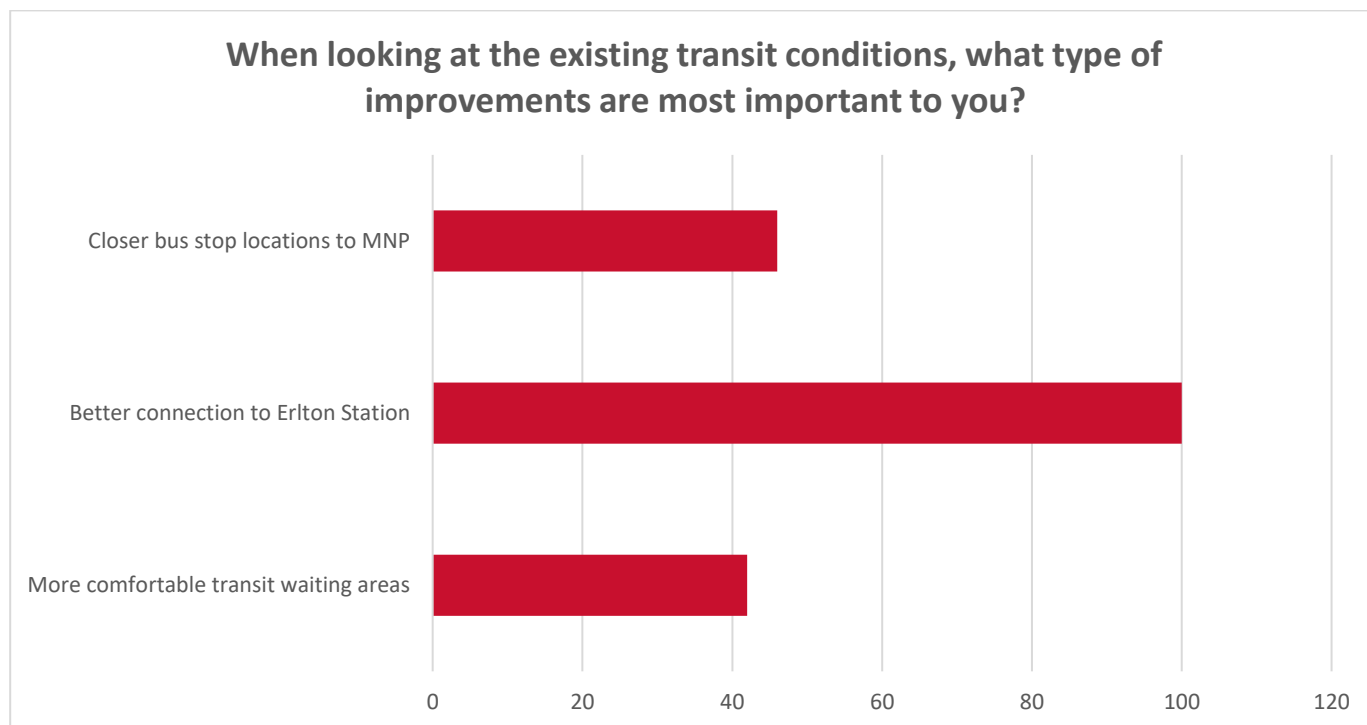


MNP Access Strategy

Stakeholder Report Back: What we Heard

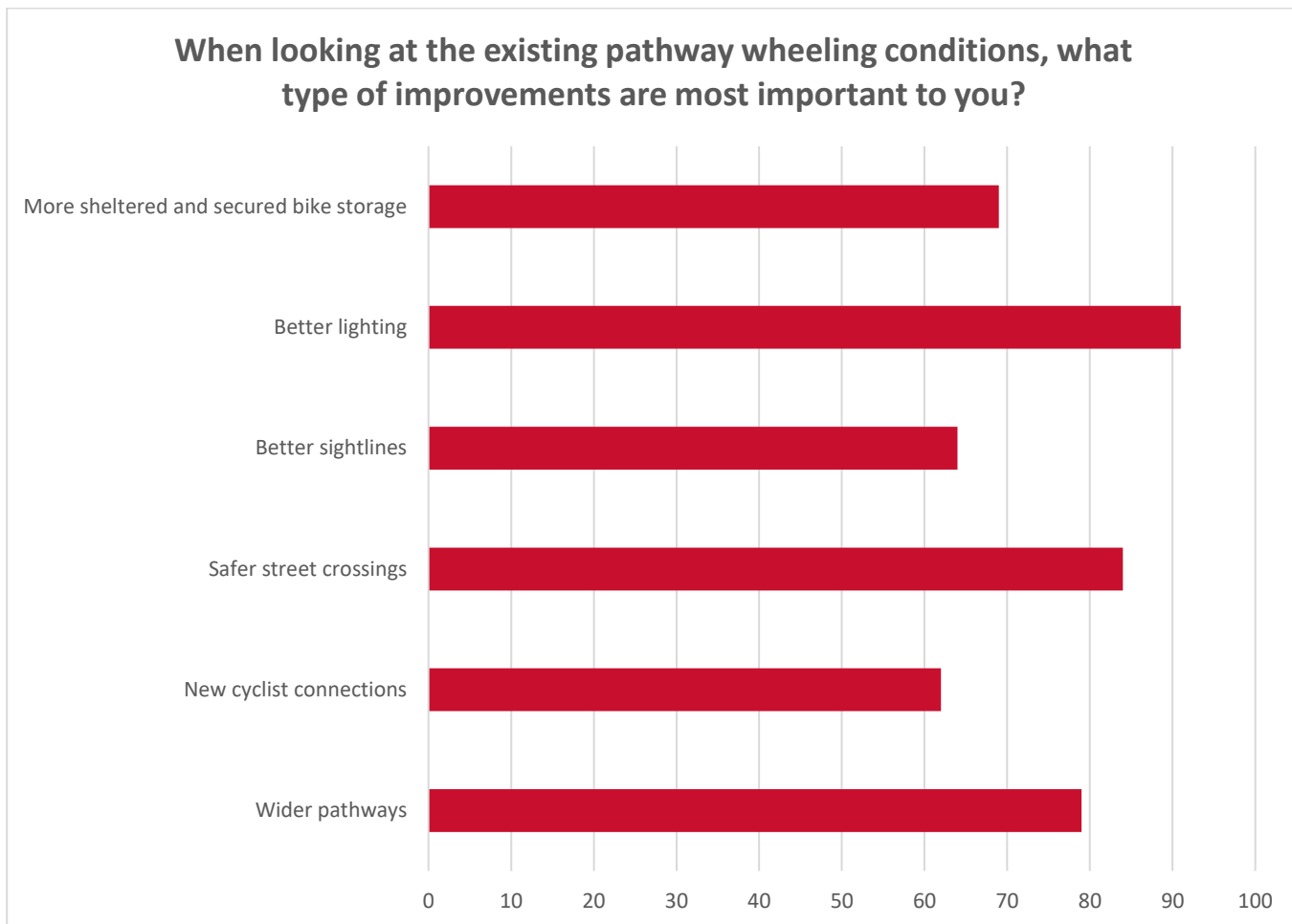
December 2023

	parking space at the north entrance of MNP. Many comments indicated that participants would not currently bike to the site due to the potential for bicycle theft.
Desire for separated walking and wheeling pathways	Many comments indicated a strong desire for separated walking and wheeling pathways which would allow for safe movement through the area for users of all ages.
Safety and security	Some feedback indicated that participants didn't feel safe walking through Lindsay Park. Concerns of poor sight lines, lighting, and negative interactions with precariously housed Calgarians taking shelter in the park were expressed.
Motor vehicle use and parking	While out of scope for the project, there are numerous comments that related to motorized vehicles including access and egress to the site, and adjacent roadway configuration. Additionally, there are comments that related to parking on site and in the area.



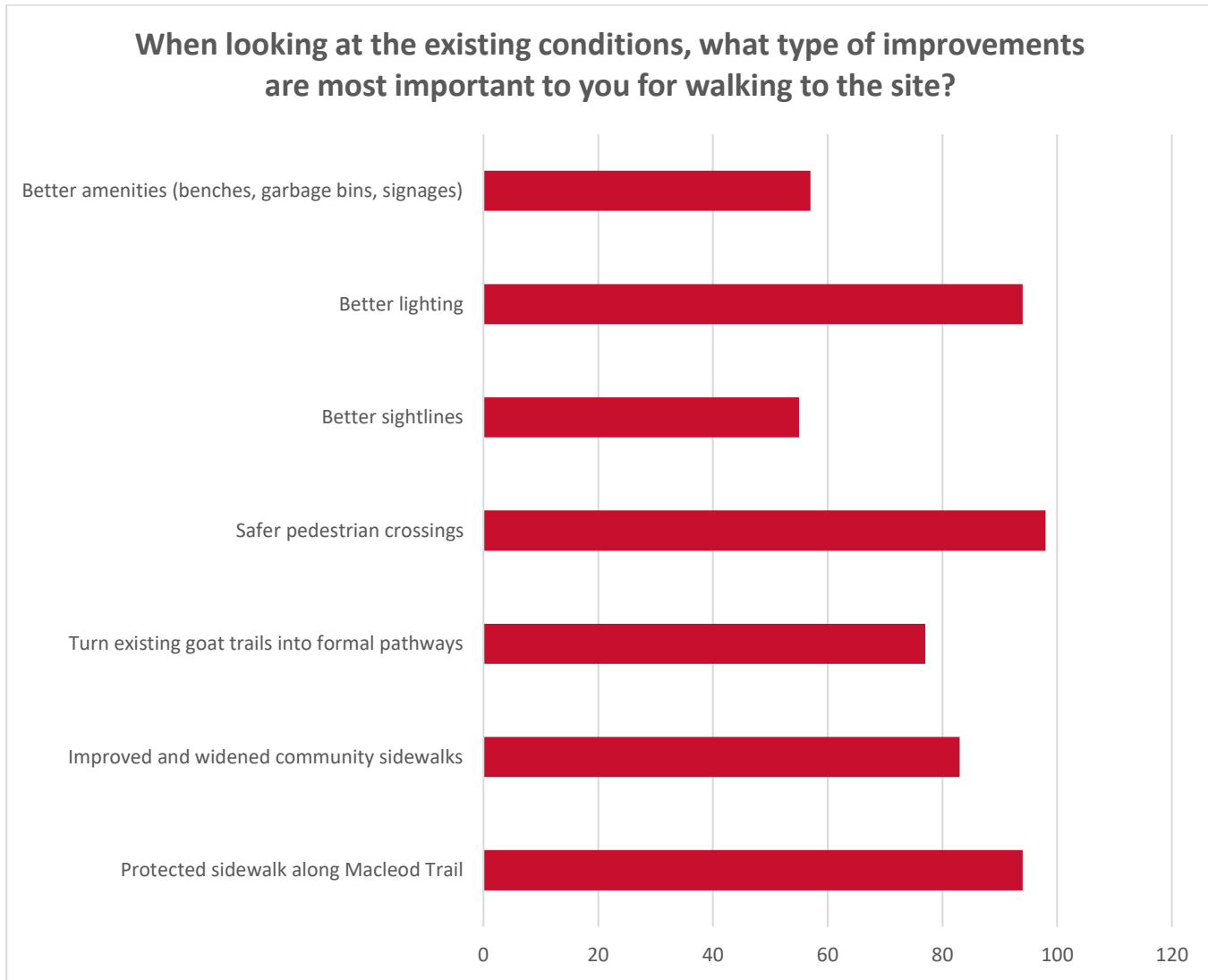
Please explain your answer above. You can reference the image numbers for specific feedback

Theme	Detailed explanation
Desire for more direct access from Erlton station and bus stops	Participant feedback indicated challenges associated with the distances of the Ctrain and bus stop stations and their proximity to MNP and suggested if there is a more direct access to the site from public transit that more people would be inclined to use it.
Improved and safer pedestrian crossings	<p>Improving the pedestrian crossings making them safer and more convenient was a high priority within the feedback.</p> <p>Many comments express the specific challenge of crossing Macleod Trail at 25th Avenue S.E. and express the desire for a pedestrian overpass. Feedback also indicated a frustration of long wait times at these traffic lights to cross as a pedestrian. Participants also felt this area is not pedestrian friendly with its narrow sidewalks and is overall uninviting to use active transportation.</p>
Convenience, reliability, and wait times	Some participants felt that taking public transit was not reliable or convenient and expressed concerns over long wait times.
Safety and security	Some feedback indicated that participants didn't feel safe taking public transit. Additionally, other feedback indicated safety concerns walking from Ctrain stations and bus stops due to poor sight lines, lighting, and negative interactions with precariously housed Calgarians taking shelter in the area.



