



Crescent Road Master Plan

Phase One Engagement – Verbatim Comments
November 24, 2021

Contents

Executive Summary	3
Verbatim Comments.....	3
Planning A Space With Balance – Common Themes	4
Planning A Space With Balance – Themed Verbatim	8
Understanding Walking, Wheeling, Traffic Circulation, and Parking – Common Themes.....	123
Understanding Walking, Wheeling, Traffic Circulation, and Parking – Themed Verbatim.....	124
Temporary Closure Feedback – Common Themes	142
Temporary Closure Feedback – Themed Verbatim	143
Planning A Space For All – Common Themes	178
Planning A Space For All – Themed Verbatim.....	179

Executive Summary

The Crescent Road N.W. Master Plan is intended to guide future investment for the roadway and adjacent park spaces, including Crescent Heights Park and McHugh Bluff, by creating a cohesive vision for a safe, accessible street and public space for all users.

A first phase of public engagement for this project was conducted in August and September of 2021, in order to Listen and Learn from both local and city-wide stakeholders about issues and opportunities related to the space and evaluate potential design interventions.

Online engagement through the City's engagement portal at <https://engage.calgary.ca/crescentroad> saw 3731 visitors through the engagement period with 751 participants contributing 1705 pieces of feedback related to four central question sets:

1. What does the City of Calgary need to know to create a space that balances both reflective and active experiences for users and what future design elements can support that balance?
2. Where do you think that walking and wheeling connections are needed? Where do you see traffic trouble-spots? Where are parking or loading areas important for you?
3. What have you liked about the temporary closure and adaptive lane? What challenges they have had with the temporary closure or adaptive lane?
4. How can The City of Calgary create a special public place that feels welcoming and safe for people of all cultures, ages, genders, abilities and backgrounds?

Verbatim Overview

Verbatim comments presented here include all of the submissions and feedback that were collected during online engagement for the Crescent Road Master Plan Phase One engagement.

Offensive words and personally identifying information have been removed; otherwise, comments here are completely un-edited.

Where possible, verbatim comments have been presented in groups, organized by common themes for each of the question sets. This is done to make it easier to explore the verbatim comments in greater detail. However, because individual comments may touch on more than one theme, comments may show up multiple times in the verbatim sections below.

For a detailed review and analysis of the collected feedback please see the [Phase One Engagement – What We Heard report](#).

Planning A Space With Balance – Common Themes

What do we need to know to help create areas that support active experiences in Focus Area #1?

Parking and Traffic Themes

- Need parking
- Traffic calming / traffic issues
- Closure - opposed
- Closure - In favour
- Closure - Seasonal / Partial

Quality of Life and Quality of Space Themes

- Manage Social Disorder / Noise / Enforcement
- No change needed / No extra activities desired (may increase crowds)
- Accessibility for all (seniors, all different abilities)
- Garbage / Maintenance / Theft
- Manage use/conflict with fitness groups
- Limit or minimize traffic in area for park user experience
- Safety through visibility/ Crime prevention through environmental design
- Create pedestrian-centric, bike accessible space (transit as well)
- Preserve commuting use
- Ensure Auto / Car Access
- 4 - Season / Snow / Ice Concerns
- Ensure enough space for different uses in the park
- Support fitness use

Improvement or Amenity Idea Themes

- Usable Meeting Spaces (picnic areas, tables, etc.)
- Emphasize views / Create photo spaces
- More seating
- Path improvements / wayfinding
- Natural Environment Enhancement & Protection (native species, natural environment, erosion control)
- Expand park across or through Crescent Road
- Lighting for safety or mood
- Another set of stairs / Maintenance to stairs
- Food / Drink vendors
- Off-leash
- Suggested recreational or park amenity (playground, fitness equipment, etc.)
- Suggested infrastructure amenity (bathroom, water fountain, bike racks, etc.)
- Suggested art amenity (public art, performance space, etc.)

Other Ideas

What do we need to know to help create areas that support reflective experiences in Focus Area #1?

Improvement or Amenity Ideas

- Spots to enjoy the view / View Framing
- Natural Environment Enhancement & Protection (native species, natural environment, erosion control)
- Manicured plantings, food gardens, historic gardens
- More Seating
- Gathering Areas & Amenities
- Sound Calming (Quiet)
- Physically Separated Spaces/Niches
- Interactive Art & Games
- Indigenous Art / History
- Info or interpretation (any subject)
- Lighting - Safety / Mood
- Food/Drink Vendor
- Material Suggestions (Use of stone / Longer lasting materials / Boardwalk)

Quality of Life and Quality of Space

- Manage social disorder
- Slow Movements through Space (ped or car) / Reduce Short-cutting / Separate Pedestrian & Cyclist traffic
- Open-Spaces / Uncrowded
- Path upgrades (surfaces, widening)
- Maintenance
- General Safety
- 4 - Season / Snow / Ice

Parking and Traffic Issues

- Traffic Calming / Limit Traffic
- Parking Needed
- Park away from the space and walk in
- Accessibility re: mobility
- Ensure Auto/Car Access
- Communicate Where to park and what to do
- Closure - In Favour
- Closure - Opposed
- Closure - Seasonal

Other Ideas

- No Change
- Other

Do you have any additional ideas on how to enhance this space or is there anything else you want to share about improving the south side of Crescent Road?

Traffic Issues

- Keep Road Open / Prioritize Vehicle Use
- Maintain Closure / Minimize Traffic
- Seasonal or Daily Closure

Parking Concerns

- Need Parking
- Accessible / Handicapped Parking
- Like No Parking

Quality of Life and Quality of Space

- User Conflict (Ped/Scooter/Bike)
- Traffic Calming / Lower Speed Limits / One Way Road
- Remove Adaptive Lane / Adaptive lane too wide
- Maintain adaptive lane
- Improve Adaptive Lane (remove slope, make wider)
- Issue with railing / barriers between areas
- Path Improvement or Maintenance
- Snow / Ice / 4-Season Concerns
- Ensure Accessibility To All
- Social Disorder / Noise Concerns

Improvement or Amenity Ideas

- Native Planting
- Art (Indigenous art, for photo ops, etc.)
- Off Leash
- Garbage Bins
- Suggested Amenity

Other Ideas

What is important for city decision makers to know to make focus area 3 a welcome space for different types of users?

Quality of Life and Quality of Space

- Add additional stairs - General suggestion
- Add additional stairs (or trail) - Separate fitness traffic
- Add additional stairs (or trail) - Separate up and down traffic
- Don't change anything / Fine how it is
- Don't add additional stairs - general suggestion
- Widen or upgrade existing stairs
- Concern with limiting stairs to one-way/up-only
- Add additional trails (or improve existing trails)

Fitness-Specific Ideas

- Manage fitness use / commuting conflict
- Limit group fitness use (individual seems fine)
- Ensure fitness use is maintained
- More space at top of stairs
- More space (or equipment) at bottom of stairs

Improvement or Amenity Ideas

- Add additional workout equipment
- More Exercise Areas / Fitness Circuit
- Add other (non-fitness) amenities - Funicular, Zip-Line, Public Art
- Garbage cans, Water, Safety Equipment
- Wayfinding signage

Maintenance Ideas

- Snow / Ice / 4-season maintenance
- Stair maintenance / Wear-and-tear
- Pathway maintenance

Trail Use Concerns

- Additional cycling and walking connections
- Accessibility (trail steepness, etc.)
- Speeding on trails

Natural Environment

- Enhance / Preserve natural landscape
- Reduce / Manage desire trails

Other Ideas

- Parking issues (at top of hill, paid at bottom)

- Social disorder
- Road closure / Vehicle access
- Other

Planning A Space With Balance – Themed Verbatim

What do we need to know to help create areas that support active experiences in Focus Area #1?

Parking and Traffic Comments

- Having the existing park space better maintained and adding picnic tables would be great. This area was a place where people would have weddings and take photos- now it is just run down. This area should be maintained much like the river front along Elbow Drive. The road should not be closed and the park should not be extended over the existing road. Restricting parking to 2 hours and enforcing it may help resolve some issues.
- expanding park space leads to a neighbourhood problem for parking - this is the area least likely to disturb residents for those recreating, rather than living, in the area
- a road like the one that is there. Don't close the road
- able to drive down the street with out of country friends as they are disabled
- Where will be from outside the neighbourhood park?
- More car parking and waste bins . Nothing that will block off or restrict an area for IE for a private fitness class or book for a wedding
- Would like it closed to traffic as it's busy
- The Crescent Road closure has created increase traffic on the 11th Avenue 400 block playground Zone
- When I have been back to Crescent road for fireworks it has been so crowded it takes hours to get out of the neighborhood and seating would be helpful, but parking and help to exit the neighbourhood would be more helpful.
- Parking and transportation is a key issue. If more active experiences are to be encouraged, people need access to the spaces. Parking areas need to be opened up (not shut down) to encourage families to visit the area. Furthermore, active use of these areas needs to encourage participation and use from all Calgarians. Too often, exercise groups on the stairs make it difficult for commuters to use the stairs.
- "People live here both above and below the bluff. Down in sunny side, we hear [removed] and their [removed] machines Reving their engines and making a Ruckus. That's not pleasant for residents or visitors trying to enjoy the bluff.
- Additionally, we don't need a bunch of drug use in the area. Since the street has been closed, it's quiet, pleasant, peaceful and doesn't reek of weed.
- Ensure residents can drive through but make the road narrow with NO public street parking please!"
- "Leave the roads open. Leave the park the way it is.
- In the City's own words, "'Calgary has the most extensive urban pathway and bikeway network in North America. The City maintains approximately 1000 kms of regional pathways and 96 kms of trails.'" Families have access to that network as well as Crescent Heights Park, Rotary Park, Riley

Park, Mount Pleasant, Confederation Park, New Edinborough Park, Prince's Island, St George's Island, Edworthy Park, Riverwalk, Nose Hill and many others."

- Allow traffic and parking. Actually the area was great before the road closures and parking closures. I'm disappointed by the changes. It's less accessible to Calgarians, how is this progress?
- I live in Crescent Heights but away from Crescent Road. Reducing parking anywhere in Crescent Heights makes the parking problem worse in my area. When there are fireworks, people park anywhere and everywhere, including the middle of a road. For 3-5 hours, no ambulance nor fire truck can get in to my area. Adding activities is wonderful but draws more cars, you have to make allowances for the cars as we already have major parking issues.
- Do not block traffic or reduce parking availability
- Make sure to leave enough parking for people who don't live in Crescent Heights! If you remove this, ensure parking around the park is allowed without permits.
- There needs to be decent amount of parking spaces so people living further away from Crescent Heights can also experience the gatherings.
- Cars should not be allowed to park or stop in this area
- there is no point in fixing this area unless you are willing to provide parking for people outside the neighborhood - they will just park over the next block - how does that help any of the residents or traffic issues? there also needs to be better policing in this area - I use this road every day and constantly find drug paraphernalia and empty booze bottles.
- Killing the parking w the temp closure has killed non CH people from visiting. I walk my dog daily and basically no one is ever on the street when there used to be tons of families who would drive in and go for a walk. It is so sad to me to see how a few rich people on Cres Rd have co-opted the view. CH does not own the road nor the view but closing the road permanently essentially gifts it to them. I am also shocked how inaccessible it is now. I have a wheelchair friend who can no longer enjoy
- "Families with children and seniors need to park on the street and drive to the park.
- The bicycle barriers cause the street to be too narrow for driving and parking. Bicycles and walkers were happily using the pathway on the edge of the hill and the curb area of the roadway. The various new barriers take up too much room, are unnecessary and block the view."
- One thing that is not being considered here is that this is a residential area with limited parking. We certainly need to manage traffic flow, NOT create additional infrastructure that will invite additional traffic to the area. As the pathway along the ridge is part of Calgary's amazing and beautiful walking/cycling network, enhancements to the enjoyment of individuals passing through certainly makes sense. We do not need to make it a destination, however, to be reached by car!
- Please bring back the currently eliminated free 1 or 2 hr parking. This allows small businesses to operate their fitness classes year round, it removes barriers to this to be a gathering area for friends and families to get together for a walk or a run. It makes this area accessible to those who are unable to walk or bike to this location. This includes the parking on side streets.
- At the very least, permanently close the road that is adjacent to the park and incorporate that into park space, keeping paved areas for bikes and improved accessibility for those with mobility issues. Make paved area the same level as the park.
- Leave road open for vehicles.

- We need to have no vehicles in this area so people feel safe. Even if vehicle speeds are low having cars in this area doesn't feel like a good mix, this should be only natural park space with no road so McHugh bluff and the park are connected
- Great section to remove driving permanently. That'd be key.
- Need to consider parking and the parking needs of local residents.
- probably a good idea to have some parking so more people can enjoy these experiences. When the road was closed it was often very empty of people which is a shame since it is such a beautiful place that many more people could enjoy.
- I would support no cars and parking on this stretch but perhaps allow parking at Crescent Heights HS after 6pm and on weekends.
- closing this road when there are no adjacent houses seems odd to me . i am a rosedale resident and am not interested in having more traffic or cars parking on my street (alexander cres) .. close the road from June - Sept and reopen it in the winter . where are ppl expected to park to use this area ? or is just to be redesignated for use by rosedale and cres heights residents ? also how do emergency vehicles access ppl ?
- Honestly, with all the benches along there and the nice green space, the thing that keeps me away is people in their cars cranking music, smoking pot, and just being loud and obnoxious. It is so nice to walk up there when the road is closed. This will be a similar comment to study area 2 as well.
- make temporary parking (perhaps crescent heights highschool) available, current temp signage is ignored.
- Handicapped parking zones would make it easier for me to access this area, as parking several blocks away creates a hardship.
- Allow movement along the entire crescent freely. That is the joy of this nature feature called crescent road. You come to see the best grand vista in the city from multiple views. So in your plan do not think that you can curtail this. I have been walking, running , riding my bike and driving this area my entire life. I wish to have the freedom to continue to for the rest of my life.
- Would love to visit more, so need an accessible road and more 2 hour parking.
- Close the road.
- You must maintain Crescent Road as a regional thoroughfare for car traffic for the neighbourhood. Elderly neighbours in Rosedale have complained to me about the increased traffic on 13th Ave specifically related to the closure of Crescent Rd. Aside from cutting off a transport route for the community, this is also a safety issue as many drivers do not pay attention to pedestrians crossing 13th. Traffic has been studied to death in Rosedale and it works just fine - leave Crescent Road alone!
- I believe there is lots of park space, walking and biking. Dont close the road or it will drive traffic and parking further in to Crescent Heights/Rosedale increasing traffic to those residents.
- Do not close Crescent Road. It is fine the way it is.
- There either needs to be some place to park vehicles to watch fireworks, or you need special occasion transit to take people to the site from an existing parking space (such as SAIT).
- I believe more parking needs to be provided for those coming from outside the neighborhood
- A one way street would be good enough

- with the street closures it has made it next to impossible to park and then access this park if you don't live close by
- A formal crosswalk at 3rd St and speed bumps would help traffic
- Should be closed to cars year round. Cars make every experience less enjoyable
- Make better use of the existing park space. No need to expand it. Leave the road open and address traffic and vehicular speed concerns.
- This area really shines when it doesn't become a parking lot. When cars are allowed on the road this stretch of Crescent Road is constantly full of cars that are often playing very loud music. It is so much more pleasant and enjoyable when it is a pedestrian-only area.
- I support these activities, however on-street parking could be an issue. Car traffic along Crescent Road in this particular area should be restricted or eliminated.
- People already use it for these activities. You need to stop taking out parking and accessibility for Calgarians to use the space. Just making barriers for young families to get there.
- sufficient parking to allow calgarians to use the site
- Don't shut the road down to traffic - this is a public road and we were told by Counsellor Woolley that - despite parties and people revving engines at 3am - public roads are for public use and Calgarians can do whatever they want. I'm so tired of the city cherry-picking which communities should be saved vs which ones are not worth saving. Of the residents of Crescent Road don't like this, they should move or buy the road off the city at market rates and make it private.
- Stop letting the rich create a private street for their use only!
- Leave the infrastructure as-is, but make the road a permanent pedestrian area. This would then be an easy access area for events, and an easy clean walkway in the winter.
- I DO NOT SUPPORT CLOSING CRESCENT ROAD
- Since the closure Crescent Road is a ghost town. I miss the days we used to have the fireworks in our neighborhood it was busy and it reflected colorful inner city living. Photographing milestones on the ridge in formal wear without having to trek there in heels. Driving my old mom to the ridge and mobilizing a short distance to a bench. Seeing the senior tourist buses drive up between the 100-200 block to take in the views. Driving my 57 T-bird with the top down on a hot day.
- Shut the road down. It creates more room and a more inclusive space for cyclists and families
- Remove the cars. Remove the curbs. Open the area. Activate the area.
- It is so nice to have an area that the kids can bike up and down safely without risk of cars, being able to chat with friends while being socially distanced (as needed) while not blocking a sidewalk
- The current road is too narrow to facilitate parking. Needs to be widened otherwise users will park in the communities.
- I do like the idea of expanding the park - however, being a resident of this community, i have seen first hand what closing/block off the crescent road has had on our community. We constantly have motor vehicles speeding through (specially along 11 Ave), road signs are not being followed, children are at daily risk, illegal parking, the constant lack of respect (ie. litter, tagging) in our neighbourhood. There needs to be a balance.
- There needs to be designated parking until a set time (reinforced after 10). So people can walk/bike to the area (not sit in idling cars)

- You need only to close to traffic for special events, like fireworks. Traffic flow is required otherwise. Keep the walking lane only. All other activities can be done in the park - there's plenty of room .
- Maybe you need improvement of parking lot because there are few slots.
- That area of the BLVD. should be blocked outright; no longer available for any registered vehicles.
- Something that reduces speeding in the area
- "Build a parking spots into the park area along 3rd St. (from 10ave south.) Same on 2nd St (from 9th Ave south)
- There's tone of room to do this."
- Consider a 10pm-5am gate closure. But nothing permanent
- closing the road between 2nd and 3rd would be good to support all activity, but still allowing some drive-up access from both east and west side for parking is important too.
- If the traffic bothers Mike MacDonald that much, find a new place to live. As well, 5 people should not have elevated this to a degree that this should happen. Close down Cres Road for 2 Months max and move on...
- This road should remain open for cars
- As a resident I would support July/August closure to calm the area when it is at its most busy. Crescent Heights school has lots of parking during the Summer and this would provide a balance. Closing Cres' Road in the non Summer months is simply silly.
- I support people using the park, enjoying small family celebrations but, as a local resident, am concerned about additional traffic on 13th Avenue, 7th Street, etc for access and parking.
- Activating the space is a great idea. But with success comes people from across the city, and you're going to have to ensure parking is available. Parking is going to be the single biggest challenge if you close the road and remove those spots. Parking should be open along the park (it's currently blocked off during the temporary closure) and the neighbourhood is going to have to figure out how to accommodate more parking.
- I think it would be amazing if this entire space was closed for the summer so that festivals could be held here and people could enjoy the space.
- Place to park your vehicle as they have closed off the small parking spots that have been used for decades.
- Short term parking.
- This section (closed from April to October) is a great place for all Calgarians, not only for the immediate residence, to enjoy. It's great to see this closed road (April to October) and is enjoyed by families to teach kids to ride bicycles, use push scooters, family members walking leisurely, tossing bean bags, jenga, street chess. In short it is a great extension of the park for all activities that require a hard surface. It makes no sense to close this section in the winter.
- Elimination of cars from the area is the single biggest benefit of the pilot, this creates space for EVERYTHING, creates the opportunity, SILNCE, and safety to enjoy life.
- Use the roads for what they were built for
- Would be ideal to have less traffic, or more enforced speed limit of 30km if we want to really utilize a green space for more people
- leave it alone

- You need to have access to the area. The streets cannot be closed to the public. This area is an important place for all Calgarians not just those that live on that street.
- One problem associated with this is parking limitation. Cars have no place to park. Most families come in the summer, if parking could be accessible at the high school or curling rink during the summer this would provide a nice walk to the bluff for the people.
- Open for all citizens to drive along. Unfair to omit that as a "vision"
- Allow people from all over Calgary to visit Crescent road by motor vehicle to enjoy it with family and friends. Restore parking on the south side for visitors. Leave parking on the north side for residents. Access, not closure, promotes experiences for ALL CALGARIANS, not just the whiners and a few nearby residents.
- Safety from speeding cars and noisy speeding motor cycles.
- I need to drive through the community.
- Parking needs to be sorted out. I suggest using the lot at the nearby community Center. Without adequate parking, this area can only be used by local residents, which is not fair to those outside the community who want to use the space.
- The area needs to feel inclusive. Crescent heights already has an "exclusive" feeling. Need to make sure that whatever happens is for the PUBLIC, not because people in Crescent Heights think people are driving too fast in their neighbourhood. This used to be a very public spot for people to use. I think it's a great idea to expand activities in parts of the summer/spring, but in winter no one will use it so open it back up to cars.
- All of these activities could take place in the existing park and on the bluff pathway, as they currently do. Blocking drive through access along the roadway forces local and cut-through traffic into the community along a variety of alternate routes.
- What will help prevent traffic issues and what will not promote crime. What is the best way to utilize the space
- Permanently close this area to motor vehicle traffic and re-introduce natural elements (less hardscape)
- "I think the area needs to be accessible. I feel the road closures cause unusual traffic patterns.
- Park rules need to support safe, lawful, and sustainable activities.
- Park maintenance needs to keep up if we are encouraging greater access and active usage."
- Earlier eliminated south facing parking spaces allowed face-on view for family and friends in car to enjoy the view and ice cream. They are long gone but close street parking is next best thing to have people enjoy the space in or near their 'things'. Having this traditional activity here is better than making the area a busy 'circus'. I live near by so parking doesn't apply to me, but people from all across the city want and deserve to experience the view. Don't close the road!
- Where will people be able to park to even get to Crescent road to walk or sit and enjoy city view?? We live far North now, but I was born in YYC and Crescent road has been part of my life!! I am 70
- Enough right of way to support pedestrians, scooters, bikes, strollers. Playing games in the park. Limit potential for high vehicle traffic.
- We live adjacent to this road on Alexander Cres and use Crescent Road regularly to access Centre Street by car. We are fine with closure for a few months in the summer to cut down on traffic and

noise from people visiting this area but expect the road to open for residents use the balance of the year

- People should not be allowed to park along Crescent Road in Focus Area #1; they should only be able to drive through the area (at a reduced speed). Parking should be limited to designated parking areas away from Crescent Park, forcing people to walk to the park.
- These experiences have always been available here. Closing the road to vehicles and not allowing parking in this area is irrelevant. People are forgetting that there is a portion of the population that can't walk or ride their bikes or easily access this area without using their vehicles...not everyone is mobile. This is very exclusionary on the people wanting to push an agenda that benefits them...we thought that we were supposed to think of all residents of the City of Calgary.
- I don't understand what you're asking We use the park to walk our dog, to play football with the kids or just walk. Nothing needs to be done to this area as far as we are concerned. There are already picnic tables, ball diamonds, children's playground, hockey rink, basketball court and tennis courts close by. Nothing more needs to be added.
- We must ensure, please, that this area is easy to access for people from other communities, and/or for the elderly and those with mobility challenges. Signage and available (free or available parking) very nearby - preferably on feeder streets (2 St. / 3 St.) will be key here along with signage / directing access to community centre / high school parking lot for larger events. We must find ways to share this beautiful city treasure for all to enjoy!
- I think as long as a safe, comfortable environment that's free from loud vehicles and toxic activity, all of the above activities would take place. The young kids that treat the road like it's a party when it's open are intimidating and obnoxious. It's an unappealing place when they're there, an amazing space when their not. Keeping the road closed would maintain this
- Remove the road and convert it into a green space Having a water fountain area. Adding a second set of stairs closer to 3rd street would really help with the congestion with all the exercise groups using the stairs.
- Expand the park. No need for more infrastructure other than expanding the park and cutting off through traffic
- Simply deter unwanted traffic vehicles, especially noisy motorcycles and souped up cars. The orange barricades this summer worked very well but more permanent speed bumps would also work. (as high as possible)
- This is a family neighbourhood, first and foremost. Recently the traffic calming was put in place to specifically reduce the traffic. All the measures you are discussing would increase the traffic. That's not a big deal during the day when it's exercise and walking focused but in the evening it gets out of control because the area cannot handle more car traffic.
- Parking will be a challenge without encroaching on residential streets. Police enforcement for inappropriate behaviour. Attracting more people than space can appropriately accommodate.
- All can be done without closing the road, adding more infrastructure will increase traffic and the issues residents are complaining about
- Critical to understand this is a residential community. The space along the bluff and park space are limited and cannot support large numbers of people. Attracting more people to this space will have an negative impact on the existing residential community.
- Allow traffic through the area. Consider one way.

- I love riding escooters, but would appreciate if an effort is made to limit their speed and/or distance their lanes from the focus area. Pedestrians and those seated should have priority.
- I think it is important to make the adjacent road a one way to reduce traffic issues/increase the sense of pedestrian safety
- Needs to be accessible for all - but also needs to address the quantity of cars in the area to ensure balance.
- "No car access between 2 and 3 street. Expand the park so it runs continuously to the bluff pathway.
- Have access for pedal bikes and walkers along crescent road"
- How was traffic be redirected / parking be accessible or expanded? How will Crescent Heights High school be impacted?
- The more options you provide ppl the more busier it will get. Provide free parking in a parking lot and paid parking or close the street parking which will reduce traffic.
- It is a public road that should remain open. The city needs to add proper traffic calming circles, speed bumps all the way along CH road to 9th st. NW into Rosedale. Accommodating 11 homes from 1st-6th NW to ensure they have a private street is wrong. The process (Aug 23-Sept 13) favours Crescent Heights over Rosedale & it's discriminatory. It's run during a pandemic with deadline ends before ward 7 can elect a new Alderman and during summer vacation. Very slimy tactics! Allow cars to use CH RD
- That road access be maintained and parking enforced.
- "Parking for those that do not live in the area. Car access to the rd
- Build awareness for events"
- Although it sounds great, adding to many interactive or activities that bring people to the area is just going to increase traffic and the busyness of the area. Just look at how the fireworks affect the neighbourhood. (pre-covid) the Canada day fireworks would literally cause a traffic stand still in almost every street. Adding anything that draws people in is certainly going to create a similar affect. Therefore its not a very good idea to add any attractions.
- I think the space works well as it is. Please don't close the road permanently as this will limit access to this amazing space
- I think all of this is great. Any activities that reduce cars in this area and encourage people from inside and outside the community to use would be fantastic. Make it a destination. Since we don't have leisure centres etc. innercity, make some of these activities available outside.
- Encourage parking elsewhere, with the current closure the parking is a disaster and people just use the middle of 2nd street... but I think having more enforcement of rules is important at night, the drug use/dealing and questionable characters makes the average person feel unsafe at night in that area
- This area would be better if it was repurposed. Close the roadway was to traffic and the expand the green space across the existing pavement. It could be then used in a multitude of ways by the community of Calgary to enjoy the view and the wonderful area..something for all citizens of all ages to enjoy.
- People drive to the area to participate and will require access and parking.
- Allow people to drive their cars closer and allow ample parking spots

- The parking lot at Crescent Heights community centre/curling club/High School must be expanded to allow for more people to visit this area. Traffic circles along Crescent Road in front of the park would discourage street racers.
- Improve quality of lookout path and close road to connect right into park across the road. Create a cohesive people-first place rather than just a overly-wide road and parking.
- More shaded areas for the summer and spring, so more people can gather even in hot temperatures. More native plants to attract pollinators, and help educate park-goers of such plants. Less car traffic will certainly attract more walkers/joggers/families/cyclists
- Why do we need to add extra activities? The space is very limited and to try to add games, etc will only create more congestion. When the fireworks were moved to this area for Canada Day all it did was create total chaos. Hundreds of cars entered the neighbourhood causing huge parking issues and traffic jams. It was total gridlock after the fireworks for hours into the night with noise and theft happening throughout the area. This residential area is not designed for such large events!
- Safety is paramount. Access will be an issue for the less mobile (if nearby parking is not permitted). Garbage mgmt could get out of control /should be well planned & maintained.
- "Is there a base line of traffic (pedestrian, bicycle, vehicle) from 2019? During full closure in 2020, partial closure Q1 2021, Q2 2021? That would be important info to guide future options & plans.
- McHugh Bluff is an environmentally sensitive area that is at risk with increased pedestrian traffic. It is common to see people not respecting the designated paths. Currently Crescent Rd serves as a partial barrier, if it is closed, the people traffic on the Bluff increases."
- During the lock-downs the area was simply too busy. Since the lock-downs have been removed the area is now overly protected. There is literally no-one using the area as its not accessible any longer to anyone but locals (which I am). The idea of food trucks, games etc is truly laughable as no-one can come to the area as all the parking has been taken away. I agree garbage and speeding have been issues in the past, so work on those issues. Don't take the area away from the citizens of Calgary.
- accessible to all physical abilities, car access and parking, policing of non-compliance
- Remember that by creating active/celebratory experiences to this focus area that people will come by car. There is no parking in the area, except for surrounding roads and streets. This is fine, except for the difficulty for local residents to feel safe at times. A reflective moment was Canada Day a few years ago when it took until 2 am for all the cars to leave the neighborhood. They were lined up everywhere, even in alleys, honking horns and yelling at the traffic jam.
- The area prior to the road closure already provide a diverse set of active experiences. Walking and biking areas were available as were benches and eating areas for enjoying views or meals. Vehicle access in this area allowed congestion to be spread out. By closing the road, traffic and parking is pushed to adjacent streets.
- Provide more short term space to park on the North side of the road and a landscaped walkway slightly away from the road and lower down on the hill with a view of the city for taking pictures
- People use the area 24 hours a day let's make sure it's safe and clean for them and they don't disrupt the neighbourhood getting to it. During special events such as fireworks Canada day etc. all bets are off I live in the area and I expect it to be jammed with people no problem the problem is the vehicles moving way too fast doing dangerous things and the threatening behaviour of the drivers

- Good wayfinding with signs and dedicated, connected facilities for access by foot, bike, transit. Traffic calming and wayfinding for cars to access parking
- The green space exists already, and is used already. Closing segments of Crescent Road will increase the traffic burden on 13th Avenue, where I live, by increasing the draw to the neighborhood (via 13th).
- Please get rid of supposed to be bike path!! No bikes using the lane and even don't feel comfortable walking! Please open the space for parking like used to be and put speed bumps as needed.
- "Active experiences CANNOT happen if there is NO PARKING. I am not sure where you think everyone will park. I live a few blocks away and I am not interested in having people park on my street to go to the hill. Also if you shut the street down you are discriminating against handicapped and elderly that cannot walk the distance to enjoy the park space. It worked just fine to this date. I vote against the change.
- As a teacher at the high school and a community member, I vote NO."
- Fireworks? Without traffic control and washrooms? Maybe start with the basics. Policing of the area during problem times. Public washrooms open 24/7. Leave the road as it was.
- The stairs are already busy enough. The park is sufficient space for classes. Shutting down crescent road is not the answer. It has become an elitist answer and has limited families from outside the neighborhood access to it because there is no parking now. Instead, install more traffic calming measures and patrol at night more
- Parking is important, wide stair case with good rest areas, designated bike lanes, maybe specific photo opportunity spots.
- "Any of the above activities will likely require an ability to park along the adjacent roads.
- I have not used the stairs in several years due the high volume of fitness participants. It is intimidating to be a 60+ year old walker and dangerous when runners attempt to pass on the stairs. So I avoid them.
- I would like to see those celebrating special occasions and out of town visitors in vehicles have access to this beautiful view all year round."
- There needs to be designated parking for people using this area. ParkPlus enforced parking could be used here. The city needs to increase emptying of garbage cans to prevent overflowing that's routinely happened during the pandemic. Traffic/law enforcement on Crescent Road needs to be dramatically increased to allow people to feel safe using the area (preventing/ discouraging speeding and stunting, drug deals etc).
- Late night parking in this zone, between 2nd and 3rd st was a problem prior to the closure. Even with the closure, parking along 2nd st late into the evening and illegal parking continues to be a problem. Paid parking should be introduced. Introduce picnic tables along the south side of the park. Recycle bins attached to garbage (look to Lethbridge) could also be introduced. Camera's and better late night lighting (especially along the bluff pathways - introduce solar powered).
- This space should not become an exclusive closed off area for the homeowners on the bluff. People from all parts / demographic throughout the city should be able to respectfully enjoy this space. More seating, parking access and areas to congregate should be developed.
- A vibrant inner city community can't also simulate the quiet 'burbs; We need to be able to invite visitors in; accommodate them through adequate parking, provide close easy-access for seniors or disabled; anticipate issues that come with high public use, and employ effective strategies to deal

with speeding, excess vehicle noise, littering etc. (Security & cameras, fine offenders, provide extra litter bins) Create a lively, fun, friendly space. Bad behaviour less likely among many good others!

- "A lot of people - graduating students or couples on their wedding day, for example, like to visit this area of the bluff to take photos and celebrate, so parking spots nearby and easy access for people of all abilities would be an asset.
- I also feel like safety, security measures, and even washroom access are critical to an area that is oriented towards particularly social activities or events with crowds"
- Crescent Road should be left accessible for vehicles. Police should start enforcing the law, including laws against speeding, jaywalking, littering, doing drugs, and being a public nuisance. The one thing the City could do is widen the sidewalk along the south side of Crescent Park. Enforce no parking between 10 pm and 6 am. Close the park at night and enforce the closure.
- This area needs to have assess ability to all the public, including people with mobility issues. Original parking and viewing spaces need to be reopened and roads need to allow traffic flow instead of "game space". Just like other communities, people should have the right to access this road. If need to limit traffic parking, one hour sites would be effective. If need to limit noise, current city regulations should suffice. I have lived in Sunnyside for 40 years and use the bluff daily.
- "You need to know that it requires a VERY thoughtful plan for the area, that includes parking, bathrooms and garbage collection. It also requires continuous maintenance, a permanent custodian of the area would be required.
- It also requires an IN DEPTH study of current and FUTURE traffic flows and parking for this and SURROUNDING areas and streets.
- If the City Planning Department is unable or unwilling to create a plan that works for the entire neighbourhood, it should re-open Crescent Road."
- Better path material choices that don't expand into natural areas. Area for photos, and walking separated from areas for fitness. Need parking areas in close proximity to crescent walking areas. Need full-time care for the park and trees. Crazy to invest \$ for trees and then watch mature trees die with no care from City Staff. Need a cohesive landscape plan and \$ for maintenance. Need garbage facilities that can handle the volume of materials, recycling, as well as coyotes.
- "Parking needs to be available, especially until the 9th Avenue station is in place.
- Fitness facilities need to be in addition to non-fitness-focused pedestrians facilities (e.g. two sets of stairs).
- Stairs are important for pedestrians in the Winter since black ice is a problem on the path.
- Connecting the park to the bluff could create a destination picnic area evenings and weekends for people throughout the city and daytimes for the high school students."

Quality of Life and Quality of Space

- Get rid of cars. Fix the awful sidewalk along park space. Enforce \$1000 litter law, I pick up garbage food containers everyday. Build out patios over bluff for photos, get rid of orange plastic fencing and build nice permanent barriers to protect natural environment. Increase police and bylaw enforcement. Put a playground and benches and tables near view. Park is just grass and some trees build it out into an epic park.
- Maybe adding some signage about garbage and litter! It's always a mess up there.
- Regular Maintenance of whatever you do

- "Need more garbage & recycling cans with frequent pickup - often overflowing and stinky all along Crescent Road.
- Also, it would be fantastic to somehow minimize loud music and smoking / vaping in crowded areas like near the stairs."
- Residents in Crescent Heights wish for people accessing the park and Crescent Rd. to be respectful. Enjoy the area without leaving their trash behind and obeying speed limits, etc.
- It need to be accessible to the public and user friendly
- "Wide paths so people can stop and others can go by.
- Shade. Especially for sitting/playing areas."
- Focus Area #1 is still within a residential area. The public space of Focus Area #1 needs to be mindful of creating experiences that don't draw vehicle intensive participation. There is parking at the base of McHugh Bluff, off of Memorial Drive. Extending the park with more trees, greenspace & activities to draw a broad group of users (not just a single dominate group like fitness) should be the goal. Creating a safe area as the focus will ensure it can be used by all
- Fireworks are a huge disturbance to the neighborhood without the facilities to accommodate!! Calming the park to discourage drug deals, prostitution and running over our children. Vehicles park here at all hours keeping adjacent residents up all night. The park is adjacent to my residence unlike your survey states. Parking in memorial lot should be encouraged to keep criminals further from their cars if they wish to enjoy the view. I witness many crimes but few caught as vantage skirts cps
- No cars, no motorcycles. THEY ARE LOUD, SMELLY AND OBNOXIOUS
- Fitness activities should be encouraged. If too crowded then permits can be sold for businesses to operate fitness classes.
- It would be helpful to have some paths in the park, maybe one all the way around like at Riley Park.
- able to drive down the street with out of country friends as they are disabled
- Whatever area is created, there needs to be road access by car and minimal restrictions on parking (2h, not just resident parking) so that people can enjoy the view and also access other parts or the affected neighbourhoods.
- Keep it safe and clean. That means regular patrols by police to discourage crime and sufficient garbage cans and attention by parks staff.
- More car parking and waste bins . Nothing that will block off or restrict an area for IE for a privet fitness class or book for a wedding
- "No fitness on the stairs! Participants don't respect other users.
- Extend the park space including picnic spaces. A restaurant or food service kiosk ie hot and cold drinks, snacks with minimal waste would be welcomed. Year round washroom facilities that could be remotely monitored without compromising privacy. Parking next to the park. Signs reminding people this is a residential area and minimize noise ie car lock beeps. Bike racks"
- I don't understand this question. I bike around there lots. It is terrifying with all the kids and dogs riding around. Separate bike and walking and park areas would make it all more enjoyable.
- Walking and enjoying the view is already available here. Keep it at that.
- I have been fitness running those stairs for over 30 years. They have become quite crowded at times with the boot camps. I am very in favor of these fitness activities, and I think there would be

high demand for more dedicated fitness space in the park. I also think you can't go wrong with provided some picnic space (as evidenced by North Glenmore park, which I ride my bike through frequently).

- It's important to balance different uses, so there is no interference between them. Eg, cyclists and scooters shouldn't put walkers at risk.
- Make that section closed to traffic by expanding the park to the bluff. If vegetation needs to be added, please do not plant any new big trees (for visibility and safety) but build open walking paths, a square area for fitness classes (maybe with a soft surface like they have in playgrounds), and/or kids play area/dog park.
- Leave it as is
- Parking, noise/vandalism at night and inappropriate/illegal activity are problems already in this area. More enforcement of expectations is needed.
- Design some features for local residents and stop catering or encouraging people to drive to this area.
- Mostly just eliminate traffic.
- There seems to be a large group of young males that race cars or have 'race' cars that take over the area at times and based on size of their groups, are intimidating to local residents/pedestrians.
- You don't have to re-invent the wheel or 'take over' the community space to enhance its value to all citizens. Minor changes and improvements would suffice.
- Get rid of the ugly street barriers.
- Parking/roads are necessary for the park to be enjoyed by everyone in the city.
- "People live here both above and below the bluff. Down in sunny side, we hear [removed] and their [removed] machines Reving their engines and making a Ruckus. That's not pleasant for residents or visitors trying to enjoy the bluff.
- Additionally, we don't need a bunch of drug use in the area. Since the street has been closed, it's quiet, pleasant, peaceful and doesn't reek of weed.
- Ensure residents can drive through but make the road narrow with NO public street parking please!"
- No vehicles, no idling, no eating in cars and throwing garbage out the car., no greenhouse gas emissions. This applies to the entire Crescent Road area.
- Allow traffic and parking. Actually the area was great before the road closures and parking closures. I'm disappointed by the changes. It's less accessible to Calgarians, how is this progress?
- Resident quality of life must be paramount. There is already a lot of excellent park space in the area, this doesn't deal with the issue at hand - ie late night partying, gathering with music blaring in the wee hours of the morning
- Openness with strategically placed vegetation
- There needs to be a plan for how people can arrive to the area: it should be well connected via bike and public transit routes and there should be some parking available in particular for people with mobility challenges. There should be adequate public facilities like washrooms (accessible and family friendly- e.g. change tables) and garbage/recycling disposal (these are currently always overflowing)
- Please don't close the area off to cars. I have some mobility issues. Not severe enough for a walker but severe enough that I still would like to be able to drive through when I'm struggling to walk.

- Having continued access to views and peace and nature
- no, too organized, let it be
- Do not block traffic or reduce parking availability
- "Good as it is"
- No more of our Tax dollars wasted"
- Remove motor vehicles from the space. Too much idling, speeding and noise detract from experiencing the space and city views
- Perhaps widening some Pathan rude designating one for a walking and some for bikes/ skateboards/scooters
- Get rid of the barriers that separate roadway from walkway. With no traffics they are just in the way.
- coming out of a pandemic--stop spending so much on things that dont need to be changed. nothing needs to happen here. what you are creating sounds like it will increase traffic and visitors to the area it is already a problem as it is. we need to be mindful that many people use cars as their main mode of transport. i live in the area and able to walk it all the time, but lots drive to see it. is there a solution for parking? otherwise, open to walk, run, bike, jog, dog walk etc is great.
- There is a potential conflict with pedestrians going north/south from the stairs across the road to the park and east/west along the bluff. The stairs access is a high activity area. Consider expanding that area as a plaza of sorts especially as it's a prime place for pictures, leisure recreation and people using the stairs for fitness purposes
- Less traffic. Maybe the lot at the bottom of the hill can be expanded? More benches could be nice. More interactive activities would be nice as well! I really like the games idea! Make this a no idle zone
- Removing vehicle access is the most effective way to promote safe, accessible, active experiences for the widest range of people.
- How to reduce littering,
- there is no point in fixing this area unless you are willing to provide parking for people outside the neighborhood - they will just park over the next block - how does that help any of the residents or traffic issues? there also needs to be better policing in this area - I use this road every day and constantly find drug paraphernalia and empty booze bottles.
- Killing the parking w the temp closure has killed non CH people from visiting. I walk my dog daily and basically no one is ever on the street when there used to be tons of families who would drive in and go for a walk. It is so sad to me to see how a few rich people on Cres Rd have co-opted the view. CH does not own the road nor the view but closing the road permanently essentially gifts it to them. I am also shocked how inaccessible it is now. I have a wheelchair friend who can no longer enjoy
- "Families with children and seniors need to park on the street and drive to the park.
- The bicycle barriers cause the street to be too narrow for driving and parking. Bicycles and walkers were happily using the pathway on the edge of the hill and the curb area of the roadway. The various new barriers take up too much room, are unnecessary and block the view."
- One thing that is not being considered here is that this is a residential area with limited parking. We certainly need to manage traffic flow, NOT create additional infrastructure that will invite additional traffic to the area. As the pathway along the ridge is part of Calgary's amazing and beautiful

walking/cycling network, enhancements to the enjoyment of individuals passing through certainly makes sense. We do not need to make it a destination, however, to be reached by car!

- Adding additional activities in this area will only draw more traffic into Crescent Heights and Rosedale and compound the problem. Rosedale has limited access and exit points and bringing more traffic into the area will only cause more congestion on the main access and exit roads. There is also a lack of parking in these communities that cause issues for residents.
- I live in Crescent Heights and I feel you need to keep this area accessible to the entire city. It is a beautiful space that should be shared with everyone, not just the people that live on or close to the ridge. Creating a space for great experiences doesn't make sense if people can't use it.
- We don't. Things are okay as they are. Focus more on garbage cleanup and maintenance.
- Leave road open for vehicles.
- We need to have no vehicles in this area so people feel safe. Even if vehicle speeds are low having cars in this area doesn't feel like a good mix, this should be only natural park space with no road so McHugh bluff and the park are connected
- Eliminate car traffic from that portion of Crescent Road and change it to pedestrian/wheeling/emergency traffic only.
- Car friendly infrastructure is the antithesis of the human friendly active experiences the City seeks to promote here. Stop catering to car infrastructure on Crescent Road NW as it will always detract from the human experience keeping the full potential of the area unrealized. If cars must be bowed to create parking for them at Crescent heights high school while also encouraging vehicle users to park at CPA Lot 59. Close the road and let people truly enjoy the area on foot not seated in a car
- I would prefer a space that doesn't require spending money to enjoy it. i.e. no food trucks or paid programs
- Reduce the amount of car parking and encourage self propelled travel in this area.
- The stairs get crowded when exercise groups are using them. As well, the intensity of the users (i.e. runners vs commuters) creates potential for collisions. Additional infrastructure could alleviate these concerns. The old dirt paths in these area could be utilized more.
- Open the road as a narrow one-way street
- I do often run through here but I think that fitness should NOT be the focus. It's a great spot for a picnic or hanging out with friends.
- "get a police presence up here - there is none - ever .
- there are a total of 11 houses on this stretch of road that spans almost a full kilometer. there are way too few people steering this agenda . this will just push the problems to other parts of the community : like the opposite ends of Crescent road which has already happened in the past year. having non permanent structures like jenga / checkers is just garbage cluttering up the street - should we bring our kids old toys there too ?"
- We need to facilitate vehicle access as well as pedestrians. Many people drive from other areas to enjoy this view and the friendly greetings they get from neighbours.
- Safety, hygiene, cleanliness.
- Vehicle traffic negatively impacts the ability to enjoy these activities.
- All these activities are already in place naturally. As the road (Crescent Rd.) is now it is even poor choices. The City spend money to put a bike lane in all along Crescent Rd. and the bikers rarely

use it. They go down the centre of the street. This road should be put back to where it was - no closures and no bike lanes.

- Honestly, with all the benches along there and the nice green space, the thing that keeps me away is people in their cars cranking music, smoking pot, and just being loud and obnoxious. It is so nice to walk up there when the road is closed. This will be a similar comment to study area 2 as well.
- As a resident in the area, even if houses do not abut the park frontage, NOISE TRAVELS! The more people that accumulate, the more NOISE, garbage, cars etc. Is this 24hours of use? Amplified at night, albeit in the day time too, but more at night, is the stunting, the LOUD music from these cars, people who gather and yell and scream at all hours of the night completely ignorant of the neighbourhood is a problematic. This issue deals with those who have no manners, regard or respect for others.
- Clear wayfinding for users so that those enjoying active experiences can co-exist with users commuting through. If area is closed to cars opportunity to remove barriers (metal guardrail, vertical curbs and separated bike lane dividers) and develop area into a pathway more comparable to the River walk
- Handicapped parking zones would make it easier for me to access this area, as parking several blocks away creates a hardship.
- Stairs should not be a fitness area. Aggressive joggers can make it unsafe for commuters and children using the stairs.
- Would love to visit more, so need an accessible road and more 2 hour parking.
- The issues are drug dealing, vehicle speeding and stunting and noise bylaw infractions. Increasing the numbers of people coming to this area will only make these problems worse. Enforcement of existing laws would be preferable.
- provide car access to the area
- Enjoy the fireworks. Keep it simple, enjoy going for a walk from my home and enjoying the view. Don't need games cluttering the street. Don't need boot camp here conjesting the area.
- I live in the neighbourhood and I primarily use the space for exercise. I am unlikely to use this space for these activities.
- The path along the ridge is already there - for walking, taking in the view, photos, etc. Benches for sitting for short periods also present. Cycling also possible in the area, as should be driving. I don't think we need to encourage people to come and hang out on the ridge, by creating anything more for them to do there.
- Accessible to visitors (vehicle, walking and biking traffic)
- Limit fitness on stairs to specific times so the general public can walk the stairs without interference from excercisers
- Please see above. The biggest problem is the number of people already using the area and committing illegal acts while there. We should not be adding attractions to bring more people to the area, we should be enforcing existing legislation to deal with the illegal activities. A couple of policemen on horseback patrolling the area each night would dramatically reduce the problems.
- It works the way it is
- Prevent vehicles stunting through Crescent Road
- I have loved being able to bike safely with my kids in the area

- I believe the area already supports active experiences and it does not require anymore tax payers money to be spent. It already has amazing walking paths plus benches to sit on with a view of the downtown area & a lovely park (which is way more than most areas in the city have)
- We need police presence 24 hours per day every day.
- The fitness activities occur mainly in the park and also the playground opposite the curling rink
- none
- Good lighting and other ways to make people feel safe any time of day is very important.
- In any active experience development, consider the effect that parking, waste, traffic will have to those wanting access the space. A lot of the negative issues affecting the community have occurred late in the evening and through the night .. this requires a different solution than daytime active use of the area.
- Make people feel safe - drug deals and the homeless population are problematic
- Believe it or not, a police presence would be nice. The gatherings are usually quite well behaved, but you have the ones that have to ruin it for everyone there also.
- The less infrastructure the better. Emphasis on walking and cycling so no play structures, interactive exhibits or exercise equipment otherwise it begins to look like a circus.....
- Traffic and noise control, especially rowdy people and loud music
- don't add commercial (food truck) activities here..keep it simple and more natural...
- The space needs to feel safe - not a place for drug deals or bad behaviours
- Safety and comfort for families should be the primary focus because this will ensure that everyone can then enjoy this area.
- The area should be inclusive and encouraging to those with disabilities and also welcoming to LBGTQIA+, BIPOC, and minorities
- Anticipating volume of public use. Consideration must be given to property owners along Crescent Road - and stiff fines for abuse of their propriety. But how to enforce?
- There are two baseball diamonds, a hockey rink, tennis courts and a jungle gym already in the park. So I think there are already plenty of amenities to support active experiences. Other communities don't have nearly as much.
- It is still a transit area for walking/running/wheeling.
- Reduce or eliminate traffic
- leave it how it is
- Fitness classes block path and stair access.
- Keep the pathway on the bluff permeable. If it is non-permeable it ices over immediately with a bit of moisture at the freezing point - very hazardous to us daily walkers. Salt is not an option - it destroys the natural environment (not to mention being horrible for our entire environment) and is cruel on a dog's feet - we have a lot of dogs walking on that path daily all year round.
- Keeping the area garbage free.
- Do NOT expand, it is too crowded and party central.
- It can be cold and windy in the winter.
- Not much, I would like to see more awareness that people bike there and (I have personally noticed) a lot of people don't move out of the way to let bike traffic through despite being on a bike path. Possibly some signage advocating people to move over would be good

- "Provide twice as many garbage cans as you think will be needed, so people can maybe make it to a garbage rather than throwing everything on the ground.
- Provide police patrols to ensure the area is not being used for late-night partying and drug use.
- Provide year-round washroom facilities so that the bushes are not being used as an alternative."
- Reduce traffic
- Lots of people walk, eat, and workout in this area, maybe adding some nicer / aesthetically lights could make the area feel safer and promote more people to visit and take photos
- support residents and cars commuting as well
- The ability to park easily and without hassle would be appreciated by not only drivers but non drivers too.
- currently the people using the stairs for exercise are quite rude to people who are using them to get up or down hill so expanding for more exercise will be a challenge. if you plan to let groups use the park for exercise classes then they should have to get a park license and pay for the use.
- As a natural gathering point, I believe this area should focus on allowing for movement, flow and distribution of citizens, perhaps including some traffic calming or deterring in the leading into this area
- People need safety which has been severely lacking for many months, even during winter
- I have lived in Rosedale for 33 years. I believe that walking, dog walking, cycling, picture taking (grad photos, weddings and family get togethers) was sufficient. This view is one of the most beautiful in the city.
- More frequent clearing of garbage bins and perhaps more garbage bins.
- it is active enough don't feel we need any more action in the area
- Keep it the way it is: natural without ANY commercial intrusion on the space like food trucks or restaurant. That smacks of idiotic planning from some young trendie down at City Hall. This is still a residential area.
- Area highlighted should be kept free of clutter/activities and left for passage through area. An entire park and community association area to the north for other things.
- Short term says and limit businesses using the stairs for profit as the participants are usually rude and mean because they are "paying " to be there!!!
- Enforcement of criminal behaviours..
- ACCESS
- Active/celebratory experiences are great EXCEPT when they take place in Crescent Park after the park closes at 11:00 pm. The city has shown in our neighbourhood that it is not able to control people using the park after hours to gather and make disturbances such as letting off fireworks (that sound like gunshots). I am not in favour of encouraging more people to use the park unless the city can assure the neighbours bordering the park that after hours use will be controlled.
- Restrict traffic to one way only. It would allow for larger pedestrian/human powered space and make the area much safer.
- How are people getting there and will it truly be accessible to all city residents?
- Active experiences do not have to eliminate vehicular traffic out to enjoy the view.
- To encourage this we will need to eliminate illegal activity such as drug dealing and use, speeding and stunting and loud parties late at night in this area.

- Good accessibility for wheel chairs, baby carriages, etc. is key.
- Ample garbages, recycling that are emptied often.
- Providing structured opportunities can relieve the pressure on the natural areas and direct gathering to areas that create less disturbance to residents and others enjoying the area
- Add security cameras to the area for public safety at night or a police box with a fish eye camera on it for an emergency.
- Nice lighting. Not the standard high street lamps. Interesting landscaping.
- Keep bushes at the base of McHugh bluff free of human feces and toilet paper. Schedule garbage pick up for all garbage cans in the area for Monday after sunny weekends - they are typically overflowing. Replace the open garbage can at Crescent Heights Curling Club park with a closed one - the magpies pick out the garbage and spread it around when it hasn't been removed.
- Winter activities would be nice but uneven walkways are treacherous walking in the winter as ice and snow accumulates
- Regular cleaning of area, alongside plowing of snow during winters.
- I am not interested in active experiences in this area. I live in Rosedale and use this space to get exercise by walking or bike riding. I don't need anything else.
- Patrol for drug use/peddling and gangs.
- The stairs are for access and are not and should not be used for exercise. This has to stop not be expanded
- If you put one piece of art in place with my tax money you're crazy. The space is beautiful now don't screw it up like everything else you touch
- The stairs are often too crowded by fitness classes and not easy to use as a resident. Also the fitness classes crowd the entrance to the park. Dedicated fitness spots (like busking spots) could be demarked by signage. The stairs could be ideally be rebuilt to be larger or a separate set just for fitness users?
- Try to discourage the late night drunks. They are the reason the road was closed. Period. Too many of them thinking it's an outdoor patio to get hammered and stoned. Generally in someone's front yard.
- We do not support the use of McHugh Bluff stairs for fitness purposes. The stairs are designed as a means for commuters. We consider the stairs as an extension of the sidewalk system. Creating fitness classes along the stairs in essence closes the route to Memorial Drive. Not everyone can access the hill. Unfortunately fitness people are in a rush and do not yield to others.
- I love the idea of using this as an interactive art space and the current games have proven to be a hit but have disappeared recently? Theft and litter may continue to be a problem that will require monitoring.
- The area needs to feel inclusive. Crescent heights already has an "exclusive" feeling. Need to make sure that whatever happens is for the PUBLIC, not because people in Crescent Heights think people are driving too fast in their neighbourhood. This used to be a very public spot for people to use. I think it's a great idea to expand activities in parts of the summer/spring, but in winter no one will use it so open it back up to cars.
- What will help prevent traffic issues and what will not promote crime. What is the best way to utilize the space

- There must be close-by Accessible/Handicap parking. There must also be adequate measures taken so that pedestrians, cyclists and vehicular traffic each have sufficient space.
- "I think the area needs to be accessible. I feel the road closures cause unusual traffic patterns.
- Park rules need to support safe, lawful, and sustainable activities.
- Park maintenance needs to keep up if we are encouraging greater access and active usage."
- Where will people be able to park to even get to Creacent road to walk or sit and enjoy city view?? We live far North now, but I was born in YYC and crescent road has been part of my life!! I am 70
- Enough right of way to support pedestrians, scooters, bikes, strollers. Playing games in the park. Limit potential for high vehicle traffic.
- I think that being able to do all the celebratory things in the park space is admirable but only if it's safe. I feel that adding additional plantings would create areas for "unsavory" activities to take place. Need a larger police presence, additional enforcement and perhaps more cameras.
- Often windy at top of hill, wouldn't support games like ping pong or badminton. It Would be great to see car traffic eliminated from the area! And improved bicycle infrastructure in the focus area!
- These experiences have always been available here. Closing the road to vehicles and not allowing parking in this area is irrelevant. People are forgetting that there is a portion of the population that can't walk or ride their bikes or easily access this area without using their vehicles...not everyone is mobile. This is very exclusionary on the people wanting to push an agenda that benefits them...we thought that we were supposed to think of all residents of the City of Calgary.
- Regardless of future activity, there needs to be more clean up & bylaw enforcement in the area. I frequently find myself cleaning up debris left from the night before while walking my dog in the offleash park.
- I don't understand what you're asking We use the park to walk our dog, to play football with the kids or just walk. Nothing needs to be done to this area as far as we are concerned. There are already picnic tables, ball diamonds, children's playground, hockey rink, basketball court and tennis courts close by. Nothing more needs to be added.
- We must ensure, please, that this area is easy to access for people from other communities, and/or for the elderly and those with mobility challenges. Signage and available (free or available parking) very nearby - preferably on feeder streets (2 St. / 3 St.) will be key here along with signage / directing access to community centre / high school parking lot for larger events. We must find ways to share this beautiful city treasure for all to enjoy!
- I think as long as a safe, comfortable environment that's free from loud vehicles and toxic activity, all of the above activities would take place. The young kids that treat the road like it's a party when it's open are intimidating and obnoxious. It's an unappealing place when they're there, an amazing space when their not. Keeping the road closed would maintain this
- Current stair & platform location is a draw for ppl & vehicles, must be moved to the centre of the park, life cycle is at its end, remove platforms. Too close to residential homes, fitness addicts & fireworks creating noise & disruptions, city must move fireworks to another city location. People are setting off fireworks on the hill. Have extended park with family activities like games (street hockey due to paved surface), not just picnic and sitting areas.
- Simply deter unwanted traffic vehicles, especially noisy motorcycles and souped up cars. The orange barricades this summer worked very well but more permanent speed bumps would also work. (as high as possible)

- This is a family neighbourhood, first and foremost. Recently the traffic calming was put in place to specifically reduce the traffic. All the measures you are discussing would increase the traffic. That's not a big deal during the day when it's exercise and walking focused but in the evening it gets out of control because the area cannot handle more car traffic.
- Parking will be a challenge without encroaching on residential streets. Police enforcement for inappropriate behaviour. Attracting more people than space can appropriately accommodate.
- Clean and safe
- I love riding escooters, but would appreciate if an effort is made to limit their speed and/or distance their lanes from the focus area. Pedestrians and those seated should have priority.
- " - knowing what games and such people enjoy doing (interactive, active, etc)
- - space to do it safely (not just with COVID)
- - mindful of noise in the evening for residents
- -protecting the already beautiful greenier in that area"
- The gravel on path pathway on the south side of Crescent Road means snow cannot be swept away in winter. It ices over and is dangerous to walk on. Replace it with asphalt or concrete so it can be cleared and people can safely use it in the winter months.
- these things can all happen there now, although I object to those over-sized games that people have been trying to set up recently.
- I think it is important to make the adjacent road a one way to reduce traffic issues/increase the sense of pedestrian safety
- Measures to reduce conflict between active and passive users of stairs
- Needs to be accessible for all - but also needs to address the quantity of cars in the area to ensure balance.
- Having separate space for those using the space for fitness purposes might clear up the stairs for those of us who live in the community and need the stairs to commute.
- Please Don't make it too busy or crowded, it's nice that it's a quiet peaceful place. No food trucks, no playgrounds needs to stay quiet and serene.
- "No car access between 2 and 3 street. Expand the park so it runs continuously to the bluff pathway.
- Have access for pedal bikes and walkers along crescent road"
- Space is well utilized as is, does not need enhancement
- being inclusive for all people, encourage activities
- How was traffic be redirected / parking be accessible or expanded? How will Crescent Heights High school be impacted?
- Join the parks, and let bikes and pedestrians move through.
- More accessible for everyone (mobility issues), more attractive and with more variety of activities.
- Yoga classes on the park area, more seating and picnic options. The most important is access to the space with more parking options - we are senior citizens in our mid 70's.
- "I believe that the existing area allows and accommodates the activities you have suggested.
- Is your vision to increase the number of people who would do these activities on a daily, weekly, seasonal basis? If yes, what is the percentage increase that the City is planning for? What would be the impact outside of ""Focus Area #1"" of this planned change?"

- "The layout of the park is very awkward. The playground and even the ice rink would be much better to be closer to the bluff to have one continuous area for people to enjoy, rather than being cut off by baseball/tennis.
- Secondly, when there are events (e.g. fireworks and grad season), they should really bring some port-a-potties (but I think it would be a bad idea to have them there year-round)."
- access is super important. Being able to easily identify location of meeting and being able to get to the place of meeting
- "Parking for those that do not live in the area. Car access to the rd
- Build awareness for events"
- Although it sounds great, adding to many interactive or activities that bring people to the area is just going to increase traffic and the busyness of the area. Just look at how the fireworks affect the neighbourhood. (pre-covid) the Canada day fireworks would literally cause a traffic stand still in almost every street. Adding anything that draws people in is certainly going to create a similar affect. Therefore its not a very good idea to add any attractions.
- The area should be accessible to the broad public, including consideration of varying abilities. Emphasis should be on the area's park and natural character, and facilities should have that focus.
- It's fine as-is but I support some benches or park improvements
- I think the space works well as it is. Please don't close the road permanently as this will limit access to this amazing space
- Encourage parking elsewhere, with the current closure the parking is a disaster and people just use the middle of 2nd street... but I think having more enforcement of rules is important at night, the drug use/dealing and questionable characters makes the average person feel unsafe at night in that area
- Close off road adjacent to Crescent park (no residences affected) and night parking enforcement would reduce speeding, partying along Crescent Road
- There needs to be greater permeability/visibility into the park space. Right now it feels barriers. More seating opportunities. Maybe different levels. Bike racks, N/S pedestrian and bike friendly connections.
- More shaded areas for the summer and spring, so more people can gather even in hot temperatures. More native plants to attract pollinators, and help educate park-goers of such plants. Less car traffic will certainly attract more walkers/joggers/families/cyclists
- Why do we need to add extra activities? The space is very limited and to try to add games, etc will only create more congestion. When the fireworks were moved to this area for Canada Day all it did was create total chaos. Hundreds of cars entered the neighbourhood causing huge parking issues and traffic jams. It was total gridlock after the fireworks for hours into the night with noise and theft happening throughout the area. This residential area is not designed for such large events!
- It would also be nice to have some quieter spots for those of us who like a bit of solitude. And make sure there are clear paths that don't get overly congested for running.
- Safety is paramount. Access will be an issue for the less mobile (if nearby parking is not permitted). Garbage mgmt could get out of control /should be well planned & maintained.
- During the lock-downs the area was simply too busy. Since the lock-downs have been removed the area is now overly protected. There is literally no-one using the area as its not accessible any longer to anyone but locals (which I am). The idea of food trucks, games etc is truly laughable as no-one

can come to the area as all the parking has been taken away. I agree garbage and speeding have been issues in the past, so work on those issues. Don't take the area away from the citizens of Calgary.

- Creation of spaces for people to pause and play; - specific places for people to eat and deposit garbage; places for exercise; more benches for sitting to rest and enjoy the view. Needs to be better signage for people who exercise to stick to areas vs. trampling over nature areas and going off pathways to run. The lovely wild grassed areas are being ruined. More education and awareness needed.
- accessible to all physical abilities, car access and parking, policing of non-compliance
- Keep traffic closed from this area, foot and cycle traffic only. Add more picnic benches for gatherings and more greenery, (perennials, and trees) to the park.
- Small playground features interspersed encourage families to wander & explore. Area must be accessible to w/c users. A small, beginner skatepark as a bonus (not a destination) would encourage young & old to try a new sport or be a bonus activity for kids in the neighborhood. Art is always welcome, esp sculptures kids can climb. A small stage for year round music or drama, even just the neighborhood kids spontaneously playing. Water station (for people/dogs). Info kiosk for events/lost items.
- Remember that by creating active/celebratory experiences to this focus area that people will come by car. There is no parking in the area, except for surrounding roads and streets. This is fine, except for the difficulty for local residents to feel safe at times. A reflective moment was Canada Day a few years ago when it took until 2 am for all the cars to leave the neighborhood. They were lined up everywhere, even in alleys, honking horns and yelling at the traffic jam.
- With increased use would be helpful to have separate lanes for foot, bike traffic ways to minimize ecological damage to green areas, more garbage containers, solutions for stairs as fitness participants feel they own the stairs are rude, push you and children out to way, and take up landings .
- The games things scattered in a mess all over the road is ridiculous and impairs walking or riding, attracts garbage, looking for a reason to have the road close in front of your multi million dollar home. If things like that are required it should be in a park not messing up the road .
- There already is a playground. Maybe more picnic tables but but grass is there for blankets. garbage is a problem now, do we need to encourage more? Why not just be happy to walk. Riley park is close for larger family gatherings. Why congest the stairs with more fitness classes? Use the island. Use what we have.
- "Perhaps bleachers to watch fireworks
- More garbage cans and a porta potty"
- With more people in the area, it's helpful to have accessible washrooms year round and waste/recycling/compost bins.
- People use the area 24 hours a day let's make sure it's safe and clean for them and they don't disrupt the neighbourhood getting to it. During special events such as fireworks Canada day etc. all bets are off I live in the area and I expect it to be jammed with people no problem the problem is the vehicles moving way too fast doing dangerous things and the threatening behaviour of the drivers
- Good wayfinding with signs and dedicated, connected facilities for access by foot, bike, transit. Traffic calming and wayfinding for cars to access parking

- The green space exists already, and is used already. Closing segments of Crescent Road will increase the traffic burden on 13th Avenue, where I live, by increasing the draw to the neighborhood (via 13th).
- I like all of the opportunities to promote gatherings, other than cars racing up and down the street. Also, better lighting may make it safer at night.
- "Active experiences CANNOT happen if there is NO PARKING. I am not sure where you think everyone will park. I live a few blocks away and I am not interested in having people park on my street to go to the hill. Also if you shut the street down you are discriminating against handicapped and elderly that cannot walk the distance to enjoy the park space. It worked just fine to this date. I vote against the change.
- As a teacher at the high school and a community member, I vote NO."
- safe space for families to give their kids the freedom to run without worrying about dogs, traffic. Allow there to be green space to allow those using it to use it as they see their interests grow. Nature play structures, maybe a skateboard park
- The stairs are already busy enough. The park is sufficient space for classes. Shutting down crescent road is not the answer. It has become an elitist answer and has limited families from outside the neighborhood access to it because there is no parking now. Instead, install more traffic calming measures and patrol at night more
- Parking is important, wide stair case with good rest areas, designated bike lanes, maybe specific photo opportunity spots.
- "Any of the above activities will likely require an ability to park along the adjacent roads.
- I have not used the stairs in several years due the high volume of fitness participants. It is intimidating to be a 60+ year old walker and dangerous when runners attempt to pass on the stairs. So I avoid them.
- I would like to see those celebrating special occasions and out of town visitors in vehicles have access to this beautiful view all year round."
- There needs to be designated parking for people using this area. ParkPlus enforced parking could be used here. The city needs to increase emptying of garbage cans to prevent overflowing that's routinely happened during the pandemic. Traffic/law enforcement on Crescent Road needs to be dramatically increased to allow people to feel safe using the area (preventing/ discouraging speeding and stunting, drug deals etc).
- Late night parking in this zone, between 2nd and 3rd st was a problem prior to the closure. Even with the closure, parking along 2nd st late into the evening and illegal parking continues to be a problem. Paid parking should be introduced. Introduce picnic tables along the south side of the park. Recycle bins attached to garbage (look to Lethbridge) could also be introduced. Camera's and better late night lighting (especially along the bluff pathways - introduce solar powered).
- A vibrant inner city community can't also simulate the quiet 'burbs; We need to be able to invite visitors in; accommodate them through adequate parking, provide close easy-access for seniors or disabled; anticipate issues that come with high public use, and employ effective strategies to deal with speeding, excess vehicle noise, littering etc. (Security & cameras, fine offenders, provide extra litter bins) Create a lively, fun, friendly space. Bad behaviour less likely among many good others!

- "A lot of people - graduating students or couples on their wedding day, for example, like to visit this area of the bluff to take photos and celebrate, so parking spots nearby and easy access for people of all abilities would be an asset.
- I also feel like safety, security measures, and even washroom access are critical to an area that is oriented towards particularly social activities or events with crowds"
- Crescent Road should be left accessible for vehicles. Police should start enforcing the law, including laws against speeding, jaywalking, littering, doing drugs, and being a public nuisance. The one thing the City could do is widen the sidewalk along the south side of Crescent Park. Enforce no parking between 10 pm and 6 am. Close the park at night and enforce the closure.
- This area needs to have assess ability to all the public, including people with mobility issues. Original parking and viewing spaces need to be reopened and roads need to allow traffic flow instead of "game space". Just like other communities, people should have the right to access this road. If need to limit traffic parking, one hour sites would be effective. If need to limit noise, current city regulations should suffice. I have lived in Sunnyside for 40 years and use the bluff daily.
- "You need to know that it requires a VERY thoughtful plan for the area, that includes parking, bathrooms and garbage collection. It also requires continuous maintenance, a permanent custodian of the area would be required.
- It also requires an IN DEPTH study of current and FUTURE traffic flows and parking for this and SURROUNDING areas and streets.
- If the City Planning Department is unable or unwilling to create a plan that works for the entire neighbourhood, it should re-open Crescent Road."
- Better path material choices that don't expand into natural areas. Area for photos, and walking separated from areas for fitness. Need parking areas in close proximity to crescent walking areas. Need full-time care for the park and trees. Crazy to invest \$ for trees and then watch mature trees die with no care from City Staff. Need a cohesive landscape plan and \$ for maintenance. Need garbage facilities that can handle the volume of materials, recycling, as well as coyotes.
- "Parking needs to be available, especially until the 9th Avenue station is in place.
- Fitness facilities need to be in addition to non-fitness-focused pedestrians facilities (e.g. two sets of stairs).
- Stairs are important for pedestrians in the Winter since black ice is a problem on the path.
- Connecting the park to the bluff could create a destination picnic area evenings and weekends for people throughout the city and daytimes for the high school students."

Improvement or Amenity Ideas

- Get rid of cars. Fix the awful sidewalk along park space. Enforce \$1000 litter law, I pick up garbage food containers everyday. Build out patios over bluff for photos, get rid of orange plastic fencing and build nice permanent barriers to protect natural environment. Increase police and bylaw enforcement. Put a playground and benches and tables near view. Park is just grass and some trees build it out into an epic park.
- Having the existing park space better maintained and adding picnic tables would be great. This area was a place where people would have weddings and take photos- now it is just run down. This area should be maintained much like the river front along Elbow Drive. The road should not be closed

and the park should not be extended over the existing road. Restricting parking to 2 hours and enforcing it may help resolve some issues.

- More benches with tables or some benches with some shade. More bike parking/fixing areas. More space to walk/cycle/scoot.
- Lots of young children in neighborhood, individual seating areas that could be reserved (like in bowness park) would be well received,
- "More options for fitness. The stairs are great and heavily used, it would be great to have other structures nearby that give a different sort of workout (I'm thinking like Research Park in the NW?) Also love the idea of classes or more directed fitness, whatever programming could be put in place would be great.
- I live nearby in a home with no yard, so I'd like to bring friends/family to gather at the picnic benches. I haven't done so yet because they're so far from the view. Firepits please!"
- Add another set of stairs running parallel to the existing stairs to accommodate congestion. One set for up and the other for down. The open park space and views are what make this spot a treasure. Do not clutter it up with games and activities. people simply need a spot that they can sit down and enjoy the view.
- "The Stairs should not be impacted by exercise activities which would tend to dominate the functioning of the stairs for everyone and reduce the amenities of the immediate surrounding area.
- The introduction of picnic tables parallel to and overlooking the bluff south would contribute to the scope of family/group usage."
- I personally like the simplicity of the pedestrian pathway along Crescent Rd. Come walk, ride, skateboard alone or with friends. It is a place to meet and enjoy the view without the need of special events. Nature has provided us with a magnificent view to celebrate year round. We can actively meet with our neighbours to discuss the news of the day.
- "No fitness on the stairs! Participants don't respect other users.
- Extend the park space including picnic spaces. A restaurant or food service kiosk ie hot and cold drinks, snacks with minimal waste would be welcomed. Year round washroom facilities that could be remotely monitored without compromising privacy. Parking next to the park. Signs reminding people this is a residential area and minimize noise ie car lock beeps. Bike racks"
- Walking and enjoying the view is already available here. Keep it at that.
- This section of road could be closed/removed to create a contiguous park from the top and wrapping across the 'former' street and down the hill.
- I have been fitness running those stairs for over 30 years. They have become quite crowded at times with the boot camps. I am very in favor of these fitness activities, and I think there would be high demand for more dedicated fitness space in the park. I also think you can't go wrong with provided some picnic space (as evidenced by North Glenmore park, which I ride my bike through frequently).
- use the adjacent existing trails and benches for city scape viewpoints
- Make that section closed to traffic by expanding the park to the bluff. If vegetation needs to be added, please do not plant any new big trees (for visibility and safety) but build open walking paths, a square area for fitness classes(maybe with a soft surface like they have in playgrounds), and/or kids play area/dog park.

- Picnic tables can be problematic because a few people can monopolize the table for a long time. I'd prefer a space that could be used by many people without defined borders. A space for small acoustic (no large amplification) live music would be fun. Busking is becoming popular and can bring the community together.
- "Please leverage and expand on how people are already actively using the space (exercising, gathering, eating at park benches with others). Adding another set of stairs would be brilliant as the stairs are so busy.
- Please avoid adding something people aren't naturally drawn to do in the space (public art, bike maintenance). The view is art. Adding art will detract from the space."
- Need to allow easier movement from the greenspace to the current street area. As it is there are stairs to navigate, narrow sidewalks and raised curbs with inadequate cuts.
- This could be an amazing amphitheatre or performance venue with city as backdrop. Consider running some power outlets so that concert setups or even food trucks can plug in rather than run into noises generators.
- The edge of the park creates a barrier between the road/sidewalk and the park. New landscaping could link the park to the road and the bluff. Create a wide, integrated path around the three sides of the park. Place picnic tables adjacent to this path. This would allow much better access to the park. Or make use of the natural elevation change to create a ledge for sitting above the expanded path. Perhaps that section of road could be closed or/and used for a concession, café or food truck.
- Would be a nice location for food sales such as farmers market
- Integrate Crescent Road with Adjacent Park. Too many barriers between the escarpment pathway and the park. Higher order maintenance schedule for park. Garden enhancements.
- Stair access, games, gathering, fitness, cycling in the area
- Crescent Heights Park is already ready being used as a gathering space for friend and family for picnics, playing games and fitness classes. Nothing needs to be added or taken away. As the Canada Day Fireworks are being shifted from Centre Street, the bluff likely will not be the best place to view from anymore. Basically, you do not have to create an area as it already exists. If you want to make the Park more open, you might want to remove some bushes/trees.
- Sheltered picnic area would be great
- Make the spaces beautiful and functional and people will use them
- There needs to be a plan for how people can arrive to the area: it should be well connected via bike and public transit routes and there should be some parking available in particular for people with mobility challenges. There should be adequate public facilities like washrooms (accessible and family friendly- e.g. change tables) and garbage/recycling disposal (these are currently always overflowing)
- Live music could be fun here? Usually we just walk/bike through, or visit with family for a slower walk/photos, but it is a great location!
- Plan for multi generations to passively interact and share space.
- Fitness classes and exercise equipment since the area is so close to the stairs
- Leave a bike lane
- In my personal experience I typically use Area #1 to take in the view with friends or have a casual lunch. It would be great to have additional eating space such as picnic tables or benches so more

people can take in the view. I've also noticed a lot of pedestrian and cycle traffic on busy days but not as much vehicle traffic other than for parking. For this space the removal of the road and creation of a segregated pedestrian and cycle path would be high on my list.

- Better pedestrian infrastructure
- Playing games, fitness classes, places to relax , reflect and meditate
- Less traffic. Maybe the lot at the bottom of the hill can be expanded? More benches could be nice. More interactive activities would be nice as well! I really like the games idea! Make this a no idle zone
- Access to seating
- Accessible bathrooms at the top of the bluff would be a good idea.
- design for space activation needs to be multi-functional, accessible and affordable. i.e. free stage for events, seating built as play feature/rock garden. traffic reduction and pathways increased
- Extend Crescent park south to the bluff, removing the road. I understand the the traffic volume along Crescentg Rd. is not excessive & surely could be re-routed northto 13th Ave.
- porta potties
- This area is loved by members of the surrounding communities and should be geared towards facilitating children to play and families to spend time together, not catering to fitness for people for use of stairs and further work out space.
- Exercise equipment up here would really help compliment the Memorial Stairs and help congestion at the bottom of the stairs.
- This area can get very windy and it would be nice to have shelter while enjoying the views.
- At the very least, permanently close the road that is adjacent to the park and incorporate that into park space, keeping paved areas for bikes and improved accessibility for those with mobility issues. Make paved area the same level as the park.
- Keep the area as natural a possible, and make it even easier to enjoy the view. That's what most people come here for. When running, biking and walking, I enjoy the mountains, river and city skyline. Adding some picnic tables closer to the bluff would be nice. A gazebo at the south end of the park for music/art performances would be lovely.
- Make sure you focus on the green space and the view.
- I do often run through here but I think that fitness should NOT be the focus. It's a great spot for a picnic or hanging out with friends.
- Public washrooms would be great. Benchs BBQs and tables would be awesome as well. Please expand this park
- Having bike racks would encourage more riders from other parts of the city to come and bike as we have Prince's Island adjacent to the Bluff. Riders including their children on bikes, are able stop, enjoy the view, play some games, eat their lunch on the benches on the bluff or in the park and repair their bikes if needed. We need to encourage families if there's places like this to do physical things together.
- Less trees in the park
- A designated photo op platform would be wonderful as it is often awkward walking through someone's photo session. Or requiring photographer permits for professional sessions. A yoga deck/platform of some kind would be amazing.

- See my comments above. Stay focused on the fact that it is an iconic overlook for all citizens of Calgary to be enjoyed. The objective should not be to turn it into something else (or an amusement park as your questions above suggest)
- "where Are these people parking?"
- Bathroom facilities need to be better marked."
- Clear wayfinding for users so that those enjoying active experiences can co-exist with users commuting through. If area is closed to cars opportunity to remove barriers (metal guardrail, vertical curbs and separated bike lane dividers) and develop area into a pathway more comparable to the River walk
- If the road is going to be closed, then added seating, benches is all that's needed
- "If you build it they will come" Extending the park across the road would make this area inviting. If parking could be made available on weekends at Crescent Heights School this would give easy access to those with mobility difficulties, families with young kids going for a picnic, some play structures for young kids would help. Calgary Parks and Recreation could hold information sessions such as the one they did a few years ago on McHugh Bluff. Planned community events with food trucks.
- Look after the park, there used to be flower beds like Riley park but that was stopped a few years ago, now it looks neglected.
- Equipment (play structures, exercise equipment) helps to draw families. Enforcement from police or by-law is also required to keep issues from happening as they are common in this area.
- Allow movement along the entire crescent freely. That is the joy of this nature feature called crescent road. You come to see the best grand vista in the city from multiple views. So in your plan do not think that you can curtail this. I have been walking, running, riding my bike and driving this area my entire life. I wish to have the freedom to continue to for the rest of my life.
- Need for more seating, gathering areas at the top of the bluff.
- Something that anyone can interact with, be it for fun or for fitness.
- a water fountain/washroom would support many of these active experiences
- It would be nice if the active spaces still felt natural (not full of cement). Part of the areas charm are the trees and the grassland
- Access to drinking water and washrooms, well-lit bike racks, a loading zone, wifi and power for events.
- We live close but would arrive by bike so a place to lock up our bikes would be important while we stop to enjoy the views &/or hike the stairs.
- I think this is well handled now for the most part. I think more picnic benches would be nice, and I think setting up bleacher seating for fireworks in this area when there are fireworks for Canada day, for example, would be so lovely.
- Creating space for small events and anything that reduces traffic
- Stairs are consistently needing additional maintenance (boards need replacing, poor lighting) and mixed use is very challenging. Would be wonderful to build a second set of stairs designated for fitness, and leave the existing stairs in place for commuting, looking at the view, photos, etc. Second stairs should be made from weather resistant materials since they will see heavy use.
- Open green space is important. Let's not clutter it up. Outdoor exercise equipment is rarely used.

- Change the park back with loads of flower beds, and perennials and a beautiful large fountain for a center piece. Even a wading pool. Perhaps even expand the little play ground. Move the stairs, so all the people are not congregating in one area.
- Good lighting and other ways to make people feel safe any time of day is very important.
- I want nothing more than increasing space for natural vegetation and insect / bird habitat
- Having accessible trash disposal/ recycling bins. Ample lighting for use in winter
- As much natural uncultivated space as possible.
- Outdoor pop up bars so people can enjoy a drink with a view
- Add some trees and let them mature.
- It would be good if there were spaces for people to pose for photos that are not on walking paths. Traffic congestion on the path is an issue.
- Places to gather as a group with seating.
- Food trucks and/or pop up cafes. Waste/green/recycle bins. Safe and well-lit bike racks
- Expanding crescent park to join in a seamless way with the existing McHugh bluff and river valley natural areas would increase the value of this park to residents and visitors from all over the world. It would simply be a magnificent addition to our wonderful city and become a destination for all to enjoy.
- Gathering with family.
- Another stair well up to this area would be awesome
- Photography is challenging in this area because of lack of space (for photographer to back off from subject) and obstructions (e.g. the railing separating the sidewalk from the street. When I was trying to do full length portraits in this area the best I could do was have my subject stand on a bench and shoot from across the street. This is not ideal.
- It's a meeting spot for inner city friends. We travel on foot with strollers and wagons to meet up there. On occasion, suburban families drive and meet us there.
- "Provide twice as many garbage cans as you think will be needed, so people can maybe make it to a garbage rather than throwing everything on the ground.
- Provide police patrols to ensure the area is not being used for late-night partying and drug use.
- Provide year-round washroom facilities so that the bushes are not being used as an alternative."
- Lots of people walk, eat, and workout in this area, maybe adding some nicer / aesthetically lights could make the area feel safer and promote more people to visit and take photos
- Gathering with family/friends to watch fireworks, eat or just hang out while enjoying the view.
- Kid-friendly games or play structures
- Gathering with friends, playing games in the park
- large paths for walking
- It's a lovely area that should be available for people to enjoy the view
- Summer time activities
- It's good to keep in mind the number of people who run up into this area. We don't necessarily live in the neighbourhood but love it for the challenge and the views. Adding exercise equipment would be great for warm-ups and cool-downs and accessible benches are just a good idea all around.
- Nice lighting. Not the standard high street lamps. Interesting landscaping.

- The new developments needs to be innovative and interesting so people will come to it in particular, not to other places
- I suppose bench space/seating. People often sit along the railing due to lack of space.
- Visit friends and a meal
- Allow space for bike pathways
- Photos taken on the Bluff side of Crescent Road for any number of events. Those stairs with the 275 steps are a great place to increase our fitness level any time of the year. We have not used Crescent Park except to walk thru when the wind is really howling on Crescent Road.
- I often use the bluff as a mid-point on walks or bike rides so a place to rest and take a break is nice
- Value of unfettered views
- Special occasion photos really only need a space and clear view (removal of dead trees or large branches)
- The environment must allow families such as new Canadians to feel comfortable. Achieving that comfort level will mean that all people will feel comfortable. Trees & quiet will help achieve that goal.
- I love the idea of using this as an interactive art space and the current games have proven to be a hit but have disappeared recently? Theft and litter may continue to be a problem that will require monitoring.
- I love Crescent Heights for its park space, natural lush greenery and views. Some more benches would be nice to look at the view and more flowers. Maybe some fire pits in the winter.
- Provide washrooms and parking areas w directions. Provide wayfinding to locate children's playground and activity areas - skating rink, tennis court, community garden, community centre. Interpretation along the bluff to identify physical features - river, mountains, buildings as well as plants and animals seen in the river valley and the Crescent Heights Park and a little social history -
- Upgrade the Stairs. I picture a nice stone work style Staircase about 3 times as wide as the existing wooden one (Which is overcrowded, steep and deteriorating). The New staircase should come with Cool (Not just Standard) Lighting that makes it attractive for night time use. Viewing platforms at various levels can also be included. Low profile art that fits the location well should also be considered such as something similar to that nice "ruin" art piece at the Harvie Passage Viewpoint
- More places to sit, wider sidewalks, more viewing platforms.
- Permanently close this area to motor vehicle traffic and re-introduce natural elements (less hardscape)
- Off leash dog park that's fenced, nature play structure like zip lines, wood stumps, more seating areas eg like rocks in east village or chairs
- "The area is already used a great deal by families for picnics in summer and year-round for fitness activities. It makes sense to continue to evolve the focus area for these activities. Of course lots of people walk, but other than a path not much new is required to support this.
- We definitely think this area should become a part of the park...perhaps with emergency vehicle pass through."
- Where will people be able to park to even get to Creacent road to walk or sit and enjoy city view?? We live far North now, but I was born in YYC a d crescent road has been part of my life!! I am 70

- I think that being able to do all the celebratory things in the park space is admirable but only if it's safe. I feel that adding additional plantings would create areas for "unsavory" activities to take place. Need a larger police presence, additional enforcement and perhaps more cameras.
- Remove the road and convert it into a green space Having a water fountain area. Adding a second set of stairs closer to 3rd street would really help with the congestion with all the exercise groups using the stairs.
- Current stair & platform location is a draw for ppl & vehicles, must be moved to the centre of the park, life cycle is at its end, remove platforms. Too close to residential homes, fitness addicts & fireworks creating noise & disruptions, city must move fireworks to another city location. People are setting off fireworks on the hill. Have extended park with family activities like games (street hockey due to paved surface), not just picnic and sitting areas.
- Additional benches along the pathway, perhaps additional picnic tables in the park. This area is not large enough for formalized activities.
- " - knowing what games and such people enjoy doing (interactive, active, etc)
- - space to do it safely (not just with COVID)
- - mindful of noise in the evening for residents
- -protecting the already beautiful greenier in that area"
- The gravel on path pathway on the south side of Crescent Road means snow cannot be swept away in winter. It ices over and is dangerous to walk on. Replace it with asphalt or concrete so it can be cleared and people can safely use it in the winter months.
- Room for a Comfortable stop to enjoy the view and space to hang out even with small children.
- being inclusive for all people, encourage activities
- That has to remain a green space with additional seating areas so that people can gather. I do not support any economic activity in that area.
- Join the parks, and let bikes and pedestrians move through.
- Having a space where a group could gather while over a view would be wonderful outdoors. Or more benches along the walk way for shared walks with rest stops
- Currently, there are not enough places for people to sit and enjoy a meal as well as the view. More picnic tables, benches would be great!
- More accessible for everyone (mobility issues), more attractive and with more variety of activities.
- Yoga classes on the park area, more seating and picnic options. The most important is access to the space with more parking options - we are senior citizens in our mid 70's.
- More picnic tables in the park, more trees for shade, cool public art for pictures
- access is super important. Being able to easily identify location of meeting and being able to get to the place of meeting
- Wide cycling infrastructure and signage to avoid conflicts with pedestrians, closing road to cars
- Wider lanes for cyclists and skaters. Additional picnic tables and a water refill station would be beneficial too. A playground would be nice as well.
- It's fine as-is but I support some benches or park improvements
- I think all of this is great. Any activities that reduce cars in this area and encourage people from inside and outside the community to use would be fantastic. Make it a destination. Since we don't have leisure centres etc. innercity, make some of these activities available outside.