Theme	Detailed explanation
More sheltered, safe, and secured bike storage	Participants expressed a strong desire for safe and secure bike storage. Many comments indicated that participants would not currently bike to the site due to the potential for bicycle theft but would reconsider this if they had peace of mind that their bike would remain locked.
Lighting and sightlines	Participant feedback indicated safety concerns over lighting and sightlines on the pathway network. Specific mention to low bridges on the pathway network was frequent within the feedback.
Desire for protected wheeling lanes	Many comments indicated a strong desire for protected and separated walking and wheeling pathways which would allow for safe movement through the area for all users of all ages.
Snow and ice clearing	Safety concerns over the accumulation of snow and ice on the pathway systems were common within the feedback. Participants would like to see more snow and ice removal during the winter months on the adjacent pathways to prevent accidents.

Integrated connections	Many comments indicated a desire for improved integrated connections with other cycling pathways throughout the city and a good connection to the 5A network.
Safer street crossings	Participants felt a need for safer street crossings when using bikes and other wheeling devices.



Theme	Detailed explanation
Walkability, accessibility, and comfort	Input received indicated many participants do not feel the area surrounding MNP is very walkable, accessible, or comfortable as a pedestrian.
Improved and widened community sidewalks	Participant feedback indicated a strong desire for better paved and widening adjacent community sidewalks.

Safer pedestrian crossings	<p>Improving the pedestrian crossings making them safer and more convenient was a high priority within the feedback.</p> <p>Many comments express the specific challenge of crossing Macleod Trail at 25th Avenue S.E. and express the desire for a pedestrian overpass or other improved crossing options. Feedback indicated a frustration of long wait times at these traffic lights to cross as a pedestrian. Participants also felt this area is not pedestrian friendly with its narrow sidewalk directly adjacent to Macleod Trail, small pedestrian islands, and overall felt this area is uninviting to pedestrians.</p>
Improving access from Erlton station	Participant feedback indicated challenges associated with the distances of the Erlton station and its proximity to MNP and suggested if there is a more direct and pedestrian friendly route to the site more people would be inclined to public transit.
Snow and ice clearing	Safety concerns over the accumulation of snow and ice on the pathway systems and community sidewalks were common within the feedback. Participants would like to see more snow and ice removal during the winter months on the adjacent sidewalks and pathways.
Turn existing goat trails into formal pathways	Participants would like to see goat trails formalize into paved pathways to allow for safe and accessible access. Many comments suggested that stairs should be added to the existing goat trail at the south side of the facility near 22 nd Ave S.W. Feedback also indicated that these existing goat trails are slippery and muddy at certain times in the year and present safety concerns.
Desire for separated walking and wheeling pathways	Many comments indicated a strong desire for separated walking and wheeling pathways which would allow for safe movement through the area for users of all ages.
Safety and security	Feedback indicated safety concerns as a pedestrian due to unfriendly pedestrian pathways and sidewalks, poor sight lines and lighting, and negative interactions with precariously housed Calgarians taking shelter in the area.

Next steps

The project team will review and utilize this engagement feedback and continue their technical analysis to generate a list of proposed suggestions and improvements. In spring of 2024 phase two engagement will further evaluate design suggestions and gather public feedback on the options and priorities.

While funding has been secured to conduct this study, the construction of recommended improvements remains unfunded at this time. The City is actively pursuing potential funding sources that could be used for future implementation efforts.

Verbatim Comments

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

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

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

Future Opportunity

Please indicate in the comment for your marker what future opportunities you would like to see that would improve your experience accessing the MNP Community & Sport Centre.

- It's a circuitous routing for pedestrians and cyclists to get across MacLeod from the south side of the parking lot. Either implementing a pedestrian crosswalk, or leveled crossing would improve the access.
- Could this area be converted to a temporary parking area for event attendees until the developer builds on it?
- There is a large need to increase parking capacity (especially for families of small children) when classes and events are both happening. There needs to be a plan to manage the peaks better than they are now. Perhaps consider a parking structure of some kind that could be repurposed for recreational/other uses when not needed. Alternatively, there could be a much more thoughtful traffic management plan. It could include a separate area that you can only access with a membership, as a class attendee, have a disability, have a family, or be part of a carpool. Families really don't have the option to get to the facility without a vehicle on a regular basis. I suspect a lot of the parking capacity is taken up by single occupant vehicles. The access here should follow similar patterns to other large rec facilities in Calgary (Seton and Rocky Ridge YMCAs for example.)
- This might be a bit out-there, but ped bridges at intersections are horrible. But if you were going to do one, maybe one connecting directly into the upper level of Erlton Station?

- Need to find a better pedestrian access for connections to Erlton-Stampede station. Either a better connection out of the station, or an improved walkway under NB Macleod combined with a safe way to cross SB Macleod.
- Additional parking is desperately needed - and I would love to see separated family parking parking nearer the facility vs young athlete competitors on weekends. I've been frustrated circling the parking lot on a weekend when my kids have been signed up for swim classes. The slightly oddly shaped parking spots don't help in winter. They could double to triple the parking... In summer when I would have considered biking I noticed all the signs warning of high rates of bicycle theft. Clearly there is a need for more secure bicycle parking here too - indoor much preferred and something that made it easy for families with little kid bikes/scooters/jogging strollers would be downright amazing!
- Bike lane
- Limit the bike path closures during and around Stampede (usually this path gets closed for prior setup and breakdown as well as special events). The upper pathway is narrow and feels dangerous with the heavy vegetation on one side and a fence on the other - as well as a fair number of homeless encampments. Would love to see regular bike cop patrols in late evening /early morning.
- I agree that a staircase leading up to the MNP center would be very useful here. I do not agree with the suggestion to add a vehicle access from Erlton to the MNP parking lot as it would increase traffic in this residential area.
- Build an overpass from Earlton Station over Mcleoud Trail directly to the Rec Centre.
- Perhaps MNP Community and Sport Center should privately hire a snow removal company to regularly clear the steep slopes and stairs providing immediate access to and from the building.
- This is a very slippery and dangerous slope and when walking via Lindsay Park this is one of the only options to access or leave the building. Snow removal needs to be down to the pavement and often. When snow starts melting from the top near the entrance of MNP it crosses this slope and freezes. Perhaps stairs need to be built on this hill from the flat section at the bottom to the flat section at the top to enter the building, for those walking to and from the building. This might also help the issues others have with trying to get up the hill from Erlton Place or 22nd Ave SW.
- On the ramp down from the foot bridge, clear the snow down to the pavement rather than scraping off the top snow as that does not remove the ice and makes it more slippery.
- PLEASE ADD STAIRS. This walkway is either muddy, icy or just too steep in general to walk up.
- This open unused space in the park would be an excellent spot for a skatepark.
- Retaining parking at the MNP center will be critical
- This water fountain has been unused in years. can this be turned into a fire pit or play ground or picnic area?
- Please widen this sidewalk and add space for cyclists. It is not safe for anyone during high traffic times, especially during stampede.
- Stairs with handrails, lighting, and snow removal in winter would be amazing here and reduce erosion from foot traffic on the rest of the slope. Many, many people use this unofficial path and fall here. Our alternative is a VERY icy pathway just to the west that is poorly lit and basically a skating

rink due to poor drainage for all of winter. People will always opt for the fast and more direct route, so might as well put in some stairs.

- add additional parking, landscaping, and walkability, bike, skateboardingactivate the space please so it is equally awesome on the outside too.
- Excellent location for pedestrian bridge over the Elbow River
- Additional secure, covered bike parking would allow more people to access the centre by bike
- Community garden, edible forest
- Add a bike lane to Macleod Trail
- Secure the gates with a lock - sometimes the gates are closed on only one side of the pathway with no signage so I assume it is someone playing a prank.
- Really appreciate the work done previously to grind down the cracks/bumps in the pavement. Could this be re-paved at some point?
- This is a steep hill with a gap between the pathway & the underpass pathway. Could the hill be made less steep & the gaps filled in?
- Can bicycle racks be put in at the playground? I often lean my bike against a bench or a picnic table but it would be great to have a few racks.
- Build a bike lane here from the river
- Narrow pathway helps to slow cyclists down and increases safety for pedestrians.
- 25 avenue is already too narrow for vehicular traffic so creating a bike lane would make passage by vehicles impossible and reduce safety for pedestrians trying to cross 25 avenue.
- If the bridge is widened as some suggest, it will likely be more dangerous for pedestrians because cyclists will feel free to cycle at a speed dangerous for the pedestrians.
- I would love to see more information/signage/plaques/etc in Lindsay Park which calls attention to its rich history as a railyard originally built by the Canadian Northern Railway in 1913. The railyard here was removed about 50 years ago and was once a vital part of Calgary infrastructure.
- Stairs would be very useful here. Lots of people use this unofficial path.
- This bridge should be wider as there is often pedestrians and cyclists at the same time.
- Put in a formal path and/stairs up the hill from Erlton to the complex/ parking lot/drop off area
- Agreed with every comment. Stairs here would be ideal.
- As mentioned by others here, the detour (or lack thereof) during stampede is absolutely insane or non-existent. This route is a major cycling commute route and is unusable for 10 days a year. When our summers are already so short, cycling paths closures should be mitigated at all costs. Better planning and signage during stampede around here would be nice. Or tell the stampede to kick rocks for closing this down.
- Personally, this should likely be the safest way to/from the LRT to MNP, HOWEVER - it is dark, especially for spring/fall/winter when sunsets early, narrow, often risks homeless - so super uncomfortable walking along here. Not sure if it would help, but consider really making this super swishy - widen, lights, deterrents/help for homeless/addicts - the entire route from the north MNP entrance to the LRT access point. Not sure if it would work (??) but I suppose tunnel access direct

from MNP wouldn't be an option? Like the Zoo? (so much of Toronto/Montreal have safe underground setups... though maybe not like this...)

- Consider working with Anthem to create a temporary soccer field (potentially covered?) on this future redevelopment site.
- Adjacent comment suggests cycling on a minor side street. This is nice, but what is the minor side street that crosses the CPR tracks and the Elbow River? Ok to reallocate capacity from MacLeod Trail, which only has three lanes/direction south of 25 Avenue S anyway (SB drops the fourth lane at the entrance to Lindsay Park already). By this point, drivers are 'in the city' and it is a constrained environment in which, according to City policy, transit, walking, and cycling should be considered priorities.
- Creation of a new bus stop that extends farther into the parking lot, promoting closer entry to either entrances, would enable more individuals to access the facility without walking to and from McLeod trail, and cutting through the parking lot. This would be particularly helpful for older adults with limited mobility, and families that rely on transit in the downtown area.
- Having worked here in the past, finding needles on the ground was and continues to be a regular occurrence. This places children, pets and other park attendees at risk. Installation of public needle disposal bins could be a way to mitigate this risk.
- Addition of a new art piece to maximize the views of downtown Calgary would add vibrancy to this section of the park. Other opportunities for enabling park goers to sit and engage with friends/family would be welcome.
- With future developments planned Elton road, a staircase at this end of the parking lot would help existing and future residents to safely access the facility.
- parking lot is too small for large events. if people went to MNP more than a few times a week after work, they would see the problem. if & when MNP is expanded, the parking needs to be expanded or added to by way of nearby lots (holy cross?). It's not easy to balance parking and green space.
- A few people are asking for a bike lane on MacLeod trail. Please don't do this. MacLeod is a major road that is already overcrowded. Don't make it smaller. If you want a bike lane, put it on a more minor side street. Don't have bikes right beside high speed or high volume roads.
- Add a new path on the East side of Elbow river to connect the Roxboro path to the path under the bridge.
- This would be an excellent spot for an pedestrian/cyclist overpass over the Elbow river to connect Roxboro to 26th Ave.
- For those moving from nearby neighbourhoods toward MNP, this could be a good thoroughfare for active transport, BUT, rarely do cars abide by the 40km/hr speed limit and give cyclists enough space. A protected cycling lane that connects Mission/30 Ave to the cycling lane on 2nd would be a great addition.
- A pedestrian overpass here would combine well with future development of the Holy Cross centre - a straight line from fourth street to the gym (and even to the Erlton Station)
- I have never once seen a human being in this green space. Move the parking here and expand Lindsay Park instead please.