- Close off road adjacent to Crescent park (no residences affected) and night parking enforcement would reduce speeding, partying along Crescent Road
- This area would be better if it was repurposed. Close the roadway was to traffic and the expand the green space across the existing pavement. It could be then used in a multitude of ways by the community of Calgary to enjoy the view and the wonderful area..something for all citizens of all ages to enjoy.
- Improve quality of lookout path and close road to connect right into park across the road. Create a cohesive people-first place rather than just a overly-wide road and parking.
- There needs to be greater permeability/visibility into the park space. Right now it feels barriers. More seating opportunities. Maybe different levels. Bike racks, N/S pedestrian and bike friendly connections.
- More shaded areas for the summer and spring, so more people can gather even in hot temperatures. More native plants to attract pollinators, and help educate park-goers of such plants. Less car traffic will certainly attract more walkers/joggers/families/cyclists
- "Is there a base line of traffic (pedestrian, bicycle, vehicle) from 2019? During full closure in 2020, partial closure Q1 2021, Q2 2021? That would be important info to guide future options & plans.
- McHugh Bluff is an environmentally sensitive area that is at risk with increased pedestrian traffic. It is common to see people not respecting the designated paths. Currently Crescent Rd serves as a partial barrier, if it is closed, the people traffic on the Bluff increases."
- Creation of spaces for people to pause and play; - specific places for people to eat and deposit garbage; places for exercise; more benches for sitting to rest and enjoy the view. Needs to be better signage for people who exercise to stick to areas vs. trampling over nature areas and going off pathways to run. The lovely wild grassed areas are being ruined. More education and awareness needed.
- Keep traffic closed from this area, foot and cycle traffic only. Add more picnic benches for gatherings and more greenery, (perennials, and trees) to the park.
- Small playground features interspersed encourage families to wander & explore. Area must be accessible to w/c users. A small, beginner skatepark as a bonus (not a destination) would encourage young & old to try a new sport or be a bonus activity for kids in the neighborhood. Art is always welcome, esp sculptures kids can climb. A small stage for year round music or drama, even just the neighborhood kids spontaneously playing. Water station (for people/dogs). Info kiosk for events/lost items.
- Provide more short term space to park on the North side of the road and a landscaped walkway slightly away from the road and lower down on the hill with a view of the city for taking pictures
- There already is a playground. Maybe more picnic tables but but grass is there for blankets. garbage is a problem now, do we need to encourage more? Why not just be happy to walk. Riley park is close for larger family gatherings. Why congest the stairs with more fitness classes? Use the island. Use what we have.
- "Perhaps bleachers to watch fireworks
- More garbage cans and a porta potty"
- With more people in the area, it's helpful to have accessible washrooms year round and waste/recycling/compost bins.

- Good wayfinding with signs and dedicated, connected facilities for access by foot, bike, transit. Traffic calming and wayfinding for cars to access parking
- I like all of the opportunities to promote gatherings, other than cars racing up and down the street. Also, better lighting may make it safer at night.
- Fireworks? Without traffic control and washrooms? Maybe start with the basics. Policing of the area during problem times. Public washrooms open 24/7. Leave the road as it was.
- safe space for families to give their kids the freedom to run without worrying about dogs, traffic. Allow there to be green space to allow those using it to use it as they see their interests grow. Nature play structures, maybe a skateboard park
- Parking is important, wide stair case with good rest areas, designated bike lanes, maybe specific photo opportunity spots.
- Late night parking in this zone, between 2nd and 3rd st was a problem prior to the closure. Even with the closure, parking along 2nd st late into the evening and illegal parking continues to be a problem. Paid parking should be introduced. Introduce picnic tables along the south side of the park. Recycle bins attached to garbage (look to Lethbridge) could also be introduced. Camera's and better late night lighting (especially along the bluff pathways - introduce solar powered).
- This space should not become an exclusive closed off area for the homeowners on the bluff. People from all parts / demographic throughout the city should be able to respectfully enjoy this space. More seating, parking access and areas to congregate should be developed.
- "A lot of people - graduating students or couples on their wedding day, for example, like to visit this area of the bluff to take photos and celebrate, so parking spots nearby and easy access for people of all abilities would be an asset.
- I also feel like safety, security measures, and even washroom access are critical to an area that is oriented towards particularly social activities or events with crowds"
- Crescent Road should be left accessible for vehicles. Police should start enforcing the law, including laws against speeding, jaywalking, littering, doing drugs, and being a public nuisance. The one thing the City could do is widen the sidewalk along the south side of Crescent Park. Enforce no parking between 10 pm and 6 am. Close the park at night and enforce the closure.
- "You need to know that it requires a VERY thoughtful plan for the area, that includes parking, bathrooms and garbage collection. It also requires continuous maintenance, a permanent custodian of the area would be required.
- It also requires an IN DEPTH study of current and FUTURE traffic flows and parking for this and SURROUNDING areas and streets.
- If the City Planning Department is unable or unwilling to create a plan that works for the entire neighbourhood, it should re-open Crescent Road."
- Better path material choices that don't expand into natural areas. Area for photos, and walking separated from areas for fitness. Need parking areas in close proximity to crescent walking areas. Need full-time care for the park and trees. Crazy to invest \$ for trees and then watch mature trees die with no care from City Staff. Need a cohesive landscape plan and \$ for maintenance. Need garbage facilities that can handle the volume of materials, recycling, as well as coyotes.
- "Parking needs to be available, especially until the 9th Avenue station is in place.

- Fitness facilities need to be in addition to non-fitness-focused pedestrians facilities (e.g. two sets of stairs).
- Stairs are important for pedestrians in the Winter since black ice is a problem on the path.
- Connecting the park to the bluff could create a destination picnic area evenings and weekends for people throughout the city and daytimes for the high school students."

Other Ideas

- This area is overrun with people posing for graduation/ wedding photos, popular with fitness types using the stairs and adjacent park area, dog walkers, commuters, and people viewing fireworks. It is the most busy area on crescent road and popular with multiple users.
- The area is a gathering hotspot already, any designed experience should be supported by infrastructure that can enhance the experience and allow the space to keep its beauty and integrity. The area is surrounded by residential use, it's important to develop areas that will honour its neighbours too and not drastically impact them
- the location of this park is useful for downtown people who do not have access to a space often use this park for picnics, gatherings, etc. - it is an oasis in the city
- How #1, #2 and #3 will work together to enhance area for home owners and those of us who love the path along Crescent Road
- I believe that the park is somewhat underutilized. I walk there often and see more people using Rotary Park than the much larger park in West Crescent Heights.
- You need to stop actively trying to make work for yourselves and spending Tax dollars on making the rich, richer.
- all that is very good
- Cycling connections to the surrounding area are important. It's important to make arriving to the area safe and welcoming. When using the space itself more seating and waste bins are needed.
- Nothing. You have screwed up this city beyond repair. We need new city council.
- Most garbage that aren't eye sores!!
- "you are allowing an extremely small group of people working towards getting a kilometer section of city road closed . there are 11 houses in between 1st & 4th st NW - very low density
- area .. where are people expected to park to come and 'enjoy the area' ? make it harder for people to race up and down cres. rd. but dont close it. we need enforcement in the area . closing the road only pushes traffic onto denser residential streets and playground zones"
- Good transit connections are needed
- Again it is a road
- I would question how none of these activities were happening before
- We can have birthday
- These are excellent uses for the public space.
- Need to protect parking and movement of Crescent Heights residents.
- Keep this a relaxing space where everyone has room.
- always remember there are nearby house that have a right to have a peaceful and quiet evening at home.
- I've used this area in the past for picnics or meeting with friends during COVID.

- Who is your target audience i.e., who are you attempting to attract to this area or discourage from coming to this area ? Who benefits most and/or least ?
- The activities you propose appear to prioritize the local residents for the space. This is a fabulous asset for all Calgarians, our access to it should not be diminished.
- You need to respect the views of the adjacent neighbours, weighting their views far more strongly than mine. I live on 6th and 14th ave. I use this area everyday and appreciate it - thank you for asking!
- "Determine who will utilize the space.
- What they will want to do there.
- How changes will impact neighbourhoods.
- How changes will affect traffic flow."
- Critical to understand this is a residential community. The space along the bluff and park space are limited and cannot support large numbers of people. Attracting more people to this space will have an negative impact on the existing residential community.
- That has to remain a green space with additional seating areas so that people can gather. I do not support any economic activity in that area.
- More picnic tables in the park, more trees for shade, cool public art for pictures
- "The layout of the park is very awkward. The playground and even the ice rink would be much better to be closer to the bluff to have one continuous area for people to enjoy, rather than being cut off by baseball/tennis.
- Secondly, when there are events (e.g. fireworks and grad season), they should really bring some port-a-potties (but I think it would be a bad idea to have them there year-round)."
- Small playground features interspersed encourage families to wander & explore. Area must be accessible to w/c users. A small, beginner skatepark as a bonus (not a destination) would encourage young & old to try a new sport or be a bonus activity for kids in the neighborhood. Art is always welcome, esp sculptures kids can climb. A small stage for year round music or drama, even just the neighborhood kids spontaneously playing. Water station (for people/dogs). Info kiosk for events/lost items.
- "Perhaps bleachers to watch fireworks
- More garbage cans and a porta potty"
- With more people in the area, it's helpful to have accessible washrooms year round and waste/recycling/compost bins.

What do we need to know to help create areas that support reflective experiences in Focus Area #1?

Improvement or Amenity Ideas

- "-not having the police vehicles slow rolling the bluff/shining bright lights onto people sitting on benches
- -reducing vehicle traffic noise surrounding
- -not having scooter users in the granular trail
- -more seating opportunities around the views"

- The view is the single most important distinctive feature of this area. Create room to appreciate the views that is not directly on the pathway (a couple of step-out decks or berms). These are usually short term and intermittent experiences, we do not need food trucks and circus events to draw people here. Also noon-joggers and fitness activities detract from peaceful reflections... Also need to keep the area quieter from loud cars, music, and some groups with loud bullhorns.
- Having Indigenous artists contribute to the murals or art in Area #1. Planting native grassland area with informative plaques.
- Observing the city view, safe pedestrian corridor for foot traffic, quiet area away from motorized traffic
- Create areas at the end of each street intersection. People can park (hopefully along the park) and then walk to convenient spaces to meet others and enjoy the view. Possibly a turn about point at each spot that could slow vehicles if the entire road is not closed would mark these spaces.
- Quiet is essential. Motorcycles and fast driving cars detract from a quiet, peaceful environment.
- Widen pathways, seating, clean trash cans
- Noise reduction and framing an interesting view of the downtown area, or the peace bridge, could be interesting, I also like the idea of lighting in the nighttime which could be cool
- Provide more benches but keep walking lane open and keep road open to traffic
- People need to feel safe, paths should have good lighting.
- Less industrial, commercial, and road usage related noise.
- Maintain natural peaceful environment; Consider perhaps the need to separate some 'quiet' areas - for visitors who might wish to quietly read/ take in the view - from areas where folks can be encouraged to congregate, more noise expected. Commemorative plaques might celebrate the heritage flavour of the community; Carefully placed signs might suggest community walks, help promote local events/ businesses/ promote respect within the community / acknowledge Indigenous history/lands.
- Making sure there are some quieter areas. Loud vehicles, and vehicles blasting music are the two biggest obstacles to having any sort of quiet relaxing experiences in this area.
- Plaques, or info boards with pictures of history of the area. Notable Calgary and area people and indigenous tribes etc...
- Still having some drive up access and parking, more creative seating and planters (like on the south bank of the Peace bridge)
- more seating would be appreciated but less parking. parking off the road like at the curling club with the ability to walk to the view. parking should be for residents
- Lighting has a great effect
- "Placement of plaques throughout the area (along
- & below the bluff and into the park across from the bluff) could provide a guided walk in the area. Plaques that highlight the local nature, history and in the spirit of reconciliation, info on indigenous history and local historical FNIM persons. Benches could be designed by indigenous persons - merging art and knowledge in some way and provide places to sit and reflect. It might be nice to create more things for people to do."
- How about some focal points that become gathering places : 1) an attractive lit-up fountain with seating all around - as you might see in inner-city parks in Montreal. 2) Fire pits could serve this

purpose in winter. 3) An attractive little 'gazebo' type structure in the park could house a vendor selling hot/cold beverages, with some patio seating available; would be a fabulous meet-up place! Again - as long as everyone can access these - not just those of us privileged enough to live close by.

- The first requirement would be to keep loud vehicles away.
- keep it green and not overbuilt, have one way traffic with narrow road and no parking along the front face of crescent park; limit parking on 2nd and 3rd streets to one side only with time limits. Reduce all speed to 30kms.
- Comfortable, accessible seating. I am very concerned that blocking any area off results in decreased use by people with limited mobility, e.g. someone who can exit a vehicle and walk to a bench with assistance but could not do so for far. Please ensure appropriate height, size, stability and arm rest for transfers. Small seated area with a table, for a coffee meet. Art tucked in between trees of the adjacent park area would encourage exploration & use of this area. Native species garden areas.
- People come to enjoy the view of the river valley and mountains. Accentuate it. Make it a place that Calgary is proud of. Not a place where people come to party or deal drugs.
- I believe maintaining a clean, open and uncluttered area with natural plantings and features, will allow the community to continue to share reflected experiences with friends and family.
- We need safety. It might be nice to have a board showing the birds, flowers etc in the park but this is not necessary. Need better lighting all year round. Too many bushes and trees hide people.
- any new lighting should be located on the park side way from the ridge so the night-time view can be enjoyed without glare from street or pathway lights. Perhaps such lighting should be positioned on the north side of the existing roadway and should be indirect (ie - up-wash lights on trees, low-live pathway lighting etc)
- These experiences should be enough to share with everyone. The fitness classes over the years have been unenjoyable component of the hill. Benches to help people sit and gather and enjoy should be enough.
- Big flower beds like they have at Prince's Island
- Enjoy the view and walking along the bluff
- separate user lanes, more designated spaces to play, picnic etc to help protect green spaces, solution to commercial athletic use on the stairs to make it safe an enjoyable for all
- Share this beautiful view with all Calgarians and allow all people to access this road way. Driving home when you live in Rosedale, should not be considered a short cut. Focus is the view not reading plaques.
- Benches...
- Keeping the walking path simple with benches interspersed along the way provides a good place to reflect while enjoying the views. The main reason people come here is to see the skyline not artwork or commemorative plaques. Providing more of a gathering place at the East end away from residences would allow space for larger groups while those who enjoy a quieter stroll and reflective experience the opportunity to venture farther down the road away from a hub of activity.
- There are benches along the bluff already. I don't see them fully used at any time. You need nothing more to enjoy the view. It is there. Stop. Look. Sit. Signage/QR codes to identify the buildings/explain the skyline possibly.

- Public art, vegetation, and places to sit
- It would be nice to see a feature to acknowledge Indigenous land, maybe accompanied with Indigenous art (mural, sculpture, water feature etc).
- Walking along the bluff and reading commemorative plaques
- Not much. Id prefer if the art installation was collaborative and could be changed rather than a permanent fixture.
- " - adequate lightening
- - protecting the already greenier and vegetation present
- - space to take pictures and enjoy the scenery for walkers, runners, bikers (less need for drivers- they could park at another spot and walk over to see the view)"
- More seating along the edge of the hill
- Clarity regarding which areas are for active and which are for passive activities
- Bike racks adjacent to seating areas
- Spaced seating areas to allow maximum seating capacity to encourage folks to visit more often.
- Wider walking areas, a few more benches. Please keep it natural.
- No motorized vehicles and specific space to sit
- Those opportunities already exist. The issue is that more active experiences overlap and interfere with those opportunities. Divide the stairs - create a workout specific stairs elsewhere on the bluff. Stop workouts on the existing stairs.
- Observing Nature and enjoy the view
- Wide walking paths and stairs with benches slightly more off the path
- Plantings should be done with year round interest in mind.
- Gathering space away from bike path
- People who are enjoying the view should be separated from people running and jogging so everyone can fully enjoy their activities
- "information plaques that describe highlights or our city
- talk about our bridges and city"
- More seating
- Enjoying the view and having a big enough path to enjoy
- More benches in good condition to enjoy the view, picnic tables located to enjoy the view, better lightning when people go for a walk at night
- More seating options to enjoy the most spectacular view in Calgary.
- more picnic tables, garbages
- "Reflective experiences need to co-mingle with other experiences on the bluff and in the park, for example, people exercising, kids playing, dogs walking.
- Sometimes it is uncomfortable, for example, when walking along and a bike or scooter pulls up right behind you....it can be dangerous. How do all these activities merge?
- There is a lot of room to work with, how does it work practically?"
- Shade
- Extra plants and comfortable seating.
- Nature is nice

- It would be good to have some interpretive signage, not only for the historical and cultural features, but natural as well.
- Plant more trees along the bluff (create an urban forest). Change bylaw to go from litter to dumping fine if within 50 yards of a waste disposal unit.
- More public art!
- enhancing the walking experience and providing interactive art work and murals, perhaps with a winding path and strategically placed plants, would make this a very inviting park for Calgarians and tourists.
- More trees and benches
- Enhancing wildlife habitat would make nature watching more enjoyable
- Additional trees and shrubs along the bluff especially within areas that are used as shortcuts. Flowering crab apple trees, ponderosa pine trees, birch,
- "Open view sheds, site lines. Overlooks that can have multiple functions. Lots of overlap as this area offers seasonal traffic throughout the year.
- Covered areas / firebird for warmth.
- Simple equipment that does not require a tone of maintenance. As the boot camps all use these spaces as well. Try not not govern an area as reflective only because the neighborhood complains about people. Everyone knew this area was a popular spot before buying. Including myself."
- Supporting natural ecosystems is a huge priority.
- Build out platforms on the ridge, build benches and tables into tables around plant settings. Put in public art that isn't absurd like most city art.
- Different types of seating would be great - benches, picnic tables, chairs. Plants and restoring the natural feel of the area. Places where it is quiet (hard to do there sometimes). Areas that are car-free
- I walk and bike along the top of the bluff daily and enjoy the experience everytime. More benches would be nice. No other changes necessary. Bike lane was a great addition.
- Creating nice microclimates for sitting (wind blocked, sun exposed). Maybe even solar-powered heated seats.
- Most people enjoy viewing nature from the top of crescent heights or working out along that area. More flowers at the top is nice.
- I think this is already happening with the stunning view and I dont think we need to take away from that. I am all for more art, but I dont think there is a lack of reflective experiences. The view is the main reflective experience.
- Plaques that show the view and inform people of what they are seeing (e.g. "Calgary Tower"; "Telus Sky Building").
- More planting in the park
- Any plaques should be factual, not political, and relate to the history and nature of the area.
- "We need not to have racing cars and motorcycles and groups of mainly males gathering and intimidating visitors to start.
- Sustainable plantings that address climate change - bees etc. Places where there is a short focus on surrounding, benches facing in all directions."

- Perhaps a telescope to view the majestic Rocky Mtns. Marking of types of bushes, trees, wild flowers etc along the bluff. The view is number 1 attraction it really is spectacular and we have lived here of 40 years.
- The Stairs could be a great place itself if rebuilt correctly. People could enjoy the view, have exercise classes with out being crowded out on the wider design, hang out, walk safely at night with lots of artistic lighting and just enjoy an aesthetically pleasing staircase for what it is. Apart from the stairs I agree that the road should be closed, but do think that a new parking lot should be built farther back from the bluff. People can't enjoy it if they can't park anywhere
- Pathways through the park from the playground to the Crescent are needed. Need maintenance for mature trees. Would rather they water the trees than baseball diamond. We have lost many mature trees. Need a landscape plan
- more comfortable benches
- More seating, more trees, and no cars and motorcycles revving up and down the road and playing loud music.
- Flowers in the spring/summer. Seasonal (decorative) planters in the fall/winter.
- "Reflective experiences come from within or from experiencing an encounter with nature
-
- A plaque about wildflowers or insect habitat would be cool in my opinion but I may be in the minority. Seeing a thriving community of butterflies, moths and native plants fills me with joy
-
- That's what I like most about the crescent
-
- I also like boardwalks made of literal boards"
- Areas of the walking path that bow out so you can enjoy the view without being on the actual path and blocking pedestrian traffic
- More seating, perhaps subtly carved into the edge of the bluff, allowing for unrestricted views. Current seating is located on the wrong side of the path. Paths to accommodate walking or cycling, not both simultaneously. All design enhancements should have a simple, clean design aesthetic.
- Clearing shrubs that block the view, more benches along the view areas
- Pathway lighting to extend evening use in spring, fall and winter
- Benches
- Park benches with commemorative plaques (like in Confederation Park) are nice. More garbage cans & even having free dog poop bags would help, as long as they are maintained frequently enough.
- keep it simple and natural
- Add some big trees. This city is sorely lacking trees. If New York can plant a million in their city we can add some too.
- More seating of various types, preserving the view (ie low lying vegetation vs trees)
- Similar to active experiences; creating spaces to pause and enjoy the view that are not directly in the walking path (or obscured by the walking path like many current benches) would be helpful.
- I mean, no wrong choice here. The view is already killer, but better seating/plants at the top would help anyway.

- Lots of shaded places to sit. Paths that meander so it's hard to move quickly through (esp bikes/scooters)
- McHugh Bluff is a natural area that is experiencing intensive use causing erosion issues. Educating users about this special area would help create respectful use. Observing nature and understanding the biodiversity of the area. Create a respectful environment where people can experience the beautiful views and nature in a quiet and calming setting. Design should discourage night time partying and hanging out.
- Reflective activities would be facilitated by the elimination of vehicles and motorcycles and their litter and noise
- Snack / refreshments stand / food truck/s
- The benches are a great start. Perhaps a trail around Crescent Park so people can stop and reflect quietly.
- The already existing view of downtown and the mountains is quite spectacular. I'm not sure why you even need to create reflective experiences. People already find lots to reflect on while walking/sitting on that stretch of the road.
- I think the natural beauty needs to remain untouched...it is what attracts people and make the space special.
- Lots of sponsorship opportunities. I have a commemorative bench for my late sister.
- this is a wonderful space, with a view of river, mountains, city that's FREE. minutes from the downtown. should be available to all to use, regardless of mobility.
- A quiet environment is needed through traffic calming or a car-free zone.
- Leave it alone people most go there for the view. Have better waste bins and patrol the area more frequent to discourage unwanted behavior.
- Walking along the bluff to enjoy the view, a natural labyrinth for meditation in Crescent Heights Park, quiet activities - games, tai chi, yoga. Discourage noisy motorcycles and muscle cars, access for wheelchairs and walkers - possibly handicap parking close to the park? Partner with the church to use their parking lot? The City may have to assist with installing gates to reduce late night access. Better winter maintenance and lighting to encourage walking.
- Walking is nice. Public art is puzzling and makes you wonder why the city wasted tax dollars. Make this area about the public beauty of Calgary, not about some weird art.
- Once again, the area is great as is. Doesn't need anything else - maybe a few flowers.
- attractive tree and shrub planting to create shady and sunny spots on the lawn, benches at suitable spots, such as near the cliff to viewing and enjoying the air, bicycle/jogging trail along the cliff edge (it is present, but could be paved, as gravel/shale is dusty and dirty on footwear). A water fountain would be excellent.
- I've been inspired by Chateau La Coste Winery in France since I visited in 2016. The owner commissioned art installations all around the vineyard and created a walking tour. It's so freaking cool! It's a good example of public art done well (in my opinion). Calgary has some good art, but it's randomly placed around the city. Is Crescent Heights the right place to do this? I'm not sure, but it's worth looking into.
- Adequate seating is necessary.

- personal discovery of the city, the mountain views capes and to use your imagination rather than just telling people what is going on
- That bluff is one of the most “reflective” areas in the city. It’s beautiful! I’m not sure that it can be made anymore reflective....Perhaps, a water feature?
- Lots of small groupings of seating encourage people to stop and visit. I regularly sat at a very small amphitheater made of logs at the old Century Gardens. The way it used tiered and curved seating created a flexible space that could be used for small groups to visit or a larger group to listen to a concert was excellent.
- Adding a “view” / photo lane (outermost), separate from walking lane (middle) and wheeling lane (inner).
- More seating particularly facing the river and downtown.
- Please no artistic lighting-the area has too much light pollution as it is.
- Wider pathway along the bluff. Better winter maintenance. Maybe a boulevard of native plantings and trees between the road and the bluff walking path. Viewing areas carved out below the bluff path, with benches or stone ledges.
- Lighting could help Calgarians feel more safe in this area. Natural plantings would be a huge improvement over the slap-dash planters that have been put in place near the LDS church, and would help restore soils (and our planet) in the area.
- Enjoying the view, relaxing, walking and cycling along the bluff
- Wide open spaces, tall trees and low flower or edible gardens that keep visibility clear for everyone in the park would help people feel safe. Safety is becoming an issue and I'm not referring to cars either.
- That the bluff, as pleasant as it was before the pandemic... is soooo much nicer now that loud vehicles and motorcycles with their drug smoking occupants are not hanging out there. They can still come and hang out and smoke their weed but they should walk from the curling club or school parking lot. I am able to enjoy the bluff at later hours in the evening now as it is quieter throughout the day. There are still plenty of pedestrians but less vehicle noise.
- Leave it natural. People do not need to be entertained. Enjoy the view. No public art-anywhere. Look at the retaining wall on the north end of the Centre Street Bridge. The wall used to blend into the hillside. It is now covered in cartoon colors with all the appearance of a comic strip-totally insensitive to the landscape.
- I didn't select a walking path, but a well-lit pathway is a great idea. There are some beautiful light poles that would really look wonderful there.
- Make space well lit and open so ppl feel safe to let down their guard and relax/reflect
- More seating.
- Benches
- Similar to what's needed for active experiences: it should be easy for people to arrive at the spaces (on bike routes, include bike racks, accessible to public transport and some parking especially for those with mobility challenges and/or small children). Better public facilities like accessible family friendly washrooms and garbage/recycling disposal. Places where people gather are almost always full of garbage- ideally this could be addressed through design solutions that discourage this.
- The natural environment is the big draw here so probably not huge amount of art spending needed

- Less light pollution would be great
- Celebrating local artists and spreading indigenous teachings is really important for improving reflective culture in our city, all new projects going forward should pay respect to these groups.
- Keep it natural
- Space to sit and watch others
- Additional space for pedestrians and cyclists passing through this area would, in my opinion, provide the most benefit as this area is quite congested on a nice day. Additional seating to enjoy the view would be my second request as the current seating is adequate at most times but not at peak times.
- Places to sit and enjoy the view. Places off by themselves for quiet time. Find ways to enjoy nature
- Lighting and passive art could be combined. Separate lanes from the walking path would be of value for folks on bikes/scooters
- Protection from the weather
- Need a gathering area where people can sit and enjoy the view
- Decrease littering, car idling, loud noise
- "Take away any barriers. Open it up as it was.
- We have always enjoyed the view, walking along the bluff."
- better plants, naturalization of area. better pathways so extra shortcuts aren't needed/taken. more seating with picnic tables
- The path on the south side of Crescent Rd. can become unpleasantly hot on summer days. A few large shade trees would help. Eliminating traffic on Crescent Rd. would create welcome peace.
- More seating, wider walkways
- "Historical Plaques and art should go together.
-
- Bushes to cut wind but tall enough to see over would be great."
- Gardens
- As mentioned above, the view is most important. Don't make the place so busy that the view gets "lost". Many young couples come here to enjoy a romantic moment in the evening. Keep the romance!
- Create alcoves with shrubs in the park to provide private spaces that are visible but encourage reflection.
- Just some quiet please! There are so few places to go in Calgary that don't involve music and/or traffic noise
- Eliminate the constant noise contamination of vehicles stunting, speeding and pointlessly revving engines. Hard to have a "reflective" moment when a parade of disrespectful drivers and vehicles is doing all they can to interrupt that. Work with the residents along Crescent Rd to find a solution that closes the road to public traffic and still provides access for residents and guests.
- Keep the art "tasteful". No blue rings or whatever the monstrosity by the TransCanada and COP is.
- I would like to see some art or information that celebrates Indigenous culture and history - this location calls for this kind of reflection.
- A covered gathering space with accessible seating that could act as a multi use hub for people to use all year round could really help activate this space year round and serve both active and reflective uses depending on time of day and season

- Again, protect the green space and the view
- We need places to stop, right now the path and road are for going straight through
- Need lots of different seating options such as picnic tables and secured tables and chairs.
- Seating and adequate garbage pickup are essential. We need someone who will maintain the landscaping and vegetation. Many mature trees under stress. Historic gardens abused along with hedgerows. There is very little maintenance
- Commemorative plaque wall.
- plus some outdoor yoga, beginning artists or folk art exhibition, painting workshops, or outdoor photography
- You need specific "photo" areas like you see at tourist stops where people can gather to take optimal photos...maybe even some plaques explaining the Calgary skyline and urban sprawl and mountains behind.
- Landscaping that brings the bluff up onto the ridge with native species. More seating options including tables
- Yes the walkway is important, plaques are great for telling this history of the city looking south
- Remove the motor vehicles! With the road closed there is more personal interactions between people, more families utilizing the area, young people roller skating, biking, enjoying jenga. With the road closed reflective experiences are happening, adding art, plaques, plantings, seating will all add the overall experience. With the road closed there are even young children learning to, and biking on a road that when open parents would not allow them to do so. Winter closure would allow skiing.
- Lots of seating. Places to stow your bike.
- More seating and picnic tables for families. Wider paths in combination with this will help
- Something that integrates with nature and with the park.
- Viewing platforms and promenades.
- Why not incorporate some indigenous history into it? Some plaques with inclusive history would be great. Same with some to identify flora and fauna
- All reflective experiences can be accommodated with out encroaching on the road access for vehicular traffic. Walking on bluff or sitting on a bench and observing nature be it the osprey or coyotes is reflective. More indigenous plants could grace the Bluff.
- Get rid of the noise from cars. Get rid of the McMansions
- The amazing view already exists here - just need to create some comfortable places for people to gather and reflect
- Feature local artist installations
- Really like the idea of art and interactive activities. I see a lot of people using the games.
- Car free area, coffee kiosk/truck and seating
- Picnic areas and BBQs would be great
- The entire park and area by the stairs feels dated and run-down. It could be made much more interesting for families to gather and "reflect"...Lots of benches, picnic areas, lots of planting like was done recently downtown by the river. Just make sure it does not become an accidental skate boarding park.
- In many places the view is obstructed by vegetation. Pruning or elevated viewing platforms would mitigate this.

- Will have to try not to over do it, too many picnic benches for example would lead to a very crowded space
- Yes amen!!!! Create a space where the beauty of the city can be appreciated. Install benches or other appropriate outdoor pieces where children and adults can pause, relax and have fun. There are so many wondrous aspects of our city to observe, discover and enjoy. Please act on this idea!!!
- Noise from traffic would be a barrier to positive reflective experiences.
- I like to sit on the benches.
- Wider paths and more park benches would help.
- Create a space away from large group gatherings
- Clear sight lines are important. There are one or two spots along the bluff where the vegetation is growing up to block the view. But mostly open right now.
- Higher quality lookout (less gravel, wood and wires; more stones, lighting and good wooden benches). Think Mont Royal Park in Montreal lookout.

Quality of Life and Quality of Space

- " -not having the police vehicles slow rolling the bluff/shining bright lights onto people sitting on benches
- -reducing vehicle traffic noise surrounding
- -not having scooter users in the granular trail
- -more seating opportunities around the views"
- Repair pathways faster
- Pace - needs to feel slow
- Create areas at the end of each street intersection. People can park (hopefully along the park) and then walk to convenient spaces to meet others and enjoy the view. Possibly a turn about point at each spot that could slow vehicles if the entire road is not closed would mark these spaces.
- Widen pathways, seating, clean trash cans
- Well I recognize that some parks have a patron in that city but nothing about the different trees in Alberta.
- It is key to keep both the road and paths usable for all kinds of traffic. Shorting of paths or roads should be kept to an absolute minimum.
- Ensure that the area is safe to walk in even during the later evening and night. Before the road was closed, I felt very unsafe even walking the dog through this area.
- Having police/ bylaw presence/ surveillance nearby to hopefully ensure there is no speeding, noise pollution, nor littering, vandalism or abuse of any kind towards the natural environment
- space we just need space for kids to run, allow people to walk or run without feeling like they are running into each other.
- Minimizing cars and motorcycles in the area. There is so much noise pollution. Smell of marijuana from parked cars is a major deterrent. Illegal and "nightclub " behaviours are also not very welcoming
- Currently people are coming to the 200 block & 300 block, to meet friends, smoke water pipes, eat Peter's Drive-In food and congregate at the 2&3 level stair platforms, creating a traffic issue on 8 & 9 Aves (daily 200-300 cars) due to desired 2 St parking. Limos continue to park on 2 St due to the

stairs. Stairs must be moved away from residential homes as they are a magnet for partying, drinking, and illicit activities keeping residents awake or waking them in the early hours.

- I think a separation of pedestrian and cycling traffic would help with movement in the area.
- Perhaps having a wider walkway on the north side of the road.
- Proper police enforcement to ensure comfortable seating doesn't become over night sleeping arrangements or attract inappropriate behaviour such as late night parties.
- separate user lanes, more designated spaces to play, picnic etc to help protect green spaces, solution to commercial athletic use on the stairs to make it safe and enjoyable for all
- Make it convenient to walk without restricting traffic , slow vehicles down.
- lots of room for walking, cycling, dog walking
- It is hard to be reflective in this area because of the public who use it for undesirable behaviour.
- Get rid of the dandelions and weeds growing in Crescent Park. Enforce the laws. Driving is also a way for people to enjoy and experience the area, especially older people and people with health issues. Allowing traffic along the road while enforcing the laws regarding safety would be the ideal way to continue Crescent Road.
- To create areas that support reflective experiences will require methods of managing the number of visitors to the area and enforcement of existing bylaws
- Clean and safe
- An uncrowded walk with a view.
- Not crowded
- A wider pathway would help to ensure there's enough space for runners and walkers.
- We need to keep in mind that this objective can't be met as long as criminal drug dealing and taking, cars and motorcycles spreading and stunting continue. This part of Crescent Road will need to be closed to vehicular traffic.
- "Bikes and pedestrians need separated spaces.
- Provide parking at a distance from the bluff top so cars aren't circling"
- The bluff gets incredibly busy with people walking, exercising, taking pictures, eating...it would be great to think about ways to expand paths and find ways for more folks to enjoy the space.
- Allowing the public to use a public road should be allowed. Allow cars to use the road so people can enjoy the view, take photos, walk , bike, have designated parking& enforce the law to support the residents who live along crescent road
- Would be nice to take down railing and add plants and maybe pave the path on the south side in order to have better winter access (removal of snow)
- "Reflective experiences need to co-mingle with other experiences on the bluff and in the park, for example, people exercising, kids playing, dogs walking.
- Sometimes it is uncomfortable, for example, when walking along and a bike or scooter pulls up right behind you....it can be dangerous. How do all these activities merge?
- There is a lot of room to work with, how does it work practically?"
- "See suggestions in previous question. A skate park and bike park would be excellent additions to the area to create a sense of ""life""
- The City's proposal of this area becoming a ""reflective"" passive area is one dimensional and misses the opportunity to create a truly interesting urban area."

- Really walk along the bluff ? Fewer people are using the 'trail' because they can walk in the middle of the road.
- Please refer to previous comments on parking availability, traffic/law enforcement and garbage management. In addition, enforcement of noise bylaws would create a much more reflective environment.
- There should be a time restriction, no gatherings after 10 pm until morning. Currently this restriction is in place however very few people abide to it and most of the problems we have are after 10 pm.
- Plant more trees along the bluff (create an urban forest). Change bylaw to go from litter to dumping fine if within 50 yards of a waste disposal unit.
- Get rid of bike path bars and posts! They are so ugly and useless!
- Already possible. Just keep the pathway in good shape.
- Leave it alone! There are enough people who come to Crescent Road as it is from outside who create traffic, noise and litter problems.
- It already offers those options. The issue is the illegal activity occurring on the road itself. That is what needs to be addressed.
- Keep traffic and fast moving cyclists out of the area designated for reflective experiences.
- Local folks will enjoy the view walking, the problem is those that drive to the area for whatever purpose...there is limited space along the road for all the cars, bikes, runners, etc. If more folks are encouraged to come for entertainment or reflective purposes, we are inundating a neighbourhood on both sides of Crescent Park, and will have even more parking, litter, noise issues than we currently have. And getting through the 'hood via car from east of this area our options are limited.
- "We need not to have racing cars and motorcycles and groups of mainly males gathering and intimidating visitors to start.
- Sustainable plantings that address climate change - bees etc. Places where there is a short focus on surrounding, benches facing in all directions."
- We need to feel safe. Now we do not feel safe due to drug deals on the street and threatening motions from the car's occupants Remove the rubber curbs as they restrict peoples' movements as they try to avoid each other
- The Stairs could be a great place itself if rebuilt correctly. People could enjoy the view, have exercise classes with out being crowded out on the wider design, hang out, walk safely at night with lots of artistic lighting and just enjoy an aesthetically pleasing staircase for what it is. Apart from the stairs I agree that the road should be closed, but do think that a new parking lot should be built farther back from the bluff. People can't enjoy it if they can't park anywhere
- "you are allowing an extremely small group of people working towards getting a kilometer section of city road closed . there are 11 houses in between 1st & 4th st NW - very low density
- area .. where are people expected to park to come and 'enjoy the area' ? make it harder for people to race up and down cres. rd. but dont close it. we need enforcement in the area . closing the road only pushes traffic onto denser residential streets and playground zones"
- To enjoy an area where a person can have reflective experiences one must feel safe. That area should be clean, quiet and orderly.

- More seating, perhaps subtly carved into the edge of the bluff, allowing for unrestricted views. Current seating is located on the wrong side of the path. Paths to accommodate walking or cycling, not both simultaneously. All design enhancements should have a simple, clean design aesthetic.
- Routine showing of a bylaw or police presence
- When people don't pick up after themselves and leave trash all over the park, it really disturbs the "reflective experience" for others!
- Most people I see in this area are there to exercise - walking, walking & socializing, cardio, walking the dog, commuting - and enjoy the view. We should maintain the access, the view, and the functionality for the existing users.
- Lots of shaded places to sit. Paths that meander so it's hard to move quickly through (esp bikes/scooters)
- McHugh Bluff is a natural area that is experiencing intensive use causing erosion issues. Educating users about this special area would help create respectful use. Observing nature and understanding the biodiversity of the area. Create a respectful environment where people can experience the beautiful views and nature in a quiet and calming setting. Design should discourage night time partying and hanging out.
- Create a daytime design that encourages walking, observing, riding bikes, eating lunch, sitting under trees and experiencing nature. Create a nighttime design to discourage partying, loitering, noise and destruction.
- Keep criminals out, create a safe place for community activities, smoking drugs and waking to the playground do not mix
- Leave it alone people most go there for the view. Have better waste bins and patrol the area more frequent to discourage unwanted behavior.
- Exercise spaces
- I think that reflective experiences that would include some sort of exercise might be most popular with the younger crowd.
- Please add in more garbage bins as so many people buy food and eat in this area, but do not dispose of their garbage properly which encourages wildlife to the area.
- Wide open spaces, tall trees and low flower or edible gardens that keep visibility clear for everyone in the park would help people feel safe. Safety is becoming an issue and I'm not referring to cars either.
- That the bluff, as pleasant as it was before the pandemic... is soooo much nicer now that loud vehicles and motorcycles with their drug smoking occupants are not hanging out there. They can still come and hang out and smoke their weed but they should walk from the curling club or school parking lot. I am able to enjoy the bluff at later hours in the evening now as it is quieter throughout the day. There are still plenty of pedestrians but less vehicle noise.
- Walking path only , no escooters and absolutely no vehicles. It should be closed to vehicle traffic from 10 St to Centre Street
- Need to balance need for a thoroughfare with people enjoying the view. So enjoy passing through the space while others want to stay.

- Additional space for pedestrians and cyclists passing through this area would, in my opinion, provide the most benefit as this area is quite congested on a nice day. Additional seating to enjoy the view would be my second request as the current seating is adequate at most times but not at peak times.
- Lighting and passive art could be combined. Separate lanes from the walking path would be of value for folks on bikes/scooters
- Creating a pathway that is enjoyable and reflective for users is a reasonable goal for city planners and I support this type of initiative. However, extending the initiative to creating a space that invites users to drive to the community and stay for extended periods of time will create, not only traffic issues, but security issues for residents.
- People need physical space to themselves to reflect, so the park shouldn't feel too squished.
- I like the non paved walking surface. It encourages walking and discourages other uses such as bees and scooters.
- The gravel road isn't cleared in winter so walking with a stroller is almost impossible on the south side of crescent road. Please make sidewalks accessible for young families!
- "no plaques , art , etc ..
- Cres heights park isnt a very useable park either - alot of random trees planted all over / line of hedges etc . make it a more usable park either with defined areas or wide open"
- Seating and adequate garbage pickup are essential. We need someone who will maintain the landscaping and vegetation. Many mature trees under stress. Historic gardens abused along with hedgerows. There is very little maintenance
- Curb all the illegal activities currently going on so people feel safe and comfortable to relax and reflect.
- Heavy traffic, unsafe driving, loud music played in parked cars and aggressive joggers on the narrow stairs - reducing these would support "reflective experiences."
- Interpretive trails, division of cycle and pedestrian use.
- Make it safe for pedestrians - they should not share space with cyclists or vehicles. Provide good lighting to improve personal safety.
- Upgrading and widening walking path similar to eau Claire and east village would be nice
- Wider walking spaces would be great since this area is always busy. The road closure has shown that people will use larger spaces to spread out while walking, bike riding etc. Having space to enjoy the bluff and valley while allowing others to continue on their way is important
- Wide walking spaces to reduce congestion.
- "Larger garbage / compost disposal bins for
- Garbage and dog crap."
- Don't put all of the seats in front of the houses because people will gravitate towards them. See drunks I mentioned in the previous comment.
- Park maintenance of historic planting beds, hedgerows as well as mature trees. Cohesive landscape plan that brings eyes into the park and focuses activities in areas that do not harm trees and hedgerows. Coordination of High School use of park space and facilities. Garbage management. Bench maintenance and hard surfaces in appropriate areas.
- Wider paths and more park benches would help.
- Create a space away from large group gatherings

- Ensure safety and cleanliness are maintained.

Parking and Traffic Issues

- All these reflective experiences are fine...no one has asked that they be removed...this already exists. By not allowing people to get to this area, by vehicles, from other parts of the City, we have now introduced a very dangerous precedent of elitism and exclusion. Not everyone is mobile. Not everyone can walk blocks to get to this area to enjoy the reflective experiences, especially when the weather and elements are not ideal.
- reduce traffic
- It would be lovely to remove the roadway, preventing people from speeding through the area or parking & dumping their rubbish out the car windows.
- more seating would be appreciated but less parking. parking off the road like at the curling club with the ability to walk to the view. parking should be for residents
- Most people simply want to enjoy the area for a short time a few times a month. We need to accommodate everyone not just the loudest self interested group. More on and or off street parking would make using the area easier for everyone (locals, out of area visitors, and commuters)
- Create a timed parking area along the park or on the South side of the Crescent. The bike/walk lane on the road see's little to no use, open it back up to parking, but maybe only 1 or 2 hour parking allowing citizens who are not residents to use the area in a safe and easy manner.
- Leave the road as it was. Open to the public. Enforce the rules and regulations in place. Maybe add washrooms.
- How about some focal points that become gathering places : 1) an attractive lit-up fountain with seating all around - as you might see in inner-city parks in Montreal. 2) Fire pits could serve this purpose in winter. 3) An attractive little 'gazebo' type structure in the park could house a vendor selling hot/cold beverages, with some patio seating available; would be a fabulous meet-up place! Again - as long as everyone can access these - not just those of us privileged enough to live close by.
- not blocked off streets
- In my opinion the walking traffic flows perfectly, is a wonderful place to visit and meet new people at a safe distance, all while enjoying the views of the mountains, downtown and the plaques. Keep that road closed to vehicle traffic.
- keep it green and not overbuilt, have one way traffic with narrow road and no parking along the front face of crescent park; limit parking on 2nd and 3rd streets to one side only with time limits. Reduce all speed to 30kms.
- Minimizing cars and motorcycles in the area. There is so much noise pollution. Smell of marijuana from parked cars is a major deterrent. Illegal and "nightclub " behaviours are also not very welcoming
- Comfortable, accessible seating. I am very concerned that blocking any area off results in decreased use by people with limited mobility, e.g. someone who can exit a vehicle and walk to a bench with assistance but could not do so for far. Please ensure appropriate height, size, stability and arm rest for transfers. Small seated area with a table, for a coffee meet. Art tucked in between trees of the adjacent park area would encourage exploration & use of this area. Native species garden areas.

- Do not support additional traffic or parking capabilities in the neighborhood. Crescent road is one of only 3 access points in the neighborhood. Shutting off this access will increase traffic on the other areas, one of which is directly in front of an elementary school zone with many young children crossing.
- Need to consider accessibility of space for seniors and individuals with limited mobility.
- Share this beautiful view with all Calgarians and allow all people to access this road way. Driving home when you live in Rosedale, should not be considered a short cut. Focus is the view not reading plaques.
- The few residents of crescent road, (I am a couple of blocks away) do not want the local residents or anyone else to use "their" road as a shortcut or enjoy a points of interest at all. I enjoy leisurely strolls down the pathway. Closing the streets that I drive on to get home is ridiculous. I live on 6A street, the noise of vehicles and increased traffic is also concerning for us.... But, we haven't made a plan to continue calling 311 to close our street.
- Get rid of the dandelions and weeds growing in Crescent Park. Enforce the laws. Driving is also a way for people to enjoy and experience the area, especially older people and people with health issues. Allowing traffic along the road while enforcing the laws regarding safety would be the ideal way to continue Crescent Road.
- Again, ACCESS
- traffic access and parking
- Close this section yearly from April to October only to allow activities that require hard surface such as biking, roller blading, inline skating, scooter. Closing this section in winter just will be a waste. We already have a huge park for winter sports including cross country ski, skate, hockey.
- Keep cars, limos and motorcycles away. They have no place in a park setting.
- Less traffic. I support one way traffic on Crescent Road. Do not close the road completely.
- Love walking along my neighbour hood with my dog , dislike all the crappy looking (snobby localtraffic only) signs and barriers which makes me feel like I don't want to share my neighborhood with the city
- Elimination of cars! People enjoying the space from their idling cars, vehicle traffic, vehicle stunting, vehicles are the single biggest threat to reflection in this area.
- Why can't this be accomplished with vehicular traffic that is well managed?
- We need to keep in mind that this objective can't be met as long as criminal drug dealing and taking, cars and motorcycles spreading and stunting continue. This part of Crescent Road will need to be closed to vehicular traffic.
- Open to all the public to enjoy, not just those who happen to be fortunate enough to own in the area, including people with mobility issues
- Less car traffic is better!
- Wider walking areas, a few more benches. Please keep it natural.
- No motorized vehicles and specific space to sit
- People need to be able to drive there in order for this area to be inclusive.
- Concentrate on people not vehicles. The further people are away from their vehicle the nicer they are and the better for the area and each other
- "Bikes and pedestrians need separated spaces.

- Provide parking at a distance from the bluff top so cars aren't circling"
- Space without cars.
- How long you will ruin this area from a traffic perspective from keeping roads closed to cars.
- Less cars. Or even better no cars.
- Maybe to walk without any cars would be good
- Allowing the public to use a public road should be allowed. Allow cars to use the road so people can enjoy the view, take photos, walk , bike, have designated parking& enforce the law to support the residents who live along crescent road
- Those who are not residents of the area need to have places to park so they can access this view and use these green spaces in Focus Area #1.
- access is very important. On foot, by car, by bike, being able to get to the point of disembarkation from vehicle and then walk - not walking and walking and walking to get there
- Perhaps a guide (online or other) to identify where people could park cars, bikes, etc. if they commute to the area. It is nice to see people coming from other parts of the city to enjoy the parks and walking on the closed roads.
- Don't alter road access and enforce parking.
- What about parking so we can take those with limited mobility to enjoy the space.
- "Parking for all to enjoy the area
- Build awareness for the area"
- Please refer to previous comments on parking availability, traffic/law enforcement and garbage management. In addition, enforcement of noise bylaws would create a much more reflective environment.
- Just that you need to consider the ramifications of the actions. For example, when Crescent road was closed during the pandemic, every other street was much busier. Cars were flying through small residential streets with kids walking around. It was unsafe and not a pleasant experience for the residents. Not to mention it affected everyones commute. Driving into the neighbourhood became a chore because one of the best access points was closed. Just things to consider.
- Vehicle access and parking for all visitors so they can actually have reflective experiences.
- This area has been improved by the current closure and the traffic calming measures that existed when the road was reopened.
- Different types of seating would be great - benches, picnic tables, chairs. Plants and restoring the natural feel of the area. Places where it is quiet (hard to do there sometimes). Areas that are car-free
- Please keep Crescent Road open.
- parking space as well, cutting off the road means only the rich people on crescent heights rd will have access while many people will lose access to one the nicest parts of the city
- Cars would ruin any reflective experiences
- More seating, more trees, and no cars and motorcycles revving up and down the road and playing loud music.
- It's all possible now but traffic can be an issue
- It's already great. We just need parking so we can use the space.
- Don't close the road to traffic and stop cherry-picking on which neighbourhoods you want to save.
- Change it back!!!

- Less car traffic and motorbike (if loud) traffic so that it can be a calmer reflective environment. Sometimes, motorbikes speed up or trucks/cars pass with loud motor/engine or blasting music and this ruins the reflective/more human sounds.
- I DO NOT SUPPORT CLOSING CRESCENT ROAD
- NO CARS NO MOTORCYCLES
- Reflective activities would be facilitated by the elimination of vehicles and motorcycles and their litter and noise
- A quiet environment is needed through traffic calming or a car-free zone.
- Walking along the bluff to enjoy the view, a natural labyrinth for meditation in Crescent Heights Park, quiet activities - games, tai chi, yoga. Discourage noisy motorcycles and muscle cars, access for wheelchairs and walkers - possibly handicap parking close to the park? Partner with the church to use their parking lot? The City may have to assist with installing gates to reduce late night access. Better winter maintenance and lighting to encourage walking.
- The City of Calgary planning cannot destroy a pedestrian pathway of 11th Avenue to the playground for the purpose have last traffic on Crescent Road
- Less large loud party groups. Do not allow buses or large vehicles access to area except when required for physical accessibility issues.
- Open up park to tie with escarpment. Too many barriers between. Trees-sidewalk-parking-road-cycle path-protective barrier- gravel path - post and cable fence. Way better integration required. Should be designed as one linear park with full mobility at center. No cars. Path can be designed for service, maintenance vehicles and emergency access.
- Make it more accessible to all Calgarians,
- That the bluff, as pleasant as it was before the pandemic... is sooooo much nicer now that loud vehicles and motorcycles with their drug smoking occupants are not hanging out there. They can still come and hang out and smoke their weed but they should walk from the curling club or school parking lot. I am able to enjoy the bluff at later hours in the evening now as it is quieter throughout the day. There are still plenty of pedestrians but less vehicle noise.
- Places to park. Unimpeded roads, and better road upkeep and maintenance. Please plough and sand residential streets in the winter. Use sand, not salts.
- Make the area accessible for those of us with mobility issues. It's getting near impossible to walk up the stairs & hard to enjoy that area for those of us with mobility issues.
- Remove motor vehicles
- Faster vehicle lane ways
- No idle zone. Poop bag dispensers for dog owners.
- Like the first question, the most effective way to do this is to remove vehicle access and create access for multiple, alternative modes of transportation.
- Make sure to leave enough area for people who don't live in Crescent Heights to park to get there.
- Access to all no changes to the road
- There are not many roads allowing residents to enter Rosedale. I think it is important that Crescent Road still be available as an entry to Rosedale. Traffic on 13th avenue NW travelling west from 4th street has increased with the closure of Crescent Road. This is a problem for residents of 13th Avenue.

- Re open the road. Keep the extra bike path lane if you must (or preferably out on park side. Add speed bumps. Keep the soace assessable to non CH visitors. Find out who paid off city hall or druh Farrell to get this closed this year. Was rubber stamped without any community engagement. Farrell should not be allowed to vote on riding stuff in her last few months! She's catering to her rich friends. It's confusing. It's elitist and not the city I grew up in.
- "Take away any barriers. Open it up as it was.
- We have always enjoyed the view, walking along the bluff."
- The path on the south side of Crescent Rd. can become unpleasantly hot on summer days. A few large shade trees would help. Eliminating traffic on Crescent Rd. would create welcome peace.
- open for all Calgarians
- Leave road open for vehicles,
- More physical area needs to be taken over for these types of activities. Remove the metal guardrails which makes cars think they can speed along. Get rid of street parking so the space feels more relaxing. Idling cars and vehicle noise give places a stressful and no one enjoys exhaust fumes
- Open the road as a narrow, one way street
- Area #1 is not the only area of concern. We are now impacted by the closure and we are at 937 Crescent Road N.W. We have more traffic & parking for more than the allowed time, garbage left behind from people eating on the bluff. We have many problems with speeding around the bend west towards 937 and after heading west. It makes it difficult to back out of our driveway at times and it is dangerous. I would like to see speed bumps in this area and more enforcement for parking and speeding.
- We need to eliminate motorized vehicles in the area so people can feel safe walking and biking. This would encourage more families especially with younger children to use and enjoy the park if it's expanded to the Bluff to play family games
- Vehicle traffic negatively impacts the ability to enjoy these activities.
- Traffic Calming. Make people walk to the bluff. You enjoy the place and have a much better appreciation when you have to walk and observe the area rather than just drive through it. (Go read Edward Abbey... :))
- Can be very busy with runners. Add some areas so that seniors and others can read and relax. Also create free parking area for seniors and disabled so those on fixed income can enjoy.
- handicapped parking areas would help me access the area.
- Close the road.
- Shut the road down
- It is important to separate people from their cars and motorbikes. We have seen over two summers now how people, sans vehicle, act in a much more civilized manner than if they are next to their vehicles.
- "You have all the room you need for pedestrians and cyclists. Allow auto access and parking.
- You might build several 'viewing platforms' adjoining the existing pathways."
- Pull outs for cars to park

Other Ideas

- I like the area as is.

- All of the above can happen on the walkway on the bluff.
- Keep it simple.
- I don't feel it is necessary for the city to create areas that support reflective experiences.
- It is difficult to reflect in a busy/noisy area, so noise mitigation is important. Managing various (potentially non compatible) activities in the same area will be a challenge. We can't be everything to everyone, so some hard decisions will be required.
- N/A
- "It seems the city has chosen ""reflective experiences"" yet there could be others.
- What is unclear is: what is the problem that you are trying to solve? What is the evidence that supports that problem? This info is missing.
- Other missing info: who will use this area, where are they coming from, how will they travel, do they need to park vehicles, what is the impact
- If you are considering ideas for Crescent Park: how about fitness equipment in the SW corner of the park? Travelling skate park?"
- Plaques and Jenga / Bean bag throwing? Do they shut down areas in the South for this cause they have a view? Its a [place to walk and enjoy the view...
- There is nothing that needs to be done ... there are enough things to support reflective experiences as described already: benches, plaques, a place to walk along the bluff, etc.
- We don't support this initiative.
- What's wrong with how the area is now. Why is there a need for more? The attraction is the natural beauty and it seems you want to build it up with unnecessary infrastructure.
- it is well done now
- K.I.S.S. Keep It Simple Stupid ie leave it the hell alone and as close to natural as possible. Here's a unique concept: try to save taxpayers some money by not building infrastructure -- infrastructure that needs \$\$\$\$ annual maintenance or more.
- There are benches along the bluff already. I don't see them fully used at any time. You need nothing more to enjoy the view. It is there. Stop. Look. Sit. Signage/QR codes to identify the buildings/explain the skyline possibly.
- When I am out walking I honestly don't see so many people up here to warrant and whole bunch of these kinds of things being installed. I think people are using the space and enjoying it as is.
- The area does not need any special designation, or closure for Crescent Road-
- Such a great place to stop and relax. We do walk along both sides of Crescent Road depending on the weather and the dog activity.
- leave it alone
- You do not need to tell people to enjoy the view. They already do!
- It works the way it is
- the areas are already created!!! You have put in an adaptive lane which very few people use. People walking, jogging, running, biking in any other area of the city have been able to adapt and adjust to different speeds without requiring additional pathways to be built. Complete waste of money, plus it cuts down on available parking for people coming to the area
- NOTHING
- This survey is very biased and does not allow close to current state as an option.

- nothing
- I'm not sure
- This is a lovely spot for a walk and a pause
- Better integrate the design of the walk paths with the vehicle traffic. The area is already beautiful for reflective experience....and I'll say that that's its main strength. The vehicle closure really feels like a patch that needs a clear design to integrate a great asset that the city has with a nicely design space that allows to contemplate nature with Calgary's beautiful skylight
- Take inspiration from what cities do in Europe. No need to reinvent the wheel.
- Great as is. No changes needed.
- I don't think the area needs enhancements - it is a natural area to be enjoyed
- the road as it is
- An additional set of stairs.
- Once again, the area is great as is. Doesn't need anything else - maybe a few flowers.
- Keep it simple! Don't get carried away.
- There are already lots of benches. The pathway is busy only sometimes, it is often empty. I walk my dog along the Bluff everyday, twice a day. The Bluff tends to get busier on nice evenings and weekends. During the weekday it is very under utilized. I think it is important to look at the problems within the area and the times of day that these problem happen.
- This is not addressing the resident concerns.
- the previous development is fine
- Leave it alone
- stop wasting \$ on art that just gets vandalized
- The area is currently a great space for reflective activities for local residents. We don't need to draw more people into the area.
- Stop trying to change things
- See my response to the first questionnaire.
- "public art = garbage / eyesore / recycling material - no thanks !
- plaques are not natural materials . also no thx"
- We, who live in Crescent Heights and Rosedale have always enjoyed the view and walking on the Bluff. These areas are absolutely fine as is.
- Are you kidding me ... reflective experiences? Folks, this is really not a deep subject. Keep it real.
- Allow movement through the entire crescent. Treat it all as an entire experience because that is the beauty of it. It is not just one spot.
- Area should be inviting and open to entire city, not just few residents in Crescent Heights. We are alienating tourists to a gorgeous experience of Calgary.
- None. Leave it as a road and start to enforce the law against activities such as drug dealing and speeding.
- Because of the residential proximity, the focus should be more on contemplative, rather than noise-producing use and activities.
- "Really, nothing more needs to be done.
- With the view of downtown and the paths on the bluff, people will be able to have so many reflective experiences that they will put themselves into a catatonic stupor."

- All of the above.
- Again don't over for just because. Stop helping spaces that don't need your help
- "What people want. Listen to the neighbourhoods when they explain what they want & why.
- Leaving options wide open is not terribly useful if no decision has been made regarding closing or not of Crescent Road."
- most everything is there for passive reflective use except interpretive signage.
- Variety is important
- Park maintenance of historic planting beds, hedgerows as well as mature trees. Cohesive landscape plan that brings eyes into the park and focuses activities in areas that do not harm trees and hedgerows. Coordination of High School use of park space and facilities. Garbage management. Bench maintenance and hard surfaces in appropriate areas.

Do you have any additional ideas on how to enhance this space or is there anything else you want to share about improving the south side of Crescent Road?

Traffic Issues

- Use traffic gates to close area at night and potentially weekends but open to traffic during day
- Keep as many car free areas as possible. Kid friendly
- Less cars everywhere
- Close the road.
- Less cars the better. But I'm a biased - bike riding - resident of the area.
- Discourage vehicle traffic!
- Eliminate cars and you'll eliminate most of the problems. Let the area flourish by encouraging people to stop and stay and not just pass through on the way to somewhere without vehicles.
- The road closure makes this a much nicer place to walk. When it's open, there are lots of idling cars parked on the south side of the road.
- Allow traffic flow year round and short term parking all along bluff.
- Make use of the entire right of way. Bear Street in Banff is what the city should be aiming for.
- The options noted on the previous page are good improvements as long as the road is closed and vehicular traffic is not allowed. The improvements made recently really helped and the addition of items noted would only improve area use in a positive way.
- Was unable to rate the previous question. I believe that a dedicated bike/scooter lane is a great idea. I do not like the idea of closing the whole road there should be vehicular traffic on Crescent Road. I like keeping walking trail separate from
- A priority should be re-opening this area for traffic. It is iconic and for the enjoyment of all Calgarians. I have little empathy for the residents (being one myself) about traffic etc. ... that was known to all when they purchased property there.
- We in Rosedale and closing this road affects us greatly. Would like to see it go back to where it was. All of the entrances into Rosedale have restrictions on it and with the closure of this road makes getting home very difficult.
- I would prioritize pedestrians and wheels over vehicles. Separating pedestrians from wheels is ideal for flow and safety.

- There should be seating areas closer the bluff, walking areas behind the seating areas, and biking/scooters behind the walking areas. No motorized vehicles at all as they tend to park, leave their vehicles running (heat or A/C) and pollute the space.
- It is great already! Do not close it to vehicles
- Remove vehicle access.
- Close the road permanently
- My preference would be to give more room to pedestrians and cyclists over cars. Making crescent road a one way street with reduced parking would be one way to accomplish this.
- You need to allow vehicles to continue to move through the area. By all means, slow them down with speed bumps or other ways, but it is a road and having it closed creates dangerous situations on other nearby roads.
- Less bike lanes and better vehicle access
- The goal here again, is to keep people moving thru the area. It is a residential area with limited parking. Creating a space that invites people to drive to the area for a long term stay will create more problems for the resident of the area.
- Don't close this to traffic; avoid making this an exclusive street just for the people who live on it; Keep it open and easy access
- it is working fine ... thank you for listening
- NO CARS!
- The cars were able to park and drive before the new fences were put up. The pathway was cleared well, before the fences went up. Bicycles are to ride on the road not on the pathway. Cars and bicycles share the road.
- Please remove vehicle lanes and access. This should be a pedestrian/wheeling space
- One guy beside the church has slowly co opted the entire road. Got the 4 stalls closed, then the space in front of his house. Then entire road. Howwww? Reopen parking. Let others enjoy it. Police more. There. Problem solved.
- Please don't obstruct roadways or limit public parking. All Calgarians deserve access to all public areas and roadways.
- Close the entire Road to mechanized vehicles. It should be for walking. If people want to scooter or bike, do it two blocks north. People can park at Sait or NorthHill Mall and walk. Crescent Road is a beautiful area, please ban cars, and motorcycles
- Restore Crescent Road to the original state-a road, open to vehicle traffic, open to park. People have been walking on the path for years. Don't ruin and pollute the natural landscape to amuse people Don't change what should be left natura
- You are on the right track if you limit vehicle parking and idling. Make it a 100% idle free zone if we have to have non resident vehicles moving or parking here. Prefer to keep it closed to motor vehicles though.
- Vehicle access needs to be maintained.
- No cars.
- Something so loud vehicles are not nearby - maybe should have mentioned that earlier. Massive speed bumps or something.
- Keep the area open to all citizens of Calgary and don't close it off for only residents.

- The area should be people focused not vehicle focused. Ensure night time activity can be well managed to mitigate party & noise issues. Encourage respectful behaviours through design.
- Don't shut the road down to traffic.
- I want to see Crescent Road remain open to vehicles---other amenities and enhancements (benches, other things) I don't have a strong opinion on. But the road this past winter with the mickey-mouse lane for walkers etc was very ugly and dangerous.
- Limiting traffic - as it is currently - has been amazing, let's keep the cars out so everyone can safely enjoy the view and park!
- Close to traffic
- Restore the lane on the road to facilitate traffic and parking. Pave the pathway along the ridge for pedestrians and cyclists.
- I am not supportive of any road closures. A few rich people want all the benefits of their locations while expecting the city to fix the associated issues. Road closures do far have simply pushed the problems into neighbouring streets.
- Please keep Crescent Road open. Traffic, parking, driver behaviour issues should not be diverted to adjacent residential streets.
- Yes, remove the adaptive lane and allow cars to drive on the road. There is already a path on one side and a sidewalk on the other. Crescent Road is a conduit to connect the east and west sides of the community and should be returned to that purpose.
- The road is fine the way it is. I have lived in the community for over 20 years and feel that the area is visited and enjoyed by many. All the complaints that are happening should be dealt with by CPS, not closing streets and limiting traffic.
- Keep the road open and ensure there is parking along the road so that people can access this road
- Want to see parking for non residents. And traffic flow to support events
- Vehicle circulation is key for the residents and anyone wanting to drive by and see the view. Parking isn't necessarily needed but if you take away parking then there should be increased restrictions on nearby streets to limit them getting too busy.
- do not make it hard for ALL citizens to use what is a great view which is NOT owned by the residents. Allow vehicles.
- The city needs to put traffic calming speed bumps & traffic circles. Allow cars to drive along the bluff but control the speed with large speed bumps. DO NOT close the road to cars. A group of CH residents are taking away options of accessing Rosedale
- Restricting traffic on Crescent Road will increase the burden on 13th Ave, where I live. I don't support this.
- Anything that gets rid of the cars and motorcycles makes it better for people since the closure there are more people doing more things and more children than there have been in the last 20 years
- Less cars
- please, please, try to keep cars off! They were terrible in the spring this year - lots of speeding.
- I think this adaptive lane is no longer necessary and the closure isn't either. Memorial Drive is open. It messes up parking, makes it hard to drive both ways on Crescent Rd. There are not enough people using the path to warrant separate bike and ped lane

- Close road from May to early September. In that period outside visitors overwhelm the road, with parking problems, excessive noise of cars racing, loud music played from cars. Open the road from September to May. 30 km speed limit maintained.
- I really liked how the road has been blocked for drivers and the adaptive lane for space- felt much safer running and walking. Would like it stay past COVID
- Once again no cars between 2 and 3 street. Keep the walking lane to
- Please stop vehicular traffic in this area.
- It should not be closed
- The adaptive lane was a good addition , but the road should still be open. It is very hard to enter, I would say dangerous at the east end both because of all the unnecessary road blocks at the end of first street and no opening on the adaptive lane at th
- remove street pavement between 2nd and 3rd street NW, and expand the park area with proper landscaping to the edge of the bluff
- Keep it as natural as possible. Open Crescent Rd up for winter drivers but keep it closed for pedestrian use the rest of the year. Keep the adaptive lane in place to slow traffic.
- Happy to add trees, plantings and more green space. Do not want the road closed.
- I don't want to eliminate cars completely but what about very narrow one way for vehicular traffic?
- I believe this space is best utilized by those accessing the area foot or non motorized vehicles. After living in the area for over 8 years, I'm convinced the majority of citizens whom harm or disrespect the area, are there by ease and convenience, drivi
- Make road one way and reduce long term parking with no parking after dark
- I think we need to focus on the south side pathways. They are consistently used by fitness enthusiasts.... Let's focus on health... widen the path, get an extra set of stairs down to the river...leave it open to vehicular traffic. I am always walking on icy
- widen the paved road that comes up from memorial, have the closed area for wheeling at all times of the year. we get chinooks lets take advantage of our blue skies to be outside on our bikes or scooters or skateboards
- I think what's been done is great, extending the park would work as well. I just hope that the roads remain permanently closed, there's a lot more smiles on the road when it's closed.
- Don't close the road to vehicular traffic. It's an extreme measure that favours few and will have grave impacts. It needs to be accessible to all. Explore traffic calming options, better lighting for visibility against crime, quiet hours on the street
- It is critical that we keep it open for traffic which keeps it accessible to the greatest amount of people
- The adaptive lane is essentially not used since late June when the lock-downs ended. The lock-down times were super busy up there, but since then its been very quiet. More garbage and recycling bins, and more parking are need. This is a road and should be
- Car circulation should not be cut off on a year Round basis
- Keep the road open to traffic
- This should not be a road to close down. That is purely ridiculous. As a resident, close it down for maybe 2 Months on the Summer for walking only. That's it, thats all that makes sense.
- the focus of this study is bias as it ignores the impact on cars
- It's a road. Please keep it a road.

- See response above regarding vehicle access along Crescent road
- Leave the road as it was. Open to the public. Enforce the rules and regulations in place. Maybe add washrooms.

Parking Concerns

- Allow more cars to park to encourage all Calgarians to use the space
- More parking would be great. Angled parking.
- This space needs to be accessible to all. Closing the parking has closed out many minorities who previously came to enjoy the park and would use the parking. Any upgrades need to be inclusive of all
- Make the road one way and narrow, and restore short term parking
- Allow traffic flow year round and short term parking all along bluff.
- Accessible parking in a couple of locations
- Adding free parking for disabled and seniors.
- I am sooooo happy walking up there when there aren't people parked, idling their car and being obnoxious/loud. It is such a pleasant space to enjoy the view when people aren't revving their engines and pumping loud tunes annoying the rest of us. NO CARS!
- Build a dedicated handicap only parking space and eliminate street parking completely. other vehicles can park in section D.
- Make sure there's enough parking for people who don't live in Crescent Heights to get there.
- Parking is a great idea. But where?
- Please preserve free parking.
- Please don't obstruct roadways or limit public parking. All Calgarians deserve access to all public areas and roadways.
- You are on the right track if you limit vehicle parking and idling. Make it a 100% idle free zone if we have to have non resident vehicles moving or parking here. Prefer to keep it closed to motor vehicles though.
- In the most part, I'm okay with the way it is. I'm not a driver, but I do feel that it was unfair to remove parking for those that need it. The parking removal sounds like a Druh Farrell initiative. Keeping her out of this process should be a priority.
- You could turn the existing parking into a motorcycle only area, as it is a popular and desirable area for motorcyclists from all over the city to gather.
- This should be a space where outdoor enjoyment is prioritized. People often park here and idle their cars to see the view, which is noisy and polluting.
- Less car parking around the area to allow for more people to walk around/cycle/scoot. Please fix the entry/exit ways for the paths as some areas are too narrow and have lots of traffic conflict (people/cycling/scooting).
- Would love to see paid parking to help fund enhanced maintenance.
- I think visitors should be encouraged to park a block or two away and walk to the ridge; there is plenty of street parking within a few blocks.

- Stop taking out all the parking so people can actually access the park with their strollers and kids. We need to have parking to use the park. Don't limit vehicle accessibility or then it is only useful for a much smaller portion of Calgarians
- One way road with angled parking in front of the Church. Best way to park the most vehicles.
- What are you going to do about parking issues? There is nothing worse than coming home and having to park down the block and having to lug stuff back and forth.
- Parking nearby is important (perhaps along the west side of the park?) but not along McHugh Bluff
- Restore the lane on the road to facilitate traffic and parking. Pave the pathway along the ridge for pedestrians and cyclists.
- Add compost bins (for dog poop and food waste). Add parking areas adjacent to this area so people can enjoy the bluff without driving through it (ideas are to extend the free parking times to 4 hours, or have signage to existing parking spaces)
- Take out the bike lane and restore visitor parking. North side of road for resident/guest parking only.
- During covid I have been using path to walk and destress myself but ever since the bike path installed and roads have been closed and now can't even park around it makes me so upset! I want my street closed as well because motor bikes racing the street!
- Want to see parking for non residents. And traffic flow to support events
- Bike racks must be functional and parking should be limited to those with disability plates
- There are enough places in this city to park a car, do we really need spots along such a beautiful escarpment? How about people park and walk a block or two?
- Leave the path way as is, very functional all year long. The temporary paved bike path is difficult to clear in winter and should be dismantled. Parking should be allowed on one side of this road.
- Cars should not be allowed to drive to or park on the south side of Crescent Road NW. It is conducive to people sitting in their cars, playing loud music on boom boxes and drug dealing.
- I am curious how the local residents feel about the space. I live inner city SW and it's a struggle many times for parking due to proximity to 17th Ave.
- Having no parking/stopping on the south side of Crescent Road has been an improvement. Remove the permanent barricade, replace it with paint, and then enforce the no stopping.
- Need to manage the accessibility of this zone for current residents. Parking is a huge issue as is vehicle circulation for residents. Any historical plaques need to be inclusive and developed with Indigenous peoples, and the City Archives.
- I do not like the new path that was added and the reduction of parking. I agreed with a closure in early covid. A dangerous situation had developed. Parking allows people who can't walk to access it. It is desolate at times due to lack of parking.
- Do not allow parking or idling for vehicles. This is the late night activity that creates an unsafe environment for anyone in the vicinity. There is a real lack of empathy by some users in cars and they don't recognize that this is a residential area.
- If considering parking spaces please consider handicapped spots to facilitate access to the potentially closed blocks.
- No parking on the south side of Crescent where there's till vehicle access. Increase greenery + more planters to make the area more welcoming. Have CPS on bikes and horses in the park and McHugh Bluff. Their presence is needed due to unsavoury ppl.

- No vehicle parking.
- The recent change to no parking on the south side of Crescent Road in Focus Area #2 has been a very good thing.

Quality of Life and Quality of Space

- The temporary area for bikes and walking is too wide in this area! Larger and does not work with a parked vehicle and two lanes. Reduce the width to the Rosedale size. Need to have parking to keep this area active and support the other activities.
- This should be open to all calgarians.
- Lots of weeds growing through the sidewalk which would look better if gone. The street lane is typically used for “wheeling” but is very narrow at spots.
- the temporary label has been great for allowing more distance from bike/wheeled users when on the gravel path.
- Stop using herbicides on trees & bushes. Plant more trees & bushes. Pull up nails formerly used to hold down ground fabric. People trip on them. more garbage cans. Leave the lane on the road for bike riders & wheeling & path for walking.
- I liked having an offleash area for dogs but bikes and runners made it difficult. Bikers should have a speed limit and it should be enforced. You need more space here to answer the question, but don't get crowds here to destroy the peace/beauty.
- We live directly across from the enhanced lane....it's a great addition to our street. Yes please add garbage bins and enhance the greenery.
- If vehicle traffic is allowed, it should be one way, with the adaptive lane and parking on north side it's hard for two-way traffic to pass each other
- If the width of Crescent Road is lessened, as it is now with the extra walk-in lane, and there is also traffic allowed, the road needs to be either parking free, or one way. There is not enough space for 2 way traffic, parking and a walking/biking lane
- This should be made one way with residential parking only...so people can't park in their cars at all hours of the night. Enjoy the view as pedestrians or biking. Bike lane is too narrow for families and many bikes and walking. Should be separate
- I think separating wheels and people is the most important part of this. The steel barrier could be removed and then a paved bike path with separate paved people path. Along the top of the hill only.
- Widening and beautifying area like in eau Claire, Chinatown and east village
- Keep the area free of snow and ice. It was horrible last winter
- This space needs to be accessible to all. Closing the parking has closed out many minorities who previously came to enjoy the park and would use the parking. Any upgrades need to be inclusive of all
- The adaptive roadway is a great step towards encouraging faster modes (bikes, scooters etc.) and people passing through to stay more separate from users who are moving slower or stopping to enjoy the area. Please make this permanent in some form!
- If we aren't willing to reclaim space from vehicles, get rid of the curb between the adaptive lane and the grass. Make it feel less temporary and more planned. Make it easy to move between paths (no curb)

- I travel on Crescent Rd almost daily. I don't use the adaptive lane because: The road isn't level - it slopes toward the curb and makes walking difficult. It is clumsy trying to avoid pedestrians in the confined space when cycling. I choose the road.
- It's gnarly biking there right now. I like the focus on accessibility but please make a permanent bike route with safer connections. This is my path to work and it can be treacherous.
- We currently have a big issue re accessibility to people outside the community. The current closure and signage makes it difficult for people to park at the bluffs, limiting access to the more well to do folks who live in the immediate area.
- Note where traffic is today and have trail/pavement ... many people today cut across the grass and create their own paths ... the path down the hill is a very congested area, so some way to create a calm way for all types to enter would be appreciated
- Any improvements have to be maintained. Also need to be coordinated with other community paths and street furniture throughout the park and maybe even along 12 and 16 Avenues. Kind of hodgepodge now.
- More rest stops or view points on the stairs so people can pull off reduce conflicts and catch their breath
- We use this area to commute and there is no clear path from the sidewalks on 1a street to the pathway and often cars do not see us crossing with small children.
- Make the road one way and narrow, and restore short term parking
- I wonder about plantings or art in the middle of the road which would slow down traffic (i.e. cars wouldn't be able to race if there were obstacles in the middle of the road that they would have to drive around)
- The gravel path was a bad idea from the start. The gravel spreads to the paved sections of the path and acts like ball bearing when it works it way on to the downhill sections of the paved path. It looks untidy and doesn't drain properly after heavy rain
- Remove the ridiculous "adaptive/ wheeling lane". There is a sidewalk on the north side and a path on the south. To decrease the crime, we should be dissuading people from coming to the area, not actively courting them to come.
- If this includes the stairs, the stairs need to be two way, or there should be two sets of stairs.
- Narrow the road to one lane and widen the remaining area to include plantings and more space for walking and cycling. The current adaptive lane is confusing and dangerous for cyclists because there are curbs on both sides and there are conflicts
- Better surface so it doesn't get muddy or icy. There are time of the year I can't walk there because it is hazardous add so ow lsley on the off leash dog park section. I would appreciate no bikes down on the off leash section. I know commuters use this!
- Police presence during the evening and nights to make the area safer and more enjoyable
- Better snow clearing in the winter
- Combine the adaptive and gravel path to make a wider permanent pathway, one way traffic on Crescent Road, resident parking only in front of residences
- Was unable to rate the previous question. I believe that a dedicated bike/scooter lane is a great idea. I do not like the idea of closing the whole road there should be vehicular traffic on Crescent Road. I like keeping walking trail separate fro

- The bike lane is a bit tricky to maneuver on and off by the church and to go down the paved path. I think this could be improved once we build the Green Line bridges and redirect commuter bikes and scooters away from peds.
- its currently bottle necked at top of hill
- Maintain what is there and increase maintenance with increased use
- no thx to paved bike paths - dont need bikes traveling @ 40+km/h. the gravel path serves as a bike speed deterrent.. also bike racks & more seating encourages more loitering , which i dont like .. be active, keep moving
- I would prioritize pedestrians and wheels over vehicles. Separating pedestrians from wheels is ideal for flow and safety.
- More surveillance of area activity to reduce disturbances.
- Build a dedicated handicap only parking space and eliminate street parking completely. other vehicles can park in section D.
- the change to gravel was terrible. it can't be properly cleared in the winter so it stays mostly snow covered and then gets icy. Inthe spring it turns into a wet mess as the gravel is poor for drainage as well
- Gravel pathway creates accessibility concerns even for the able-bodied during winter. Winter pathway on the road was great until melted by chinook creating more icy areas. Improving the south of crescent road for winter use for all is key
- the bike lane makes it very hard to get two cars passing on the road with street parking. also it looks horrible with all the stuff installed painting lines/blocks/bollards/traffic devices
- My preference would be to give more room to pedestrians and cyclists over cars. Making crescent road a one way street with reduced parking would be one way to accomplish this.
- You need to allow vehicles to continue to move through the area. By all means, slow them down with speed bumps or other ways, but it is a road and having it closed creates dangerous situations on other nearby roads.
- While this area is a high congestion area for walkers, runners, cyclists and other casual users, it is also an exit and access point for residents and vehicle access needs to be retained.
- Its busy. Space or shapes in the cement to help direct traffic would be great.
- Improved/expanded winter maintenance in this area is critical. I'm in my thirties and fit and I have fallen on packed snow/ice in this area countless times, and in one case was fairly seriously injured.
- Big groups with loud music, bringing 2 foot high portable speakers, smoking marijuana while people jogging by. This is the concern
- Please don't obstruct roadways or limit public parking. All Calgarians deserve access to all public areas and roadways.
- Get rid of ugly street barriers!
- As I walk my dog along the ridge, I would like it to remain a packed gravel path that the city does not use salt on. Salt burns dogs feet. You could keep the current road sections for bikes, scooters etc. and the packed gravel pathway for pedestrians.
- Please keep access to the trails to ride down to Kensington
- Speed bumps if speeding traffic is an issue?

- Enforce laws regarding smoking pot in public and impaired driving. Many drivers smoke pot in their cars along the south part of Crescent Road, especially in the evening. This results in a large number of impaired drivers, which makes me feel unsafe.
- Traffic calming and waymarking
- People on wheels, which I take to mean bikers, should stay on the road, not the walking path.
- Give the pedestrians the path with the best views. In other areas of city you designed it for the bikes to get views. This is wrong.
- Not a high use cycling area and mostly families with young children that bike so multi use pathway might be adequate. Better access and landscaping for pedestrians at east end.
- There is already a paved space for wheeling-the road.
- The current state is confusing for people and it would be ideal to mark the bike/wheeled traveler path and the pedestrian path. It would help to have designed areas to sit/hang out that don't impede walkers and runners.
- This area is a high density area where vehicles, pedestrians and bicycles/scooters intersect. Safety measures should be considered (e.g., speed bumps) to slow down traffic and enhance safety for all users.
- Way better winter maintenance including snow removal.
- I like the adaptive lane - I have seen a lot more wheelchair and walker users. Need more garbage receptacles and more frequent pick-up. Not the job of early morning walkers. Separate lane for bikes. Even with the rode closed, bikers are using the sidewalk
- Needs traffic calming to ensure it remains quiet, and police patrols to ensure it is safe.
- Currently separate lane is not as efficient- too tight for bikes and walker
- Separate paths for walking and wheeling is excellent for reducing conflict. Year round maintenance is important for keeping the spaces safe and encouraging use. This is an important route for commuting to downtown by bicycle or rollerblades via P Island
- The area of the road that is currently marked off with semi-permanent markers, has a slant to it since the road is crowned. For me since I walk with a cane the slope makes it difficult for me. My choices are the centre of the road, the path or the sidewalk
- remove the temporary path on the road way and pave and widen the existing gravel pathway area from 1st street to 10th street
- Maybe it would be worth getting the CPS to do some actual policing, and I do mean policing not law enforcement
- Lots of space already with the gravel path, road walkway and sidewalk across the street. The walkway on the road severely impedes traffic esp in winter when there's snowbanks on south side & parking on north. Get rid of the road walkway-few use it anyway
- Something so loud vehicles are not nearby - maybe should have mentioned that earlier. Massive speed bumps or something.
- Widening the pathway would be good. A LOT of people use it, whether on foot, biking, or who have mobility issues. There are also a lot of vehicles - parking and speeding is an issue.
- A slightly wider path going down the hill would make it easier to pass people when on a bike.

- Just that I mostly use the area as an active person, but the parking and seating is essential for those with less mobility. It's a great place to bring my 97 year old grandfather for a coffee. Maintaining/improving accessibility is key.
- **ACCESS FOR ALL CALGARIANS - SHOULDN'T BE EXCLUSIVE**
- The adaptive lane doesn't work....existing path is wide enough for pedestrians and road can safely accommodate cyclists. Gravel is effective for walking path most of the year. Don't want to add high snow removal costs.
- Keep the area open to all citizens of Calgary and don't close it off for only residents.
- **PAVE THE PATHWAYS**
- Traffic calming; I've witnessed many motorcycles on the walking pathways, make it difficult for motorbikes to access gravel path. Having a place where kids can play. Keep it natural. Don't interfere with the view.
- Less car parking around the area to allow for more people to walk around/cycle/scoot. Please fix the entry/exit ways for the paths as some areas are too narrow and have lots of traffic conflict (people/cycling/scooting).
- The area should be people focused not vehicle focused. Ensure night time activity can be well managed to mitigate party & noise issues. Encourage respectful behaviours through design.
- We feel that Crescent Rd. should be as it was, without the bike lane as most bikes still go down the middle of the road. We are really opposed to all of these changes to Crescent Rd. It is really only pleasing a few privileged few who live in the one area
- Get rid of the current walled off bike lane. It is dangerous and is an obstruction all year round
- ban electric scooters (dangerous to strolling and limited mobility persons)
- The temporary bike lane as it is now is a bit inconvenient: not wide enough for a cyclist to easily pass a mother pushing a wide baby carrier, and with the barrier, hard for either of those people to move out of the lane for a moment if necessary
- The last pathway improvement seriously underestimated the users. Need maintenance free materials that can withstand many users. We need maintenance for benches, trees and historic plantings like the flowerbeds and trees
- One way road with angled parking in front of the Church. Best way to park the most vehicles.
- This was an excellent road with width for cars to pass, for parking in areas and with lots of space to have dogs off leash. Now the lane for wheeled vehicles is a menace as it slopes to the curb and when icy is treacherous. The snow is not cleared
- I want the walking path to remain gravel
- The width of the current adaptive path should be considered. I feel automobiles should be permitted and if there is two way traffic there needs to be sufficient width. This is currently not the case for many areas where the path is installed
- Plant shrubs(caragana/lilac) birds etc love the shelter, not trees block views, benches CANNOT be directly across a residence, likewise garbage bins. , noisy etc at night
- The adaptive area is unpleasant to walk or run through. If you run through it you are running on an angle due to the drainage on the road. It is not wide enough to walk in unless you are on your own. I do not ride the, not enough space with the pedestrians
- It works the way it is 3 lanes to walk or bike

- Cars are too loud and obnoxious here for everyone moving in the area. Headlights disturb people at night. Loud exhausts disturb people at all hours. Paved path required for scooters and even bikes. Current wheeling/walking lanes are not wide enough
- Restore the lane on the road to facilitate traffic and parking. Pave the pathway along the ridge for pedestrians and cyclists.
- It is already a great area , if residents are complaining about speeding traffic & stunting then put in speed bumps
- Clear wayfinding/signage on expanded lanes to indicate speed, direction, etc for circulation
- More speedbumps so that all vehicular traffic is slowed. It may also limit the motorbike stunting that tends to concentrate in this area.
- Yes, remove the adaptive lane and allow cars to drive on the road. There is already a path on one side and a sidewalk on the other. Crescent Road is a conduit to connect the east and west sides of the community and should be returned to that purpose.
- It is a nice natural area that really needs nothing else. The gravel pathway is fine and I can't believe the amount of money that was wasted last winter for snow clearing in the new separate laneway on the roadway-snow on the road melted and iced the path
- Maintain the current adaptive lane rather than allow parking on the south side of Crescent Road.
- The slippery paths below this spot in winter could be better cleaned from now and ice
- paving the area here is not necessary. Plus all the water will need to go somewhere, creating a larger project then required. gravel works fine,+ you have bottlenecks at both ends so a split pathway seems overkill in this area. not a commuter network.
- More police presence needed in the evening. The criminal misuse of this area is distressing to nearby homes, and unfair to all of us who pay taxes here.
- Currently cyclists go wherever and ignore the separate lane- you should go and observe.
- traffic calming measures such as speed bumps, if we continue to have traffic in these areas. regarding parking. I'm concerned that if we don't allow it, the side streets will get more traffic.
- As a site where the various uses intersect, there is often confusion about what users can expect of one another. Some signage to direct people, clarify right of way issues, etc. would ease tensions.
- Improve the surface of the walking trail. Not maintained and degrading to mud. Separate motorized scooters bicycles a
- The gravel trail must be maintained as a gravel trail for the many residents who walk their dogs there twice a day. Parking should not be allowed on the south side, as it impedes the beautiful views of the cityscape and mountains.
- Widens bicycle and skating lanes
- Public access is important. The local community seems to be looking to restrict the area. Most if not all people living on that street knew what the street was when they bought there.
- Enhance for whom? the Crescent Hts residents who want to restrict cars/behavior that disturbs them?
- The effort to rejuvenate pathways is admirable, however fitness enthusiasts continue to make their own pathways and degrade the bluff. Need more monitoring of 'offroad' foot traffic. I would support plantings that would secure the bluff with their roots.
- Separated cycling would be amazing to avoid conflicts

- The adaptive roadway is narrow in some parts and not well maintained in the winter. Safety is my biggest concern. Dangerous when I walk with my young family and a bike comes up behind. With barriers on one side and traffic on another, can't get out of way
- do not make it hard for ALL citizens to use what is a great view which is NOT owned by the residents. Allow vehicles.
- The city needs to put traffic calming speed bumps & traffic circles. Allow cars to drive along the bluff but control the speed with large speed bumps. DO NOT close the road to cars. A group of CH residents are taking away options of accessing Rosedale
- Redesigning and widening the north sidewalk could help move pedestrian traffic to that side of the road. Please consider regular annual maintenance of the south crushed gravel pathway. It could help make user experience more pleasant especially in wet cond
- Similar to previous answer. Would like to remove railing, add plants and pave the south path for better access. Would want adaptive path to be pedestrian only. No reason bikes should be there as block strollers, etc.
- The existing gravel trail is not acceptable. It is dirty and dusty in Summer and cannot be plowed in winter. It should have been paved. The adaptive pathway is dangerous at various times of the year. Snow at fence melts runs to gutter ices the walkway
- Grooming of paths
- Adaptive lane can be crowded with pedestrians and cyclists in a limited space (curb on one side, barrier on the other). Snow/ice build up in spring limits room and creates hazards.
- When the walking path was added, which seemed like a good idea, it is actually a more dangerous road to drive as now the road is too narrow for two way traffic and it is a hazard.
- It needs to be inclusive so everyone can enjoy it.
- Potential for 1 way traffic only. Residential parking on north side (enforced) visitor parking on south side.
- Leave the path way as is, very functional all year long. The temporary paved bike path is difficult to clear in winter and should be dismantled. Parking should be allowed on one side of this road.
- Please make the road a one way per previous comment
- I think this adaptive lane is no longer necessary and the closure isn't either. Memorial Drive is open. It messes up parking, makes it hard to drive both ways on Crescent Rd. There are not enough people using the path to warrant separate bike and ped lane
- If no traffic then remove car barriers
- I think if Calgary would like to continue to allow escooters, it needs to add a separate lane for them and ask companies to educate the riders about polite+pedestrian friendly etiquette/behavior. I like them, but not everyone rides carefully.
- Wheeling, walking and dogs off leash don't mix. Please separate!
- Take out the bike lane that was recently put there it makes the road so crowded or expand the road for parking
- Please do not pave the gravel pathway. It encourages speeding cycles on it and reduces the feeling of walking in a natural area. Create opportunities for people working out that does not interfere with more passive uses. Do not over light a natural area

- Designated area for scooters to park. Riders often block the path making it difficult for other wheeled users to navigate.
- There's a bit of gravel you have to cross if coming up the path from center street to get on the road. For bikes it might be better if this is paved? Although I do like the gravel path along the ridge for running as it's easier on the knees!
- always remember that this is a neighbourhood and these people should be able to enjoy their backyard without major noise and disturbance
- The adaptive lane that was recently installed is poorly conceived and un-attractive. It is too wide causing traffic problems for residents and visitors. The intent is good.
- The recently permanent bike lane on the south side of the road is a brilliant solution - it has reduced traffic speed, created safe biking.
- Take the pedestrian & wheeling traffic off the road. Widen or provide 2 separate paths for this use. Allow vehicles to park short term along the South side of the road.
- Present wheeled lane road is on a slope and dangerous in wet/snow/ice conditions.
- We don't need the adaptive roadway post pandemic. We still see cyclists and walkers using the road and it is very rarely full. There is enough space on the gravel and sidewalks.
- The adaptive space is great but needs to be bigger and more expansive
- Keep it as natural as possible. Open Crescent Rd up for winter drivers but keep it closed for pedestrian use the rest of the year. Keep the adaptive lane in place to slow traffic.
- Definitely paving it and having more ramps onto and off of the road in that area
- I think this depends if the intention is to close the road. Ideally I think it should be closed during the summer so people can enjoy the space. The new lane is causing conflict between drivers who don't have space to pass and is very rarely used
- get rid of the bike path as there is plenty of walk paths without being on the road
- There is already so much going on in this space. People running on road in groups. Vehicles (sometimes). Bikes. Scooters. Prams. Dogs off leash. Photo ops. Exercise. The area needs structure and continuity to help everyone enjoy the space safely.
- Enhanced police presence
- I don't want to eliminate cars completely but what about very narrow one way for vehicular traffic?
- Remove the present rubber curb. Snow beside it melts and flows down to the curb which makes the path dangerous for many months. Many cyclists do not use the lane. Walkers often prefer the path as it is flat.
- I believe this space is best utilized by those accessing the area foot or non motorized vehicles. After living in the area for over 8 years, I'm convinced the majority of citizens whom harm or disrespect the area, are there by ease and convenience, drive
- slow down traffic with speed bumps
- enforcement of bad behaviours.
- Do not allow parking or idling for vehicles. This is the late night activity that creates an unsafe environment for anyone in the vicinity. There is a real lack of empathy by some users in cars and they don't recognize that this is a residential area.
- If considering parking spaces please consider handicapped spots to facilitate access to the potentially closed blocks.