- During Calgary Stampede, the gym sells parking for Stampede visitors. This is not one of the two mandates the gym has, and suggests it is overprovisioned for parking. Considering building future expansions on the parking instead of the park space, especially given the City is interested in taking parking away from Mission and nearby communities as they "have parks nearby."
- Narrow the width of this section of the road, the extra lanes here are just necessary. Place bike lanes or eiden sidewalks.
- Had a good bike connection so that users can come from the path to the north across the front of the building to the main bike parking area
- White and bridge to accommodate two lanes of car traffic, by plane on 25th avenue and separated pedestrian paths on each side.
- Opportunity for a bike lane on 25th avenue
- Delete a lane from the cloud trail and add a bike lane from 12th Ave all the way down to MNP (or beyond?, say to 25th ave.)
- Delete a Lane of Northbound Macleod trail for a bike lane from 25th Ave to North of the river
- Bike lane on Spiller Rd
- Bike lane on 25 Ave from Mission to Dartmouth
- If parking supply becomes an issue in future, consider some kind of partnership whereby MNP passes are slightly discounted for those who arrive by transit? Not sure how best to do that across the various membership/admission and transit fare options...
- Demolish the train station (rather than investing in lifecycle) and provide level crossings that make accessing the Elbow River pathway to the north faster (no stairs up and down) and could potentially link to a signal at MacLeod Trail and 22 Avenue SW. Station building is overkill, but only easy level crossing is at 25 Avenue SW, wrong direction for easy access to Lindsay Park which is the biggest destination!
- Consider how detailed programming of the MNP expansion can help to create a more welcoming edge fronting onto Lindsay Park (windows, potential cafe/restaurant and childcare spaces) as the park can often feel unsafe. Please try to avoid big blank walls that have no activity alongside them. Tough ask given the nature of the use, but please think that through.
- Consider how the site could accommodate walking/cycling through movement from the 1 Street SE bridge to 25 Avenue SW by Erlton Street and the Elbow River. Might be difficult to accommodate a direct line doing that, but something to consider in how paths and parking lots and future development (recreational and residential) are planned.
- Consider working with the adjacent landowner to formalize a publicly accessible pathway from 25 Avenue SW to the alley to the north, allowing alternative routes and access.
- Work with MNP to ensure that expansion is planned in a way that allows future redevelopment of the parking lots (parking can shift to a structure or below grade) for additional recreational facilities and/or housing.
- Plan for a future pathway alignment on the north bank of the Elbow River here, linking the Saint-Mary's site with the former Elbow River Inn site, with connections to the 1 Street SE bridge.

- A protected cycletrack on 1 Street SE (as originally planned) from the Bow River Pathway to Lindsay Park would be welcome.
- Review signal timing to ensure that it aligns with the priorities expressed in the Calgary Transportation Plan. This is an urban location with an LRT station and various nearby destinations. Signal priority should go to LRT and pedestrians crossing, then vehicle movement. Current operations are not aligned with The City's stated priorities.
- Extend the pathway on the south side of the Scollen Bridge eastward to connect to Reader Rock Garden and the Elbow River Pathway at the Stampede Trail intersection.
- Consider a signal here that can provide access to MNP, the Anthem site, and future development on the east side of MacLeod, as well as walking/cycling access to the Erlton LRT station and the Elbow River Pathway. MacLeod north of Cemetery Hill is a city street, not a highway, it's not the end of the world to have signals.
- Please provide a pathway link between Erlton Street and the MNP Centre entrance.
- Could this section of Macleod Trail be re-routed? It could run where the Indigo parking lot currently is on the north bank, and have a twin bridge beside the existing northbound one. This would allow the conversion of the current southbound bridge to bike and pedestrian only, and reconnect the river to Lindsay Park. Some of the space could be a natural park and some housing.
- This parking lot is far bigger than it needs to be. Turn some of it into housing, it's prime real estate.
- It would be ideal to connect the ctrain station via elevated walkway, or something
- Can we paint this space with a mural or something? It's so grey and ugly.
- Can we make this old fountain a community fire pit? It's on cement so shouldn't be a fire hazard.
- Put in stairs with lighting up the hill using the goat trail.
- it's dangerous to enter when it's dark out and cars are whipping around this circle, splashing walkers
- Please add stairs as this is a very popular route into MNP from the South end
- Accessibility would be greatly improved for those who walk with the addition of a set of stairs (that gets cleared of snow in the winter) and some lights for visibility.
- Please place a staircase here. Many people from the community slip and fall while walking up this hill each winter. It is high traffic and a footpath is clearly present 365 days a year.
- Could this entrance be developed to reduce the foot traffic at the front? Would need to be more accessible and could benefit from heated shelter to protect from falling snow etc
- Add stairs.

Current Challenge

Please indicate in the comment for your marker what current issues and/or challenges you experience when accessing the MNP Community & Sport Centre.

- This intersection is inadequate for all type of users. Vehicles exiting MNP that want to go NB MacLeod have to deal with a dangerous U-Turn during a stream of SB traffic coming from 17th Ave. The train tracks cause significant conflict with vehicles here based on a the volume of traffic. And pedestrians wanting to go towards Erlton Station, or simply cross 25th Ave have to deal with a

expressway and hazardous train crossing at the same time. I think upgrading this to an interchange could improve movement for all modes.

- People idle here all the time and it causes pollution. Unsurprisingly the "no-idle zone" signs do not deter this. There should be some level of enforcement. If tickets/fines could be issued then people would soon get the memo.
- This is a good path for access, but it's only usable during daylight. It needs lighting
- Significant risk where vehicles need to access northbound MacLeod Trail. A large number of users live in the downtown area, but the access back to downtown is dangerous. Could the intersection at 25th Ave include a formal U-turn option?
- If required to park in the adjacent residential area there are desire lines created in the hillside that should be formalized. An asphalt pathway and/or staircase would be a big improvement
- Parking is a real challenge at peak times, especially when there are special events occurring. There is no enforcement on the areas for family only parking and we often see people without families using the designated parking. A quick win would be to provide passes to members and/or families to make sure these spaces are allocated for frequent users. It is very frustrating to circle the parking lot with a car full of kids who are late for their classes. The last time we were there we missed the class entirely because the parking lot was ridiculously busy and we couldn't even get out of the lot to find a space in an adjacent area. Members and class participants should take priority over event attendees. Right now it is the other way around
- It is crazy that a line of 8-10 cars is permitted to idle endlessly here while they wait to pick up 1-2 passengers. Should be for immediate pickup only, and to stop the idling. For everyone else entering the facility, it results in breathing in car exhaust. Sometimes this occurs even during moderate weather.
- Really unfriendly environment across the Elbow River for pedestrians. Narrow sidewalk & fast vehicles.
- This is probably the most difficult signal timing problem in the city. Ped wait times are too long, especially considering this intersection directly serves Eglton-Stampede station. Improved timings would encourage transit ridership to MNP. Perhaps an investment into sensor-based intersection control. The minimum timings are too long.
- No stairs and extremely slippery in the winter. This would be such a small and easy way to promote walking & transit to MNP.
- Train station too far away
- When walking from 22ave S.W. (where I live) to the MNP center during the winter it is extremely hazardous. Water/ice fills up the walking/wheelchair path which makes it all but useless. So I end up climbing the hill which is still covered with snow and/or ice. My wife fell last year and got a nasty bruise. A set of hand rails and stairs might help quite a bit.
- "Casino lot used as overflow parking is not well lit. Does not feel safe at night.
- Also inconvenient to have to travel north to the cross walk - results in people jay-walking across 4 lanes of 1st ST SE. Very dangerous."

- Ramp gets extremely icy during the winter, drivers do not slow down upon leaving the lot which causes potential for rear-ending.
- "Parking lot is often overloaded during peak times (after work, weekends during events).
- Speed bumps added did not help - they cause backups now.
- Parking lot is not well lit."
- Suggest additional lighting along the shared path would vastly improve this access route.
- It is very poor design not to have a straight connection along the old track alignment on the east side of the train station from the walking bridge to 18 Ave . You're making people walk around the block on the very narrow poor quality sidewalk. very unsightly and poor experience.
- No safe and accessible direct connection currently between Macleod Tr pathway underpass and front door (on the east side of the building, the most direct and level approach). It is very unsafe riding bikes with kids in the parking lot without an alternative.
- Our safest pathway connection from Ramsay gets shut down during stampede and there is no way of getting to MNP through the detour that has a maze gate crossing at 25 Ave and LRT tracks with a child bike trailer. This is unacceptable. I'm not comfortable biking on 25th with a kid on a bike and another in a bike trailer. The pathway should not be closed for a significant portion of July when summer camps are in progress without an accessible alternative.
- Sidewalk is too narrow
- Intersection is not pedestrian friendly
- Street crossing
- This is the only access to Elton Stampede station and at a young age. I had to walk through areas that are quite shady after a long day of training. I wouldn't want this for my children. I recommend a bus that can be accessed from city hall to the centre, and vice versa.
- Water collects at the bottom of several sloping paths and freezes across the entire path. When it snows if the snow isn't cleared down to the pavement but rather just scraped off the top it adds to the ice base and is extremely dangerous to cross over by walking.
- This access point is always closed a week before and after Stampede with no real alternative offered. This river pathway needs to remain open to allow people to reach MNP by Active means. Please stop shutting people out for 3 weeks of the summer.
- This walkway is either muddy, icy or just too steep to walk up. In the summer I take the path by the river but in the winter that path is too dark so I have to access MNP from the subdivision. This means that in the winter both of my options to access MNP are unsafe.
- This path is too dark to walk at night for both visibility and safety. I do not feel safe walking home from MNP along this path.
- safety - increase lighting and visibility under bridges
- The roads are solid blocks of ice all winter long in this neighbourhood. It makes it difficult to walk to MNP safely without falling because you have to leave the side walk to get to MNP eventually. This is a Calgary-wide problem but there are lots of pedestrians trying to walk to the center. Could the streets be plowed?
- Very challenging/dangerous to be a cyclist on this road to access MNP.

- The bridge surface is deteriorating and needs to be repaired. It can be too narrow when cyclists and pedestrians cross at the same time.
- It is challenging to access mnp when you are coming from the south. Turning around to get to entrance in high traffic after work is a nightmare.
- people are camping/sleeping here often which doesn't feel safe when walking alone, especially at night. Lighting could help.
- For those of us who live in Erlton, this intersection needs to be addressed. It is not safe for cyclist and pedestrians. Cars speed off from the traffic light in both directions causing lots of NOISE and disruption to residents. At least add a sign for a speed camera - it might help.
- Tree branches cover the flashing lights of this crossing and vehicles cannot see when it is activated. Also, taking the corner here onto the bridge from the path is steep and narrow and difficult to manage on a bike.
- blind corner and narrowness makes this section of the pathway hazardous especially when there are cyclists and runners trying to go quickly through. Collisions have happened.
- sidewalk just seems to end here. Could this please fixed so that it is safer for pedestrians who are walking north/south past mnp?
- This pathway is often icy for a large part of winter due to poor drainage, making it hard to access MNP in winter if you live in Erlton and need to get up that hill somehow. The alternative is to walk up the steep grassy/muddy hill which can also be slick with freeze/thaw cycles.
- Please add lighting to this pathway. It feels unsafe to walk here at night.
- Very poorly lit, feels unsafe
- The hill from 23 Avenue SW up to the MNP Center is used frequently to access the center from Erlton/Mission/C-train riders. It becomes icy and treacherous for many months over the winter. A staircase should be built there.
- Accessing MNP centre coming north on Mcleod requires you to cross all 4 lanes of (an often busy) southbound 1st SE within a couple of blocks
- Significant traffic hazard caused by traffic/lane configuration here for vehicles needing to cross all lanes to go north on Mcleod, or east on 25th Ave
- High pick up/drop off traffic leads to dangerous pedestrian/vehicle interactions
- One of several pathway underpasses with steep incoming/outgoing slopes. Narrow pathway under road is dangerous in the dark, winter and with opposing traffic.
- One of several pathway underpasses with steep incoming/outgoing slopes. Narrow pathway under road is dangerous in the dark, winter and with opposing traffic.
- One of several pathway underpasses with steep incoming and outgoing slopes with a narrow pathway under the road, dangerous in the dark, in winter, and when traffic is heading in the other direction
- Extremely steep pathway leading to a T intersection with significant gravel and ice in the winter
- As a cyclist, coming up the hill under the stampede bridge is scary as there is a junction with a pedestrian pathway (stairs) that is completely blind. I ring my bell when I approach but I doubt that it will be heard by anyone wearing headphones.

- During the pathway closures this area can be really busy and you have to dodge vehicles and pedestrians while on a bicycle.
- Bike racks are not made for the wider tires nor for longer bikes (i.e. cargo).
- No bike parking - would love something secure & safe at this entrance. If I take my bike inside during busy times sometimes the inside bike rack is really packed.
- The sidewalk crossings are too narrow to get bicycle across easily and thus I need to go on the road during pathway detours.
- Safety - sometimes people camp/sleep in the trees here. Consider putting in lighting or trimming the bushes back a bit. I do not feel safe cycling, walking or running on this pathway in the dark.
- I often bike on the sidewalk here with my children so we are ready to get on the bike path and can avoid the busy road - consider widening the sidewalk to accommodate cyclists and pedestrians.
- This hill is way too steep, leading to a T intersection. It's very difficult for children to ride up/down safely. As well, a lot of gravel is used in the winter which is great until the snow melts, then bike tires slip on the gravel. If I have children on my cargo bike I often skip this hill and go up the long way (near Enmax Park) as I'm not sure I could push them and the bike up this hill.
- Safety - there are sometimes people sleeping under the bridges. Consider installing lighting & having more frequent bicycle police go by.
- Very problematic intersection for all (vehicles, pedestrians & cyclists). The possibility of pedestrian overpass being built while the lot on west side of Macleod is still empty would help quite a bit. Also making the outside lane, eastbound on 25 avenue on west side of macleod right-turn only would help resolve the huge backup here.
- Too many vehicles idling/polluting during the colder weather. If the resources don't exist for personnel to monitor this, perhaps the area can be restricted to drop offs/pickups of disabled individuals.
- This part of the pathway is often treacherous in the winter because of icing.
- Please improve lighting for safety
- Please improve the lighting for safety sake
- Something needs to be done about the drainage here. It is often treacherously icy both on the pathway and on the road.
- A pathway would be very helpful here. Right now many people access MNP by climbing up the hill and it can be very slippery or muddy at times.
- Lack of secure indoor bike parking. Snow is often piled against bike racks in the winter. Indoor and/or covered parking with ample space is needed to make it practical to actually leave a bike here and be confident it will still be there when you come back.
- Wider sidewalks and a protected cycle track are needed to provide connection for communities in MNP catchment north of MNP (Beltline, Downtown Core, East Village, Sunnyside, Hillhurst, etc.).
- I use this bridge every single day and dislike using it. The bridge is 40 years old and at this point it's rusty, ugly, and too narrow to comfortably ride a bicycle across. I believe we could benefit from a newer and wider bridge here.

- As a constant commuter through this area every single day, rain, snow, or shine, I use this crosswalk to get across the road, but during hockey games or the Stampede, it is impossible to get across because the cars turning in and out of the Stampede Grounds are an endless line that never stops. This point is a bottleneck for cars with far to little cycling/walking infrastructure and the only detour under the road is hard to access and has poor lighting.
- As a cyclist, I commute across Macleod Trail in this location every day: rain, shine, or snow. Although there is a bike path provided further north to cross under Macleod Trail as well as the CTrain line, it is a worse option as it is a sketchy pathway, as well as the fact that it has cracked pavement, extremely low bridges, blind corners, no lighting whatsoever, and many hills. I am forced to wait 5-10 minutes just to have 20 seconds to cross Macleod Trail. In the near future, I would be very happy to see improved cycling infrastructure at this location, such as a bike lane, priority for pedestrians and cyclists at the crosswalk (low wait times and plenty of time to cross the road) - or solve the problem with an overpass or tunnel under the intersection.
- I am an avid cyclist and I use this bicycle path every single day, rain, shine, or snow as part of my commute. This hill is a necessary part of my ride, but it is extremely and unnecessarily steep and dangerous, particularly in icy conditions and while descending the hill. I would love to see this path rerouted for a more gradual climb, and maybe a tunnel under Spiller Road for easier access to the east side of the road.
- The right-most lane cuts out too quickly, and is often vlocked in the winter by snow plowed and then left in this lane. It can be very hard to cross lanes to get into ramsay/east of the stampede grounds from the only exit from repsol.
- Visitors to MNP speed through Erlton (Erlton Road, Erlton Street, Erlton Place), park illegally, and generally disregard and disrespect the fact that people live in the area. Access to the facility (including drop-offs and pick-ups) should NOT be through Erlton neighborhood.
- Something needs to be done to prevent the icing that makes walking treacherous in winter/fall/spring.
- Sidewalk here is very narrow and the curb cut is poor, especially for strollers. We end up walking on the street here often.
- Stairs are desperately needed here. It is a widely used path by people of all ages and can become quite treacherous in the winter time, as well as spring when the snow melts and it becomes very muddy.
- Due to the one way access off McLeod Tr., it is timely for me to drive here as I come from the south and have to circle around in downtown. Sometimes I park in this residential area as I can avoid circling around. Could vehicle access to the parking lot be made this area. This also leads to many people cutting across the grass uphill to MNP, which is a hazard in winter time or when muddy.
- I work in Manchester and live in Cliff Bungalow. Due to the one way access off McLeod Tr., it is timely for me to drive here as I come from the south and have to circle around in downtown. Due to this I often walk or cycle here. Sometimes I park in the residential area to the south as I can avoid circling around. Could vehicle access to the parking lot be made from that direction.

- The bike path just kind of ends here, with no convenient way to enter the parking lot without riding down the curb. Bike path should go all the way to bike racks. Both entrances to building should be used with bike racks on the north end of the building which is closer to the elbow river pathway.
- As a cyclist coming off the elbow river pathway, I would prefer to come in this door to the gym and lock up my bike here. I currently have to cut through the parking lot to get to the bike racks and main door at the south end. This door is not used or unlocked by MNP making cyclist access harder. This seems like an easy fix.
- The blind corner and sharp turn under this overpass is a significant hazard, also the area is often covered in debris making the issue worse as a cyclist. This is my biggest concern in the area. I have had a few close calls here.
- This bridge deck is deteriorating, and has some sharp metal holes in it. I am afraid for my dogs paws or for anyone trying to rollerblade or skateboard.
- It is difficult to cross 2nd Street on a bike leaving the gym.
- Bike lane on 21 Ave between Lyndsay park and 4th street would make this route safer.
- Bike path/walkway is extremely unlevel, making it icy in winter time, I usually walk on the grass to avoid slipping as water pools making this area constantly icy.
- The MacLeod Tr, 25th Ave intersection is extremely dangerous for pedestrians. There should be a pedestrian overpass.
- "Pick-Up/Drop-Off Area needs to be expanded and moved as it creates a lot of congestion; especially with Children running in and out of the building.
- The turn around area is fine but maybe no parking and waiting."
- "I live here
- this comment block makes no sense ?"
- The parking is so difficult in the evenings. All amenities are booked up by sporting groups during the evenings and never open to the public such as gyms and track
- Piling on here but this intersection is incredibly dangerous for pedestrians and cyclists. During stampede it is a total gong show and embarrassing for tourists and visitors to have to experience during stampede.
- Bad lighting. Needs to be better lit for safety.
- In lieu of the north access point (under the road - issues already discussed there), this is the only feasible, safe/lit crossing point between MNP and the LRT station. A holistic review need to be done to ensure one can safely walk/wheelchair all the way to AND from the south LRT platform, to the south MNP entrance - as others have mentioned, better lights (especially for low sunlight during fall/winter/spring), wider sidewalks, stairs/wheelchair access up the ridge to the MNP entrance, safe waiting areas at these lights on both sides, etc.
- This is how i walk up to the centre, and in the winter time, it gets extremely slippery and dangerous
- Please restripe the EB lanes on 25 Avenue SW on the approach to MacLeod Trail S so that it is clear that the left lane is for EBL, the middle lane is for EBT, and the right lane is for EBR. Having a dedicated EBR lane would be really helpful at this location when EBL and EBT traffic backs up.

- Please provide a pathway between the 25 Avenue/Stampede Trail SE intersection and the entrance to Reader Rock Garden.
- "Please consider curb extensions at Erlton Street and 26 Avenue SW to:
 - -narrow the carriageway and reduce speeds in the neighbourhood on a long straight and hilly street)
 - -provide greater visibility and accessibility for people transitioning between pathway/trail and street (prevent parking in front of/adjacent to the wheelchair ramp)
 - -communicate a sense of entry/gateway into the residential neighbourhood"
- The venue is showing it's age. General maintenance (snow removal/summer maintenance on ramps, lots & passageways * lighting * does not negate the fact that curb ramps, sidewalks, doorways and elevators are dated, fall into disrepair often require long awaited maintenance. Although there are two main entrance the south, drive up access is coveted by idling pickup and drop off of able bodied during the busiest times and coldest months (new carpool parking stalls are not enough)
- Regularly notice flooding here during rainier seasons and winter (ice).
- Please make this intersection safer and more accessible for pedestrians of all ages and abilities. The sidewalks are too narrow, and waiting platforms become crowded far too quickly, particularly during Stampede season. Consider a walking bridge of some kind perhaps.
- The current traffic design to exit the facility is incredibly dangerous. Not to mention backlog of vehicles it can create into the parking lot during busier periods at the facility, such as during events and camps. Consider a redesign that is conducive to safer exiting to north and southbound McLeod.
- Constructing an accessible/inclusive playground to replace the existing structure would benefit many children and youth in the downtown area. The current playground is not inclusive for children who experience disabilities. The addition of an inclusive playground would be beneficial for the health and well-being of children in the community and their families.
- no direct transit access
- Taking LRT transit to and from MNP Centre from this location takes close to 75 minutes. Off Rush Hours. Then there is a 10 minute walk to my home. In comparison it takes 15 minutes to drive to MNP off Rush Hour. Transit is not a viable alternative
- poor lighting in many parts of the parking lot. feels unsafe at night.
- unsafe and unsecure bike parking. I have had parts taken from my bike while using MNP.
- The drug problems in this neighborhood make this c train station unsafe.
- This corner connecting the pathway to the bridge is narrow and dangerous.
- This is good "shortcut" option for those coming through Parkhill/Rideau/Roxboro. It is a good go-around if you need to reenter the above mentioned neighbourhoods without taking the large hill in Erlton. The con, however, it can be dark and isolated.
- This is not safe with pedestrians and cyclists sharing the path. Poor sight lines and the bridge is sketchy at night
- The trees on this corner are overgrown and obstruct the view as you come around this corner into the bridge from 1st.

- The fact that this pathway is cut off during Stampede is mind-blowing to me. The detour doesn't work for those commuting by bicycle or other, non-car, wheeled methods. This needs to end.
- Icy in winter and muddy at other times. Stairs would be great.
- This does not need to be a through-route. One could add bollards and make these two dead-ends and zero real traffic would be impacted. Unfortunately car drivers in Calgary have shown that "personal responsibility" is not a successful approach to traffic engineering.
- "Relevant even just today - the current standards for construction are ""well, there's a sidewalk open on the other side, so this is fine.""
-
- Taking an attitude towards pedestrians that isn't written by the City's car-commuter-only Roads Department would be beneficial in enabling users to reach the gym."
- It is hard to walk to the gym when townhome owners park cars on the pathway to access their back yard. 311 app does not have a method to report this, and so it doesn't get resolved quickly.
- Wow, this is really far away from the Lindsay Park Privately Sponsored Gym. How long would it take someone to walk or take transit there? If the city wants to enact car-free parking policies, the city should provide car-free amenities.
- I often see pedestrians jaywalking from the CTrain station here to the gym. This is because crossing MacLeod trail is a nightmare as it isn't designed for humans.
- Traffic engineers changed the lights to prioritize cars going down 17 Ave. Given the Beltline pool was closed because this was "close" this is rather unthoughtful.
- Parking lot is overcrowded, spaces are small and drivers are reckless. I have been hit by a driver here and I don't think they ever looked or noticed
- Lack of secure bike storage means I will not bike to the facility
- All the construction around Stampede currently and the last 3-4 years makes accessing MNP a guessing game. Is the pathway (under MacLeod) open? Detour? Open yesterday and closed today? Are any of the roads around Stampede accessible? And safe with whatever detour is in place??
- Pedestrian and cyclist access is atrocious here across Macleod
- The section of pathway along the river and up to each bridge need separation for bikes and pedestrians to separate speeds.
- Poor visibility pathway section. Needs widening.
- underpass is closed during stampede which means it's not a 5A connection. Detours across mcleod are problematic for cyclists, need alt route.
- There needs to be built shallow wide steps with hand rails built over the current scoured out path.
- Main access to facility however there are no stairs. Public safety hazard.
- The path from 25 Ave up the hill to MNP is not sloped properly and during winter ice & snow build up at the bottom and create an extremely treacherous path and some days almost makes the path inaccessible. Desperately needs to be addressed.
- Could we get some steps down the hill at the south end going into Erlton?
- The street is like a freeway here, but this needs to be a signalized intersection.