- No parking on the south side of Crescent where there's till vehicle access. Increase greenery + more planters to make the area more welcoming. Have CPS on bikes and horses in the park and McHugh Bluff. Their presence is needed due to unsavoury ppl.
- The current steel rail separating the bike lane and the gravel path is unnecessary and potentially dangerous if a bike falls on it. Totally unnecessary !
- change traffic to one way, narrow road, limit speed to 20-30kms
- I am concerned about the road width being too narrow due to the added adaptive lane. During Covid lockdowns I understand the lane; but now that lock downs are over I believe the lanes time has passed. It sees little to no use any longer.
- The closure of area 1 has caused an increase in vehicular traffic, which means more speeding and less safe streets in the surrounding communities. I suggest reducing speed limits to 30 throughout the communities and including more speed bumps on all roads
- Make road one way and reduce long term parking with no parking after dark
- Cyclists can also use the roadway. Pave the trail and use the adaptive space for wheeling slowly
- I think we need to focus on the south side pathways. They are consistently used by fitness enthusiasts.... Let's focus on health... widen the path, get an extra set of stairs down to the river...leave it open to vehicular traffic. I am always walking on icy
- widen the paved road that comes up from memorial, have the closed area for wheeling at all times of the year. we get chinooks lets take advantage of our blue skies to be outside on our bikes or scooters or skateboards
- Not really an additional idea, but I would like to acknowledge that I have noticed how tricky the paths here are to traverse in the winter! Quite slippery, and can get very muddy and messy right around where the path curves West down the hill.
- The extra lane created for pandemic distancing, could be re-designated as a bike-only lane while still preserving the road for vehicles. At the same time, this - and the pedestrian pathways do need to stay cleared in winter, potentially quite dangerous.
- Majority of people are commuters, dog walkers, joggers and using stairs for exercise. Look at enhancements in these areas.
- Don't close the road to vehicular traffic. It's an extreme measure that favours few and will have grave impacts. It needs to be accessible to all. Explore traffic calming options, better lighting for visibility against crime, quiet hours on the street
- It is busy, so anything that rolls - bikes, scooters, etc. need to be out of that pathway. The density is not conducive for safe usage by all citizens.
- Adaptive lane installed on Cres Rd south side wasn't needed. Vehicles should be allowed to drive/park on both sides. Parking enforcement/police could monitor this. Gravel path is wide enough for walkers/activities. Dangerous for drivers with narrow road.
- Maybe signing paths as "bike only" or "not for pedestrians" would help the flow of wheeling traffic and prevent collisions
- Install handrails on diagonal paths from Crescent Road to the bottom of the hill as it is very slippery in the winter, OR make it into a slide.
- Just want to make a plea not to make the area such that seniors with walking difficulties can't get to it. This is the most beautiful view in Calgary and must be accessible to all Calgarians

- The adaptive lane is essentially not used since late June when the lock-downs ended. The lock-down times were super busy up there, but since then its been very quiet. More garbage and recycling bins, and more parking are need. This is a road and should be
- Remove the adaptive lane and allow short term parking again
- Paving the gravel path
- My concern about wheels is more accessibility for wheelchairs and the elderly, not necessarily bicycles.
- Snow clearing has not been top priority for the walking path(especially if it means changing from a permeable surface)as there is a sidewalk on the other side of the street for commuters.
- Blocking off with gates at 7th Ave and Center Street NW (and NE), it's a dangerous intersection and turning left coming north or south at that intersection is dangerous, I have seen at least 2 collision in past 2 years. It's safer to access @ 8th
- I think the set up is fine now with the adaptive lane. I walk my dog here multiple times a week. There isn't that many bikes at all and so I wouldn't build an additional paved path to accommodate bikes/scooters...etc...
- How about removing the adaptive lane, widening the walkway on the north side of Crescent Rd and widening the boulevard on the north side of Crescent Rd to make the roadway narrower.
- The added pathway is confusing, who is meant to use it? People or bikes? If kept, pls. make this clear and provide parking elsewhere including on the road itself, otherwise (in colder months) the view is unfairly reserved for those who reside there.
- Remove the adaptive lane & make it no parking
- Many Area residents yell at bikecommuters. We need this area to get to work downtown and I've had area residence yell at me even when I'm going to speed limit. Many walk their dogs off leash. This is not an area only for
- Since Calgary brought in the scooters, it's dangerous to walk in Calgary if they don't have their own place to be
- Separating the walking path from the wheeling lane would enhance safety. Leave the gravel path for walking and allow bikes, scooters on the expanded path on the south side of the road
- The problem at the moment is that it attracts noisy people late at night so we don't want anything to attract more loud, noisy, people at night.
- Do not allow scooters. They are more dangerous than cyclists. They are driven mostly by young joy riders with little concern about speed. They are heavier than bikes and can do more damage
- Get rid of barriers between walking areas, keep at least some of the adaptive walking area. Don't add plantings that interrupt the view. The old parking spaces here needed to go because of bad behaviour; do something (??) about night noise.
- The access onto the active modal space could be improved (barriers to cars aren't very wheeling user friendly). The 7th age NW road surface to 1 St NW is a wheeling hazard there are so many potholes w overhead flashers on Centre offer poor visibility NB
- I think the extra walking path is ridiculous. There is already a wonderful path on the south side plus a sidewalk on the north side. The extra path makes the road too narrow for safe driving. There are vehicles parked making the road even narrower

Improvement or Amenity Ideas

- Stop using herbicides on trees & bushes. Plant more trees & bushes. Pull up nails formerly used to hold down ground fabric. People trip on them. more garbage cans. Leave the lane on the road for bike riders & wheeling & path for walking.
- The bluff is a natural space but some strategic tree trimming should be done to ensure the view remains for years to come. Growth over the last 30 years had already dramatically altered the view.
- We live directly across from the enhanced lane....it's a great addition to our street. Yes please add garbage bins and enhance the greenery.
- Only added suggestion would be if traffic is allowed again, to have a slightly better barrier between road and off leash area - most pups understand but it always makes me nervous haha
- On the stairs up there needs to be more rest/viewing areas. There are a few at the top but none in the middle near the flat parts. This would help more users on the stairs
- My answer to the similar question re: area 1 should have referred to area 2 Build viewing platforms off existing pedestrian pathways
- No more parking. More walking areas, green spaces, art.
- The gravel path should be refreshed as needed, more indigenous plants added perhaps with identification plaques. A couple of Rideau Park sized humps to slow speeding traffic.
- Some better landscaping and barrier arrangement could prevent some of the overutilization and erosion
- I wonder about plantings or art in the middle of the road which would slow down traffic (i.e. cars wouldn't be able to race if there were obstacles in the middle of the road that they would have to drive around)
- Bike racks could alleviate parking issues
- Sharps bin for used needles is also a must at this point in time.
- There should be seating areas closer the bluff, walking areas behind the seating areas, and biking/scooters behind the walking areas. No motorized vehicles at all as they tend to park, leave their vehicles running (heat or A/C) and pollute the space.
- More plants to beautify and diversified trees to have year round
- Add a plaque showing a map of Calgary's skyline and significant buildings.
- Some thought may need to be put into how to keep this area accessible as an offleash park as well.
- If incorporating history please make sure to include indigenous history. Shade is much needed here.
- more art
- Should be made more clear as to the off leash status as many people walks their dogs off leash on these paths
- Provide a public water fountain
- Would be a great place for a weekend Farmers Market. Think about walking access from transit ie. future Greenline station on Centre St
- Too many people use this area as their fast food 'dine in'. More garbage bins are required. Large groups can be very loud and intimidating in this area.
- Extending park use hours, Some sheltered seating
- Not a high use cycling area and mostly families with young children that bike so multi use pathway might be adequate. Better access and landscaping for pedestrians at east end.

- I like the adaptive lane - I have seen a lot more wheelchair and walker users. Need more garbage receptacles and more frequent pick-up. Not the job of early morning walkers. Separate lane for bikes. Even with the rode closed, bikers are using the sidewalk
- This could be a great location to build an outdoor workout "gym" and stretching area
- "Shade" plantings will interfere with the view. People don't come here for shade. People who want shade can go to the nearby parks.
- More trees, more vegetation, more garden space. with pretty flowers
- Focus on Daytime activity. Availability at night encourages social disorder.
- Better lighting so I feel safer after dark
- I love nature being natural - fewer distractions are better. Make sure that whatever you do does not move current issues to close-by streets.
- Erosion control is an issue
- Plant shrubs(caragana/lilac) birds etc love the shelter, not trees block views, benches CANNOT be directly across a residence, likewise garbage bins. , noisy etc at night
- As it is the upper edge of an off leash park, perhaps a doggy-doo bag dispenser.
- Do not add trees or shading and change the view. Please.
- Clear signage regarding where the off leash area is. There are often dogs of their leash on the path/stairs.
- Add compost bins (for dog poop and food waste). Add parking areas adjacent to this area so people can enjoy the bluff without driving through it (ideas are to extend the free parking times to 4 hours, or have signage to existing parking spaces
- As a site where the various uses intersect, there is often confusion about what users can expect of one another. Some signage to direct people, clarify right of way issues, etc. would ease tensions.
- Whatever is done pertaining to the road changes, the 100 block of Crescent Rd should not be excluded. This area has experienced similar problems. Ideas: introduce paid parking, more trees along the bluff, designated scooter drop-off, improved lighting
- The effort to rejuvenate pathways is admirable, however fitness enthusiasts continue to make their own pathways and degrade the bluff. Need more monitoring of 'offroad' foot traffic. I would support plantings that would secure the bluff with their roots.
- There is a lot of litter after people use the area on a sunny weekend. Please schedule garbage pick up for Monday mornings and have volunteers or city workers regularly pick up litter. Also, there has been an increase in human feces in the bushes.
- Love the space, but think that extra Garbage cans will lead to more mess (people leaving garbage outside the bin, etc.)
- Some inspiring fitness info signs to get people out of their cars and walking - calories burned by distance, distance markers and some feel good signage when you have completed a certain distance - all with a light heart and no lecturing!!
- Similar to previous answer. Would like to remove railing, add plants and pave the south path for better access. Would want adaptive path to be pedestrian only. No reason bikes should be there as block strollers, etc.
- Bike racks must be functional and parking should be limited to those with disability plates
- Interesting things for kids to climb on!

- Maybe multi layered areas. Stack the seating on the hill side away from the paths to make the most of the area.
- Creating an area where groups can have photoshoots that are off the sidewalk and don't impede flowing pedestrian traffic
- No
- Keep it natural
- Dogs should be on leash on the footpath. People don't pay attention to them when they run around on their own. That means people aren't scooping when their dog is pooping!
- Please just keep it natural, quiet and serene it does not need to be another tourist area. It is so special because it is so natural and quiet and real. Keep it plain, and very understated. I don't even live up there but walk there to find a peaceful area
- Garbage cans that are smoker safe (include a metal plate to ash w/o ruining melting the structure).
- Keep up with the weeding! The bike lane should be extended to 13 Ave with an overpass to SAIT, connecting to the 10 Ave bike lane.
- ecology of the area should also be taken into consideration as the area has deteriorated over the past few years due to increased pressure.
- Need to manage the accessibility of this zone for current residents. Parking is a huge issue as is vehicle circulation for residents. Any historical plaques need to be inclusive and developed with Indigenous peoples, and the City Archives.
- Keep it as natural as possible. Open Crescent Rd up for winter drivers but keep it closed for pedestrian use the rest of the year. Keep the adaptive lane in place to slow traffic.
- This area needs to be redesigned to be more usable. Since they blocked off the parking spots, that space has been useless, and there is lots of room there to make a more usable green space with tables or plantings.
- Happy to add trees, plantings and more green space. Do not want the road closed.
- No parking on the south side of Crescent where there's till vehicle access. Increase greenery + more planters to make the area more welcoming. Have CPS on bikes and horses in the park and McHugh Bluff. Their presence is needed due to unsavoury ppl.
- add a monument
- The adaptive lane is essentially not used since late June when the lock-downs ended. The lock-down times were super busy up there, but since then it's been very quiet. More garbage and recycling bins, and more parking are needed. This is a road and should be
- Maybe put more trees with flowers 🌸
- Such cool history along this bluff, especially geological history! It would be great to see more related plantings to the natural species composition of the area, nobody wants to see more Swedish aspens and carragana. Also indigenous history!!
- Dogs need to be leashed. Many times they are not. I've been chased, and lunged at along here many times.
- Plant more native species.
- Native plants for erosion control. Art installations for photo opps. Or small stages for buskers.

Other Ideas

- Don't ruin such an awesome space
- None
- The previously proposed 9th Ave station would've been good for accessibility, but I guess that ship has sailed.
- People first. That should always be the defining rule. Make it so people enjoy their time while there.
- Planning a space with balance for who?
- Improved transit connectivity
- Very few people use Crescent Road for recreation of any sort. Being at the top of the bluff it is difficult to access and tends to be windy. I've walked and jogged there several times and I've never seen more than a handful of people and any time.
- Why not make ALL of crescent road open to vehicles that live in the area. A gated community with key fobs, guest codes and gates to allow pedestrians and bikes etc.
- I live right in this area JUST outside the study part. It needs to be expanded ALL the way down 6th Ave NW to 1A Street. This area is a nighttime nightmare for us (LOUD) and day time parking, loud, garbage, dog poop on front lawns etc.
- very good ideas
- Love it just as it is.
- Cleanliness and safety.
- No
- Keep it simple! You don't need to expend so many \$\$\$ in a part of town that is NOT lacking amenities!
- Not really.
- Scooters etc are trends and only a concern during summer months. The people who live along that portion of the road can move because any changes the city makes means an increase in taxes and I don't want to have to pay for them.
- I use both the bike and walking paths frequently, at different times of day, and they are not a problem as they are.
- This part of the project seems to me to be addressing problems that don't really exist. The cars, bikes, pedestrians and dogs all seemed to be able to get along just fine for the most part. I think it's a waste of time and money to enhance
- Nothing to add
- No.
- ANSWERED IN THE PREVIOUS QUESTIONNAIRE
- this space does not need enhancing. my taxes should not go to this. support Richmond park and not close it.
- Yeh, leave the damn area as is you morons.
- Nothing as this time
- you are allowing an extremely small group of people working towards getting a kilometer section of city road closed . there are 11 houses in between 1st & 4th st NW - very low density area .. where are people expected to park to come and 'enjoy the area

- In crude this space as a "finger garden" from Eau Claire, crossing Memorial, up the escarpment to include the present road allowance in an altered garden state, continuing to include the present park, high school playing field, community centre
- I like it the way it is to be honest.
- Creating more connective bike lanes to make the ride there safer would be great
- Nothing more. It is an incredibly beautiful walking/biking area as it is today.
- The amount of vehicle traffic is really challenging. It would be great to make this area more accessible by transit, like the green line.
- Same comments as previous.
- More bike infrastructure leading to the park so its easier to get there. Particularly from the North
- leave it alone as is
- na
- Again, focus on other neighborhoods
- I don't understand why it needs to be enhanced. It's great as is.
- Better public transportation access
- Simply separate traffic. Cars, Pedestrians and bikes. There's no need to spend much more money. 90% of the time what's in place is completely fine. We're talking about spending a bunch of resources on 10% of the time.
- N/A
- Safety is paramount.

What is important for city decision makers to know to make focus area 3 a welcome space for different types of users?

Quality of Life and Quality of Space

- leave it how it is
- Adding an additional staircase could mean that each staircase has only one right of way. This could still accommodate those using it to commute and those using the stairs for fitness. I do not think charging people to use the stair is a good idea, because then people would simply walk up the hill, disturbing the plant life and putting themselves at risk.
- No more stairs. Ensure gravel pathways are repaired especially after heavy rains
- I am concerned about bluff erosion so I'm not in favour of a second set of stairs.
- My biggest concern is that fitness activities on the stairs cause them to deteriorate faster; it feels like running stairs should be dedicated to something more industrial strength. My concern with another set of stairs is the impact to the the McHugh Bluff hill where erosion is a concern.
- Yes, to adding a second set of stairs. Replacing the set of stairs in Rosedale would give the commuters from their neighbourhood a means to get down the hill, take the load off of Crescent Height's stairs it and also would naturally spread out the fitness people. Our current stairs could also be wider to help the flow. And please clear the snow - don't salt it. It is awful on a dog's paws.
- More stairs

- I don't believe an extra set of stairs are necessary, but perhaps widening them or making a variety of "lines" from the existing steps. More options for runner's vs. Walkers
- I don't think a second set of stairs is required.
- I like the idea of another set of stairs for one way only on each
- I think the stairs need to be upgraded and better maintained in the winter given the amount of traffic volume and safety risk (slippery). Ideally they would also be widened to better accommodate two way traffic. The pathway ("B") could also be widened to perhaps include room for bikes, etc. I think its a good idea to create a new fitness circuit area given how popular the area is for fitness
- No changes,
- I think that this area is pretty good already and does not need significant changes only maintenance to already existing infrastructure.
- Maintaining the integrity and safety of the existing stairs is all that is required. The only time that we have observed high usage is during the spring/summer lunch hour. This is why no add'l money should be spent on expanding/twinning these stairs. A small # of the same people seem to be the ones that are always throwing out these "problems" that don't exist. Restricting stair use is excessive.
- Honestly I don't see a lot of conflict with the existing setup. Maybe I just don't use the stairs when its busy.
- Sharing the stairs with fitness buffs has been manageable, though stressful given distancing / pandemic challenges. Difficult to impose/enforce rules, and the 'up only' rule makes no sense as people need the stairs to commute to work! (less time challenged, returning home.) Expansion of stairs, second set (without disturbing optimal nature areas) would be great as it's such a high demand area!
- Build a parallel staircase for fitness! Should have been done years ago! Why is that so hard, stop overthinking/overanalyzing it, just build it already.
- I use the area daily, w/ dog & 4 year old. Walking jogging, and biking. Although it can be high traffic I am fine with existing infrastructure, I think building new stairs is overboard and too expensive.
- Existing stairs are fine. No additional stairs required. Informal paths up the hill should be removed - these are used primarily by fitness groups.
- The space is fine as it is ... I use it to commute and often pass by those using it for fitness and don't have any problems.
- 1) Generous, accessible public parking 2) Let's please reconsider the pandemic request that stair users only go 'up.' Individuals commuting to work already have additional time-consuming detours (given the bridge closure!) If need be, how about 'down' in a.m/ 'up' in p.m.? 3) Policing / Security cameras to deter any bad behaviour/ graffiti? 4) A second set of stairs designated for joggers only!
- The stairs do tend to be dominated by people jogging and exercising, which is a bit overwhelming and disquieting during COVID times when one becomes trapped, unable to distance, with people racing around them. Limiting fitness class use could potentially help balance the space for the needs of different users! I feel the stairs should not be 1-way, because so many need to walk downtown to work
- This area is perfectly fine as it is. The pathways need better maintain each in winter, but aside from that there is good flow between dogs, cyclists, and walkers. Another set of stairs isn't needed.

- Add a second set of stairs at 3rd Street would help alleviate congestion!
- A second set of stairs towards Rosedale would help Rosedale residents access the river path and help with the walk to work commute to downtown time. It does not matter if changes are made to when group fitness can use the space; there is no funds to monitor this, so they will come even if you tell them they are not able to.
- Clear the snow every morning before 7.30 a.m. Light the stairs and paths better and add garbage cans. Another stairway would be helpful
- I don't mind an extra set of stairs. Agree additional space for exercise classes would be ok but don't close off the road for this.
- The biggest challenge here is the conflict on the stairs between fitness groups and pedestrians/commuters. I think we need to consider adding a separate set of stairs for working out. (The current stairs are better suited to pedestrian use.)
- Adding a secondary stair case would benefit the area.
- "Changing when group fitness classes are allowed in the space, or how many group fitness classes are allowed at any one time would be helpful. Having more space at the bottom and top of the stairs to spread out might be useful.
- I really like the up only, and down via the pathway and perhaps that could be for all exercisers at any time."
- I don't have a problem sharing the space, but due to overuse, the stairs do seem to degrade quite quickly, so I think better maintenance and repair would help make the space safer. A larger or second set of stairs seems too much to ask for, but would be best.
- the stairs can be easily shared no need to build a new set for fitness
- Would love to see the one way sign removed as no one is obeying it anyway. New stairs would be pretty cool too.
- Widening the area at the top of the stairs. Addition stairs
- Maintenance in the winter and possible extra set of stairs for fitness groups
- For profit fitness groups should pay for use to build the second set of stairs....
- Maintain shoveling of snow off the stairs. A second staircase dedicated to fitness might be a good idea. I like the idea of outdoor fitness equipment at the bottom of the hill. Perhaps see if there could be a way to increase parking at the bottom of the hill. Get the tour buses to park at the bottom and encourage people to walk to the top. Police should be present at night to stop the parties.
- Individual fitness is one thing but organized classes don't belong here. If the stairs are becoming crowded, perhaps an additional set of stairs is needed.
- The existing structures and paths are sufficient. Do not add new paths or structures as this will impact the environment negatively and will create more erosion and slope stability.
- This is a multi use space - commuting and fitness - and must support both. Additional capacity is needed to support current volumes. Winter snow removal is currently insufficient. The city must also assess the areas capacity
- Less is more. People already do not follow existing rules, such as only using recognized paths to ensure integrity of slope. Adding new facilities will only increase inappropriate use of the natural area.

- Stairs are a nightmare for community when you get group fitness using them, the city put up one way signs only to have these groups trashed but no enforcement. One way up doesn't work for winter commuters because pathway gets black ice. Fitness should be moved to a less busy set of stairs tired of people bumping you off as you walk up and down to commute so they can run and jump.
- More space to accommodate all users would be beneficial. Also some play and fitness equipment would be valuable including a hill slide / water slide
- Focus s/b commuting & walking. Island is there for fitness. More stairs for fitness 2 allow walkers the freedom to walk w/o being among the exercisers. Cars should stay. All pay taxes & s/b able 2 enjoy the view driving. Rds should not close 2 appease 'some' residents and make it other's problems. I live on north Cres Rd & s/b able to drive home that way. Police s/e doing their job if there is disorder.
- Installing an additional set of stairs dedicated to fitness is probably the best idea.
- Leave it as is.
- I think it's important to keep in mind how important this area is for fitness. Whether going up the path or the stairs, this section provides a great challenge. I wouldn't want to restrict when groups can use the stairs, but maybe widening the stairs so that there is more space for multiple users.
- I like the idea of expanding top part and possible additional stairs so people can feel more comfortable walking or doing activity. Stairs need better lighting (solar) and better winter maintenance. Took a running course in winter and it was slippery and not safe.
- Widen the stairs. Ensure snow is cleared.
- "The stairs are so busy with fitness activities it's scary to stop anywhere
- Some people are just rude and pushy
- Another set of stairs might help or a wider set so those wanting to run can be on one side and walkers can walk on the other side"
- Add more paved pathways with gentler slopes
- the existing stairs could be rebuilt and widened. that would probably be enough
- The Crescent Road residents that strongly oppose working out on the stairs, vehicles etc. are selfish and entitled. There is no issue with fitness, no problems caused. No additional staircase required. It is fine. Vehicle traffic could use some calming and control.
- Additional stairs to allow for dedicated fitness activities/routes.
- Another set of stairs would be good
- There are other stair sets in the city, but none with as short landings and as many stairs at this one. I could see people running elsewhere if stairs were upgraded in other parts of the city. I prefer running the stairs to hills as it's easier on my knees. I would definitely be in favor of an additional set of stairs at this location!
- Widen the paved multi use pathway for cyclists and pedestrians to use safely.
- Additional stairs would be very nice, keep the paths up the hill dirt and gravel, don't pave them, maintain a very natural landscape. I live in Eau Claire and we don't like the changes down there, it's not natural anymore. please keep this area natural.
- "I support a separate set of stairs for exercise.
- No sitting areas just stairs."

- I don't think another set of stairs is necessary. However the path at B is on a hill and can be kind of dangerous to pedestrians when bikes and scooters rip downhill. Perhaps a second path on this section could help?
- Fitness should be encouraged but there does need to be separation on the stairs, and even on "B". Create a workout stair, and/or circuit for fitness that relieves those conflicts. Tie into "C". This is not all about group fitness, many individuals use these spaces as well. Controlling groups will not have a significant impact IMO.
- Popular exercise circuit! Lots of us run up+down the stairs or up the stairs and down the Bluff sidewalk. I think an extra set of stairs would be ideal so fitness goes and commuters don't bother each other
- A wider stair case in its existing location with adequate rest areas would be sufficient. Perhaps branding it as a run/walk sides similar to walk/bike sides on pathways would be beneficial.
- A wider, solid set of stairs (stone or concrete) would be great for accommodating the fitness traffic and commuters
- It would be fantastic to build another set of stairs in the middle of the park commuters and people walking can use one set and the people exercising could use the other or one could be for people going up and one for going down that's a decision best made by people with more knowledge than me
- Winter maintenance is a must do situation and two sets of stairs allows people exercising to exercise whenever they want and those enjoying the view can have their own staircase
- I agree with adding another set of stairs, as it has gotten very busy with usage. I don't use the stairs any longer given the traffic. Also, better maintenance of the stairs during the winter is very important because it can get slippery on wooden stairs and a liability for the City with so many exercisers on the stairs.
- I love the area for fitness. An additional set of stairs would be great with landings along the way to do push ups sit ups and other fitness activities.
- Another set of stairs would be good, decreases traffic for runners
- The stairs are a key connector to the downtown area for residents and visitors. The stairs have been used for fitness activities since at least when the Eau Claire Y opened. What has changed since the late 1980's is the population and number of people embracing fitness. Perhaps widening or replacing the existing stairs (which were built mid 1990's) is a solution, if there is a problem of usage.
- I don't know what the solution is to resolving conflicts between fitness and non-fitness traffic on the stairs. My strategy in recent years as a local resident has been to avoid the stairs altogether. I would support winter maintenance. I think the stairs are Ok as they are.
- Separating fitness users from commuters and group fitness classes would be helpful. Enforcement is key - whatever measures are put in place the City needs to enforce them, which has not happened in the past. Measures with no enforcement are not effective.
- Adding an extra set of stairs would improve commuting and allow for more space for people to exercise. Trees and other plants could be added to the edges of the parking lot (or replace part of it).
- A new fitness circuit will likely increase conflict on the stairs. Restricting fitness classes to off-peak times (not during morning or late afternoon commutes) will help to limit conflict. An additional set of stairs should be build in a different community. They could be dedicated fitness stairs, to take the pressure off these stairs which are well used by commuters.

- leave it alone
- Its tough because it is a great place for people to be active, however if youre walking up the stairs its a little stressful. I think ideally either a larger set of stairs is created, or limit the fitness class times. You dont want to be walking home from work with tons of people trying to run up and down stairs past you. Its unsafe.
- We should not build a separate set of stairs to accommodate private for profit group fitness classes.
- I think that we should encourage fitness but we should also have some space for quiet walking opportunities that include access to the river from the escarpment (without having to dodge bikes and scooters or runners crowding the stairs).
- Fitness policing could be expensive, and unfair. If there is that much traffic, add another set of stairs further along. People need to learn to get along! Respect diversity.
- If possible have separate space for people going up and people going down
- Provide a second set of stairs nearby
- Would love to have stairs for exercise and separate stairs for commute. Exercise people take up alot of room and are a bit rough with the commuters sometimes. or just have stairs to climb that done need to terminate but to allow exercise. Maybe not made out of wood, but something more durable so they don't get worn.
- Leave it as is. Stop wasting taxpayer money fixing something THAT IS NOT BROKEN.
- At times the numbers of people pounding up and down the stairs is excessive. The restriction to one way use during earlier COVID days seemed to be a workable solution.
- Additional stairs
- Don't do anymore construction. Leave the area more naturalized. Don't over regulate.
- There should be stairs for walking and commuting to the bridge and stairs for running and fitness. Current stairs are garbage and need replacing with something robust and preferably heated for the winter commute. Bigness park is critical.
- " - require group fitness classes to have a permit (regulate the numbers on the stairs and also provide revenue)
- - stairs are too narrow to support both commuting and fitness especially if both up and down directions are allowed.
- - area at the top of the stairs is often high jacked by people doing sit-ups and push-ups. This should be banned entirely as it's not COVID friendly and unfair to others"
- "Could the stairs be widened instead of building a second set?
-
- There are a lot of people who go off trail and are eroding the bank, would be great to put in a solution that eliminates that"
- I use the stairs regularly to walk up and down and rarely see a conflict with joggers. Saturday mornings are busy twinning the existing stairs for an up and down separation would be an option.
- Fabrication of an additional stairs for fitness would be great option if not a time limit to fitness would be another option
- I personally like the stairs the way they are. I have no conflict. I do believe it's silly to have the signs suggesting one way because no one follows that as it doesn't make sense. Most people want to do workouts.

- I wish I had more info on C, the new Fitness Circuit, as this is news to me. I like the stairs now and can't imagine why we would add a second set. I find people working out on the stairs are fairly respectful of people who need them to commute and so maybe adding a sign to remind everyone to be respectful or members of the public not "working out", but I don't feel more than that is necessary.
- Make several sets of stairs all along the bluff, people want to use them. I love seeing people being active and using the stairs to train. Better winter maintenance is needed on section B. Very icy.
- As a resident (and commuter) I did not like not being allowed to go Down the stairs during Covid. This made my commute longer. Otherwise I do not mind sharing with the fitness buffs. Have you considered adding another gravel/wild pathway from the middle viewing platform across the bluff on the old trolleyway?
- "Replace worn boards sooner, improve the lighting...it is very dark during commute in the winter, winter snow clearing is very good.
- I don't agree with limiting hours for fitness.
- I strongly agree there should be a second set of stairs for fitness use. It's not just classes, there are issues at lunch, with teams, firemen, etc. They are too busy to be multi-use. But a great resource to be active."
- I have never noticed any conflict on the stairs until the unnecessary one way system was introduced
- I live in the area and would use the stairs for commuting, but avoid doing so because of constant use by folks using the stairs for fitness. An additional set of stairs would help address this issue.
- One set of stairs is fine and the wood is a nice, natural touch, but these receive heavy use and could be better supported.
- City decision makers should know that building an extra set of stairs should not require additional study and discussions with many internal City groups. It is feasible.
- "A wide designated fitness stair as well as a community stair might reduce conflict between different purpose for use.
- A source of water at the bottom of the stair and a fitness "field" at the bottom of the stairs close to the parking. That way all the fitness media noise will not conflict with gentle use, the vegetation will not be destroyed and the trash will be contained."
- The wood is slippery in rain and snow. Need non-slip surface. Need wider stairs with an up side separated from a down side. Fitness on the stairs is very disruptive for commuters and other users. Opportunity for stairs to be "art" as viewed from downtown and Centre Street
- The stairs get utilized so much so it would be good to have another set of stairs or have them wider.
- I don't think we need to build another set of stairs- people need to be more considerate of one another.
- Do not add an additional set of stairs. Improve the existing ones which are suffering from high use and poor material (wood). Build something with longevity...
- The stairs could be busy at times but I've never seen the stairs so busy that it would justify the request for an expansion....that would be overkill and a potential detriment of the balance between the built realm vs the natural beauty of the space.
- The stairs as they are work perfectly for both exercise and for people walking to and from work.
- "Wider stairs, bigger landings, maybe even a second set of stairs, maybe even one-way signs?

- Wider multiuser pathways - dogs and people with baby carriers need more room than a single person walking or cycling"
- Change when fitness classes are allowed and or second set of stairs. People using the commuter stairs for their fitness workout is frustrating and congests the staircase.
- No issues. Leave as is.
- Adding an adjacent set of stairs for fitness use or widen existing structure. Keeping use for all types of users is important
- IT IS OKAY THE WAY IT IS
- Limiting group fitness classes is a practical idea to better share the infrastructure that already exists. New stairs (unless connecting to the Green Line somehow) seems like overkill.
- "I didn't know a fitness circuit was going to be built, that's welcome news. The ""one way only"" path on the stairs recently isn't ideal - I assume it was to facilitate distancing during the pandemic (totally on board!), but compliance was low. Taking the time to walk down the hill instead of run down the stairs also just kills the workout.
- Needs more lighting at night."
- THERE ARE MANY PATHS ON THE HILL FOR WALKERS JOGGERS AND BICYCLES. THERE IS NO NEED TO ADD FURTHER STAIRS FOR THOSE WHO WISH TO EXERCISE BY RUNNING UP STAIRS.
- I like the idea of managing fitness group business access....permits and scheduling for businesses wishing to use this area is all that would be required. I don't think another set of stairs is required. At most the existing stairs could be widened whenever they need repair/renovation.
- Expanding the stairs is needed. I suggest two sets, one for an up and one for a down direction.
- Widening or doubling the stairs would be a good idea - so that's there's a fast and slow lane. The stairs are often crowded. People with bikes also need an easy way to get up and down the cliff.
- I hate the fact that my route home is impeded by one-way down traffic on the stairs. I live here!! And I hate the fact that non-residents don't give a :m@("&) about short cutting leading to major erosion. When I "call" people on shot cutting they swear at me! Outrageous.
- I think additional stairs would be great. A lookout viewing area separate from the stairs could be useful too. Winter maintenance is a must.
- Fitness users do not respect others using the stairs or the area at the top of the stairs. Prepandemic, it was so bad that commuters avoided the stairs. Bootcamps using the stairs and the park play loud music early in the morning (6 am!) Encourage tai chi or yoga practices in the park. Widen the stairs, top of stairs area and paved path to accommodate fitness people and others.
- Pathway with mixed biking and walking on such a big hill is a little scary for both parties. Widened pathways would be better.
- It's fine as is. Fitness people seem to have figured out how to use the stairs and areas just fine along with just the leisure walkers/commuters.
- Add a funicular, such as exists in our sister city of Québec that would enhance the attractiveness and accessibility of the area for visitors to our city, that has such a beautiful view of the mountains, skyline etc. A special set of stairs designed for fitness activities could be provided and existing stairs updated for easier pedestrian use (bigger landings, less elevation per flight etc).

- the population of workers downtown will lessen the usage of the stairway. maintain the stairway with no additional signs denoting the one way access. this will maintain the stair route for seniors so as to not have to walk further to the pathway and have to use it in the ice covered days
- I STRONGLY support a second set of stairs. A slow one (for commuters, seniors, young kids, etc.,) and a second faster set for those that are exercising, doing laps, fitness classes, training with backpacks, etc., What a simple solution to encourage fitness in our city!
- Expanding landings on stairs, another set of stairs - each for 1 way traffic
- More stairs!
- I think the current setup works well.
- Could there be fitness stairs and separate leisure paced walking stairs
- I do like the idea of an additional set of stairs for working out/fitness and another for commuters. Fitness people do get frustrated with those who are slow on the stairs. I do like your other idea about allowing fitness to happen not during the morning or afternoon commute. That is a good solution too and likely cheaper than a new set of stairs.
- Cameras are needed there. Another set of stairs would be helpful too
- "Make a workout set of stairs going up next to the commute/walker set of stairs. Don't spoil the view for the people walking on the walking set of stairs."
-
- Add signs to discourage and educate people about short cutting up the hill. There are some major pandemic related shortcuts going right up the hill that have made a mess of the vegetation and causing some major erosion."
- "Great area. Fix the existing stairs and make the up only. Either used the paved (b) pathway for going down or build another set of stairs for going down."
-
- Enforce animal feces collection along earth pathways (C) or even better ban all animals"
- Another set of stairs or a new/wider and more multifunctional set of stairs would be fabulous.
- I rather not have any more structures on this side of McHugh bluff. It is a beautiful area to walk and the stairs and the paved road serve its purpose in my mind. More infrastructure would mean less green, which I am opposed to.
- In the most part, I'm okay with the way it is; however, I do like the suggestion of expanding the area at the top of the stairs. I've never experienced an issue with fitness classes; however, priority should be given to people walking and not be restricted by fitness classes.
- Perhaps a better design that indicates an up and a down lane for the stairs. You could try to implement no fitness times but we have seen that solutions that require enforcement are not effective. if another stair case was built- would need to create a strong culture of not using commuter stairs for fitness- like when walking on the biking side of a bridge in Vancouver -you will be publicly shamed
- Wider stairs to allow for fitness classes in the middle and commuters on the outside (i.e., 4 people wide) would be helpful
- Widen the staircase
- A separate set of stairs for fitness would be excellent!

- Adding or widening the stairs for commuting and exercising. Definitely better and quicker winter maintenance for commuters in the morning!
- I am not an active user of the stairs for fitness but do see the benefit of their being used for this purpose. Twinning the existing stairs and having fitness and non-fitness lanes would be my preference. After that rules around the time of day and way that the stairs can be used for fitness would be my second preference.
- THE COST!!! Stop spending so much money on areas that don't need it. It's ridiculous. Please consider the fact that we came out of a pandemic, people are trying to catch up, city spending and tax is at an all time high. etc.
- Find a way to keep exercisers and people commuting separate, maybe by dividing the stairs in 2 separate sections
- Expanding the area at the top of the stairs and improved winter maintenance would be helpful. Additional sets of stairs aren't necessary; especially if only being built for fitness purposes. There are other stairs a couple of blocks away: from Memorial to Centre Street and Centre to Rotary Park.
- Wide enough to accommodate weekend travel for biking + walking.
- Allow access to everyone for commuting or exercise and restore it to pre COVID use up and down
- Do not support expanding current stairs or adding additional stairs. Designate handicap-only parking space around section A to eliminate street parking completely. Other people can park in section D.
- this area is fine - the new fitness circuit should be sped up
- The one way stairs is DUMB for those who walk to work from CH. I do not abide bc I have to get to work/home. The top of stairs gets super crowded - is there a way to widen that area for exercisers who are recuperating after gunning up. Would be nice for ppl to be able to park closer and take pics. Again can get congested which is not great during Covid season.
- Need additional structures as more people are using the current structure. A paved lane from the bottom to the top is needed. Build a zip line to Beth to the bottom. Can be a slow slope.
- have space for fitness people as well as commuters. have a larger dedicated fitness park at the bottom of the park.
- Let it be the way it is ... it is working fine like it is
- Obviously individuals are using this space for fitness as they enjoy the extensive pathway system. However I DO NOT think it is the city's responsibility to create a designated space for fitness, where people drive to and group fitness classes are conducted for a fee. More focus should be spent on encouraging people to spend more time in their own neighbourhoods for recreation and family time.
- "People who drive to work out locations are hilarious. Parking is not needed here."
-
- Another set of commuter stairs would be awesome maybe further West."
- Is it possible to widen the existing stairs so it's easier to accommodate both people exercising and using it for general commute?
- We don't need to spend money on additional stairs. People can learn how to share. There is also the sloped walk down the bluff, if people don't want to share the stairs, they can use the walkway.
- It would be nice to have the fitness folk have a dedicated space. I don't use the stairs because they are often monopolizing the stairs. The pathways on the bluff are wonderful for walking and reflection.