- Please revise the geometry of the channelized right-in/right-out here, particularly in terms of how it crosses the sidewalk.
- Consider a signal at 1 Street and 18 Avenue SE; crossing is part of what should be a safe route to school for SMHS students and can be challenging for WBL drivers seeking to cross 4 lanes to get to the SBR lane that accesses Lindsay Park.
- Please improve the quality of the snow and ice control on the 2 Street SW protected bike lanes.
- 19 Avenue, Royal Avenue, and 21 Avenue are supposed to be a safe walking and cycling route from the dense housing of Lower Mount-Royal through Cliff Bungalow and Mission to Lindsay Park. Please use signage, traffic calming, and better intersection measures (esp at 5 Street SW and 8 Street SW) to make this route more legible and accessible.
- Please construct a low wall along the pathway underneath the Scollen bridge so that it can remain open during (some/most) high water events in the spring and only needs to close during true flood conditions.
- Please install a proper wheelchair ramp transition between the pathway bridge and the street.
- Please provide bike parking! Would be ideal if there could be secure bike parking (eg access to an enclosure with an MNP card and/or for staff) as well as regular bike parking (proper racks by the entrances).
- Add stairs
- I do not own a car, often travel by bike, walking or transit. I would go to mnp more often if I felt there was a safe route through /around vehicle traffic.
- Agreed with other users. We need a staircase or something similar for users coming in from Erlton. As a local resident, I do use the carved out foot path which was deteriorated vastly over the past 5 years. It's unsafe. Having a maintained pathway would make a huge difference.
- This section of path is closed unnecessarily every year during Stampede. The detour is ridiculous. It's jammed with Stampede patrons and dangerous with drivers not paying attention. It should be fenced off and stay open so that Ramsay is not cut off from the Beltline.
- The ramps going under the bridge are never clear of snow. You can see where the machine stops and no one gets out and shovels the last 3 feet. It turns into ice and stays all winter.
- This spot is never cleared of snow. Contractors pile it directly on top of the curb cuts where bikes and people walkers are supposed to go. It then freezes and becomes a huge block of ice until May.
- Currently climb up grass hill to get to MNP. I intentionally do not use the dirt trail because I find it gets slippery and feels less safe.
- At times, I do not feel safe commuting through this park. I've witnessed drug use, people p00ping by the river, and even dismantling/emptying stolen items, like throwing around contents of stolen back packs, in this park.
- Not pedestrian friendly, especially in the winter. It is often a 10 min wait to cross the street during peak times
- Install stairs please!!!
- Not easy to get to the MNP from where I live, I don't have a car. It's the closest pool to my location.
- The playground is outdated

- This old fountain is too sheltered and people hide and do bad things here. Remove some of the overgrown shrubs
- The goat trail is more popular than the pathways. Please add stairs
- The crosswalk at 25th ave and Macleod should be closed and replaced with a pedestrian overpass. It would eliminate one aspect of the complex light timing related to the trains and turning light. It would also improve safety between Mission and the stampede grounds and further improve access to the LRT station.
- This part of the park heading southbound is pitch black at night and feels very unsafe to walk. Improved lighting and potential increased patrol can help.
- Poorly lit pathway at night. The asphalt is bumpy and cracking making it unpleasant to cycle on
- Narrow bridge often unmaintained in the winter makes it dangerous for pedestrians and cyclists
- Melting snow leads to ice sheets all up this steep hill. It's also difficult to see when bikes will come speeding across the intersecting path.
- Poor drainage leads to pooling of water, which freezes in the winter and creates dangerous conditions
- Poor drainage leads to pooling of water which freezes into ice all winter
- climbing up this hill in the winter is very dangerous as it gets icy. Most people from Erlton use this hill to access MNP
- For walking access, there are no paved paths heading south from the facility. The hill here is quite steep and becomes slippery and muddy from all of the foot traffic. There is also inadequate lighting for early morning or evening walking.
- Cell service and wifi/LTE is always blocked in this area. Could be improved for pedestrian safety at night.
- This hill is always so icy and dark at night. Very dangerous.
- As per other comments. The pedestrian / cycling infrastructure from Erlton station to Scollen bridge is as poor as it gets. E.g. narrow sidewalks, adjacent high speed traffic, brutal wait times to cross McLeod (especially in winter), no dedicated bike lane to connect station to Elbow river pathway.
- Crossing the street can be dangerous as the street design (road width and proximity to McLeod) encourages high speeds. Anyone that lives adjacent knows that near misses / honks are a daily occurrence. Flashing pedestrian lights don't slow down drivers. Raised crosswalks (like in front of Ramsey school) should be considered.
- Does there need to be a whole merge lane out of the parking lot?
- Why is this parking lot so massively overbuilt? It's never more than a quarter used even at peak times. Designate at least some of this space for people walking and wheeling. Add greenery, trees, and permeable surfaces.
- Look at the desire lines here! There needs to be a paved connection.
- Dangerous, high-speed slip lanes here allow and encourage drivers to not slow down for the pedestrian crossing.
- Foot path has been carved out by high pedestrian traffic from both the Erlton community and those outside of it parking their cars on 22 Ave SW to access MNPC. As noted in another comment, it is

used year round. As such it does become treacherous when wet and muddy, and when covered in packed snow and ice. Furthermore, the resulting yearly erosion from the foot traffic scars the landscaping of the hill. Therefore for functionality and to preserve the aesthetics of Lindsay Park, and by extension the north side of Erlton community, I agree w the other comments/recommendations to install a staircase with handrails sufficiently high (for support primarily in winter) and set such that skateboarders will be dissuaded from using it for acrobatic purposes.

- Park is sketchy, lots of homeless and drug use.
- The parking sucks, the speed bumps that been added backs up traffic. No one was speeding before they were installed. Paying members get lower priority when events are being hosted.
- Having to walk past a high-congestion driving space to get to the doors. When it's cold, i don't want to have to walk around the traffic circle to get to the doors, I want to get there faster.
- Drivers speed around this corner often just missing the pedestrians
- Steep hill is icy, dark, and is risky when cyclist are accelerating up the hill
- Elbow river pathway here is problematic for cyclists and with stairs coming down - hard to see other cyclists at the turn going under the bridge and seeing peds come down the stairs
- walking through Rouleauville Square over bridge to MNP is sketchy all the time - lots of needles and scary situations with unhoused folks. Especially scary in early morning/late night when there is no lighting.
- Issues with flooding often in the spring where underpass is closed
- pathways connection (for cyclists) from here to MNP is awkward around the bridge can very icy in the winter
- Two crosswalks on 25th Avenue at the bridge can be problematic - even though they are signed and have flashing lights, many people do not stop for cyclists/peds
- Not friendly to bikes
- Speed limit should be 30 on Erlton place as there are several street crossing leading to MNP and related Pathway. Improve crossing signage, no need for illuminated signage but standard road signage with line painting may be adequate.
- Pathway is always dark at night from 25th AV bridge to the end of the townhouse. Seems like park lighting stop near beginning of townhouse.
- I fill some of the desire lines don't work. If improved the flow would be better.
- Ramp is too steep it can't be properly cleared in winter.
- Ramp between Macleod and pathway is too steep and ices over.
- Pathway floods and becomes an ice sheet in the winter.
- Road is always covered in ice and sidewalks are narrow with tight corners. Bikes from 2nd St bike lane have to dismount/walk onto the bridge.
- Egregiously narrow sidewalks directly outside Erlton Station. Needs to be widened badly.
- Multi-use pathway ends 200m from the south entrance of Erlton Station. Extend the pathway from the river to the station on the north side of 25th Avenue. This is an important missed connection for

cyclists that would allow them to use the station without having to go 1.5km out of the way through Lindsay Park to make the connection between these two points.

- The gap to the road is horrible. It feels like whenever cars drive here that you'll die. The road being on an angle with bumps and the spacing of the sidewalk to this quick road does not feel safe at all. I've walked here everyday for 3 years
- Very awkward sidewalk connection across Erlton Street SW. From the river, you have to walk north, then across, where the sidewalk narrows here.
- Very poor land use directly next to Erlton Station. This parking lot is disused most days of the year and is a prime location that could easily fit hundreds — if not thousands — of homes in apartment buildings. We are in a housing crisis and a climate crisis. This site is an opportunity to hit two birds with one stone.
- need for improved lighting / patrolling at night
- Curb-tight sidewalk on the east side of Macleod Trail just abruptly ends. Complete this missing connection by extending the sidewalk ~300m north to the Elbow River pathway. Also, widen it, and separate it from this loud roadway.
- lack of signage
- Dangerous slip-lane directly outside Erlton Station. Allows & encourages drivers to not slow down at this high pedestrian traffic location. Please remove this with a curb extension!
- Pathway underpass is way too narrow with blind corners
- Sidewalk along Macleod is way too narrow
- Access out of MNP only allows for southbound traffic, and cutting three lanes to go northbound on MacLeod is dangerous. Future opportunity could provide for safer routes out of the facility.
- The roads in winter in the Erlton area to access 20th Avenue for parking used to be plowed, and are no longer being plowed. This makes for icy roads and not ideal for parking or accessing the MNP facility from this end.
- This access to the walking path to MNP tends to be very icy in winter. The lack of proper drainage allows the ponding of water at the bottom of the hill which then freezes over. This presents a serious slipping hazard in winter. The pathway also becomes icy, which is treacherous especially when walking downhill.

When looking at the existing transit conditions, what type of improvements are most important to you? Other (please explain)

- We live in East Village so if we were to use transit we would need an option that goes from there fairly directly to the front of MNP
- More security more reinforcements especially using transit and riding on a bus and train
- Pedestrian focused infrastructure. Eg. The intersection of 25th Ave and Macleod is but for cars. Not people. The sidewalk connecting Earlton to mnp is narrow.
- Safety/vagrancy

- Making it feel like the area is one whole, rather than this vast distance across Macleod Trail, I want to feel like this is one great area to be.
- More parking is required. During the winter months there's SO many sporting bookings for parents/kids who take up all of the parking. In the summer, you can bike when there is actually lots of parking.
- Personal security and safety at transportation nodes
- poor transit options.
- More lighting, multiple safer routes to Erlton and Stampede stops
- safety: I have ridden the transit this summer and never felt safe.
- I have no concerns
- Better bicycle infrastructure
- Safety
- a pedestrian overpass connecting the C-train station to MNP parking lot of main entrances
- Safety, the homelessness and drug problem in this city is out of control
- Safety. Unfortunately, this area has many transient folks, some of who engage in threatening and scary behaviour. I live close by, but I strongly prefer to drive for safety reasons.
- Do not mess up the exist automobile access to north and southbound Macleod trail shown in figure 4. Most people using MNP drive there and this access need to remain as is. All the families we know rush their kids to MNP drive. The McLeod train intersection lights also take a ridiculously long time when the train interrupts the light cycle maybe fix this so cars can still turn and people can cross even with the train crossing arms down.
- None, do not use transit
- Na
- Safe walking transit up the hill or on paths. They get very slippery and dangerous with snow and ice in the winter.
- Better and faster access from Vic park station to MNP please. Crossing McLeod by foot is dangerous.
- Road crossing
- Safer walking options on pathways and transit when crossing under Macleod trail NB underpass. Concerning level of homeless encampments and drug use.
- Safer walking and cycling paths
- Better pathway and sidewalk maintenance in winter; crossing Macleod Trail is a huge barrier to taking the train to MNP.
- Transit is not on time enough to rely on it. Safety concerns keep me from using ctrain, I am not willing to be put in a compromising situation again after many poorly patrolled ctrain stations and trains.
- Transit reliability and improved service during peak hours
- Walking in Lindsay park
- Not prioritizing parking over everything else

When looking at the existing transit conditions, what type of improvements are most important to you? Please explain your answer above.

- Access from Erlton Station is weak since there isn't more direct access to the centre whether you exit the station to the north or south. 25th Ave intersection isn't ideal for pedestrians, and the north routing you have to essentially go past the centre in order to access it.
- Waiting to cross Macleod Trail from Erlton Station can take a very long time. The closest bus stop coming from the south is still a really long walk from MNP and you still have to wait to cross Macleod Trail.
- With a family of small children we wouldn't consider taking transit unless it was virtually door-to-door service.
- Safe way to access ststunon
- I often take the Train MNP. But the experience between MNP & Erlton Station is awful. A long wait at the 25th Ave / MacLeod trail traffic light. An extremely long crossing across a wide road, narrow sidewalks within Erlton, and then have to risk blowing out a knee to climb up the hill in the winter. And I'm a national athlete, I can't imagine how this must feel for someone with less mobility.
- I live about 30 minute walk to MNP centre and it would also take me about 30 minutes by bus to get there is pretty ridiculous
- Crossing MacLeod Trail is slow and onerous due to frequency of ctrains
- Better connection to Stampede station too. Seems like vehicle access has been significantly prioritized with little focus on connectivity to transit and active modes. Which is pretty ridiculous, free surface lot considering the downtown location is not acceptable.
- Road from Erlton station os completely unsafe , no lights and sidewalk is too dangerous
- Photo 2
- I don't feel safe riding the c train with my children.
- There is no safe, comfortable or easy way to walk from the Erlton Station to MNP. This is a huge lost opportunity to have people access the facility by train. There needs to be a safe and direct route to walk between the station and MNP that people will feel comfortable using.
- If you are coming from outside of downtown train is the only option. It is a long way to walk with large sporting equipment particularly in the winter
- The sidewalk along Macleod is not a safe or comfortable walk to MNP. The traffic moves quickly.
- It would be nice if my kids (ages 5 and 8) could eventually safely take transit on their own to MNP. The transit station outside our building (560 6 Ave SE) often has homeless people doing drugs/sleeping/urinating in it though
- The lights to cross Macleod at Erlton Station are quite scary as you are practically walking across a highway. This is unsafe in winter months and during the stampede this intersection becomes a serious pedestrian hazard as there are more people waiting to cross than there is room available. The wait to cross this interseaction often takes a long time and it is a very unsafe place to stand, waiting to cross as cars are flying by along Macleod. A pedestrian bridge of some sort would be a much safer option for both pedestrians and drivers. This intersection is also complex with the c-train

passing through, so if you were able to remove pedestrians from the intersection with a safer option, then the intersection might be less complex.

- Crossing Macleod trail is dangerous for pedestrians and cyclists. (long wait times, narrow side walks on either side, fast cars and high traffic volume who don't look for pedestrians or cyclists, rail crossing, etc.) Pathways by the river from the station are dark at night and icy in winter.
- This area feels quite hostile, people trapped alongside a road that's too wide and too fast. It is uninviting for anyone who doesn't HAVE to be there. I'd love to want to spend time here...
- Many people take train there including children and elderly and it's not a great walk
- The 25th ave crossing takes forever for pedestrians
- Erlton Station is only accessible to users of MNP by either using the pathway underneath Macleod Trail and the CTrain tracks, which is problematic for all users. It's not lit well and can be a pretty sketchy route. The pavement is also cracked and there are many blind corners and icy places, as well as extremely low bridges which generally discourages me from using this pathway. The only other alternative, however, is to cross Macleod Trail at its intersection with 25th Avenue, which is a far more direct route, but it's also equally hard to use. You have to wait 5-10 minutes at the intersection before the pedestrian signals actually allow you to cross the road and they give you only 25 seconds to do so. While standing and waiting for traffic to stop, the pedestrian islands are very small and a lot of people standing on one can be dangerous. Traffic moves very quickly which poses a threat to people standing and waiting. As a cyclist, I dislike this route as well, because there is no cycling infrastructure and I would really like to see a protected bike lane or safe and level pathway across Macleod Trail and a system that prioritizes cyclists and pedestrians. If walking and cycling can simply be encouraged and made easier, it would take cars off the road and contribute to a cleaner and safer city.
- A pedestrian overpass from Erlton station across MacLeod Tr would make the walk safer and faster.
- The parents and children for sport bookings will get worse with more pools and space. There needs to be more parking for them so that it doesn't disrupt regular members
- one bus and 2 trains makes transit impractical from Patterson SW. A 20 minute drive versus up to 90 minutes plus via transit.
- Erlton LRT (and route 10 stops) are close to Lindsay Park but walking connections are poor (indirect, unsafe). Please demolish Erlton station and replace with a Chinook-style at-grade setup, with more direct pathway and sidewalk connections (including with bus stops) and a signalized crosswalk across MacLeod Trail S at 22 Avenue S.
- More Peace Officers and CCTV, Help buttons and lighting
- I also rode my bike for the summer from Hillhurst to MNP every second day. I had to tend to two or 3 homeless folks who were on the pathways either lying down and others who I had to stop and find another route as I did not feel safe. This is a forgotten area around Stampede grounds and MNP. Personally, I love riding my bike to workout but feeling unsafe isn't worth it anymore. I felt like I should be carrying narcans....we need folks on bikes tending to the needs of this community. I felt like I was doing social work, policing and first response when I was in this area. I would never run in this area as camps are set up along the river and garbage is all over. I use to be very proud of this city

but after seeing what I have this summer, parts Calgary is embarrassing. I thought to myself, where are all the city councillors and mayor to see this underbelly of our community. I felt myself and a few other people could really see the eastside still struggling.

- Ideally a covered overpass connecting the centre to the station would make access safer all year round
- wider sidewalks and safe access - well lit at night.
- Protected bicycle lanes, either improving 15 and 14 avenue ones or create a separated/protected bicycle lanes on 17av and 4st.
- I'm scared to take the LRT even n during the day
- The existing connections are uncomfortable and unsafe
- Sky bridge over McLeod Trail to train station.
- Those taking the train to MNP have a 10-15 min walk detour from the moment they get off the train to the South entrance. There are swimmers who unfortunately need to take the train to early morning practice at 5:30 AM and the overpass would facilitate a quicker and also a safer pathway to MNP
- It would be nice to be able to access the C-Train without crossing a major intersection, or stay warm during the winter months.
- during peak times, and stampede and events, the intersection is very busy. Sometimes there are so many people, they overflow onto the street. I don't often say this but an overpass would be a good idea here.
- Alpha House is overcrowded. Homeless people hang out on the c-train station and along the walk between the station and MNP. It feels unsafe using the c-train here. Please fund a 2nd site for Alpha House somewhere else to handle its overflow.
- When winter weather does not permit us to bicycle to MNP from Ramsay, walking from east of Macleod Trail involves often treacherous sidewalk/pathway conditions to cross Macleod Trail at Erlton Station/25 Ave., along a narrow and often unplowed sidewalk on north 25th Ave. through Erlton and then up the embankment on "goat paths" to the front (south) entrance. Would be wonderful to have an overpass from Erlton Station across MacLeod Trail and a direct sidewalk to the entrance from southeast approach.
- We walk to the MNP as we live on Erlton Place S.W. We are very concerned about future parking issues related to the expansion of the MNP Center, and also the increase in traffic that will be driving on our street. Of even greater concern will be if public transit (e.g. buses) start driving through Erlton Place and Erlton St with the increased capacity of people using the facility. People already drive like madmen through our neighbourhood as it is, and increased traffic will make this issue even worse.
- Also, #3 and #4 - walking along MacLeod can be a very loud and intimidating experience. There are many vehicles exceeding the posted speed limit and the noise is overwhelming. If I do choose a mode of active transport, I will not take MacLeod - I cut through the Roxboro woods or take Mission/30 Ave/2nd St etc.
- I Think That Transit Needs To Be A More Viable Option For Residents In Our City.

- Bit of a hike from transit/C-train to MNP
- Increase safety components - lighting and walking routes
- Would be nice to have stairs to get up to MNP from Erlton St SW. Currently people (including us) walk up the hill which damages the grass and creates mud.
- 4, 2
- None, do not use transit
- Distance to Erlton is impossible for someone with mobility needs.
- I see a lot of young people waiting at the mcleod intersection, then walking through erlton to get to mnp. If a more direct connection (? Pedestrian bridge) is an option it would be make mnp more accessible for all.
- Not using transit to access MNP as I am an Erlton resident
- Crossing Macleod Trail from Erlton is terrible. Something grade separated and direct would be fantastic.
- Access from the other side of Erlton would be nice instead of having to walk away from MNP to yet to the intersection to cross and walk the few blocks back.
- Should be a pedestrian overpass over Macleod trail to Lindsay park
- Bottom of the walking path becomes sheer ice in the winter and the hill gets really slippery too so there's no way to walk to the centre without risking falling and getting seriously hurt.
- Would be fantastic if our teenagers could access MNP via the C-train in a safer manner.
- Can you create a bus that goes from Vic park station to photo number 4? The number 10 bus leaves from the Calgary tower on 9 th ave. Can we have a bus that connects from the ctrain line to the stop at photo 4 that services east village?
- 2. The lights at the 25th ave/mcleod intersection need to be optimised so more east/west traffic can flow when the train isn't there (people and car traffic). Many times there is no traffic moving at all because the train is crossing and blocking E/W traffic, but not allowing N/S traffic.
- Need more direct bus from south Mission area
- My son swims competitively and we often have meets at MNP, we choose to take transit to these events, but it is a really unpleasant experience to cross Macleod. There should be a more direct path to get to the facility, one that doesn't involve walking through a parking lot.
- The neighborhood is a bit sketchy at night. It does not feel safe to walk from the train to MNP after dark.
- A bus stop that went to the front entrance would be useful for low mobility customers.
- Unsafe, inconvenient, and slow to cross Macleod from Erlton Station. Bus routes could remain as-is if pedestrian conditions are vastly improved.
- Calgary's C-Train stations by and large have terrible connections to the surrounding areas. They're like little islands surrounded by unfriendly freeways and fences. The endless expansion of roads has kind of shot you in the foot for MNP; I don't see how it will ever really be easy and pleasant to get there from Erlton Station or anywhere east of MacLeod if you have to cross that road.
- It's very hard to cross Macleod Trail as a pedestrian
- Macleod Trail in an unhospitable space for pedestrians and cyclists. Needs significant traffic calming

- I don't mind walking to the 4th street bus stops or from the erlton train station, but in the winter that distance can be quite uncomfortable, acting as a barrier to my regular training routine.
- Issues with transit reliability, especially during peak hours in the winter means I'm less likely to go anywhere and I don't drive.
- Pathway underpasses from Erlton station can be closed in spring due to high water and aren't well lit during the evening which becomes important in the winter when it gets dark early.
- I drive in winter because of how dark it is and as a women, I will not walk through Lindsay park in the dark. It is a scary place when the sun is not up
- Getting to Erlton Station currently involves either jaywalking across Macleod or walking all the way down to 25th Ave and waiting a very long time for the lights to change. This is especially not ideal in the winter.
- MNP is in a wasteland. No one wants to walk to it. It's like walking in Signal Hill shopping area- hostile.
- The 7 bus stop at 17 and 2 or 1st (forget exactly but where the bus turns from south to west) has a bench that's too close ro the street that feels hazardous to use without any barriers from traffic. More frequent 7 and 6 busses would help
- Elton station feels like an abandoned area surrounded by parking lots, traffic, noise, car pollution. The best way to explain it is that trying to walk to / from the station or into the stampede grounds from 25th avenue, anyone not in a vehicle feels like they are not welcomed there and shouldn't be there. It is 100% built for cars with very little if any thought for anyone else. A prime example is the wait times to cross the car sewage that is McLeod Trail while priority is given for north/south bound traffic.
- The #10 bus is too infrequent and unreliable to use for access. The pedestrian crossing at Macleod trail and 25th Ave is frustratingly strange long timing for crosswalk signals
- the walk could be shorter if it was a straight line connection.
- If I don't feel safe on the C-Train it takes over an hour and a half by bus with 3 transfers, and is a deterrent from using active transit. It takes only 11 minutes if I drive.
- I would love for the culture and entertainment district to fulfill its commitment to pedestrianization. I'd love for this to extend south on McLeod as it currently feels like a really poorly designed half street, half road that's unsafe to be a pedestrian or cyclist on and isn't very convenient for drivers. Starting by making the earlton area safer for people and not just cars would be fantastic
- Very exposed to McLeod trail while waiting at the erlton crossing.
- It's insane that for the expansion they're building into the park instead of the existing parking lot. Paving limited inner city park space for the convenience of people who don't live nearby and choose to drive is ridiculous.
- Everything is backwards about the parking pedestrian access- walking from parking to front door is a hazard, having to walk past the pick up/drop off lane which cars speed to get to. And it's unsafe walking from anywhere east of MNP to get to the doors.
- All sheltered bus stops are in the suburbs - the inner city which provide the majority of Tax revenue per capita to the city lacks sheltered bus stops.

- If the green line ever gets build I would possibly take the train if there was a heated connection between the station and mnp
- Better frequency! Bus lanes!
- long undesirable walk to Erlton Station, particularly unpleasant experience with unhoused folks
- The pedestrian crossing of mload trail is not an attractive pathway for pedestrian. Small sidewalk, crossing heavy traffic road and specifically the merge in lane from stampede is dangerous.
- Crossing Macleod Trail at 25th Ave is terrible
- Provide secure bicycle parking. Bike lockers or something equivalent.
- "Cars too fast for the spacing given on sidewalk. Feels unsafe with cars driving by quickly on a horrible road. Also the pathways are not human design. Basically on crosswalks it feels like a person is stepping into dangerous territory, need to redesign sidewalks so that cars feel like they're driving on a sidewalk. Like a speedbump"

When looking at the existing pathway wheeling conditions, what type of improvements are most important to you? Other (please specify)

- Snow/ice removal
- Easier connection from the c train
- CCTV and Help buttons
- Encampments along much of the pathways along the river banks. The smell on the pathway by the 4 Ave overpass is sometimes breath taking. Many homeless use this area to hang out and store their belongings. I feel we need to wash down the pathway at intervals as I am sure there is urine etc where the general public reside. East
- Least impact to Lindsey Park it's self
- No concerns
- bike routes that don't go next to high speed traffic. make a bike route that goes through straight north/south on the west side of MNP not next to MacLeod
- Na
- Same as before. Bottom of path and hill become ice in the winter and it's incredibly dangerous to walk with no real alternatives.
- Cycle track on 1 St SE
- Safety at night
- Winter conditions
- Resurfacing the pathway.
- No bikes
- improved conditions in winter and shoulder season (icy and flooding)
- Better clearing of pathways in winter

When looking at the existing pathway wheeling conditions, what type of improvements are most important to you? Please explain your answer above.