- Extra stairs
- The fitness users are entitled and take up a lot of space. A dedicated set of stairs would separate fitness users (higher speeds) from slow to regular paced users and reduce conflicts
- "I use these stairs to commute and I strongly dislike the fitness users. I 100% support another set of stairs. One set going down, one set going up would be fab.
- During COVID when the stairs have been one way it has been frustrating to see fitness users ignoring that rule and tossing the ""one way only"" sign over the railing.
- How about no fitness use between 7AM-9AM and 4PM-6PM."
- Close the road above the stairs and widen the stairs to encourage more pedestrian use and reduce negative interactions. Improving the landing at the top of the stairs as already mentioned is a good idea. Hopefully that landing will have a car free area to connect to.
- Create a separate set of stairs for people exercising. I used to use the stairs regularly and have avoided them since the pandemic started. I don't need heavy breathing people passing me!
- "I don't mind people using the stairs for fitness and I commute using them daily. I think an outdoor public gym would go great at C.
-
- I think this area is well managed by individuals and rules and regulations would only complicate things."
- Running-only stairs may be a good addition
- Need to address people who think this is an outdoor gym. This should be for commuting. An additional set of stairs for fitness may help.
- If the stairs were simply rebuilt to be wider that would help with sharing the space between those walking and those exercising
- Additional stairs. Improved snow clearing.
- Everyone has been using this area for eons. Why waste MORE tax money fixing things that do not need fixing
- It is currently okay in this area. No other changes are necessary.
- "make additional stairs next to the others, one going down and one going up.
- expand rest spaces, stairs are widely used"
- I'd say either adding another set of stairs or limiting use of fitness for the stairs to certain times would help. Possibly improving the stairs themselves would work (separate space for fitness maybe).
- I like that the fitness groups use the area. The problem is the stairs then become a problem for those using for their commute or to wander from or to Princess Island. Building a designated fitness stair and designate walking stair would help with this and also help with distancing if required in the future as was needed with Covid-19. Signage indicating parking below the bluff would also help.
- As city is unlikely to be able to control aggressive joggers, widening the stairs may help to provide more space. Additional set of stairs would only double the problem.
- If room permits, a separate staircase for people that want to workout (close to "B" on the map). Currently even just to walk home up the stairs is packed with people just trying to exercise. A bigger area at the top of the current stairs would help too.
- Perhaps the answer is to make two sets of stairs. One with more platforms and signs to draw the lookers and learners and one with numbers and fitness things on it for the fitness people. Make it

truly obvious which is which. To curtail the fitness hours is madness you will get cheaters. A second set is needed.

- Another set of stairs is a great idea. Keep the existing stairs for fitness, add concrete stairs for other users.
- Fitness users need a dedicated space other than the stairs - they get in the way of commuters
- I am an avid 4 season runner and have never had any issues on the stairs or the paved multi-use pathway. I believe the new fitness circuit to be constructed in 2022 will enhance and accommodate the fitness use question. Residents need to accept the activity which accompanies vibrant inner city living, the lively and culturally diverse components.
- "Restricting group fitness classes to time windows will not resolve current issues. A very large number of individual fitness users did not follow the COVID rules of one way going up - these individuals are as problematic as the classes.
- Separating the fitness users from the commuters and sightseers will have positive impact. The fitness users stairs must be very close access to the new circuit."
- The stairs are fine as is.
- We have started using the stairs this year as part of our fitness routine. My husband and I are 65 and we spend an hour once a week doing a circuit of up the stairs and down the path to the north. We have not observed any conflicts.
- The stairs were once for commuters and residents and have been completely overrun in the last 10 years by Joggers and fitness groups running up and down. As residents we now avoid using the stairs as it is not safe. Can the fitness enthusiasts be given their own stairs like Bike lane. The rest of us can use our own dedicated stairs...
- Wider stairs and accessible ramps would be a great addition
- I like the idea of a second set of unidirectional stairs. During the pandemic we came face to face with people huffing and puffing up the stairs. Making a bigger viewing area at the top wouldn't fix the problem, we don't want to discourage exercising and the stairs maintenance in the winter was fine. I would love more stairs but the environmental impact needs to be assessed
- can the stairs be widened or a second set added?
- Widening the path and more stairs will be great as bikes, scooters, runners and walkers have gotten quite busy in the area.
- Stairs could come up in centre of park, not at 2 Street. Stairs could be increased in width as very popular. If add another set should be one way up and down perhaps but that won't be followed so I think one wider set is enough
- I use these stairs and support the addition of another stair system. Super idea! Ongoing maintenance is of critical importance to this type of structure as they say build it and they will come.
- Fitness use can interfere with the reflective & family uses of this area. Fitness use needs its own separate area if it is to be allowed.
- Changing when fitness classes can occur (or how) hasn't worked during the pandemic. As a daily user/commuter (resident) the "one way only" for the stairs was constantly vandalized or removed. I prefer a second set be built exclusively for fitness that doesn't have viewing platforms. Pathway B has been fine for multi use and cyclists use their bells so i don't think it needs widening

- Poor quality of stair construction - slippery in winter, not wide enough to have a middle railing (separation for one way up and one way down). Most physical activities at the top of hill and extend north to playground. The C fitness area is not cohesive with fitness areas near the playground and in the park. Center and 10 Street are used to access areas.
- Additional staircase would be ideal allowing for two different directions for walkers/runners/fitness classes
- See previous response that these are commuter stairs. The fitness community that advocated for the fitness circuit need to have a set of stairs built for fitness use only.
- You need to separate the fitness traffic from other traffic ... commuting is very difficult with all the fitness traffic and creates a very unwelcome space ... the new "fitness circuit" is directly next to a walking/biking route and is already crowded/dangerous just with people using the stairs
- These stairs are very popular for fitness. It would be great if we could divide the up and down traffic, for example using widened stairs that are divided in the middle (or a second set).
- The problem is not use (don't restrict hours or something that's unenforceable), it's general capacity. Higher-quality stairs that are wider, wider paths or additional routes would be great.

Fitness-Specific Ideas

- Improve the winter maintenance. Make a fitness area at bottom of hill
- Group fitness needs to be controlled. There is often conflict between people working out on the stairs who forget that others are using the stairs. Have seen some fitness groups using informal paths on the bluff which is irresponsible
- Stair conflict is extra frustrating with different ages. Trying to descent with a small child really frustrated the runners who made it clear that we were in their way. My active and elderly parents had a similar experience & now avoid them.
- Have good separation between cyclists and pedestrians
- I think an additional set of stairs would just double the use by fitness groups, not provide a safer place for ordinary foot commuters. Definitely providing a larger area at the top with more garbage facilities would be an asset, possibly reducing the litter problem and congestion on the pathway.
- "changing when group fitness classes are allowed."
- Restrict scooters from paved path (they go way too fast down paved path to curling club)"
- Sharing the stairs with fitness buffs has been manageable, though stressful given distancing / pandemic challenges. Difficult to impose/enforce rules, and the 'up only' rule makes no sense as people need the stairs to commute to work! (less time challenged, returning home.) Expansion of stairs, second set (without disturbing optimal nature areas) would be great as it's such a high demand area!
- I generally avoid the stairs- I don't use them for fitness. I don't really want to walk past hordes of sweaty people so I use the path instead. I think they are important to have on some level for fitness training though.
- Safety is paramount. Not a user of this area often, but I think that local commuters should NOT be inconvenienced by fitness 'visitors'. Bikers speeding downhill have scared me away from using that path.

- The stairs have become a busy place. It's sad when you see exercising folks pushing elder ladies out of their way. :(Off leash dog owners are also over taking the walking path up the hill. Dogs should be on a leash on a path way. Again, no enforcement.
- "People exercising hog the stairs - stairs are very unpleasant to use in peak times. They are congested & at times unsafe. Exercisers are defaulting to trampling through the natural area.
- Could clearer guidelines for the circuit be helpful? Would wider stairs work with designated lanes for exercisers to use that are separate from the public who are simply moving through the area?"
- The stairs do tend to be dominated by people jogging and exercising, which is a bit overwhelming and disquieting during COVID times when one becomes trapped, unable to distance, with people racing around them. Limiting fitness class use could potentially help balance the space for the needs of different users! I feel the stairs should not be 1-way, because so many need to walk downtown to work
- I think putting exercise equipment at the bottom of the stairs would be great.
- i believe that group fitness classes need to be more respectful to those individuals who are working out as well and have the same privilege to be there. it would be nice to have a bigger area at the top as well as have the paved path wider for all forms - wheels and walking.
- Improve winter maintenance. Change times fitness groups can use the stairs. Enlarge the area at the top of stairs
- you could build fifty stairs but unless there is some kind of enforcement there will always be a conflict. Also the more you build the more they will flock in droves. the area at the top of current stairs is good if the stairs where used for the intended purpose and not an exercise machine.
- Adding stairs will not discourage ongoing problems. Boot camps with loud music + exercisers yelling are using the stairs as their prop. Fitness users are discouraging families from having picnics as they dominate picnic tables with their gear. East side tables should be removed as early morning partiers are drinking at 3-4 am at these tables beside the residences.
- The use of the stairs for fitness groups must stop. It's for commuting
- Although not intended for fitness and I don't personally appreciate classes utilizing the stairs, I feel the community should accept the multi-purpose use, and welcome the fitness usage over the eat in and trash out approach of those accessing the area by motorized vehicles.
- The biggest challenge here is the conflict on the stairs between fitness groups and pedestrians/commuters. I think we need to consider adding a separate set of stairs for working out. (The current stairs are better suited to pedestrian use.)
- I have not liked the group fitness activities on the stairs. I have been pushed aside many times when commuting to downtown for the YMCA or shopping. Good winter maintenance is a given. Many people use this as a commuter route.
- "Changing when group fitness classes are allowed in the space, or how many group fitness classes are allowed at any one time would be helpful. Having more space at the bottom and top of the stairs to spread out might be useful.
- I really like the up only, and down via the pathway and perhaps that could be for all exercisers at any time."
- Please don't restrict when fitness is allowed to happen on the stairs.
- Widening the area at the top of the stairs. Addition stairs

- Get rid of the bloody stair runners!! Commuter/pedestrian route? You've got to be joking especially with heavy breathing runners puffing COVID virus all over you. No thanks! Locals avoid it literally like the plague.
- Fitness use of the stairs is intense. This is a neighbourhood not just a city attraction.
- With increased foot traffic, recommend designated use lanes & more ecological protection. Charge commercial fitness org user fee pay add'l stairs. Additional fitness equip't may take pressure off & improve relations.
- Running/walking up the stairs or down the stairs, as part of a running/walking route, is reasonable. Having groups of people running up and down, and then congesting the areas at the top and bottom for recovery, is not.
- Clearly health and fitness should be a priority. Adding another stairway is a great way to spend some \$. The city wants to lower the vehicle traffic downtown...I walk downtown maintain what is in place, it would be nice to have 2 hr parking on tops of the hill again.
- Group fitness classes should not be able to disrupt general use of the stairs. The stairs were installed to provide access, if classes are important add another set or widen the existing stairs. I don't feel that organized classes should be allowed.
- group fitness classes shouldn't be allowed on the stairs
- Individual fitness is one thing but organized classes don't belong here. If the stairs are becoming crowded, perhaps an additional set of stairs is needed.
- VERY important. Vehicles do not have to be king. Promoting human powered transportation will help make our city even better.
- Stairs are a nightmare for community when you get group fitness using them, the city put up one way signs only to have these groups trashed but no enforcement. One way up doesn't work for winter commuters because pathway gets black ice. Fitness should be moved to a less busy set of stairs tired of people bumping you of as you walk up and down to commute so they can run and jump.
- like the idea of regulating fitness classes
- "First, distinguish between "fitness" and "training." The conflict arises between people using the area as a training facility and others.
-
- Mixing training with leisure won't work without some "dual-tracking" that would see dedicated training facilities.
-
- If this is not practical, training needs to happen elsewhere. The scenery matters more to strollers than people pounding up and down the stairs."
- Group fitness isn't the only issue. Large numbers of concurrent, individual people training is as big an issue.
- I think it's important to keep in mind how important this area is for fitness. Whether going up the path or the stairs, this section provides a great challenge. I wouldn't want to restrict when groups can use the stairs, but maybe widening the stairs so that there is more space for multiple users.

- I like the idea of expanding top part and possible additional stairs so people can feel more comfortable walking or doing activity. Stairs need better lighting (solar) and better winter maintenance. Took a running course in winter and it was slippery and not safe.
- Because of the sports use of the stairs, ordinary walkers are almost pushed out of the way. The attempt to encourage "one way" during covid was useful and could be considered as permanent.
- Expansion of area at top of stairs important to reduce conflicts
- Signage for stair use direction / fitness use time frames would be beneficial for sure.
- I support those who want to exercise outdoors, but their use of the space should not take priority over those walking on the stairs to commute.
- Perhaps stairs further east where there is a worn path worked into the ground. Construction + foot traffic from rafters/floater creates hazards between peds/cyclists/vehicles. Not sure if an alternate path connecting raft business to ped crossing would help.
- Regulating hours of when groups could be on the stairs if a second set of stairs can't be put in. Winter maintenance to continue to be kept throughout the winter.
- Improved winter maintenance, yes, spreading out the areas where fitness groups use the area, more trees, appropriate shrubs and planters.
- I don't know what the solution is to resolving conflicts between fitness and non-fitness traffic on the stairs. My strategy in recent years as a local resident has been to avoid the stairs altogether. I would support winter maintenance. I think the stairs are Ok as they are.
- The stairs are not a gym. I'm opposed to for profit fitness programs using the stairs for group workouts.
- More space at the top is probably the biggest win. Tough to use the stairs when there's a bunch of people resting/stretching right at the top.
- The stairs provide a great place for people to improve their own fitness whether in a fitness class or on your own. We have not seen any evidence that the current set of stairs needs to be increased to another set. Hard to remember what things were like before Covid when people were going to work and not spending more time doing fitness when not working.
- Limit access for group fitness classes to certain times of day. Group fitness instructors/participants do not respect other pedestrians. Also don't pay for use of the space.
- Group fitness classes must be kept to a minimum.
- A new fitness circuit will likely increase conflict on the stairs. Restricting fitness classes to off-peak times (not during morning or late afternoon commutes) will help to limit conflict. An additional set of stairs should be build in a different community. They could be dedicated fitness stairs, to take the pressure off these stairs which are well used by commuters.
- No group fitness classes. Takes over facilities and does not allow individuals
- I am opposed to limiting fitness uses in the area. I have used these areas for such for decades. I have never seen a conflict. To me that is exaggerated.
- Its tough because it is a great place for people to be active, however if youre walking up the stairs its a little stressful. I think ideally either a larger set of stairs is created, or limit the fitness class times. You dont want to be walking home from work with tons of people trying to run up and down stairs past you. Its unsafe.

- The stairs are extremely busy when fitness classes occur and people are commuting to and from work.
- Make the stair's usage for fitness only during certain off-peak commuter hours. Add non-slip material to the stairs. Plant trees along the ridge of the bluff to create a barrier to prevent people from traversing down the bluff in non-designated areas, which is causing bluff erosion. Add more benches along the paved pathway of the bluff.
- The fitness components is very important to the area, keep it!
- Disallow group fitness classes during the morning and evening times when people are commuting to work
- Please don't regulate when people can exercise. The beauty of this space is that you can train here throughout the day. Also enforcement would never happen. The stairs and lookouts all need expansion. A second set of stairs will mean more costs for snow clearing, and maintenance.
- Would like to see the people that are their just to climb the stairs moved to another area. Some of them are pushy and have seen people bumped into and nearly knock people over during their rush.
- Unfortunately, the fitness classes and training sessions make use of the stairs very difficult at peak times (after work and weekends). They should be banned from using the stairs period as they are generally disrespectful and can be total a**&#@es!
- " - require group fitness classes to have a permit (regulate the numbers on the stairs and also provide revenue)
- - stairs are too narrow to support both commuting and fitness especially if both up and down directions are allowed.
- - area at the top of the stairs is often high jacked by people doing sit-ups and push-ups. This should be banned entirely as it's not COVID friendly and unfair to others"
- Having the stairs to use for fitness is excellent! What a great place for people to keep in shape and enjoy the views!
- I live in the area and would use the stairs for commuting, but avoid doing so because of constant use by folks using the stairs for fitness. An additional set of stairs would help address this issue.
- "A wide designated fitness stair as well as a community stair might reduce conflict between different purpose for use.
- A source of water at the bottom of the stair and a fitness ""field"" at the bottom of the stairs close to the parking. That way all the fitness media noise will not conflict with gentle use, the vegetation will not be destroyed and the trash will be contained."
- We don't need different types of users. We want to live in our houses in peace.
- The current staircase is significantly overused by exercisers - it is no longer commuter friendly. Whatever changes are put in place must be enforced - otherwise today's issues will not be addressed. For example, the one-way on the stairs during COVID was not followed, nor was it enforced. So the intended safety improvement failed miserably.
- Even though a very small amount of people complain, we should remember that use of facilities (especially for things like fitness!) it's a good thing. This neighborhood is not gated and roads are public in Calgary. Everyone has a right to be here.

- The most important thing is recognizing that it is an area for a wide range of users and should continue to be. Homeowners on the Crescent need to accept that those activities are part of living there. They just have to be managed.
- I think the stairs should remain and fitness uses be encouraged. The area at the top of the stairs is small and, in the warm months is often congested with those using the stairs and just walking on the bluff - agree this could be expanded somehow. Multi-use path B also gets busy with cyclists and walkers .. can it be wider?
- Why are fitness trainers allowed to operate for free when their businesses create a duty of care and potential risk for the City and Buskers have to buy a licence?
- Group fitness classes are a challenge as they use the stairs at the same time.
- Disallow fitness during peak commuter hours. Increase frequency or type of maintenance during winter (salt is great, melting and during the stairs is better)
- congestion is ON the stairs not at the top - and only at certain times of day. group classes should only be at non peak times - beyond that users can sort themselves
- No fitness classes allowed. Only individuals.
- Change when fitness classes are allowed and or second set of stairs. People using the commuter stairs for their fitness workout is frustrating and congests the staircase.
- Adding an adjacent set of stairs for fitness use or widen existing structure. Keeping use for all types of users is important
- Limiting group fitness classes is a practical idea to better share the infrastructure that already exists. New stairs (unless connecting to the Green Line somehow) seems like overkill.
- I have used the stairs to commute for work and also to shop downtown. I often find many 'fitness' users on and around the stairs -- it's noisy, treacherous, and often quite crowded. It's not a comfortable experience trying to navigate all that. I tend to use the walkway up the rise to avoid the crowded stairs. Improving winter maintenance along the icy uphill walkway is a must.
- The stairs primary role is for commuters. This should be the main focus. For people who walk to work, this is one of the main access points to cross the river. When the stairs are heavily focused on fitness users, it forces pedestrians to walk out of their way in order to avoid the intensive fitness activities.
- Focusing on comfort and safety for families will ensure a space that all can enjoy.
- The area at top of the stairs is the hangout. It is too close to neighbouring residences to expand/attract further debauchery. Future stairs should consider conflict of commuters and fitness. They should also be fireproof due to illegal fireworks. Video should be there to monitor illegal activity. Consider moving further away from residents. Encourage parking at bottom of stairs to encourage good
- I like the idea of managing fitness group business access....permits and scheduling for businesses wishing to use this area is all that would be required. I don't think another set of stairs is required. At most the existing stairs could be widened whenever they need repair/renovation.
- Don't allow group classes.
- Fitness people need to understand people from around the world come to see the pictures in publications around world, in real life safely!!

- I have two concerns one is graffiti and the other is respectful sharing of the stairs. I do support the benefit of the stairs for the use of exercise. I would need more information regarding a second set of stairs. When fitness buffs use the stairs they often cross Crescent Rd. to do an exercise circuit - causing problems with traffic when the road was open.
- Expanding top and bottom of stairs
- I think additional stairs would be great. A lookout viewing area separate from the stairs could be useful too. Winter maintenance is a must.
- group fitness classes must share can not restrict or close off any area
- Fitness users do not respect others using the stairs or the area at the top of the stairs. Prepandemic, it was so bad that commuters avoided the stairs. Bootcamps using the stairs and the park play loud music early in the morning (6 am!) Encourage tai chi or yoga practices in the park. Widen the stairs, top of stairs area and paved path to accommodate fitness people and others.
- I would support changing when fitness classes are allowed so they don't overlap with commuter traffic. Also the one-way system implemented during the pandemic helped a lot in reducing conflicts on the stairs.
- All the ideas are good. Improving winter maintenance and controlling group use of space are priorities.
- My husband works at the high school. He would use the stairs for exercise. He noticed that people weren't being very respectful of others. Maybe more signage?
- Embrace the fitness aspects. Distance markers. Enhance areas at bottom, top and pathway intersections. Improved crossing of Crescent Road to Park area. Crescent Park has univiting entrances.
- Regularly clear the pathway (B) in the winter; This pathway constantly accumulates ice from the bluff's melt making it dangerous for pedestrian and bikes. Ensure people using the area (A,C) for fitness are held to respectable standard that does not disrupt other users. Sound levels should be regulated and users should leave space for commuters to commute.
- Fitness classes shouldn't overtake the area. The space is suppose to be public and some trainers dominate the space and make the 'general public' feel unwelcome in the area. All for fitness classes, but they should be secondary to general public use.
- I do like the idea of an additional set of stairs for working out/fitness and another for commuters. Fitness people do get frustrated with those who are slow on the stairs. I do like your other idea about allowing fitness to happen not during the morning or afternoon commute. That is a good solution too and likely cheaper than a new set of stairs.
- Improved winter maintenance. Perhaps designated times for fitness classes (ie not peak commute times)
- Improving winter maintenance, please. Changing timing when fitness groups are allowed is brilliant and I highly recommend.
- In the most part, I'm okay with the way it is; however, I do like the suggestion of expanding the area at the top of the stairs. I've never experienced an issue with fitness classes; however, priority should be given to people walking and not be restricted by fitness classes.

- I walk so slowly on stairs due to arthritis that I'm afraid of getting knocked down. People are nasty when you aren't fast enough for them. If there were 2 sets of stairs, maybe that would help. I'm afraid to use the stairs now.
- The people that are using it for fitness should be more considerate. There should be limits on number or groups on to allow pedestrians passage without dodging. Honestly I don't understand why they don't have common sense and be considerate of others.
- Fitness should either be barred from stairs, or need to better accommodate walkers and allow for social distancing
- I find the whole 'fitness' cult annoying. Walk ways should be safe from runners and fast bikers. Some places should be for quiet, restful enjoyment. People coming home from work, out for a leisurely stroll, taking their kids for a walk need a place to seek solace from the daily grind without some twit in spandex knocking them over.
- Limit group fitness times (I.e. no group fitness during high traffic hours).
- Typically in the evenings folks like to use this area for photos and around noon is when highest traffic for fitness groups. Individual runners using these stairs do not cause congestion during busy times on stairs. When multiple fitness groups of 10+people are going both up and down the stairs at the same time it can be very hard for individuals to use the stairs.
- Fitness users deserve to enjoy this space and bring vitality.
- Expanding the area at the top of the stairs and improved winter maintenance would be helpful. Additional sets of stairs aren't necessary; especially if only being built for fitness purposes. There are other stairs a couple of blocks away: from Memorial to Centre Street and Centre to Rotary Park.
- Short term solution for the stairs: clean off snow and ice, schedule fitness uses. Will the 2022 new fitness circuit help solve the fitness users' presence on the stairs? Do athletes only need a big platform near the top of the stairs?
- bigger gathering area at the top.
- I frequently use the stairs for fitness and I don't see any "conflict" in sharing the space. people need to learn to be patient and respectful instead of whining whenever something isn't the way they like it.
- Less fitness activities. They think they own the stairs.
- The one way stairs is DUMB for those who walk to work from CH. I do not abide bc I have to get to work/home. The top of stairs gets super crowded - is there a way to widen that area for exercisers who are recuperating after gunning up. Would be nice for ppl to be able to park closer and take pics. Again can get congested which is not great during Covid season.
- have space for fitness people as well as commuters. have a larger dedicated fitness park at the bottom of the park.
- This is a public space that should be shared. I don't believe that fitness instructors who are charging for classes should be free to conduct classes and disrupt other users without a charge.
- As someone who both commutes on and uses these stairs for fitness I do not see the conflict between both groups. I am disappointed to see a negative tone being taken with respect to fitness classes. These are small businesses with local owners, who help create a sense of community and who encourage a healthy lifestyle. Isn't this what these spaces should be all about?
- Limit access to stairs for fitness purposes during commuter hours (7-9am and 4-6pm)

- "I use these stairs to commute and I strongly dislike the fitness users. I 100% support another set of stairs. One set going down, one set going up would be fab.
- During COVID when the stairs have been one way it has been frustrating to see fitness users ignoring that rule and tossing the ""one way only"" sign over the railing.
- How about no fitness use between 7AM-9AM and 4PM-6PM."
- Not sure how to make it more welcoming, but I find them a little uncomfortable to use because they're dominated by runners.
- Close the road above the stairs and widen the stairs to encourage more pedestrian use and reduce negative interactions. Improving the landing at the top of the stairs as already mentioned is a good idea. Hopefully that landing will have a car free area to connect to.
- Need to address people who think this is an outdoor gym. This should be for commuting. An additional set of stairs for fitness may help.
- We use this route to commute as we live on the neighborhood so having a place for those using it for fitness that doesn't obstruct commuters. Fitness users get frustrated with my child climbing the stairs home from school but it is a shared space.
- I use this path to get to downtown. Lately I have not been using the stairs because they are over run with people exercising & pushing past me. It's great to see people out being active but this area is too busy already. The stairs were supposed to be one way, but this instruction was not followed by many.
- No for profit boot camp/fitness classes allowed anymore !! Create more greenspace in the parking lot
- Widen the area at the top would really help with a larger platform. And a zip line would be awesome 😊
- Needs to link with playground facilities because fitness classes going on in playground located to the north and west. Seems to be more fitness at top of hill in larger field areas and trees .
- The fitness crowd had taken over the stairs -no regard for pedestrian users. I have been plowed over many a time. THIS SHOULD BE OUTRIGHT BANNED. You wanna run stairs, go elsewhere. Go to a gym. NOT the original intent and is now a problem to sight seers and leisurely strollers. I have seen kids pushed out of the way. Disgusting it has been allowed to happen for so long.
- either make the stairs 'A' one way permanently or eliminate the group fitness during busy hours. complete 'C' landscaping.
- I'd say either adding another set of stairs or limiting use of fitness for the stairs to certain times would help. Possibly improving the stairs themselves would work (separate space for fitness maybe).
- I have lived in the area my whole life and I won't go anywhere near the stairs anymore. Too many people, too many conflicts, and people can't respect each other so it's an all around nasty experience to use them. I have been accosted by one too many joggers while walking down to the park that thought I was impeding their workout by using the stairs to walk.
- As a senior and living in northeast I must drive to access this beautiful area. I enjoy parking and walking there and also going down to river walk area. Sometimes feel I am in the way of those running, biking and exercising there so is not as relaxing for me. Parking is an issue especially on weekends so try to go during week but cannot enjoy with family as they are only available on weekends.

- Expanding the area at the top of the stairs is a good idea, winter maintenance is often a problem along the pathways at the top of CR and down into the valley
- Scheduled time for fitness classes that do not overlap with times when residents are using the surrounding paths for walking to and from work.
- Changing when group fitness classes can operate there. We always use this way to get home and it is very busy during rush hour for us walking home
- Pedestrian and bike access is important. Not a place for group or commercial fitness.
- Fitness facilities should be included at the base, not the top of McHugh Bluff
- An alternative path or stairs would be good or strict times when fitness activities would be permitted
- Shouldn't be organized fitness classes on the stairs. Many of these people are unaware and disrespectful of people that live in the area.
- Clear signage for different types of users. I.e: parking here, bikes here, wheelchairs here. It's often not clear which leads to collisions/close calls.
- "If you allow organized fitness activities on the stairs, then you probably need more stairs.
- There are pathways down the hill which need snow clearance."
- There are more important issues to spent time and money on. Put some signs on the stairs that say, "Walk on the right. Pass on the left". I only see runners on the stairs at lunch, late afternoon and evening. So commuters can still use the stairs undisturbed in the morning which is pretty good. People have to accept that they can't have everything perfect when the City has no money.
- Do not allows boot camp organized classes on this space only independent users. The stairs could use more rest/viewing areas to allow people to rest and pull aside to reduce conflicts
- I think you need to accommodate both walkers/commuters and people involved in fitness. I do both. The challenge is obviously runners trying to pass walkers and running into people going in the other direction. I was walking there this weekend and had somebody hit my shoulder trying to squeeze between me going up and somebody coming down. How can you teach people to wait...there were only 3 of us.
- Fitness use can interfere with the reflective & family uses of this area. Fitness use needs its own separate area if it is to be allowed.
- I think the stairs should be for commuting and individuals can run up and down for fitness but I am not in favor of group fitness activities in that space.
- These stairs should not be used for fitness activities. They are there for people to get to and from downtown and fitness gets in the way. If people want to work out they should go to fitness facilities
- I respect people's desire to exercise on the stairs but it is a public-use space and should not be allowed to be dominated by that one use. At minimum, some signage and guidelines on user etiquette should be posted.
- "A larger space at either the top or bottom with fitness structures could help to alleviate congestion.
- Limitations on times for groups may not have any impact if not heavily enforced, which isn't ideal for its own reasons."
- Over the years the stairs got taken over by crossfit training groups. I used to use the stairs to walk home and always wondered when one of them would trip as they were running down the stairs and I would get to go to the hospital to remove their anvil from my rib cage. It became dangerous and I stopped using the stairs as such.

- Poor quality of stair construction - slippery in winter, not wide enough to have a middle railing (separation for one way up and one way down). Most physical activities at the top of hill and extend north to playground. The C fitness area is not cohesive with fitness areas near the playground and in the park. Center and 10 Street are used to access areas.
- You need to separate the fitness traffic from other traffic ... commuting is very difficult with all the fitness traffic and creates a very unwelcome space ... the new "fitness circuit" is directly next to a walking/biking route and is already crowded/dangerous just with people using the stairs
- Create a pedestrian friendly environment at the top of the stairs. Safety, theft, and avoiding speeding cars are concerns when the road is open.

Improvement or Amenity Ideas

- "Add trail/paved options near fall-line trails. x2 sets of stairs = induce exercise. Fitness circuit needs cardio, see stairs. Box jumps? Area for sprints/hill steps adjacent to the parking lot?
- The pathway connection adjacent to C is busy and intense.
- The stairs feel safer to ascend descend in the winter than that pathway that can become treacherous and with momentum if you slide... weee"
- We live nearby (4 blocks) and don't use the stairs do to the fitness activities that make them unwelcoming. (The road pathway is similar at times with joggers spitting etc.). Do not make spaces that send fitness users to the more unused areas and pathways. Encourage 'circuit' users to keep in the 'circuit'. And not to park at the top of the hill.
- I think an additional set of stairs would just double the use by fitness groups, not provide a safer place for ordinary foot commuters. Definitely providing a larger area at the top with more garbage facilities would be an asset, possibly reducing the litter problem and congestion on the pathway.
- very good idea - parking at base of bluff and providing pathways or ease of use up would be great. perhaps a motorized tram in the summer months that's autonomous could navigate people up if they park at the base
- I think putting exercise equipment at the bottom of the stairs would be great.
- Facilitating access to people with mobility, sight or hearing disabilities. Attention to older Calgarians who would like to continue to use this area, including shaded seating or access to same elsewhere in this redevelopment. Small bike jump/pump track area at base of bluff for kids.
- Clear the snow every morning before 7.30 a.m. Light the stairs and paths better and add garbage cans. Another stairway would be helpful
- New fitness circuit
- I don't mind an extra set of stairs. Agree additional space for exercise classes would be ok but don't close off the road for this.
- "Changing when group fitness classes are allowed in the space, or how many group fitness classes are allowed at any one time would be helpful. Having more space at the bottom and top of the stairs to spread out might be useful.
- I really like the up only, and down via the pathway and perhaps that could be for all exercisers at any time."
- With increased foot traffic, recommend designated use lanes & more ecological protection. Charge commercial fitness org user fee pay add'l stairs. Additional fitness equip't may take pressure off & improve relations.

- Maintain shoveling of snow off the stairs. A second staircase dedicated to fitness might be a good idea. I like the idea of outdoor fitness equipment at the bottom of the hill. Perhaps see if there could be a way to increase parking at the bottom of the hill. Get the tour buses to park at the bottom and encourage people to walk to the top. Police should be present at night to stop the partiers.
- More space to accommodate all users would be beneficial. Also some play and fitness equipment would be valuable including a hill slide / water slide
- I like the idea of expanding top part and possible additional stairs so people can feel more comfortable walking or doing activity. Stairs need better lighting (solar) and better winter maintenance. Took a running course in winter and it was slippery and not safe.
- Some space for fitness would be nice to have. It's a great outdoor training spot
- More lighting for night
- It would be good to have better lighting in the evening and better winter maintenance on the path
- Clearer wayfinding
- Expand the stairs. Enhance the stairs. Keep off leash area. Add dog park area.
- I think the idea of a fitness circuit would be great. I also like the idea of making the alternative lane more permanent.
- I love the area for fitness. An additional set of stairs would be great with landings along the way to do push ups sit ups and other fitness activities.
- Bike and repair stations for bikers along the path (with air pump and tools) and a water station for walkers, runners and bikers to refill water bottle
- Including all of my points above adding some/ more wayfinding signage and public art would really add another dimension to the space.
- "I love the idea of putting an adult fitness circuit or some equipment in! Having bike path and bike racks would also be good.
- I don't like how you have to pay at CPA parking lot and think it should be free on evenings and weekends."
- Signage and direct cycling link to memorial, winter maintenance and outdoor fitness classes
- I rarely see anyone use outside fitness equipment. There are lots of joggers/runners & walkers. But I rarely see anyone using equipment, it seems to be just for show. Especially now that you'd want to wipe it down before using it.
- "A bike escalator would be a fantastic way to make biking more accessible on the bluff. Norway has one.
-
- Better winter maintenance and wider pathways would also be very nice"
- Make the stair's usage for fitness only during certain off-peak commuter hours. Add non-slip material to the stairs. Plant trees along the ridge of the bluff to create a barrier to prevent people from traversing down the bluff in non-designated areas, which is causing bluff erosion. Add more benches along the paved pathway of the bluff.
- "A wide designated fitness stair as well as a community stair might reduce conflict between different purpose for use.

- A source of water at the bottom of the stair and a fitness "field" at the bottom of the stairs close to the parking. That way all the fitness media noise will not conflict with gentle use, the vegetation will not be destroyed and the trash will be contained."
- Build a nice stonework staircase that is appealing to look at. It should be about 3 times as wide as the existing staircase and slightly less steep. The new stairs be a destination in itself with viewpoints at various levels for resting and enjoying, cool artistic nighttime lighting for safety and some low profile art that fits with the stone worked steps (like at the viewpoint at Harvie Passage)
- The wood is slippery in rain and snow. Need non-slip surface. Need wider stairs with an up side separated from a down side. Fitness on the stairs is very disruptive for commuters and other users. Opportunity for stairs to be "art" as viewed from downtown and Centre Street
- Create stairs for commuters with better traction in winter. Add more exercise stations to the other stairs to meet the need of those using stairs for exercise.
- Additional stairs and workout equipment on the bluff would be nice.
- "I didn't know a fitness circuit was going to be built, that's welcome news. The "one way only" path on the stairs recently isn't ideal - I assume it was to facilitate distancing during the pandemic (totally on board!), but compliance was low. Taking the time to walk down the hill instead of run down the stairs also just kills the workout.
- Needs more lighting at night."
- Add a funicular, such as exists in our sister city of Québec that would enhance the attractiveness and accessibility of the area for visitors to our city, that has such a beautiful view of the mountains, skyline etc. A special set of stairs designed for fitness activities could be provided and existing stairs updated for easier pedestrian use (bigger landings, less elevation per flight etc).
- "I suggested fitness circuit earlier, but I now see this is already planned. That's a good thing.
- This area needs better winter maintenance. Both stairs and pathway get very icy and slippery. Parking - I've always found the paid lot to be a deterrent for my workouts in this area. I think exercise should be promoted, not deterred. Perhaps there is a 45 minutes free option?"
- You might want to install a public access defibrillator near the stairs-I'm serious, there has been at least one cardiac arrest there.
- Link another fitness circuit at top of stairs? Also, integrating some mountain bike paths into the bluff would bring a younger crowd.
- Increasing the parking lot to appease those that drive here, without causing a disturbance along the top of the hill. Water fountains for dogs and people. My concern with additional stairs is disrupting the environment... perhaps restricting when fitness is allowed on the stairs.
- Need additional structures as more people are using the current structure. A paved lane from the bottom to the top is needed. Build a zip line to Beth to the bottom. Can be a slow slope.
- A funicular like Edmonton has downtown in the river valley
- "I don't mind people using the stairs for fitness and I commute using them daily. I think an outdoor public gym would go great at C.
-
- I think this area is well managed by individuals and rules and regulations would only complicate things."
- I like the idea of a fitness circuit. How about a giant slide going down the hill?

- Widen the area at the top would really help with a larger platform. And a zip line would be awesome 😊
- parking space, biking, walking, seating, food, washrooms
- "Keep fences to prevent users from creating paths down bluff (re-vegetation efforts!) Improved signage about leashes for dogs when on the pathway. It's very common for people cycling down the hill to encounter dogs running in front (area is designated off-leash but it should be very clear through signage that on the paved path leashes are required)
- Garbage options midway up stairs"
- I like that the fitness groups use the area. The problem is the stairs then become a problem for those using for their commute or to wander from or to Princess Island. Building a designated fitness stair and designate walking stair would help with this and also help with distancing if required in the future as was needed with Covid-19. Signage indicating parking below the bluff would also help.
- Water fountain would be nice
- Area B (Paved multi-use pathway) is an important commuting connection for active transport. Maintaining the pathway year round would be great. A bicycle lift would be an incredible improvement.
- "Restricting group fitness classes to time windows will not resolve current issues. A very large number of individual fitness users did not follow the COVID rules of one way going up - these individuals are as problematic as the classes.
- Separating the fitness users from the commuters and sightseers will have positive impact. The fitness users stairs must be very close access to the new circuit."
- Snow and Ice clearing in winter. Appropriate lighting on pathway (don't spill but light up to make it feel safe)
- Snow removal for the stairs is very important. Perhaps the new stairs could be heated? Could there be a funicular installed like the one in Edmonton?

Maintenance Ideas

- "Add trail/paved options near fall-line trails. x2 sets of stairs = induce exercise. Fitness circuit needs cardio, see stairs. Box jumps? Area for sprints/hill steps adjacent to the parking lot?
- The pathway connection adjacent to C is busy and intense.
- The stairs feel safer to ascend descend in the winter than that pathway that can become treacherous and with momentum if you slide... weee"
- No more stairs. Ensure gravel pathways are repaired especially after heavy rains
- Improve the winter maintenance. Make a fitness area at bottom of hill
- My biggest concern is that fitness activities on the stairs cause them to deteriorate faster; it feels like running stairs should be dedicated to something more industrial strength. My concern with another set of stairs is the impact to the the McHugh Bluff hill where erosion is a concern.
- Yes, to adding a second set of stairs. Replacing the set of stairs in Rosedale would give the commuters from their neighbourhood a means to get down the hill, take the load off of Crescent Heights stairs and also would naturally spread out the fitness people. Our current stairs could also be wider to help the flow. And please clear the snow - don't salt it. It is awful on a dog's paws.

- Winter maintenance and addition of handrails along the pathway from the Curling club to Crescent road would allow more people to use this route in the winter when it become very slippery.
- Maintaining the integrity and safety of the existing stairs is all that is required. The only time that we have observed high usage is during the spring/summer lunch hour. This is why no add'l money should be spent on expanding/twinning these stairs. A small # of the same people seem to be the ones that are always throwing out these "problems" that don't exist. Restricting stair use is excessive.
- I need snow free paths to bike to work please
- This area is perfectly fine as it is. The pathways need better maintain each in winter, but aside from that there is good flow between dogs, cyclists, and walkers. Another set of stairs isn't needed.
- Improve winter maintenance. Change times fitness groups can use the stairs. Enlarge the area at the top of stairs
- I have not liked the group fitness activities on the stairs. I have been pushed aside many times when commuting to downtown for the YMCA or shopping. Good winter maintenance is a given. Many people use this as a commuter route.
- Improve winter maintenance
- I don't have a problem sharing the space, but due to overuse, the stairs do seem to degrade quite quickly, so I think better maintenance and repair would help make the space safer. A larger or second set of stairs seems too much to ask for, but would be best.
- Maintenance in the winter and possible extra set of stairs for fitness groups
- Maintain shoveling of snow off the stairs. A second staircase dedicated to fitness might be a good idea. I like the idea of outdoor fitness equipment at the bottom of the hill. Perhaps see if there could be a way to increase parking at the bottom of the hill. Get the tour buses to park at the bottom and encourage people to walk to the top. Police should be present at night to stop the partiers.
- Create a better stairway
- Year round maintenance.
- This is a multi use space - commuting and fitness - and must support both. Additional capacity is needed to support current volumes. Winter snow removal is currently insufficient. The city must also assess the areas capacity
- Winter maintenance
- I like the idea of expanding top part and possible additional stairs so people can feel more comfortable walking or doing activity. Stairs need better lighting (solar) and better winter maintenance. Took a running course in winter and it was slippery and not safe.
- Widen the stairs. Ensure snow is cleared.
- It would be good to have better lighting in the evening and better winter maintenance on the path
- Winter maintenance is a must do situation and two sets of stairs allows people exercising to exercise whenever they want and those enjoying the view can have their own staircase
- I agree with adding another set of stairs, as it has gotten very busy with usage. I don't use the stairs any longer given the traffic. Also, better maintenance of the stairs during the winter is very important because it can get slippery on wooden stairs and a liability for the City with so many exercisers on the stairs.
- Expand the stairs. Enhance the stairs. Keep off leash area. Add dog park area.

- Regulating hours of when groups could be on the stairs if a second set of stairs can't be put in. Winter maintenance to continue to be kept throughout the winter.
- Improved winter maintenance, yes, spreading out the areas where fitness groups use the area, more trees, appropriate shrubs and planters.
- I don't know what the solution is to resolving conflicts between fitness and non-fitness traffic on the stairs. My strategy in recent years as a local resident has been to avoid the stairs altogether. I would support winter maintenance. I think the stairs are Ok as they are.
- Signage and direct cycling link to memorial, winter maintenance and outdoor fitness classes
- "A bike escalator would be a fantastic way to make biking more accessible on the bluff. Norway has one.
-
- Better winter maintenance and wider pathways would also be very nice"
- Make the stair's usage for fitness only during certain off-peak commuter hours. Add non-slip material to the stairs. Plant trees along the ridge of the bluff to create a barrier to prevent people from traversing down the bluff in non-designated areas, which is causing bluff erosion. Add more benches along the paved pathway of the bluff.
- Please don't regulate when people can exercise. The beauty of this space is that you can train here throughout the day. Also enforcement would never happen. The stairs and lookouts all need expansion. A second set of stairs will mean more costs for snow clearing, and maintenance.
- Would love to have stairs for exercise and separate stairs for commute. Exercise people take up alot of room and are a bit rough with the commuters sometimes. or just have stairs to climb that done need to terminate but to allow exercise. Maybe not made out of wood, but something more durable so they don't get worn.
- Path B can get icy. The stairs feel.pretty.crowded.for covid
- There should be stairs for walking and commuting to the bridge and stairs for running and fitness. Current stairs are garbage and need replacing with something robust and preferably heated for the winter commute. Bigness park is critical.
- Make several sets of stairs all along the bluff, people want to use them. I love seeing people being active and using the stairs to train. Better winter maintenance is needed on section B. Very icy.
- "Stairs, the current ones or new/additional stairs, should be metal construction, so snow/ice/moisture drip through. The current wood ones can be very slippery.
- I would guess that the majority of users of Crescent Road park up on the bluff, not down below off Memorial Dr. This is an issue that needs to be addressed, as it has a huge impact on the residents of Crescent Heights and Rosedale."
- "Replace worn boards sooner, improve the lighting...it is very dark during commute in the winter, winter snow clearing is very good.
- I don't agree with limiting hours for fitness.
- I strongly agree there should be a second set of stairs for fitness use. It's not just classes, there are issues at lunch, with teams, firemen, etc. They are too busy to be multi-use. But a great resource to be active."
- winter maintenance is important. I would support any changes that increase safety.