- More secure bicycle parking. I wouldn't take an expensive bike here because the chance of theft is so high. It doesn't seem like there are any staff monitoring for theft at the moment
- Photo #1 shows a patio that is rarely used and could perhaps be a space for safe bike parking. #3,4,5 show the hairy pathways under bridges. Also need more dedicated active transportation infrastructure to connect to surrounding community. More more more, that's the answer for bikes.
- I have my child in a bike trailer and we need to lock it up along the fence (photo 1). Better bike parking would be helpful. Bigger, covered?, Able to accommodate cargo bikes / bike trailers.
- "The walk from the train station is far too long especially in the winter. I like a nice walk but as it stands it really deters me from visiting MNP because it's not as convenient.
-
- We would really love to use MNP more. We live near Centre St. station so it would be nice to train over"
- Better bike racks. It's customary to lock the bike frame to the rack, and the current racks are too low for that.
- I can't leave my bike anywhere without risk of it getting stolen
- Need way better bike security I would rarely drive if I did not have concerns with bike theft
- There should be covered and secure parking for people biking to MNP. People won't bike here if they can't count on their bike still being there afterwards. You should have secure bike parking for several hundred bikes.
- There should be covered and secure parking for people biking to MNP. It should be just like the Calgary Parking facilities for bikes. People won't bike here if they can't count on their bike still being there afterwards. You should have secure bike parking for several hundred bikes.
- I'd like a safer, more protected route to get to MNP. 2nd Street cycle track needs improvement.
- I have 2 young kids, and I'm not a confident cyclist, so safe/wide routes are important.
- MORE LIGHTING PLEASEEEE The river pathway between 25th and MNP is beautiful, but in the winter with shorter days this pathway becomes unusable because it is so dark. I have to use a flashlight if I want to walk the path but because it is so dark it feels unsafe as a young female walking home alone.
- Blind corners are present on the pathway under the bridges, pathways are dark at night and icy in winter. Pathways are too narrow in many spots increasing chance of collisions. Crossing Macleod trail is dangerous, no dedicated bike lanes.
- Please help legitimize cycling as a transportation option with quality bike parking that makes people think, "I'd love to park my bike here!" Wider paths with separation from pedestrians would be VERY helpful. I don't like being squished beside bikes while I walk. Under the bridges is spooky.
- Pathway access is good, but sightlines and pathway widths under street crossings need improvement. Current bike storage options are very insecure.
- 4. Gate closure is annoying
- Better bike racks at MNP center are needed along with Cameras and better security

- Better pathway maintenance in winter. Often unsafe or un-bikeable even with studded tires.
- The problems checked above are major ones for this area. I'm forced to use the Macleod Trail crosswalk which is unsafe + time-consuming as the bike path under the road and CTrain line is a poor route. The bridges are low, it's a sketchy place to be, and there are many hills which seem unnecessary.
- Under the bridges there is not enough room for cyclists and pedestrians to safely travel. There have been many close calls. This is the case all both underpasses closest to MNP, the one under McLeod. the one under the bridge closer to 19th Ave by the Alberta Ballet building and the one under 25th.
- Please work with Lindsay Park to provide secure (sheltered, card access) bike parking for staff and regular visitors as well as more racks for casual visitors. Please provide a full multi-use pathway along 25 Avenue SW from the Elbow River bridge through to Stampede Trail.
- 3 & 4 highlight the poor condition of pathways year round. Bike storage is not well lit and setup to fit all bike frames
- I'm concerned this project will require the removal and damage to existing trees that make the park enjoyable
- Drivers are in a rush and don't see the handicap crossing streets
- The existing connections are uncomfortable and confusing. Better sight lines, crossings, and wayfinding are needed. I tried to pick up my son by bike during stampede and encountered closure after closure, unsafe crossings, and people (even police officers) shouting at me for daring to travel by bike
- It doesn't feel safe to take the path under the bridge especially after dark.
- The pathway and park behind MNP is sometimes littered with homeless and not a safe area.
- "picture 1 - this is not a ""safe"" bike lock area. it's not monitored (no cameras) and is marginally better than being outside. When they had parking inside of the building, it was much safer & I felt comfortable leaving my bike there. Underpasses need better lighting to try to make it safer for all."
- Yup, #3 and #4, poorly lit underpasses, particularly during early morning hours, are a major deterrent for cycling to MNP.
- I Believe That Calgary Has A Very Connected Bike System. The Improvements Above Would Encourage More People To Walk, Bike or Roll To The Sports Centre
- I would bike more but I'm afraid of my bike being stolen. I am also too scared to bike alone in the dark. More lighting and safer storage would promote me biking more
- Safety would be my priority but safety for walkers/runners in the pathway as well
- Along the Elbow when walking the bicycles move quickly and expect you to move over when they ring their bell. We have children and that is not always easy. Having a bit more room would be helpful.
- Better ice control. The pathways around MNP are like skating rinks in the winter.
- With bikes, scooters and pedestrians space is tight. Behind the pools can be a hazard on paths at times
- I think the biking conditions are good enough

- Better bike racks please!
- A cycle track on 1 St SE is crucial for access to the facilities.
- These are all wonderful ideas, but the only limitations truly around MNP and vicinity are the transients and lack of public safety presence.
- Just concerned about the homeless in the park area during low light times- have been warned not to walk through there.
- curb cut outs are missing. safe left hand turns from cycle track to facility don't exist, nor do they exist anywhere in the network, either have to dismount or go into traffic, better connection and flow design is needed if this is to be more used by bike
- Inconvenient missing links, narrow pathways, unsafe crossings (Macleod), unsafe icy winter conditions especially in difficult areas such as bridge underpass
- Wider pathway and better lighting at 3+4
- Thank you for including image 4. Unfortunately that's an all too common condition. It is not enough to run the brush over the path, when ice accumulates it does not melt until spring. It needs to be broken up. It is extremely frustrating how bad we are at maintaining the paths in winter.
- I believe that the current bike storage solutions are inadequate during the summer. More areas to lock up your bike would be useful.
- I don't bike in the winter
- A more prominent connection to the 2nd St cycle track would be ideal. What is truly missing is a safe, direct, cycling route that connects the high rises in the east Beltline as well as residents of Chinatown and Eau Claire to MNP. A 5A route along 1st St SE would greatly assist with this.
- Lindsay park has too many dark spots.
- The bike parking at MNP center is atrocious. Please build U racks or Bollards ideally indoors to protect from weather and theft. Biking at night is dangerous as the paths through Lindsay Park are poorly lit.
- There is not enough space or visibility for bikes and pedestrians to share the pathways safely.
- All of the above.
- Improvements to Erlton access, especially in winter when pathway is completely iced over. Staircase?
- The quality of the cycling infrastructure is not the greatest, if the city were to improve upon these, such as cycle tracks or protected cycle lanes, raised crosswalks or more space allotted to cyclists then I could see a huge new amount of cyclists.
- From any of the pathway photos it looks dangerous for use by most wheeled active transport likes scooters, skateboards and rollerbladers. It makes it inaccessible to many disabled users in the current state.
- Studies show that the benefit of good bike infrastructure improves so many aspects of a city. Are we really gonna let Edmonton, EDMONTON have better infrastructure than us? That place sucks but somehow has passed way better motions for cycling infrastructure and housing than us. Boooooo

- The pathways are great but could benefit from better lighting throughout Lindsay Park and down to 25th. Having elevated active transportation crossings of MacLeod Trail would also be excellent (like Memorial Drive's Bridgeland LRT station). Could also use more Elbow AT crossings.
- The pathways in Lindsay park need huge improvements for the amount of use they get.
- Make sure pathways always cleared and bridge underpasses open
- Who bikes?! What is this holland!?
- Pathways are great but the asphalt conditions aren't always good (there are holes and ridges in the path) and the crossings at roads can be hazardous because there's very little space to wait and little awareness for drivers that bikes cross frequently.
- area can be difficult to cycle in year-round with current conditions (ice, flooding). Wider pathways would help some problem areas (pathways gets busy with people leisurely walking, other cyclists, not enough sightline under bridges, and lack of lighting).
- 3-4-5 - Bad sightlines, and narrow spots
- Paths are too narrow, spacing to cars are too close. Need wider sidewalks because of the speed on 1st street and MacLeod.

When looking at the existing conditions, what type of improvements are most important to you for walking to the site? Other (please specify)

- Better paved pathways for those with mobility challenges
- Avoid vagrancy
- Clear, ice free surfaces on the steep slopes in winter.
- During large competition events, regular users cannot access onsite parking and must use parking at casino. Managing equipment bags out of 'the casino', along roadways is frustrating . Snow removal, lighting and crosswalks are treacherous
- Safety walking in Lindsay Park after dark
- Improved safety in downtown core. I wouldn't feel safe walking there.
- the homeless problem in this area is a significant safety concern. build somewhere else for them to go.
- More parking
- Safer less slippery walking paths
- Removal of slip lanes
- Better snow and ice removal
- trees
- Better lightning on pathway leading to park
- Better pathway clearing of snow and ice

When looking at the existing conditions, what type of improvements are most important to you for walking to the site? Please explain your answer above.

- There needs to be wider sidewalks/pathways, and improved MacLeod Trail crossing options.
- The sidewalk along Macleod Trail is too narrow and feels unsafe and unpleasant to walk along. It's too close to traffic. Turning the goat trails into formal pathways makes a lot of sense. People will keep using them regardless, so they might as well be paved and safe and well lit.
- #1 needs to be stairs up the hill from Erlton. It helps local residents & transit users, which will relieve parking stress.
- a covered sidewalk/trail? Not sure but we need something to cut the distance from the train station
- Walking around the river is unsafe due to aggressive homeless population
- Perhaps handrails on the steep slopes would help. Also some form of grit or sand should be applied in addition to clearing the paths down to the pavement rather than scraping the top level of snow and leaving the ice, to provide traction when walking through the winter.
- The pathway between station and MNP should be safe enough that a 10 year old could use it on their own with no parents.
- Oof, 4 really shows how terrible the sidewalk along Macleod is.
- Make more inviting to walk near Macleod trail
- "The hill south of MNP needs stairs! The dirt trail is wide from lots of use but it is a muddy, icy mess that is unsafe to walk up.
- Crossing 25th ave feels like risking your life, there needs to be a stop sign not just pedestrian lights as drivers often dont see the lights and drive too fast."
- Many people who live in of park in Erlton often walk up the hill to the centre across the dirt and grass as the only other path is from Lindsay. Bert pathways from that area would be well used.
- This whole area says, "Get out!!" Broken fences, narrow sidewalks trapping people beside speeding cars. Please make this someone people want to be. All sidewalks should be wide enough for 2 wheelchair users to pass each other - AT LEAST. Thank you for your help.
- No sidewalk in parts. Can be difficult to get up elevation
- Crossing Macleod is a disaster
- Walking along Macleod Trail so close to high speed car traffic feels hostile and very unsafe. MNP feels like an island only accessible by private automobile - even though it's in the middle of the city beside walkable neighbourhoods.
- More than anything else, the crosswalk across Macleod Trail and general area around Erlton Station needs to become more pedestrian/cyclist-centric. It needs a protected bike lane for cyclists going to/from Ramsay/Inglewood to the Mission area and the crosswalk signals shouldn't delay people 10 mins.

- The sidewalk along McLeod is too narrow for people traveling in both directions on the west side. Cars are also traveling fast in the lane that turns to MNP so this can be quite stressful and scary when you are walking.
- The City Pathway (by the river onto Erlton Pl) may not be the responsibility of MNP, but the City does a TERRIBLE job of keeping it clean in the winter. It is treacherous, and MNP needs to take this over. The "goat path" is handy, but if kept, it needs to be made into steps or a groomed path.
- Formal path or stairs up the hill from Erlton rd-area to the parking lot/front entrance of the complex
- 1 St E is not a safe feeling street. Walking along here isn't pleasant.
- A better sidewalk/pathway connection from 22 Avenue at Erlton Street to the south entrance would be helpful. Please also provide a signalized crosswalk across MacLeod Trail S at 22 Avenue S that provides a safe sidewalk and pathway connection to bus stops and a redesigned at-grade Erlton LRT.
- It is a long and difficult walk to the LRT in winter. Connecting overpass would be ideal.
- Generally easier walking paths for pedestrians
- winter clearing on the pathways and the pedestrian bridge. I had to report to 311 at times to get the bridge cleared.
- Walking from the east (Ramsay), MacLeod Trail north and south present significant barriers for pedestrians and sidewalks around and towards the facility are a joke. Let's revisit the Anthem Properties proposal for a pedestrian/cyclist overpass of MacLeod Trail from Erlton C-Train station.
- People Should Want To Walk In A Comfortable Setting
- The park is not safe at some hours. All of the above would help increase safety. It's also very busy during the day and as a cyclist, it's hard to get through that area with so many pedestrians. We need better marked cyclist lanes
- Walk safely without getting run over by a bicycle. More signage about courtesy when using pathways - noticed some groups will not move over (3 ppl wide versus 1) as you're approaching them from opposite direction.
- A stairway at the end of Erlton St SW would look better and reduce risks of injuries.
- Don't forget snow and ice control
- Please put in a walkway and stairs up the south hill where there is a goat trail into Erlton. It gets icy and muddy and incredibly dangerous.
- The sidewalk along Macleod is crumbling in areas and as it is uncovered, all gravel from the road ends up on the sidewalk and makes it far less ideal to use, especially by scooter.
- Garbages and under passes need to be maintained better. Don't know how many times when all the garbages were over flowing in Lindsay park this past summer. Wider paths through Lindsay park especially on north east end Macleod trail.
- The entire 1 St SE / Macleod Trail area is hostile for people outside vehicles. Improve everything!
- There are virtually no streetlights on 25th Ave as you approach from Erlton Street to access the path up the hill. The path is not graded and drained properly and ice/snow buildup in winter and early spring creating flooding and icing and is very treacherous.
- Clear the ice on sidewalks on McLeod trail. It's dangerous!