- One set of stairs is fine and the wood is a nice, natural touch, but these receive heavy use and could be better supported.
- Daily snow clearing would help
- The wood is slippery in rain and snow. Need non-slip surface. Need wider stairs with an up side separated from a down side. Fitness on the stairs is very disruptive for commuters and other users. Opportunity for stairs to be “art” as viewed from downtown and Centre Street
- Melt-freeze cycles on the paved multi-use pathway (B) cause this stretch of pathway to often have a very thin but very slippery coat of ice. Either more/different maintenance or a heated pathway should be considered.
- I am unaffected by any decisions on this but I think funding should go to winter maintenance
- Disallow fitness during peak commuter hours. Increase frequency or type of maintenance during winter (salt is great, melting and during the stairs is better)
- Do not add an additional set of stairs. Improve the existing ones which are suffering from high use and poor material (wood). Build something with longevity...
- Create stairs for commuters with better traction in winter. Add more exercise stations to the other stairs to meet the need of those using stairs for exercise.
- Maintenance of whatever you do
- Please maintain the space (e.g. fix broken stairs, smoothen and remove gravel on multi-use paths to make it safer for walking, scooting, and wheeling).
- I have used the stairs to commute for work and also to shop downtown. I often find many 'fitness' users on and around the stairs -- it's noisy, treacherous, and often quite crowded. It's not a comfortable experience trying to navigate all that. I tend to use the walkway up the rise to avoid the crowded stairs. Improving winter maintenance along the icy uphill walkway is a must.
- These stairs are awesome. Wood is awesome but is already showing wear so maybe a change of material? I love all your ideas good work.
- I think additional stairs would be great. A lookout viewing area separate from the stairs could be useful too. Winter maintenance is a must.
- "I suggested fitness circuit earlier, but I now see this is already planned. That's a good thing.
- This area needs better winter maintenance. Both stairs and pathway get very icy and slippery. Parking - I've always found the paid lot to be a deterrent for my workouts in this area. I think exercise should be promoted, not deterred. Perhaps there is a 45 minutes free option?"
- Improved winter maintenance of the stairs is crucial.
- All the ideas are good. Improving winter maintenance and controlling group use of space are priorities.
- Maintenance in the winter is very important. Those stairs are scary to use in the winter time. Building the stairs somewhere else will just cause people in that area to complain because they won't like the traffic where they live.
- Pathway (B) is extremely icy and dangerous in spring/winter. Better design for winter access, snow removal is required.
- Regularly clear the pathway (B) in the winter; This pathway constantly accumulates ice from the bluff's melt making it dangerous for pedestrian and bikes. Ensure people using the area (A,C) for

fitness are held to respectable standard that does not disrupt other users. Sound levels should be regulated and users should leave space for commuters to commute.

- Just maintain the existing facilities. No enhancements necessary. Save some money.
- Improved winter maintenance. Perhaps designated times for fitness classes (ie not peak commute times)
- Improving winter maintenance, please. Changing timing when fitness groups are allowed is brilliant and I highly recommend.
- Adding or widening the stairs for commuting and exercising. Definitely better and quicker winter maintenance for commuters in the morning!
- Nicer less rickety stairs, perhaps built into the cliff would be nice.
- Paved pedestrian pathways that are cleared in the winter; separate bike lanes; closed to car traffic!
- Expanding the area at the top of the stairs and improved winter maintenance would be helpful. Additional sets of stairs aren't necessary; especially if only being built for fitness purposes. There are other stairs a couple of blocks away: from Memorial to Centre Street and Centre to Rotary Park.
- Short term solution for the stairs: clean off snow and ice, schedule fitness uses. Will the 2022 new fitness circuit help solve the fitness users' presence on the stairs? Do athletes only need a big platform near the top of the stairs?
- Just improve the current stairs. Some are in disrepair and not safe in wet and snowy conditions.
- It is the city's own red tape that stands in its way. Increase maintenance and care with increased use. Once something is too busy it will deter people from using it further
- "Improving winter maintenance on the ramp"
-
- "Allowing people to park at the top of the hill as parking at the bottom of the hill requires payment"
- Additional stairs. Improved snow clearing.
- Expanding the area at the top of the stairs is a good idea, winter maintenance is often a problem along the pathways at the top of CR and down into the valley
- Area B (Paved multi-use pathway) is an important commuting connection for active transport. Maintaining the pathway year round would be great. A bicycle lift would be an incredible improvement.
- Snow and Ice clearing in winter. Appropriate lighting on pathway (don't spill but light up to make it feel safe)
- Winter maintenance is key to promote use of the space all year. The paved pathway can often become icy in the winter which is very dangerous on a steep grade
- "If you allow organized fitness activities on the stairs, then you probably need more stairs.
- There are pathways down the hill which need snow clearance."
- The pathway (B) can be treacherous during winter. Given the amount of traffic, it needs to be top priority for snow clearance and ongoing clearing. Especially in freeze/thaw cycles, when there is no new snow, it can quickly become dangerous. This is not an overstatement. People get hurt on that pathway.
- Snow removal for the stairs is very important. Perhaps the new stairs could be heated? Could there be a funicular installed like the one in Edmonton?
- Snow clearing good. Fitness runs itself. People have been innovative already.

- Poor quality of stair construction - slippery in winter, not wide enough to have a middle railing (separation for one way up and one way down). Most physical activities at the top of hill and extend north to playground. The C fitness area is not cohesive with fitness areas near the playground and in the park. Center and 10 Street are used to access areas.

Trail Use Concerns

- "changing when group fitness classes are allowed. Restrict scooters from paved path (they go way too fast down paved path to curling club)"
- Enforce speed limits for bikes and scooters sharing path B as is is a serious safety concern for pedestrians and dogs.
- Safety is paramount. Not a user of this area often, but I think that local commuters should NOT be inconvenienced by fitness 'visitors'. Bikers speeding downhill have scared me away from using that path.
- Add more paved pathways with gentler slopes
- I don't think another set of stairs is necessary. However the path at B is on a hill and can be kind of dangerous to pedestrians when bikes and scooters rip downhill. Perhaps a second path on this section could help?
- encourage biking and walking allow parking in crescent heights high school and walking to hill
- I would like a designated cycling path ascending from the CPA parking lot up the hill, with the incline gentle enough to be manageable for most cyclists. I rode up one of the gravel paths today, but I could not do it in one single ride without breaks.
- more wheelchair accessible routes; the hill is decently steep
- For B; this is both an off-leash dog area and an area where cyclists tend to go quite fast when going downhill. Something should be done about the potential conflict between dogs and bikes—I love that this is an off-leash area, but as a cyclist and a dog owner this makes me nervous.
- I'd love a better way to get to Crescent road from Sunnyside on wheels e.g. a scooter
- Some cyclists do not respect the speed limits on the downhill pathway. There is a significant risk of collision and conflicts in that area.
- Area B (Paved multi-use pathway) is an important commuting connection for active transport. Maintaining the pathway year round would be great. A bicycle lift would be an incredible improvement.
- Wider stairs and accessible ramps would be a great addition

Natural Environment

- Again, keep it simple and make sure that it enhances the natural pieces of the bluff.
- Group fitness needs to be controlled. There is often conflict between people working out on the stairs who forget that others are using the stairs. Have seen some fitness groups using informal paths on the bluff which is irresponsible
- "Protecting environmental sensitivity of Bluff is very important. What is the impact of increasing people & foot traffic in the area? How will the city protect the Bluff? The stairs are close to end of life, they could be widened. What impact will YMCA closure have on fitness-stair usage?
- Interesting Crescent Height school not mentioned. It's part of community, does it contribute to issues?"

- Existing stairs are fine. No additional stairs required. Informal paths up the hill should be removed - these are used primarily by fitness groups.
- The stairs have become a busy place. It's sad when you see exercising folks pushing elder ladies out of their way. :(Off leash dog owners are also over taking the walking path up the hill. Dogs should be on a leash on a path way. Again, no enforcement.
- "People exercising hog the stairs - stairs are very unpleasant to use in peak times. They are congested & at times unsafe. Exercisers are defaulting to trampling through the natural area.
- Could clearer guidelines for the circuit be helpful? Would wider stairs work with designated lanes for exercisers to use that are separate from the public who are simply moving through the area?"
- Again, a lot of work has been done to keep this area natural. That should be the focus. Facilities that will drive usage up will begin to detract from the actual reason people come here. What's wrong with people negotiating a little courtesy. Do we have to make everything perfect for the 10% of the time there are a few conflicts?
- With increased foot traffic, recommend designated use lanes & more ecological protection. Charge commercial fitness org user fee pay add'l stairs. Additional fitness equip't may take pressure off & improve relations.
- The existing structures and paths are sufficient. Do not add new paths or structures as this will impact the environment negatively and will create more erosion and slope stability.
- Additional stairs would be very nice, keep the paths up the hill dirt and gravel, don't pave them, maintain a very natural landscape. I live in eau claire and we don't like the changes down there, it's not natural anymore . please keep this area natural.
- The space is natural. Leave it that way, and do not close Crescent Road.
- Improved winter maintenance, yes, spreading out the areas where fitness groups use the area, more trees, appropriate shrubs and planters.
- "I have been concerned about very destructive erosion and deterioration of the hill itself when groups do not use the established paths.
- Another set of stairs would be a good idea.
- Parking and traffic access needs to be accounted for when planning for that.
- Limiting time frames for exercising is a good idea, but who enforces it? Is there a fine if the rule is broken?"
- Adding an extra set of stairs would improve commuting and allow for more space for people to exercise. Trees and other plants could be added to the edges of the parking lot (or replace part of it).
- Make the stair's usage for fitness only during certain off-peak commuter hours. Add non-slip material to the stairs. Plant trees along the ridge of the bluff to create a barrier to prevent people from traversing down the bluff in non-designated areas, which is causing bluff erosion. Add more benches along the paved pathway of the bluff.
- Don't do anymore construction. Leave the area more naturalized. Don't over regulate.
- "Could the stairs be widened instead of building a second set?"
-
- There are a lot of people who go off trail and are eroding the bank, would be great to put in a solution that eliminates that"

- Keep the stairs. Keep the road. Don't remove any of the nature that exists to add more concrete, like that stupidly destructive park area near the peace bridge.
- I hate the fact that my route home is impeded by one-way down traffic on the stairs. I live here!! And I hate the fact that non-residents don't give a :m@(" about short cutting leading to major erosion. When I "call" people on shot cutting they swear at me! Outrageous.
- "Make a workout set of stairs going up next to the commute/walker set of stairs. Don't spoil the view for the people walking on the walking set of stairs.
-
- Add signs to discourage and educate people about short cutting up the hill. There are some major pandemic related shortcuts going right up the hill that have made a mess of the vegetation and causing some major erosion."
- I rather not have any more structures on this side of McHugh bluff. It is a beautiful area to walk and the stairs and the paved road serve its purpose in my mind. More infrastructure would mean less green, which I am opposed to.
- Increasing the parking lot to appease those that drive here, without causing a disturbance along the top of the hill. Water fountains for dogs and people. My concern with additional stairs is disrupting the environment... perhaps restricting when fitness is allowed on the stairs.
- My biggest concerns is people shortcutting up the slope. They are creating a mess. (there are a couple shortcut erosion paths both east and west of the existing stairs that people have been using since the pandemic made the stairs one way). Maybe more signs to educate people about shortcutting and erosion if stairs are a no go. passive plant barriers could also work?
- "Keep fences to prevent users from creating paths down bluff (re-vegetation efforts!) Improved signage about leashes for dogs when on the pathway. It's very common for people cycling down the hill to encounter dogs running in front (area is designated off-leash but it should be very clear through signage that on the paved path leashes are required)
- Garbage options midway up stairs"
- I like the idea of a second set of unidirectional stairs. During the pandemic we came face to face with people huffing and puffing up the stairs. Making a bigger viewing area at the top wouldn't fix the problem, we don't want to discourage exercising and the stairs maintenance in the winter was fine. I would love more stairs but the environmental impact needs to be assessed
- Be careful of natural area and erosion

Other Ideas

- C
- Show it... demonstrate it. If you build it, people will come and that demographic should be promoted and then enhanced by determining, in the photos for instance, who is not here? What folks in our city don't or can't come here and enjoy it? Why?
- N/A
- I think all the current uses should be maintained, including vehicle access, which seems to be missing in this survey.
- The City needs to know this is a waste of resources, funds and focuses on the needs of 5 people on Crescent Road, at the expense of other tax payers. The park and space are great, but too busy with punks from July-Aug. Walk only July-Aug. The only time it can be abused,

- An additional set of stairs I fear would only increase area usage, which is fine as long as more parking is provided in consideration of this addition.
- I think group fitness is fine, but parking for it like all activity on the ridge must be considered. Once the closure took place, the parking simply moved elsewhere, where the city followed and closed (West of the ball diamonds). Taking the majority of parking out for the adaptive lane has NOT worked as there is way too little parking available now.
- 1) Generous, accessible public parking 2) Let's please reconsider the pandemic request that stair users only go 'up.' Individuals commuting to work already have additional time-consuming detours (given the bridge closure!) If need be, how about 'down' in a.m/ 'up' in p.m.? 3) Policing / Security cameras to deter any bad behaviour/ graffiti? 4) A second set of stairs designated for joggers only!
- Signage at the top of the bluff to encourage parking in the CPA parking lot at the base of the stairs
- The group of residents pushing this whole 'close the ridge' movement are too self interested. That group says NO to exercise groups in the area, yet the city is proposing another set of stairs to allow more exercise. I cannot imagine the 'vocal' group wanting this. I think if the city wants to expand and encourage more exercise more parking needs to be opened, whether on the road or in the park.
- Reduce fast, noisy traffic on all of Crescent Road. Get rid of the places where drug dealing occurs and noisy, rowdy people seem to think that they have total rights to be disruptive and obnoxious.
- I really believe that process is just a formality and that the end result has already been determined to appease the complainers on Crescent Road by closing this road. This road should have access to all Calgarians. It needs policing if crime is the concern. Additional infrastructure is not going to change this. This road closure is causing problems for rest of community.. not right!
- Clearly health and fitness should be a priority. Adding another stairway is a great way to spend some \$. The city wants to lower the vehicle traffic downtown...I walk downtown maintain what is in place, it would be nice to have 2 hr parking on tops of the hill again.
- It was a very pleasant place until it became a meeting spot for undesirable behaviours and criminal activity. Enforcement is needed.
- Maintain shoveling of snow off the stairs. A second staircase dedicated to fitness might be a good idea. I like the idea of outdoor fitness equipment at the bottom of the hill. Perhaps see if there could be a way to increase parking at the bottom of the hill. Get the tour buses to park at the bottom and encourage people to walk to the top. Police should be present at night to stop the parties.
- You're doing a good job. Listen and be decisive. Create a feedback loop after implementation.
- Reducing vehicle traffic adjacent to pedestrian pathways
- Crescent Road needs to be closed to vehicular traffic.
- The parking spaces on the top of crescent should be reopened for people to access who have mobility issues
- "will require additional study and discussions with many internal City groups to determine if this is feasible" - sometimes you OVER analysis things. No wondering nothing can get built in this country.
- Honestly? Close memorial east of the curling club to Edmonton trail, and redirect traffic either downtown or onto 16th. Memorial park is only used as a homeless camp because the car traffic makes it so unfriendly.
- Do not close Crescent road at the top of the stairs to car traffic. Allow all tax payers access to the stairs and use the stairs to commute , workout, rest & view the city. I can't believe the city is

considerations closing a public rd to make 11 houses have a more private road when Cof C hasn't put in the proper traffic calming measures and enforced the traffic bylaws like they did on 13 Ave NW.

- Easily accessed without impacting traffic along 13th Ave.
- "I have been concerned about very destructive erosion and deterioration of the hill itself when groups do not use the established paths.
- Another set of stairs would be a good idea.
- Parking and traffic access needs to be accounted for when planning for that.
- Limiting time frames for exercising is a good idea, but who enforces it? Is there a fine if the rule is broken?"
- Build it and they will come...and park where ??? in Rosedale?
- others would be better equipped to provide an answer on this one. My main concern is that ALL citizens of Calgary be able to get to this space without having blocked access. That would be BALANCE
- CPA parking is insufficient if crescent rd is going to be upgraded and made a destination for calgary. ... too hard for folks to walk up the hill.
- The key is again POLICE PRESENCE AT NIGHT. If you add a stairwell, PLEASE PLEASE listen to those most impacted - the homes at the top/near. They were promised no platform, a platform was put on the existing stairs. Now there are noisy criminals yelling and doing drug deals on that platform. PLEASE listen to those most affected. A stairwell would work IF it's placed south of Cres Park.
- I have been using this area forever to go for a walk and meet with friends to enjoy the view, to go to China town and access Downtown businesses. I had no problem and complains until the bike path installed and streets were closed. It's very upsetting that I can't park on the hill to go down to Chinatown not everyone can afford to pay for parking near Chinatown and downtown.
- Do not divert traffic, parking, noise, driver behaviour issues onto adjacent residential streets.
- More amenities will mean even more people. More people means more crime and illegal activities.
- Lots of walking paths in McHugh bluff. It is only busy for short periods
- again closing the road is largely the benefit of a wealth minority not the majority of people of come to the area to enjoy, I am sure they are squeaky wheels with influence but the city does belong to everyone regardless of where in it you live
- The stairs were moved from 1 st to 2nd st, and they added a platform, it has been a trouble spot ever since. Late night free for all. Move those stairs, no platform. People can stand, sit for blocks to enjoy the view. Night time is a huge noisy problem, way to close to residents trying to sleep!
- I think Crescent Road should become a nonvehicular area. Accommodations would need to be made for the residents but I'm tired of nearly being run over by primarily young adults speeding excessively on the road
- police enforcement for drug deals,prostitution and drag racing. no need to change anything else.
- "you are allowing an extremely small group of people working towards getting a kilometer section of city road closed . there are 11 houses in between 1st & 4th st NW - very low density

- area .. where are people expected to park to come and 'enjoy the area' ? make it harder for people to race up and down cres. rd. but dont close it.need enforcement in the area .closing the road only pushes traffic"
- Leave it be or add more stairs. Everyone loves this place for both fitness and commuting. Have more short term free parking to not limit the use
- The area is good as is, I think there needs to be paid parking opportunities at the top of the hill, otherwise it would be better to leave it as it was prior to the pandemic.
- This is a public road with public access, do not remove the access and do not remove the vehicle access to this area.
- The area at top of the stairs is the hangout. It is too close to neighbouring residences to expand/attract further debauchery. Future stairs should consider conflict of commuters and fitness. They should also be fireproof due to illegal fireworks. Video should be there to monitor illegal activity. Consider moving further away from residents. Encourage parking at bottom of stairs to encourage good
- "The platforms on the stairs tend to attract misbehaviour more than provide viewpoint facilities, unfortunately.
- It would advantageous to the natural environment to enhance the informal path between A and B horizontally."
- I have two concerns one is graffiti and the other is respectful sharing of the stairs. I do support the benefit of the stairs for the use of exercise. I would need more information regarding a second set of stairs. When fitness buffs use the stairs they often cross Crescent Rd. to do an exercise circuit - causing problems with traffic when the road was open.
- The green line is set to be built nearby. Incorporate stairs or fitness elements into the pedestrian/bike lines that either sit below or next to the train tracks. You could make something really cool for the fitness crowd. Again, I'm not really sure what the issue is as I've seen it well used by multiple users most of whom co-exist peacefully. The people complaining are not in the majority.
- I suspect the high use of the current stairs is very seasonal, but am not a jogger.
- "I suggested fitness circuit earlier, but I now see this is already planned. That's a good thing.
- This area needs better winter maintenance. Both stairs and pathway get very icy and slippery. Parking - I've always found the paid lot to be a deterrent for my workouts in this area. I think exercise should be promoted, not deterred. Perhaps there is a 45 minutes free option?"
- It would be interesting to know if the Y closing has impacted the stair usage. It was a popular route for runners from the Y. With the Y closing are the stairs being used more or less? I don't have a sense for that. I used the stairs a lot when I was younger and a U member. I'm not a stair runner anymore. I don't remember there being conflict when I was using them.
- Put the games, exercise equipment, public art hidden from sight here. If people cannot exercise or enjoy just being outside we are in a very sad state. Crescent Heights and Rosedale are residential areas that just happen to border Crescent Rd. I am totally against creating a gated community for select Sts, the closure of the Rd. You deliberately omit what happens to other Sts. in the area.
- More free parking, less road closures please.
- I live in the area. Different users already bring car racing to the neighbourhood, we've had drivers get out of the driver seat drinking from a 26 ounce bottle of booze and cars in the evening driving

across the park in the 900 block. I don't understand this idea with no plan to deal with social disorder and disrespect. What happens to the other residents not in this special area?

- "Quit wasting money on studies and surveys
- Focus on the bigger issues
- Like the vacancies down town.
- Look after economics etc"
- I really like these stairs!
- Better vehicle access with more available parking
- Increasing the parking lot to appease those that drive here, without causing a disturbance along the top of the hill. Water fountains for dogs and people. My concern with additional stairs is disrupting the environment... perhaps restricting when fitness is allowed on the stairs.
- Removing the parking lot and expanding the greenspace would completely transform this area for the better.
- Do not support expanding current stairs or adding addition stairs. Designate handicap-only parking space around section A to eliminate street parking completely. Other people can park in section D.
- There are so many stairs in the city that could be used for fitness, but this one is attractive because of the parking lots below and free parking on the street above. If you close Crescent Road and remove that parking, the stairs will be less popular. Could the city designate other stairs and the city for exercise, advertise them, maintain them, and ensure free parking?
- "Improving winter maintenance on the ramp
-
- Allowing people to park at the top of the hill as parking at the bottom of the hill requires payment"
- Top + platforms are encouraging hangouts. Fundraisers like Inn from the Cold will bring hundreds to exercise on the stairs to raise money. This is disruptive to the residences. Word spreads about the fitness on the stairs. The stairs must be moved to the centre of the Bluff between 2nd & 3rd St. Building another set of stairs will NOT improve the problem. You will create an enforcement issue.
- Make it family oriented and draw them in.
- the irony is rich isnt it ? "lets close the road to encourage more activity like walking, but we will deem exercising as being too much activity" ... kind of laughable . i have ran those stairs 1000s of times .. build more stairs there i guess . lastly regarding all of these initiatives there are WAY WAY too few ppl controlling this narrative . probably could all fit in your car.
- It's not important and, seriously, your question is woke. Different types of users? Huh? Are you differentiating use because of colour, sexual preference ...? If people want to go there, greatif not, who cares. It's not the job of city planners to moralize or agonize that someone might not feel welcome there. Keep it real.
- As a senior and living in northeast I must drive to access this beautiful area. I enjoy parking and walking there and also going down to river walk area. Sometimes feel I am in the way of those running, biking and exercising there so is not as relaxing for me. Parking is an issue especially on weekends so try to go during week but cannot enjoy with family as they are only available on weekends.
- Parking seems to be problematic in the area.

- Another set of stairs would be fine. However, the issue is the number of people already causing all of the illegal activities. If we increase the accessibility, more crime will come.
- Close the road.
- It's unfortunate you are kowtowing to a vocal minority and wasting my tax dollars.
- Parking options that don't impact the community as they do now.
- What users? Drug users, street people, homeless people. If you build a couple of staircases all around the city, it might just eliminate the congestion at these. This just shows how poorly the city of Calgary has been planned, with the lack of space in the city for activities.
- C
- If you build more stairs people will just use them as they want, not as they are intended. No one follows rules. I haven't found a huge conflict between walkers (me) and those who are running or jumping up and down the stairs.
- With the existing CPA parking lot, parking at the top of the hill should be for residents (permit parking with enforcement). It's unfair to residents of Crescent Heights to lose limited street parking.
- Find out who is using it, for what, when & how long.
- The road was built for vehicles, people purchased homes in the community with that road as part of their decision. If there is an issue with illegal activity, perhaps enforcement needs to be looked at, not closing the road for residents.
- Pedestrians, and leisure activity
- Allow people to park for free to encourage Calgarians of all incomes to use it

Understanding Walking, Wheeling, Traffic Circulation, and Parking – Common Themes

Show us where walking and wheeling connections are needed, areas that are traffic trouble-spots, or where parking or loading areas are important.

Closure Themes

- [Against Closure or Adaptive Lane / Road Should Be Open](#)
- [In Favour of Closure / Extend Park Across Road](#)

Parking Themes

- [More Parking Needed / Encourage Parking Here / Need Accessible or Handicap Parking](#)
- [Suggest No Parking Here](#)
- [Permit Parking / Parking Limits](#)

General Themes

- [Social Disorder / Noise Concerns](#)
- [Suggested Amenity](#)
- [Lighting](#)
- [Increase Permeability / Access Through Space](#)
- [Garbage Bins](#)
- [Off-Leash](#)
- [Other](#)

Traffic Themes

- [Intersection Issue / Need Better Intersection Control](#)
- [Cut-Through and Short-Cutting / Traffic Has Increased / More Congestion](#)
- [Need Traffic Calming / Increased Traffic Speed](#)

Walking and Wheeling Themes

- [Suggested Walking Connection](#)
- [Suggested Wheeling Connection](#)
- [Suggest Physical Improvement Here \(road surface, curb-cut, sidewalk surface, sidewalk width, etc.\)](#)
- [User Conflicts \(non-car, ped/bike/fitness\)](#)
- [Improvement / Maintenance to / Management of Stairs](#)
- [Snow / Ice / 4-Season Concerns](#)

Understanding Walking, Wheeling, Traffic Circulation, and Parking – Themed Verbatim

Closure Themes

Against Closure or Adaptive Lane / Road Should Be Open

- With road closure in place, this area can be quite desolate and depressing, even in fine weather. Need to find a balance; Increase vibrancy (enable parking/vehicle flow) but use security/speed cameras and other measures to address trouble areas.
- We should not limit access only to local residents. The current road closure has resulted in use of this area mostly by locals, who are predominantly wealthy and white. The city should seek feedback from those currently excluded from this space.
- We have the same concerns with crime traffic etc throughout Rosedale and Crescent Heights. Because other residents don't call 311 continuously does not mean that it is not happening elsewhere would all love the luxury of a private road.
- We have Rotary Park, Crescent Park, Ryley Park and Princess Island...in close proximity. Extending the park by 30ish Ft. through an existing road. For what objective?
- Vehicles should be able to use this road year round in both directions.
- Vehicles should be able to use this road year round in both directions.
- This should not be used for chalk drawings and bean bag tossing. This is a road for all citizens to gain access by vehicles (as roads are designed for). Very elitist and exclusionary for some home owners to push their personal agenda to own the road.
- This road should be accessible by vehicles. Many trying to get to and from CHHS.
- This road is for vehicles to access...it's not designed to play games on. Two way traffic needs to be put back.
- This is an important access point into the community; We miss having it as an exit road. Too many traffic calming measures create angry, frustrated drivers - inclined to speed. We support keeping it open.
- Road Closure is not solving the problems just moving them..this is not a solution. Area requires more active policing. Speed cameras etc.
- Remove adaptive lane so that vehicles could safely drive on this corner. The adaptive lane has narrowed the road in what was already a hard spot for cars to drive safely.
- Open the road to all vehicles in both directions permanently.
- One resident who complains excessively should not be able to determine who can access the road. The road should be open to all.
- One resident who complains excessively should not be able to determine who can access the road or park in front of their own house. the road should be open to all.
- No reason why this is not accessible by cars. Cuts off our access to and from Centre St. Should be open to all vehicles! The city has never endorsed the NIMBY concept so why are they doing it here? Is the city supporting the politically connected elite?

- [removed] personal issues should not determine how a road that is used by many should operate. This is an extreme show of elitism and the city should find a way to fix this issue without making a beautiful area harder to access
- Leave road open permanently in both directions to all vehicles.
- Keep 2 way traffic open to vehicles.
- Crescent Road has always been popular for viewing the city, etc. Residents who buy view lots should have taken this into consideration and not try to change history.
- Closure of this part of the road to vehicles causes major access concerns to and from Centre Street. It should be left open permanently to all vehicles
- All of Crescent Road should remain open to traffic in some form. It is much needed car access for all residents. Closure for COVID was “okay” but it’s not a long term solution. The true value is in accomodation for cars, pedestrians, and wheels.
- A road closure is not going to prevent crime. A promenade will result in different issues also requiring policing.
- A partial closure of crescent road is like a full closure. With the location of school and park, we can still not access crescent road to go to our home. Going home in our neighborhood should not be viewed as a “short cut”
- Please limit consideration of permanent closure to the park area between 2 - 3 St. Keep remaining road open for vehicles with careful thought to bike/pedestrian safety; City residents must be allowed to enjoy the bluffs, view, seasonal lights in winter!

In Favour of Closure / Extend Park Across Road

- Extend Park to the Bluff to increase biking, walking, sitting, and play areas for the public.
- Vehicle access on this stretch of Crescent Road is not required. Closure is optimal to enhance the enjoyment of this area during the day and will help authorities with this difficult enforcement area at night.
- This has been a very busy but incredibly friendly area since it was closed to traffic and open to people please keep the closure in place
- The road closure has been amazing, and we find ourselves spending more time outdoors and being active now. I'm all for the road closure and only wish this new pathway was more extensive!
- The extra lane for walking and running has been excellent! People from outside the community can use the parking lot at the bottom of the hill.
- Please keep the road closed it’s great for the community and the people huge change in the environment
- Park should be extended to the Bluff to encourage more walking by Mothers w/ strollers & children and elderly w/ walkers or wheelchairs. The ground is flat & paved. Vehicles encourage shortcutting & creates a safety issue & pollution.
- My kids love riding on the closed road in the summer and would love to have it as a ski trail in the winter!
- Just enjoyed a lovely walk and sit in the shade, enjoying the spectacular view of downtown (would be impossible to sit on the shaded side and see downtown if road was open to vehicles).

- Great opportunity to expand the park space across the road and connect it to the bluff. This would cut down on the speeding cars and also create an incredible park space for Calgarians. Would be amazing!
- Extending the park and interrupting the vehicle intensive use will solve many of the issues in the area. Design the park extension for safety and encourage a broad range of users to support inclusiveness. Discourage partying & hanging out
- Crescent Road is an amazing resource for biking, walking and visiting with neighbours, and other Calgarians. Closing it off enables a safe space without loud noisy vehicles/unsafe activities.
- Closing this part of the road would create a beautiful and unique space for all users to connect and enjoy the view and green space. Would love to see it closed and maybe offer up tables, chairs, etc for people to come together. Maybe a fire pit in winter
- Closing the road and extending the park would be great - this stretch of road isn't needed. Would create a much better gathering place - could add a park cafe like in prince's island park or central memorial to take advantage of the views.
- Close this portion of the road to vehicles and connect the bluff with this park. An under utilized parking lot exists at the Crescent Heights high school ~250m and a 3min walk away.
- Close the road and allow just non-motorized travel.
- Close Crescent Road 100 to 400 block - discourages shortcutting, reduces social disorders, eliminates speeding & stunting, eliminates idling, air & noise pollution, allows everyone to enjoy the views w/o worry of vehicles.
- Close Crescent Rd from 1 to 4 Sts, extend Park to the Bluff. Social disorders are rampant in this area where vehicles, motorcycles, gangs are hanging out creating issues for all adjacent hard working residents (not just Crescent Rd).
- Another idea is to connect this park to the main park by removing the road. This allows for a nice car free overlook pathway. As a compromise put a real parking lot back here. People will not idle because they have to get out and walk to see the view.

Parking Themes

More Parking Needed / Encourage Parking Here / Need Accessible or Handicap Parking

- We need the parking back.
- Families are driving to this area to play in park and walk around Walking through the park should be encouraged and facilitated through to the Crescent
- Area needs to be more open and friendly to everybody. Parking needs provided to make it accessible to everyone. This area does not get used when closed.
- When open, this is where many visitors park - if we close this stretch, we must open parking further along the road or to feeder streets. Not everyone is able-bodied, not everyone can simply walk in (consider aging demographic / winter weather)
- We need to make parking available to those visiting the park and the bluff. Parking along the park must stay open and available to visitors.
- We need parking on all three sides of Crescent Park for people from outside the community to park their vehicles.

- Under utilized parking lot. Should be joint use with school. Parking lot is much better option than Crescent road.
- This whole neighbourhood has limitations on street parking, while the vast majority of homes have garages and onsite parking and the streets are empty during the day. This is a public amenity that should be available to the public even if it is pay parkin
- This was a great place for people to park and enjoy our beautiful view. Let's find a way to bring it back!
- This used to be a great spot to park and enjoy the view and then was replaced by (IMO) ugly planters that offered no improvement over the cars that parked there.
- This should be reopened to parking. People need to be able to enjoy the view, and it's across from the church so it shouldn't bother residents.
- This seems to be used as a private and personal parking spot for the residents by this church. How elitist is this. A personal agenda for a small group of people.
- This is a key area to provide parking for visitors, right now it appears as though we're trying to keep Crescent Rd. and the bluffs all to ourselves. Shameful!
- This area currently has temporary no parking signs in what was previously a 1hr free parking area. Parking along this street allows access to the park and supports small business' that use the area for year round fitness classes.
- There needs to be public parking so ANYONE in Calgary can enjoy this view and not just people living around the area.
- There is insufficient parking anywhere in the area to allow visiting to Crescent Park. 6 Ave NW is being used heavily and has resulted in increased noise and garbage because there is such limited parking.
- There is a need for parking so that those who do not live within walking distance, can enjoy the recreation opportunities on the ridge. This can be accomplished by allowing parking again along the roadways and possibly a new parking lot.
- there are no houses here - why wouldnt we allow cars to park along this stretch ?
- Support restoring public parking here to enable visitors to our community; better access for seniors/ anyone with mobility challenges.
- Support restoring parking here, so we, as residents, can share the spectacular view! Security cameras, policing suggested to curb the annoying offenders (typically small dark, very loud speeding vehicles, tinted windows, blasting hip/hop or rap.)
- road needs to be widened to accommodate parking in this block. adaptive lane resulted in too much space being removed.
- Public parking required here (to help replace spaces no longer available on Crescent Rd.) to keep area accessible.
- People should be allowed to park alongside all public parks/spaces.
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- Parking should be allowed on the south side of the road. Remove adaptive lanes. Issues can be resolved by time restrictions and enforcement.
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- Parking should be allowed on the south side of the road. Remove adaptive lanes. Issues can be resolved by time restrictions and enforcement.
- Parking should be allowed here or in other spots very nearby for accessing the Crescent, especially if there is a road closure!
- Parking should be allowed by all.
- Parking should be allowed by all.
- parking non school days
- Parking is needed at the East entrance to the green space.
- parking is crucial to inviting more calgarians into the area.
- Parking is absolutely essential adjacent to the park - so that visitors to our community can easily access the stairs and the bluffs, enjoy the view and everything the area has to offer!
- Parking for who have family and friends over.
- Parking along the bluff and viewing the City was a part of history for those growing up in the area. This too has now been taken away from the residents of the community. Will the complaints here ever stop until the road is "deemed" private?
- Parking adjacent to the park is essential and shouldn't be closed off.
- non school hours
- Need to be able to park on parkside
- Need parking all along Crescent Road to access the trails and natural areas
- Need more space for parking to use the facilities around here.
- Making public parking available alongside the park is necessary (and makes the most sense as it's less likely to impact local residents).
- Make this a one way road with angled parking stalls to maximize parking capacity. No reason why residents should not want parking here since it is not in front of any houses. Narrow 1 lane road would make stunting and speeding difficult.
- Make available for public use outside of school hours
- It was disgraceful to see this "Limo Parking Only" in May/June 2021. This explicitly said that only a certain class of Calgarians are welcome to celebrate special occasions on the bluff. I hope this never happens again.
- I'm ok with closing through traffic, but we need parking for the rest of the city's residents. Without parking, this becomes an exclusive playground for the rich. Very exclusionary.
- If this stretch of road by the park remains closed to vehicle traffic, the lost (30+ parking spaces on the north side alone) must be replaced with clearly marked available parking, on nearby feeder streets.

- If Crescent Road is closed, public parking MUST be allowed on adjacent streets. You can't eliminate all the parking along Crescent Road and not replace it. If residents want the road closed because of dangerous traffic, then need to accept the alternative
- Have parking all along the bluff. Short term 3 hours and accessible so we can all enjoy it. It belongs to Calgarians and not the rich people who live there
- For some strange reason parking is not allowed on a public street adjacent to the public park...this pushes a lot of non-resident parking onto neighbouring avenues. Why?
- For some strange reason parking is not allowed on a public street adjacent to the church...this pushes a lot of non-resident parking onto neighbouring avenues.
- Designate this area as a handicap-only parking space . Other vehicles should only park in the CPA lot near the bottom of the stairs.
- Curling rink lacks adequate parking to host any kind of event.
- Convert to parking adjacent to playground & curling to increase parking space for people to access a closed Crescent Road and extended Park to the Bluff.
- Consider making this parking lot available for visitors outside school hours; especially for special events - at the same time visitors must be informed / directed with clear signage. Ensure extra bins for litter/recycling here.
- Carve out a section of this underutilized lot for visitors by car to the bluff. The CPA can run it.
- ball diamonds lack adequate parking. Forcing people to move their car's 1/2 way through a game.
- Aside from using the school parking lot, this avenue seem abnormally wide, is missing a sidewalk on the south side, and could also serve as additional 1-2hr parking space.
- 1 hr view parking in front of park as not to disturb residents. Not every one can walk or ride for a sunset view, have more garbage bins.
- Road should be accessible to all, especially disabled who may not be able to walk long distances to enjoy the view off the bluff. Short term parking should be allowed, but enforced. Create one way street and install high speed bumps to discourage speed.
- Parking is absolutely required to ensure access to this area by ALL Calgarians. Either along this road or easy and convenient parking close by. Limit noise, stunting, drinking...by limited parking to 10 or 11PM and enforcing bylaws.
- Make better bathrooms, and create a large parking lot for visitors to the neighbourhood!

Suggest No Parking Here

- When road is open parking along this stretch often sees vehicles sitting idling (regardless of weather). If there is parking would like this to be a no idle zone (ideally no parking at all)
- Washrooms, keeping road closed or minimal traffic, diverting traffic elsewhere for parking. Designated spots if possible
- This is a great spot for cooling down/ stretching after running up the hill. Reduce parking and add fitness activities.
- This area is too beautiful and unique for parking. People visiting via car can park on streets nearby the bluff (not directly on the bluff). The street should be narrowed, or ideally removed all together, and the area designed for people rather than cars.
- This area is polluted with parked cars idling, people blocking the pathway to stand around and visit (there's a perfectly good park space for that), and litter.

- Street parking should be completely eliminated on crescent road to ensure safety of walkers/runners/wheelers/bikers. Way too many drivers let their vehicle idle which creates pollution!
- Resident treats back alley as own personal property
- Resident has personal vehicles parked in alley
- Rather than parking, focus on transit access to the park so space is not wasted on parking. There is already a gigantic parking lot below the bluffs.
- Parking near the corner here should be pulled as it impacts sight lines of NBR users wheeling or driving from seeing the cueing traffic at the 4 Way on 12th Ave
- No stopping. Cars idling. Limit parking.
- No need for parking here, or for any cars on this road for that matter.
- Lets eliminate parking on this stretch completely, even if it means losing a bit of existing green space to make additional parking for people visiting the area.
- Individuals going to SAIT park along boulevard for longer than two hours. There are cars parked along street, outside our side door with what appears to be drug dealing.
- I thought it was illegal to use a public lane, and block it, with vehicles.
- If 2nd street is to be a bike lane, there should not be angle parking allowed here. Install a bike lane to continue the commute safely.

Permit Parking / Parking Limits

- Should permit 2 hour parking in this area and surrounding the park.
- Residential parking should stay permit parking as it would be used as a parking lot for downtown commuters. Property taxes in this area are very high compared to other areas that do not have permit parking.
- Permit parking only should be the standard in Rosedale and Crescent Height. Low loud/noisy at night from incoming traffic visiting residential area.
- Permit Parking for Residents should be allowed in front of their homes.
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- Permit Parking for Residents should be allowed in front of their homes.
- Parking time limits need to be in place and enforced.

General Themes

Social Disorder / Noise Concerns

- Too many individuals are driving loud, modified vehicles along here. It disturbs the pedestrian traffic when they pass. I would also support local traffic only to this area. Stop making areas of inner city a 'destination' for suburban people to overwhelm
- The police need to be present from 9 pm onwards for 2 blocks on either side of this marker. Motorbikes are smoking pot and roaring up and down wherever they can. Even when the road is closed! They move the barrier. POLICING is needed regardless.
- Since the closure of Crescent Road the problems in this area are not as bad but they are still very significant especially after hours any plan must consider these residents

- Often people now park on this section and smoke pot in their cars here now that Crescent Road has been partially closed. This has not solved the problem but shifted to another area. Regular policing in the evening with ticketing would help.
- Loud vehicles continue to try to access crescent rd
- Loud vehicles continue to try to access crescent rd
- It's not just about parking in this area it's about after hours activities disrupting the residents How can we get these people back their community? I certainly don't have the answers but I can see the problem
- Increase in traffic, loud noises, racing. Sometimes awoken at night by all the comotion!
- Horrendous amount of traffic on 8th Ave & 2 St, limos and cars park on the road. Noise levels exceedingly high till all hours of the night, each day a work day but can't get a good nights' sleep .
- Before the pandemic this road/area was utilised by all in a respectful and sustainable manner (24 year resident). Since the pandemic (before closure) it turned into a dangerous zoo of hooligans every evg - Had to be closed for safety.
- Parking is absolutely required to ensure access to this area by ALL Calgarians. Either along this road or easy and convenient parking close by. Limit noise, stunting, drinking...by limited parking to 10 or 11PM and enforcing bylaws.
- Loud, fast vehicular traffic
- Loud vehicles trying to access crescent rd
- Loud vehicles going to from closed crescent Rd

Suggested Amenity

- Trees that were removed when new homes were built should be replaced to retain the historical character of this area. Crescent Road should be a showcase of the city and its setting as it always has been. Architectural design should fit this character.
- This part of the park used to have beautiful community gardens. Some way to recreate that would be an interesting idea.
- Somewhere around here, how about creating some inviting gathering places such as an attractive fountain? A pop-up or more permanent gazebo-style coffee vendor... with seating to invite neighbours and visitors to socialize.
- Rather than closure of road make enhancements to the park.
- Does crescent heights have the ability to install a secure bike parking area for their staff and students with school traffic protected from the passing public?
- Make better bathrooms, and create a large parking lot for visitors to the neighbourhood!

Lighting

- With the large trees along the street, lighting needs to be enhanced as it is very dark when commuting.
- This massively overgrown tree (and possibly others around the base of the stairs) need pruning or outright removal. Sightlines, visibility, lighting at night/early morning and overall safety would be improved.
- Significantly improved lighting is needed for personal safety.

- Entire road (especially treed areas) needs more lighting so people can feel safe walking in the evening and at night. I recognize the light can be disruptive to residents, so is there a way to just illuminate the path and minimize light pollution?
- Please limit consideration of permanent closure to the park area between 2 - 3 St. Keep remaining road open for vehicles with careful thought to bike/pedestrian safety; City residents must be allowed to enjoy the bluffs, view, seasonal lights in winter!
- For commuters additional lighting required and snow removal in the winter. Extremely icy making it very dangerous. Large portion of people on due commute via Crescent Road.

Increase Permeability / Access Through Space

- Need to provide walkway through ball diamonds to other park areas. High use areas for people in the park and from school. Lots of lunch and dinner use of tables from others that drive to the community.
- Need a walking path through the ball diamonds. Lots of movement from Crescent to playground
- Make tree boundary around this park more permeable. Archways, pathway, sidewalk?
- Cut-through in the bushes for walking to/from bluff. Not useable when baseball games are happening.

Garbage Bins

- If litter is an issue, add more litter containers.
- Garbage tends to overflow - add 2nd bin?
- garbage overflows frequently - empty more often or add 2nd bin.
- Garbage overflows frequently - add second bin or more frequent pick up.

Off-Leash

- Offleash dog park is very important to keep
- Love that the bluff is an offleash area!