- "2. Build stairs or a path down this hill. I use it for walking to work as well but it is precarious when not dry.
- 4. Widened sidewalk with a bike lane not on the street would be nice"
- The path along the hill to get to the main entrance in picture 1 and 2 gets dangerously icy in the winter.
- Mostly clean up the homeless encampments which make it dangerous to walk alone or with a strollwr
- Safer lighting and walking
- Current condition is unsafe and uncomfortable. Cyclist conflicts on narrow paths. Crossing Macleod Trail inconvenient and unsafe.
- Create safe direct route up hill (stairs) at 1
- Walking to MNP from the East is awful. Even the path is typically ice covered in winter. The sidewalks are horrendous. I've been soaked by passing vehicles, almost hit by speeding trucks, it feels incredibly unsafe. Macleod trail is a scourge.
- In my opinion, Lindsay park has enough concrete paths and the addition of more would harm the value of it. The sidewalks on Macleod trail are definitely the least secure feeling when approaching the building, at least on foot.
- The building entrance is pushed back behind the parking lot. Creating a lower entrance off of the pathway network would be an improvement.
- Make more room for pedestrians and separate from vehicles for safety.
- It's dangerous sharing the paths with bikers when there is often limited visibility and poor lighting. Many areas around and within the park pool with water which creates icy conditions. There is no footpath heading south from the facility, so the only option is walking down a steep muddy hill.
- Making sure there's a way to get to 17th without ice
- Winter access on pathways to Erlton are a problem. I would like to see a staircase.
- Honestly, any PEOPLE ORIENTED (not cars) improvement would be better than what we currently have. The whole area from cemetery hill into downtown could be such a beautiful and welcoming space given the amazing skyline and the proximity to so much (rivers district, mission, MNP, etc.)
- It feels like the cars take up most of the space which makes walking very unforgettable to and from MNP. I have never seen anyone walking alongside Macleod Trail near Lindsay Park, it's practically a death wish. The crosswalk from the Erlton station across Macleod is very dangerous.
- Sidewalks on McLeod are borderline unusable. So dangerous, too loud, deeply uncomfortable to walk on along the entire road
- Some of the pathways need better lighting particularly under the near by bridges. It can get pretty sketchy in Lindsay Park at night. The erlton crossing at 25th could have a better layout as well. The lights at 25th and McLeod trail are the worst timed in the city as well.
- Don't add AT infra to MacLeod Trail, it's a highway. Give your heads a shake. We need safe and separated crossings to get people from Erlton Station over.
- Better walking to the neighborhood is a must

- Less walking connections, too many homeless. I've watched multiple homeless shoot up right in front of the gym windows.
- The nearby park attracts homeless people and having more lighting would make it more comfortable when it starts to get dark.
- Most problematic concern for me is safety issues (icy conditions in winter and spring due to tree coverage, unsafe situations with unhoused) - better snow and ice clearance on pathways required, lighting would be great but does not solve major issue of feeling unsafe w/ people actively doing drugs
- Improve sense of security in park, there has been an increase in numbers of undesirable encampments.
- At any second a car can kill you walking on MacLeod and 1st street. At these speeds I feel like actual barriers are needed to separate sidewalk to road

Do you have any additional comments about the project?

- I think there is a good opportunity to encourage runners to access the facility. Local fitness users can use this as a warm up to thier activity in the complex. Therefore I would support wider pathways for multiple users: walkers, runners and cyclists.
- MNP is a great facility and with the population of the city increasing, a push for densification of the innercity, and residential conversions of office buildings there is going to be a sharp increase in demand for this facility. Staged improvements would also be a good strategy to consider
- "For automobile -
- More accessible parking for disabilities and monitored to ensure not abused."
- MNP has the location to be a well connected community centre, but remains auto oriented. By connecting to the surrounding community and transit, the evening parking strain can be reduced, and more users can enjoy the facility.
- No
- Yes please plow the parking lot after snow as this is very treacherous for all users to continually have to navigate icy parking lot
- Competitors who are coming to the facility from all over the city & province can NOT take transit or bike or walk. They often have equipment and/or schedules that requires driving and parking at the facility. Removing parking and thinking these users will switch to transit is impractical and moronic
- There is already a relatively decent pathway option that has very little road interactions if you are bicycling (or walking) from the Elbow Drive direction. Any improvements to this option would be welcomed.
- Have a better connection between train station to facility.

- It's a great idea to improve the area. In general I feel that it needs a better transit access from Beltline area
- We would use MNP as our main gym if the access was improved so thank you for looking into this.
- Fixing the blind corners and general sketchiness when walking from the CTrain should be the highest priority.
- No
- No
- Looking forward to seeing improvements for access during the winter. My mother is in her 80s and sis finding it increasingly hard and will not be able to continue walking in the winter unless improvements are made. We also know members who have been injured after falling off bikes on slippery paths.
- No
- You need to make sure whatever is built remains open through the Stampede. Today the main pathway along Elbow River is closed during Stampede with no safe alternative for people walking or biking to easily and safely reach MNP from the East.
- Parking is a nightmare at this site when there are sorting events. What will be done to support users if it is expanded. Sport users travel from across the city to this facility for specialized activities (swim meets, field hockey) - walking and the train are not a viable option for most people
- Active transportation route improvements to MNP will make a huge improvement. 2nd Street cycle track needs to be better protected... and more cycle track connections to 2nd is important.
- Thank you for looking into this. I hope to improve our community :) Specifically with better lighting, stairs south of MNP and better walking conditions for crossing Macleod and 25th Ave.
- I really hope this can become another wonderful place in our city where people are delighted to be! It's central and so close to so many other great things. It has transit access. Let's make this another worldclass place to be! Thank you for your hard work! Have a great day!
- Build a bike lane from the river pathway down Macleod trail to the MNP center
- After years of recreation and public swimming facility closures in Beltline, Inglewood, Eau Claire etc, MNP will serve as the key public fitness and recreation centre for this wide catchment. Improving walking, cycling, and transit access to MNP is crucial to ensure MNP is accessible for everyone.
- Better connectivity to mnp center thru walkways will definitely improve the accessibility.
- Sidewalks in Mission can be widened to make pedestrian access better.
- A better vehicle access/egress would be great, so as to eliminate the bottleneck that tends to occur.
- Add Formal path or stairs up the hill from Erlton rd-area to the parking lot/front entrance of the complex
- No
- No
- MNP can be accessed easily and safely by car, also have an excellent sized parking lot.
- Vehicle access isn't great either.

- Please consider how comprehensive growth opportunities (recreation, residential mixed use) can be thought through for the entire area (Lindsay Park, south Stampede grounds, Anthem site), while also delivering near-term improvements to accessibility. Please also fund these improvements!
- As an able-bodied athlete that has become partially disabled I am hyper aware, and have become staunch advocate for accessibility. Pre-planning access the parking lot, pathway ,ramps both for entry & egress during the busiest times, the coldest months of the year is frustrating, unsafe and unfair
- Thank you to all of you behind the scenes working to make this area of downtown more accessible and inclusive! Unsung heroes, and you all deserve your flowers; these areas you are looking to address are realistic and will improve the lives of many. Many thanks - the future of this area is bright.
- "I was shocked at how unsafe I felt moving around on 2 wheels or running near MNP. I also rode the transit this summer and had to call at least twice for unconscious person by the CT platform. I"
- I don't not want to see this project effect the park. While Improvements needs to be made to the east side of the centre on connecting to transit. The park is important to the community and it would be tragic to lose the trees and green spaces
- No
- We need safer pedestrian and bicycle infrastructure.
- Yes, I was just in Europe and they have very family friendly paths ways. Why can't we have the same?
- Eager to see better connections for people walking, wheeling, and taking transit. I know people who live in Elton who won't take the train because of how long it takes to cross MacLeod trail and the train tracks, waiting multiple times for conflicting signals.
- No
- There needs to be electric vehicle chargers installed on site. Also, Parking needs to be expanded given the number of events on site. Maybe a 2 layer parking lot?
- no
- If MNP is expanded, more parking is required, perhaps even another entrance or lane.
- No not at this time
- Thank you for engaging with the community.
- I think safety is top of mind for most folks. Increased lighting, bike storage, better sight lines, better pedestrians crossing, safer Elton access to MNP (overpass) would help folks feel safer biking or walking. Safety is number one on peoples minds
- Will construction add more parking? Will construction have some areas of the facility closed down?
- None
- No additional comments.
- MNP is a great facility but it could become much more for the inner city (particularly looking at the new YMCAs built) and very glad to see the City investing in it.
- N/A
- No

- Additional parking stalls for daily users. Bigger vehicles, trucks and buses have designated parking on the perimeter. EV parking with charging stations.
- Na
- No
- Would be nice if there was a proper pathway that could avoid the stampede grounds and Macleod trail, ie an overpass so that cars and pathway users could be safe going across Macleod trail on the south end of Lindsay park.
- N/a
- No
- Build an overpass, create a wide sidewalk all the way to the front door.
- A set of stairs or more direct access to the Erlton neighborhood would be more pedestrian friendly so we don't have to walk along Macleod Trail to get to the Erlton Station.
- The goat path that walkers have created up the hill from 25th Ave SW needs to either be removed or barricaded to force people to use the paved path or stairs need to be built. Looks hideous.
- Improve transit to MNP. Bus lines and walking. Utilize bus 10 stop at MNP with direct connections from 7th avenue.
- Nope
- Make a proper pathway from 22nd Avenue SW to the south entrance. The “desire” path can be icy or muddy, resulting in falls.
- More parking!
- add elevated sidewalks within the parking lot. better connection to facility from south communities by car ideally through multiple entry points
- I am glad to see this is being taken into consideration mnp is great, but I feel greatly deterred from attending due to the access issues. Please consider how this design has a male bias and deters women. Refer to Invisible women by Caroline Criado Perez
- So glad to see this getting some attention. I love the facility but rarely go anymore because it is so hostile to me as a pedestrian and transit user.
- More lighting is needed along 22nd Ave. Currently there are no streets lights this feels unsafe and dark in the evenings.
- I appreciate that you're trying improve this, but I would like to point out that MNP already way too busy. I gave up my membership because of that. I wish the YMCA had been kept open downtown. We need more options, not all be forced into going to the same place.
- It is my personal opinion that prioritizing public transit infrastructure over, say, increase parking lot size would lead to a wider demographic having access to the facility, improving it's financial sustainability and role as a community hub.
- Looks like you're on the right track to mobility improvements.
- Mnp center needs more parking to accommodate users especially during events and competitions
- this project is too far away for me to access from Bridgeland on a regular basis. I really miss the Y downtown.

- I hope there is a recognition that this is now the regional facility to support all downtown communities. Looking at the final links on the MNP property while ignoring how residents of downtown access the network in their community leading to those links would be a failure. 5A on 1 St SE would help.
- Make that old fountain area behind the centre more of a community space with picnic tables and firepit
- Safety in Lindsay park during non sunlight hours, especially during winter
- Run more buses east-west that stop directly at the MNP center please.
- n/a
- This is such a prominent area in our city being fixed between top destinations. It has so much potential to be source of pride (think postcard image) if we were courageous enough to design it with people and not car traffic in mind. Let's stop designing our city with outdated car-centric standards.
- No
- The big issue is that MNP is really only accessible from the south and west. A lot of people feel like Macleod cuts them off from MNP, even using transit means you have to cross that huge highway risking your life. If pedestrians and cyclists were made a priority, everyone would have a better time
- Car access to go north from NMP.
- I am so happy whenever I see any initiatives for Calgary to become more people centred. We are a deeply car centred city and it is going to kill us literally and economically in the long run
- I walk my dog through this park and area almost every day. It would be nice to see if turn into something safe and beautiful. This will need to be important for the new development of stampede park as well.
- Lindsay Park and the surrounding areas are going to need to feel more safe, especially as new development in Stampede Park takes shape. As a woman walking from my home in Mission I have been seriously harrassed twice. This mostly happened when walking to the Dome. More lights, better pathways!
- The Beltline Pool closure is being ameliorated by transitioning Lindsay Park to a community centre - it's in the new name. So treat these improvements and future investment from a community user perspective FIRST. We shouldn't be protecting parking for non-locals or paving the park for expansion
- Make the project more walking accessible year round
- More parking, less homeless, brighter future!
- Nope
- in addition to access to MNP, the pathway access through MNP is widely used to people living further south going to downtown. This should be more of a reason to make improvements to this area
- "improvements to the MNP center must include improvement to Lindsay Park. This is a major park serving Mission, Beltline, Erlton & other neighbourhood. Amenities should be on park with Sandy Beach park and/or stanley park. Improve current facility (Playground) and add more sport elements."
- Pathways are typically snow and ice covered in winter



MNP Access Strategy

Stakeholder Report Back: What we Heard

December 2023