Other

- You can visually see residents personal vehicles
- [removed]
- This road has a fake school zone there's no school around it's just a special casing a few residents
- This road doesn't care it's fair share of traffic it needs to share the load with everyone else
- [removed]
- [removed]
- Is this a publicly owned park? Could this be better used to improve the area?
- ika
- I love taking a scooter around this area with the calmed streets, amazing to enjoy the view. I hope there are more scooter companies soon, and perhaps a designated parking spot in this area.
- [removed]

Traffic Themes

Intersection Issue / Need Better Intersection Control

- traffic moves way way to fast around these corners off of cres rd on to alexander
- Cars going north on 1st st use this road as a shortcut (and drive erratically) to turn left on 12th ave at the 4-way stop. Add a 4-way stop at 1st st and 12th ave and add traffic calming to limit this road to local access and bikes only.
- When road is open common to see vehicles roll through stop sign when turning east onto crescent road
- When it is not closed, the angles of this intersection cause a lot of sightline issues.
- We love to walk/bike/scoot to Crescent Heights. For kids out of a trailer the busy roads + 16th Ave crossing are a daunting impediment to biking and scooting. Any chance of putting in a pedestrian bridge, like at Northhill Mall somewhere near 4th st NW?
- Turn this into a 4 way stop to make it safer for pedestrians and community members. And to slow down traffic.
- Traffic often take this turn too quickly, resulting in accidents and making it unsafe for people needing to bike along this route.
- This street is a busy designated north-south cycling route; Drivers sometimes miss the east side stop sign (2 St / 13th ave.) obscured by tree. Potential here for serious accident.
- This is a very stressful intersection to cross on a bike or walking due to the volume of vehicle traffic, and parked cars affecting sight lines.
- This is a very ambiguous intersection and I have almost been hit here several times
- This intersection is wide, and only controlled in one direction. Needs to be safer for cyclists, and people crossing the street.
- This corner could use modification to prevent drivers from taking wide corners when headed north; and short corners when headed south. Maybe a raised median?
- This alley is a major safety concern for walking and wheeling. Vehicles do not look for active modes. I have been involved in and witnessed multiple near misses. DANGER!
- There needs to be a better cross walk across 4th st NW at 12th/13th Ave. this is a through fare for kids to walk to school, and they are crossing a major road artery for downtown commuters. It is not safe for walking in its current state.
- There is a lot of traffic. Speeding, racing. Cars do not stop allowing pedestrians to cross the street.
- The pedestrian phase for N-S traffic is not long enough for mobility impaired, seniors, or children to cross safely.
- Support anything to make this crosswalk safer for the many children/families using it on route to Rosedale school, as well as for those travelling to/from SAIT.
- Stop sign right here is obscured by tree branches and people travelling west regularly can't see it!
- Safe pedestrian crossings for residents on the other side of centre street. Better pedestrian connections to Rotary park to make the green space more continuous
- "Poor sight-lines for vehicles travelling NB to see peds hitting overhead flashers, and promptly stepping off the curb.

- As a walking user crossing, lots of vehicles have nearly hit me while the flashers were going mid-way across. Uphill vehicles mainly."
- North-South crosswalk interval is noticeably short; red signal starts flashing when you're halfway through 16th ave. Please extend the time allowed for pedestrian crossing. This has become a very busy intersection ever since new commercial dev on corner.
- No crossing, super long distance to the next crossing north of 8th Ave. Looks like there use to be one here.
- Need a better crosswalk next to playground. Seems like lots of speeding on 3 Street
- Many children access this crosswalk that live on the east side of 4 St to get to their designated school (Rosedale School) and bus stops along 13th. Many cars park too closely to the crosswalk and drivers commonly exceed speed limits down 4 St.
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- Is it possible if you guys could add a overpass in this area instead of lights after the another or a roundabout
- Improved path cross road. Can be congested.
- Improved crossing. Poor sightlines. Major communter sidewalk north south.
- Improve safety of pedestrian and bike crossing. Key to making non-Rosedale residents North of 16th access Crescent Rd without a car.
- If you use the overhead flashers to cross on your bike walking across, you don't have a good transition back onto the roadway except by the driveways on either side. Could a bike and ped signal on-demand be installed here on 8th Ave? See Vancouver
- "I cross Centre St. 4x per day, and I am very nervous about the speeding trafiic, and those drivers who ignore the pedestrian lights.
- What happens when the Green Line is working?
-
- Could a pedestrian bridge be built across Centre St. to keep people safer?"
- Heavy traffic in afternoons makes it dangerous for kids & adults to cross 4th st. Blind corner at 14th st. causes near collisions often as people race from 16th Ave southward & sightline is blocked by parked cars West side of 4th. Also rounding from 12th
- Have nearly been hit several times while overhead flashers have been operating. Car had to screech to a halt while I kept back 2/3 across the intersection already.
- Have nearly been hit by cars running the red lights travelling NB in this crosswalk several times. Do the lights need to be angled differently for them in the uphill direction? Have they zoned out heading out of downtown and up the hill?
- Hard to cross this intersection E/W to connect to the bluff, Rotary Park, or the calmer alternate to 8th Ave NE in 7th Ave NE
- Get rid of traffic circle, have stop sign on north south road.
- get rid of this island and place a stop sign for the north south road here.
- Do the lights change automatically or do i need to press the pedestrian light to get them to change?

- Dangerous corner for speeding traffic, poor winter drainage, poor sightlines, limited sidewalk. Suggest widening sidewalk, adding boulevard.
- Challenging crossing to make it to the SB 10th St bike lane from Crescent Heights Rd, or to and from SAIT CAMPUS despite overhead flashers. Could a wheeling user signal be added? See Vancouver
- Cars rush through this intersection, not pedestrian focused.
- Big intersection is hard to cross, especially when cars are travelling at higher speeds. Marked crosswalks and traffic signs would help.

Cut-Through and Short-Cutting / Traffic Has Increased / More Congestion

- plus now massive amount of cut thru traffic now on 11 Ave on to alexander
- Traffic has now increased heavily in front of our property with both a combination of speeding and bumper to bumper traffic due to the Crescent Road closure. Illegal parking is constant as is failing to yield to pedestrians especially at the crosswalk
- As traffic has been restricted on Crescent Road, more traffic uses 8th Avenue east, specifically the block between Centre and 1st Street, which lacks traffic calming measures. Lots of racing on the weekends.
- When schools are open the traffic around the high school is very problematic. Especially when local vehicles can't access Cres. Rd. to avoid the High School.
- When Crescent Road is closed, 14th Avenue sees a significant increase in traffic. 13th Ave has a limited left turn which forces everyone to use 14th Ave. Closing Crescent Road the traffic problem gets pushed to the back of Rosedale.
- We are experiencing 200-300 cars daily on 8th Ave, ppl are looking to park on 2nd St to access Crescent. When they can't park, they park in front of my house or speed to 80kmh to let residents know they're mad, an accident waiting to happen!
- Too much traffic
- There has been an increase in traffic in this area since other parts of the road were closed off. The closures are effective, but the problems should not be transferred to other areas nearby.
- the room left for cars in this area is dangerous. the new walking path right next to the old one makes the road so narrow it is nearly impossible for cars to pass going in opposite directions, especially with parked cars and trucks on the north side.
- The back up of traffic at this intersection between 8-9am and again between 3:15- 4:15 pm is unacceptable when Cres. Rd. is closed, as it is my only access westward.
- Suggest a bus trap to prevent motor vehicles shortcutting from 7th, 8th, 9th Ave connecting from Centre St. heading N onto 1st St. to 12 Ave by avoiding traffic lights at 12th & 16th Ave.
- So much car chaos with parents wanting to drop their kids off as close to the school entrance as physically possible
- Since the 200 block on of Crescent Road has been closed this is seeing a huge increase in traffic and late night disruption we have to make it good for these people as part of the overall plan
- Significant increase of traffic on Centre A Street trying to access Crescent Rd
- Significant increase of traffic in back lane between 100 blocks of 6 Ave NW and 7 Ave NW. Frustrated drivers trying to access Crescent Rd.

- Significant increase in traffic & the associated noise - particularly evenings, late nights & weekends - with people coming to and leaving from the neighbourhood trying to access Crescent Rd
- Significant increase in cut-through traffic because of Crescent Rd closure. When entering on Centre A St, the only exits are this lane, or turn around and exit via Centre A St (the same as entry point). Noisy motorcycles and cars with modified mufflers
- Shortcutting or wayfinding through to Crescent Road because of the temporary closure.
- Lots of cut through traffic on gravel lane. Kids play in hedgerow and the drivers cannot see them. Most vehicles go into Rosedale.
- Increased vehicular traffic / annoyed drivers trying desperately to access Crescent Rd. Increased noise / motorcycles, cars with modified mufflers - revving engines, returning frequently to see if access to Crescent Rd has changed.
- Increased traffic trying to get to the ridge.
- Increased traffic on Centre A St - vehicles looking for access to Crescent Rd.
- Increased traffic - loud mufflers on cars & motorcycles - increased late night noise as a result of crescent road closure
- I feel sorry for the people on this road they are taking the brunt of some of the issues on Crescent Road now that parking is closed on Crescent Road we need to help them
- Despite being a high school the parent drop-off behaviour around crescent heights poses a hazard to other wheeling and walking users passing the school on the regional bikeway, and/or trying to get to the school themselves.
- Cut through traffic use of gravel lane during rush hour. Conflict with playground and kids/urban campers in hedgerow.
- Cut through Rosedale traffic trying to avoid 12 Avenue is way worse with the temporary closure. Most vehicles turn south on 3 Street
- Closing Crescent Road and shifting all of the feeder traffic into Rosedale through a playground Zone on 11th Avenue is a complete inconsideration 40 year old pedestrian heavy use area
- Close this road entrance permanently. There is no need for cars to drive into the neighborhood on this avenue. they can easily access it through the streets. Cars just drive the wrong way through the one way gate.
- alot of vehicles now cutting thru here with Crescent rd closed
- A lot of increased traffic, parking, and noise. People continue to loop 7th ave to 1st street through the alley between 7th and 6th ave.
- Traffic has increased and most don't seem to see playground signs. Need safer crosswalks with good urban design and better playground signs
- Traffic Calming or Circle required. Conflict with pedestrian and cars. Long crossing required.
- Traffic & speed is extremely high on 8 Ave between centre street and 1st NW, as downtown commuters cut through the neighbourhood to gain access to 12 Ave
- The closure of Crescent Road has forced substantially more traffic onto Alexander Crescent and has compromised enjoyment and safety of outdoor space because of the noise, speeding and exhaust.

Need Traffic Calming / Increased Traffic Speed

- Closing the road shouldn't be the only option to reduce the high-speed traffic and stunting that is disturbing the neighbourhood. Narrow traffic lanes, speed bumps, diversions and such should be considered before closing the road permanently.
- With the road closure, cars race down 9th Ave NW. This is also a longstanding busy road: school use, weekend school events, firework destination, etc. Traffic calming measures are really needed and need to be thought through.
- Very common for vehicles making this turn to enter the opposing lane of traffic-which often contains a bike pulling a trailer full of children...
- Vehicular traffic and its associated noise are an issue - particularly with the current Crescent Rd closure. People continue to try to access Crescent Rd and are relentless in their attempts.
- Traffic Calming or Circle should be considered,
- Traffic calming required
- This corner has always been problematic with vehicles whipping around it with little care to pedestrians or children at play. It is even worse now with the closure.
- These cement calming devices helped slow traffic a bit (when road was open) but many have now been removed. This is a hazardous corner as excited drivers coming to/from bluff like to take it quickly without looking for people crossing.
- The area into Rosedale and CH is extremely limiting.. Close Crescent Rd and now a suggestion of a "bus trap" on 1st. Everyone wants traffic reduced on their streets. You think you fix one problem and you create a whole lot more. Is this worth it?
- Safety of families, bikes, pets is a real concern on this extra wide avenue. Traffic calming is needed (speed bumps) now and even before Crescent Road closure. There are often cars exceeding speeds of 60km/hr here.
- Please do not close this road. It is a key road for Rosedale residents to use to leave the community. I realize that there is stunting that happens on this road, perhaps a series of significant road bumps along Crescent Road will reduce the stunting.
- People who live close by constantly use this entrance to get home. It is not a busy spot for turning, and I agree (as someone who lives on a street with no access to 16th ave), that unexpected closures lead to unsafe and aggravated driving.
- Ineffective speed bump design /does not calm cut thru traffic at all.
- I'd like to see the possibilities for traffic in one direction (with ways to keep the traffic slow) so people can come to Calgary and enjoy the view - even it is just to drive by.
- I should be permitted to drive my car in this area. I will do so slowly, respectfully and quietly.
- "I believe that 7th, 8th & 9th Aves NW should be turned into cul de sacs, no vehicle access, from Centre St. This would go a long way to managing the traffic issues including speeding, recklessness, etc.
- Look at Scarborough, and Kensington Rd."
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- Look at Scarborough, and Kensington Rd."
- Far more vehicles are now speeding down this street with the closure of Crescent. Speed bumps and reduction of speed limit to 30 would be beneficial
- Crescent Rd NW end to end is a really important connection for safe wheeling and an enjoyable one at that. Please ensure there is a complete traffic calmed (even when mixing) connection along the whole road that wheeling users have permeable access through
- Bikes and cars enter 4th Street against the 'No Entry' sign, often at speed. Cars drive north on the wrong side of the road (ie to the left of the concrete barricade). Very dangerous for pedestrians.
- 4th street should be closed at 12th Avenue to allow safer bike and pedestrian access to area.
- 2nd Street, 9 Avenue and 11 Avenue (all surrounding the Crescent Heights high school) are currently extra wide. This creates a great visual opportunity for cars to use excessive and dangerous speeds to the detriment of the students, pedestrians and bikes.
- Traffic & speed is extremely high on 8 Ave between centre street and 1st NW, as downtown commuters cut through the neighbourhood to gain access to 12 Ave
- There is a massive increase in traffic along this street. There is a lot of speeding and racing. It is loud and I fear safety of my children. Cars do not stop to let us cross the street here either.
- Road should be accessible to all, especially disabled who may not be able to walk long distances to enjoy the view off the bluff. Short term parking should be allowed, but enforced. Create one way street and install high speed bumps to discourage speed.

Walking and Wheeling Themes

Suggested Walking Connection

- Encourage school & curling rink parking during summer. Extending current pathway from 11 Ave to Crescent Rd along 2nd St. provides unencumbered access to Park & Rd, will eliminate high level of Traffic+noise on 9 & 8 Aves currently being experienced.
- Walking to the park during commute to use the stairs.
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- The transition between the protected lane and nothing is quite abrupt.
- The current road closure setup makes it hard to enter this area for walkers or cyclists. It is very uninviting.
- Need to consider how the pathway will connect with the Green Line bridge pathway. Great opportunity for N-S walk/bike connection to/from Downtown.

Suggested Wheeling Connection

- Strip this parking to instead be a protected wheeling connection. 2nd St is such a vital connection across 16th Ave and the alley and vehicle turnaround happening at this transition makes for hazards getting to and from the lights.
- SBR and NBL turns here to continue on the bikeway.

- Passing through the high school parking lot is suboptimal in terms of safety, yet there is a pretty clear desire route directly from 2nd St towards the bluff rather than detouring around the school.
- On my bike heading to Crescent Heights on the east side of Centre I'm going to cross on 7 Ave. The current fencing/bike lane assumes I want to go onto the pathway going south down the hill with poor porosity going in any other direction.
- It will be nice to easily and quickly ride to this area from downtown when the green line bridge is built. Make sure the connections are well built and Bike friendly.
- Improved access to south from 12th for cycle and pedestrians.
- Improve cycle/ped access from N. of 16 Ave. Current crossings do not give priority to people and wait times are long. Dangerous for kids to cross and must walk or cycle short distance on 16 Ave. Could create cycle connections to Confed park.
- Focus should be on creating access via transit like the new greenline station. Increasing parking creates dangerous roads for walkers and cyclists. Parking lots are wasted space.
- Establish dedicated bike lanes along the whole Crescent Rd, all the way to 10th Street bike connection.
- Connecting onto this bikeway E/W bound subjects wheeling users to an intersection jog that could be improved to connect to a quieter street to continue on 13th Ave NW rather than having to battle it out on the busy car/bussing/dooring route of 12th Ave.
- Bike path leading down 2nd St NW just disappears into a narrow, unmaintained shared path.
- If 2nd street is to be a bike lane, there should not be angle parking allowed here. Install a bike lane to continue the commute safely.

Suggest Physical Improvement Here (road surface, curb-cut, sidewalk surface, sidewalk width, etc.)

- Sidewalk improvements and tree maintenance are desperately needed for better sidewalk experience. We also need the road to access the view and park
- Trail is important connection down onto the lower pathway where the trail transitions. If it cannot be a pathway, can the trail landing be widened, have better cross drainage, and less loose gravel?
- This street is a mess of potholes and hazards to dodge, making it also feel unsafe to wheel with vehicles around you not being as affected by the poor road condition.
- Such a bad pathway to sidewalk to bridge crossing transition here. This needs to be widened and the bus stop structures pulled back so as to not be a collision hazard. Folks waiting to cross need a larger waiting area too.
- Really poor asphalt condition to roll across creating traffic/wheeling hazards for users doing essentially a 180deg turn onto Crescent Heights Rd from the 10th ST Nw bike lane coming up the hill. Lots of cars turning NBR across bike lane travel north
- Paths are not wide enough. Need to be much wider, especially because the hill is so steep on either side.
- Non-accessible entrance into out of Rotary Park to the overhead flashers. Goes from pathway to steps, to sidewalk. Sidewalk also encounters steps at the driveway to the Rotary Park parking lot.
- No curb cut for bikes to get on and off road + sidewalk is gravel.
- Nice to see the city finally putting in a proper path along the parking lot here. It's been a long time coming!

- Need a wheelchair and bike user curb cut here to access the roadway to the pathway, or onto the granular trail and dog walk area
- My family and I enjoy our bike rides from 4th Street to Centre A Street. The new transition by the church works really well.
- Gravel/grassy is path great and healthier for walking/running (prevents repetitive impact injuries). Please do not pave!
- Bike paths are great to have more of
- 2nd Street NW has super narrow sidewalks. Design them to be wider!
- 13th Ave wheeling jog connection to why could be a stellar E/W traffic calmed bikeway. But the transition here is not nice/unsafe/hard to cross.
- Icy in winter. Could be wider to accommodate the amount of walking, running, and bike traffic during peak times/seasons

User Conflicts (non-car, ped/bike/fitness)

- would be nice to have separate bike/ scooter path
- We walk our dog here every day. Co-operate very well with bikes. But, we need signs at the top asking them to slow down, ring their bells. Dogs have been run over/hit by speeding bikes
- ugh. must we constantly have to deal with those darn scooters littering the roads & sidewalks. just everywhere. in the way. an eyesore.
- This is a high traffic area used by both bikes and walkers/runners. People on foot are often surprised by a bicycle entering the area at high speed. It feels a bit like an ambush.
- There isn't enough space for pedestrians and cyclists on the approach to the hill / bottom of the stairs area. A marked / noticeable separation is needed.
- The road width and level of traffic previously made biking easy and safe. Dedicated bike/walking lane narrowed road - more dangerous for car and bike traffic (still used by bikes). Dedicated walk/bike lane not useful and eliminates access for many.
- Speeding bikes are particularly dangerous right here. Dogs and children aren't visible in this zone. Many bikes speed through here, going twice the limit. Again, we need police to reinforce the speed limits.
- Should be separate walking and biking paths here and down the hill.
- People are walking around this area or waiting by the stairs while high speed cycling traffic goes by from either end. Some type of separation/better sight lines would create a less surprising situation for both cyclists and walkers.
- Pathway runs through an off-leash dog area. Frequent encounters with dogs running in front of a bike as you're going downhill. Need clear signage about leash requirements when dogs are on pathway
- Needed: More separation from commuters who are walking and commuters who are cycling and people who clog up the area during commute times with fitness activity and rest.
- Cyclist and pedestrian safety an issue at this blind corner
- Bikes also speed through here. If they would slow and ring their bells, it would be safer for all of us: dogs, kids, walkers, joggers. We need police to come ticket speeding bikes. Happens every day.
- Alternate trail or pathway switchback, or training steps for those working out?

Improvement / Maintenance to / Management of Stairs

- Move stair entrance midway between 2 & 3 St.
- This area is where the majority of people originate on Crescent Road for exercise. Focus should not be on road closure, but enhancing this very popular area for physical activity. Improving stairs etc.
- These stairs should be replaced. Not only should the new staircase be about 3x as wide, but it should also include good lighting and pull out spots for looking at the view. Nice stonework steps too, not boring/typical wood or metal stairs.
- These stairs have high usage, especially during lunch hour/post work. With the combination of users doing a fitness workout, and those casually walking, the stairs can be too narrow for the traffic. Wider stairs here would be ideal.
- Suggest strengthening or widening stairs given heavy use; These should NOT be limited to 'up only' - they are needed most by those who commute to work (who already face detours/delays given bridge closures in effect.)
- Stairs are too crowded. Consider expanding or adding a second set?
- Stairs are congested
- Stair treads are noticeably worn down (again) and will be a safety issue in the winter (again). Perhaps it's time to replace with wider steel structure that better accommodates up and down traffic; these stairs are used a lot.
- More stairs or restrict when fitness users can use these stairs to off commute hours.
- like to make sure that the stairs stay in place & are replaced or upgraded when at end of life.
- Fantastic to have these little stairs and outlook!

Snow / Ice / 4-Season Concerns

- Winter maintenance of gravel path difficult. Consider paved surface.
- Winter maintenance makes the area difficult to navigate for even the most able bodied
- This section from Crescent road to the pathway junction is gravel and is not plowed in winter. Would be great to see this section paved and /or plowed in winter
- Pathway ices in winter. Recent curb changes helped, but still a problem.
- Path gets quite icy and muddy in the winter/spring.
- Keep pathway packed gravel so that the city does not use salt to remove ice in the winter. Salt burns the paws of dogs and this pathway is a major walkway used for walking dogs to the off leash area.
- Improved Walking Paths with Maintenance in Winter.
- Clear cross walk for those waking down 1a street and looking to connect to the pathway. There currently isn't a sidewalk on the south side that is cleared of snow in winter blocking this connection for commuters to downtown.
- Appreciate the recent improvements to this path; but wonder if anyone might begin clearing it of snow? It can be treacherous in winter yet it's an important access route for walking/cycling.
- Icy in winter. Could be wider to accommodate the amount of walking, running, and bike traffic during peak times/seasons
- For commuters additional lighting required and snow removal in the winter. Extremely icy making it very dangerous. Large portion of people on due commute via Crescent Road.

Temporary Closure Feedback – Common Themes

What have you liked about the temporary closure or the adaptive lane?

Quality of life themes

- [Has resulted in less noise and social disorder](#)
- [Has improved overall feel of the area and emphasizes the specialness of the space](#)
- [Has resulted in less traffic in the neighborhood](#)

Use of the space themes

- [Has increased safety for walking & cycling \(all ages, but especially children\)](#)
- [Enjoyed greater available space & allowed for more social distancing](#)
- [Adaptive lane has reduced walking/wheeling conflict on path or sidewalk](#)

General positions on the closure

- [Liked nothing / negative or against closure or adaptive lane](#)
- [Suggest seasonal or temporary closures only](#)
- [Generally liked the temporary closure or adaptive lane \(no details\)](#)
- [Against closure but support adaptive lane](#)
- [Generally liked adaptive lane or road closure but not sure it was warranted](#)
- [Generally neutral or don't care](#)

What challenges have you had with the temporary closure or the adaptive lane?

Neighbourhood impacts

- [Increased traffic volumes and speeds on adjacent roads](#)
- [Created poor traffic flow / made it hard to access park or homes](#)
- [Increase or shifting of social disorder / destruction of property to adjacent streets](#)
- [Increase in visitor parking on adjacent community roads has impacted residents](#)

Accessibility concerns

- [Makes the space feel less welcoming or accessible to non-immediately-adjacent residents / seems elitist](#)
- [Lack of parking for visitors reduces accessibility for all](#)

Use-specific concerns

- [Adaptive lane too wide, road too narrow and ends up unsafe](#)
- [Adaptive lane or closed road space is underused / often empty](#)
- [Barriers along adaptive lane makes it difficult to access / lack of maintenance of adaptive lane limits use](#)
- [Adaptive lane still has challenges / conflict between walkers and wheelers \(bikes & scooters\)](#)
- [Winter maintenance issues with adaptive lane](#)

- [Adaptive lane isn't wide enough](#)

General positions on closure

- [No challenges or issues with closure or adaptive lane](#)
- [Generally unsupportive of closure or adaptive lane \(no details given\)](#)
- [Suggest seasonal closure](#)

Temporary Closure Feedback – Themed Verbatim

What have you liked about the temporary closure or the adaptive lane?

Quality of life themes

Has resulted in less noise and social disorder

- The unruly behaviour has been reduced and people of all ages have been able to enjoy the enlarged space. Visitors to Calgary and non Crescent Heights residents have enjoyed the view in a safer environment & less urban noise from modified vehicles.
- It's gotten rid of the partiers and fitness groups running up and down the stairs above the curling club. Or at least made it unappealing to them. These were the 2 biggest issues in my mind. The police can't solve this problem on their own.
- It's been incredible having the full road closed. We need to do this 100% of the time. There is so much less traffic noise, my family feels safer, there is really no downsides. It's a world class amenity, we don't need cars ruining it.
- Extra space for people and families to walk. The area is much safer without cars racing down the road (especially after work hours) at all hours and creating safety issues for kids. It solves most issues without having police involved.
- Cut traffic in most problematic area to 0 and improved safety. Also reduced noise in area, such as music from parked cars.
- The freedom to walk and cycle without having to compete with fast/loud/obnoxious vehicles/activities has been a plus since these closures have occurred. Needs to be made permanent
- Elimination of vehicles. Reduction in noise, pollution, drug dealing, drinking and other anti social behaviour. Rebirth as a more natural environment with more walkers cyclists etc. Huge increase in quality of life for residents.
- It is peaceful up at the top. You can walk and not have people almost run you over while revving their engines. There is less weed smoking going on. The whole bluff is just more pleasant (i live in sunnyside). I don't hear as much noise anymore either!
- The closure has reduced hazardous driving in the neighborhood as well as noise from activities such as stunting and racing.
- Less disrespectful and disruptive traffic and visitors. Giving people the space to roam, meet, and learn new things. Watching a small child learn to ride a bike for the first time and not be confined to a sidewalk is far more priceless than a loud car.

- It's a much quieter and less stressful environment. When the road is open to traffic, the street is full of parked and idling cars, and the sounds of traffic on the road definitely take away from the experience on the Bluff.
- More families out and about, feels safer to walk at night
- The closure greatly reduces the prevalence of dangerous driving and other social disturbances on Crescent Road, especially in the evening.
- The closure has brought relief to the nearby disrupted residents from the loud noise of people and traffic. There's 3 lanes- which lane is for who?
- Reduction in noise and speeding vehicles through the neighbourhood
- It's pleasant to walk with the dogs and nice not having cars racing around or parked and partying.
- The loud small [removed] machines making loud engine noises is gone. It's so nice not having immature people looking for attention on the bluff. It's much quieter.
- I have liked having more space to walk and that the road is generally quieter without vehicles. It is easier to enjoy the view. It feels safer at nighttime as well.
- Improved use. More people out enjoying the area. Safe. No car idling or conflicts.
- Calmed the street, made cycling feel safer, and removed the car clubs that used to meet here and make noise, disturbing the pedestrian users.
- The closure of Crescent Rd. provides a safe place to meet with neighbours and others from around the city -a delight this morning, to be active in ways that are reflective of individual differences, and to celebrate what nature has given us. Less garbage.
- The nighttime social disorder has been substantially reduced, lightening the strain of enforcement on Calgary Police Service and Calgary Parking Authority.
- The temporary closure has been successful to reduce the number of noise issues, social disorder, and vehicle intensive uses in the area. Crescent Road is the attraction; but side streets experience the issues too. Design needs to include the side streets
- It has greatly reduced the racing motorcycles and cars/trucks and gatherings of those who cause the problems
- It helps integrate park space north of Crescent Rd with strolling and lookout areas south of the road. It has appeared to decrease many of the unwanted activities relating to vehicle show casing and noise.
- It reduced the volume of sightseeing traffic (buses, limos, motorbike groups) along Crescent Road. The adaptive lane allowed more cycling and walking space.
- Mostly I have enjoyed no cars racing up the street, and less pot smoking. Its not so much a 20 something hang out to smoke and show off cars when the ridge view area is closed to vehicle traffic.
- It has reduced traffic and speed on crescent road as well as loitering and its related issues.
- Closure should be permanent for everyone from elderly to children, handicap individuals to enjoy the views and the road w/o concern of being run over by speeding vehicles and inattentive drivers looking for parking, a date, drugs, people scenery.
- For the most part our neighbourhood was noticeably quieter during the night with no racing vehicles on Crescent Road.
- The adaptive lane is great. It limited the cars who park there and take part in drug use and bad activities. Also provided more space to ride bikes/walk.

- This has been useful for pedestrians, cyclists and has reduced vehicle noise on the parts closed and marked for local access only. The adaptive lane is not used much for cyclists as there are pedestrians and cyclists on it.
- Turned from loud, raucous nightmare into calm, family friendly walking and bicycling zone. No comparison. Keep it pedestrian area. Plenty of parking elsewhere in area. Walking only on the bluff. Loved the change in atmosphere.
- Quieter and more pleasant for walking
- I have really enjoyed walking in the mornings and evenings without the sound of motorcycles and racing cars whizzing past. It has been nice to see families using the road and teaching their kids to ride bikes, etc. It is very social and welcoming.
- It has made the road much more accessible to pedestrians. Generally there is less traffic and less disruptive behaviour. Everyone feels safer, so you see more seniors and kids (families) using the space.
- It provides a safe gathering place for community members and calgarians alike, where they can walk, bike and socialize without cars zooming by. The fact that kids can bike on the closed street is very important to me.
- More room to walk/bike. Easier to navigate around strollers, walkers, dogs. Safer, don't have to worry about cars. Sunnyside is quieter at night-less shouting and less excessive car noises.
- Absolutely, it is a welcome change from all the speeding vehicles
- Helps to address the lack of traffic and bylaw enforcement - loud cars and motor cycles speeding up and down the street. Creates a calmer area for walkers and cyclists.
- It has led to a decrease in the dangerous and stunt drivers (police enforcement would have been preferred). The adaptive lane would be preferable if it were painted on the road rather than the way it is now. I like no parking on the south side.
- I have appreciated not hearing drag races of motorcycles and other loud vehicles heading to Crescent road through our community
- It has kept the noisiest vehicles away from the park area and been more pleasant sitting and walking there without having muffler-less cars and motorcycles rev up and play loud music. The noisy few drive us away on weekends/nights.
- WE HAVE LOVED IT! I love that the cars in the neighbourhood are quieter. I love the cycling lane so that we don't have to pass by pedestrians so closely. I love how it encourages the neighbourhood to get outside.
- The closure provides us with an amazing and relaxing place to ride our bikes and picnic safely and quietly.
- I believe reducing the width of Crescent Road has slowed vehicle traffic and eliminated many of the problems residents had experiences with traffic, noise and stunting.ms the residents
- This corridor is a precious resource to be shared by all Calgarians. The closure has allowed people to reclaim the space for recreational activity which had been made untenable by the excessive vehicular use/stunting etc that had become endemic.
- I've noticed more pedestrian access and usage (walking, running, biking, skateboarding etc), and less clutter and garbage due to the reduced access and parking for motorized vehicles.

- The bluff feels safe to use, as a pedestrian or a family on bikes when cars are not speeding, stunting, or partying, smoking drugs.
- Enhanced safety (paramount) and evening noise mitigation for the area (including feeder roads).
- I don't have to worry about cars/motorcycles speeding/stunting and mowing down my kids. Eliminates the noise and "cruising" congestion that plagued the area before. Really before it was just not pedestrian friendly or park like.
- The lack of street racing at night has left me feeling safer while out walking my dog. I appreciate the reduction in rubbish being dumped in the street.
- Lee parties
- Temporary closure has lead to a significant reduction in noise and disruptive behaviour.
- Safer from racing cars and more pleasant experience.
- It has been so nice and quite compared to when the road was open for traffic. It was almost unbearable and also unsafe. Too many used this road as a cruising up and down at high speeds with excessive noise and related danger. Local traffic only - please.

Has improved overall feel of the area and emphasizes the specialness of the space

- Love how safe it is for my kids to go scoot, roll, bike or walk. Love that every time we're out, we run into someone we know from the neighborhood. Love that people from all over the city come for the views.
- Less speedy cars and dangerous driving in the area. When all the road was closed and not just the adaptive lanes, it was wonderful for the community to come out and bike and do outside things more on the road. It felt safe to let our kids bike around
- Earlier 'family/community' use of the roadway and bluff pathways.
- Enough room to walk, run and cycle. Seeing neighbours in the space and reconnecting. Fewer cars with people using drugs then speeding off. Space to physically distance. The road lane was a popular ski track after winter storms, temporarily
- I love the quiet on the ridge in the evenings. As a pedestrian, I also feel more comfortable sharing the space with bikes, and people on roller blades or skateboards.
- Elimination of vehicles. Reduction in noise, pollution, drug dealing, drinking and other anti social behaviour. Rebirth as a more natural environment with more walkers cyclists etc. Huge increase in quite of life for residents.
- It is peaceful up at the top. You can walk and not have people almost run you over while revving their engines. There is less weed smoking going on. The whole bluff is just more pleasant (i live in sunnyside). I don't hear as much noise anymore either!
- It's a much quieter and less stressful environment. When the road is open to traffic, the street is full of parked and idling cars, and the sounds of traffic on the road definitely take away from the experience on the Bluff.
- The temporary closure was the best thing ever. Walkers and wheelers took over the space with no fears of cars. It felt open and relaxing
- LOVED IT! it has created space for community, safe space for play, and safety for non car travel. I go out of my way to use the road closure to get to and from my home safely, with the best view o calgary. I wish it was closed all the time

- Seeing people of all walks of life using the road to walk and wheel. no speeding cars or motorcycles - I feel much safer in the area. Room to bike, walk, and run where I wish.
- Better experience for walking, running, wheeling, and being out and about with older and younger family members. Using the space is just so much more pleasant with no traffic and no vehicles.
- Fantastic to open up the space to humans again. My kids have learned to bicycle thanks to the "closed road."
- The closure of Crescent Rd. provides a safe place to meet with neighbours and others from around the city -a delight this morning, to be active in ways that are reflective of individual differences, and to celebrate what nature has given us. Less garbage.
- The closure has contributed enormously to the identity and community sense of neighbourhood .
- It has brought more people out onto the street and sidewalk - on bikes and walking. It feels much safer and friendly.
- I love it for the added encouragement for people to get out and move their bodies...love it! cuts down on traffic too
- Loved that there was more space for people to enjoy & be active, rather than free car storage.
- It really allow the people to embrace the space from their foot or bicycle or scooter or so. It was great to see people just being able to walk and enjoy the beautiful space
- It helps integrate park space north of Crescent Rd with strolling and lookout areas south of the road. It has appeared to decrease many of the unwanted activities relating to vehicle show casing and noise.
- We love the closure and hope it will continue, with appropriate access for residents. It makes the whole walking experience much better.
- This space is now available to all users, instead of just those with motor vehicles.
- We've really enjoyed not having the traffic in Crescent Road and instead using it for family walks with our dogs. As well, we see alot more people from the community and can stop and chat within a bit of room around us due to covid distancing.
- Families using the space throughout the day and evening. My teens and their friends biking, skateboarding, walking, visiting, walking the dogs! Such a wonderful community builder
- Easy to walk in neighborhood. Play group for different games
- Turned from loud, raucous nightmare into calm, family friendly walking and bicycling zone. No comparison. Keep it pedestrian area. Plenty of parking elsewhere in area. Walking only on the bluff. Loved the change in atmosphere.
- Quieter and more pleasant for walking
- using scooters in the area is so pleasant compared to when it has cars. Great to enjoy the sight lines without using the scooter in the park paths.
- The temporary closure has improved quality of life and health for our family and many other Calgarians. It has also increased Rosedale residents' well-being and sense of community. We are spending more "healthy time" outside than ever as a direct result.
- It has made the road much more accessible to pedestrians. Generally there is less traffic and less disruptive behaviour. Everyone feels safer, so you see more seniors and kids (families) using the space.

- Closure allows more enjoyment of the views. Encourages people to get outside for exercise and fresh air. Feel safe with no vehicles to watch out for. Spreading out especially when trying to physically distance.
- It was so peaceful!
- It provides a safe gathering place for community members and calgarians alike, where they can walk, bike and socialize without cars zooming by. The fact that kids can bike on the closed street is very important to me.
- the increase in quiet open space
- WE HAVE LOVED IT! I love that the cars in the neighbourhood are quieter. I love the cycling lane so that we don't have to pass by pedestrians so closely. I love how it encourages the neighbourhood to get outside.
- The closure provides us with an amazing and relaxing place to ride our bikes and picnic safely and quietly.
- This corridor is a precious resource to be shared by all Calgarians. The closure has allowed people to reclaim the space for recreational activity which had been made untenable by the excessive vehicular use/stunting etc that had become endemic.
- Less traffic and more people walking and smiling and slowing down and enjoying. That is the point ... to slow down.
- More space to walk, feel safer when riding my bike and not stressed out about parked cars or folks drinking and driving up on the ridge. Has felt calmer for sitting. Have rollerbladed which was pretty cool. Loved when the adaptive roadway extended to 6a
- Safer from racing cars and more pleasant experience.
- Provides so many opportunities for walkers, cyclists, families to share the space comfortably. Adds a feeling of spaciousness to enjoy both neighborhood and views.

Has resulted in less traffic in the neighborhood

- More space to walk, less traffic speeding by my house to get to Crescent Road
- Enough room to walk, run and cycle. Seeing neighbours in the space and reconnecting. Fewer cars with people using drugs then speeding off. Space to physically distance. The road lane was a popular ski track after winter storms, temporarily
- Fewer racing cars
- Removed parking on south side improving pedestrian / cyclists experience. Narrowing road has forced vehicles to go slower
- It is peaceful up at the top. You can walk and not have people almost run you over while revving their engines. There is less weed smoking going on. The whole bluff is just more pleasant (i live in sunnyside). I don't hear as much noise anymore either!
- Reduces traffic just passing through the area, making it much safer. This has also led to more families being able to enjoy the area.
- The road closure has reduced the amount of parking available and reduced the vehicle traffic into the area and adjacent Rosedale community.
- Less traffic, safer for walks and wheeling activities. Also the cleanliness and quietness without loud vehicles.

- The lane closure has reduced the number of suburban drive byes. People should be encouraged to spend time in their own neighbourhoods not always taking over inner city/established neighbourhoods
- Quieter, safer for pedestrians and dog walking, less congested in general
- A bit less traffic
- i like cars not being able to race up and down cres rd
- I feel safe going out onto the bluff area. The number and variety of visitors with young children has been really nice, Group and family picnics have been increasing, Area feels like a neighbourhood community instead of a transportation speedway.
- It has reduced traffic and speed on crescent road as well as loitering and its related issues.
- Less speeding traffic through the neighborhood.
- The absence of vehicles is the single biggest benefit and success of the pilot! Great job!
- It was very helpful in reducing the amount of out of community traffic. It also significantly reduce the number of cars speeding through the neighbourhood.
- less traffic

Use of the space themes

Has increased safety for walking & cycling (all ages, but especially children)

- It gives me a safe space to exercise and commute, either on foot or on my bicycle.
- The unruly behaviour has been reduced and people of all ages have been able to enjoy the enlarged space. Visitors to Calgary and non Crescent Heights residents have enjoyed the view in a safer environment & less urban noise from modified vehicles.
- Nice to have an adaptive lane.
- Love how safe it is for my kids to go scoot, roll, bike or walk. Love that every time we're out, we run into someone we know from the neighborhood. Love that people from all over the city come for the views.
- More room for my kids to bike
- I've enjoyed more space for walking without the worry of vehicle traffic.
- More space to walk, less traffic speeding by my house to get to Crescent Road
- Less speedy cars and dangerous driving in the area. When all the road was closed and not just the adaptive lanes, it was wonderful for the community to come out and bike and do outside things more on the road. It felt safe to let our kids bike around
- I like the ability to walk in the middle of the road but that doesn't justify the road closure.
- really great for walking and cycling
- The closure has made it generally safer for pedestrians.
- Enough room to walk, run and cycle. Seeing neighbours in the space and reconnecting. Fewer cars with people using drugs then speeding off. Space to physically distance. The road lane was a popular ski track after winter storms, temporarily
- It's been incredible having the full road closed. We need to do this 100% of the time. There is so much less traffic noise, my family feels safer, there is really no downsides. It's a world class amenity, we don't need cars ruining it.

- I love the quiet on the ridge in the evenings. As a pedestrian, I also feel more comfortable sharing the space with bikes, and people on roller blades or skateboards.
- A separate space for bikes. The path was pretty narrow before.
- As a community member it has made the space more accessible and safer for kids
- Extra space for people and families to walk. The area is much safer without cars racing down the road (especially after work hours) at all hours and creating safety issues for kids. It solves most issues without having police involved.
- So wonderful to walk and bike through. I feel safe.
- Cut traffic in most problematic area to 0 and improved safety. Also reduced noise in area, such as music from parked cars.
- Great, wide open space to ride bikes with children.
- Removed parking on south side improving pedestrian / cyclists experience. Narrowing road has forced vehicles to go slower
- The freedom to walk and cycle without having to compete with fast/loud/obnoxious vehicles/activities has been a plus since these closures have occurred. Needs to be made permanent
- Used the space much more frequently as a pedestrian and cyclist during the closure
- Yes. More room for people to use the space and the amount of traffic has been reduced slightly.
- More space to move, to walk dogs away from other dogs and people. It's been awesome and the road should accommodate more pedestrians and cyclists.
- The temporary closure was the best thing ever. Walkers and wheelers took over the space with no fears of cars. It felt open and relaxing
- LOVED IT! it has created space for community, safe space for play, and safety for non car travel. I go out of my way to use the road closure to get to and from my home safely, with the best view of calgary. I wish it was closed all the time
- During Covid and reduced traffic flow in the City, the reallocation of road space to pedestrians/cyclists is good. A temporary measure for safety and to explore options. Great! An opportunity to collect data for decisions based on facts not feelings!!!!`.
- I like the extra space between walkers/cyclists.
- Seeing people of all walks of life using the road to walk and wheel. no speeding cars or motorcycles - I feel much safer in the area. Room to bike, walk, and run where I wish.
- Ability to spread out, more relaxing experience without having to worry about dodging cars, car doors, people gathering in groups on sidewalks by their cars, speeding traffic, loud bass music from cars
- Less traffic, safer for walks and wheeling activities. Also the cleanliness and quietness without loud vehicles.
- Enjoyed biking in that area with plenty of space and not worrying about cars.
- Very enjoyable for cycling with kids
- Calmed the street, made cycling feel safer, and removed the car clubs that used to meet here and make noise, disturbing the pedestrian users.
- More room for non-motor vehicle traffic, safer feeling
- Closure has allowed safer use of the road for everyone. Love seeing whole families out for walks. The adaptive lane is great and gets a lot of use.

- It has brought more people out onto the street and sidewalk - on bikes and walking. It feels much safer and friendly.
- Quieter, safer for pedestrians and dog walking, less congested in general
- The seperated lane has made it easier to bike with kids.
- The road is far more heavily used by bikers/pedestrians/etc than by vehicle traffic, it makes sense to prioritize them. The extra space for walking/running/whatever felt safer and more comfortable generally, and during the pandemic was essential.
- More space to safely walk or bike
- It reduced the volume of sightseeing traffic (buses, limos, motorbike groups) along Crescent Road. The adaptive lane allowed more cycling and walking space.
- I feel safe going out onto the bluff area. The number and variety of visitors with young children has been really nice, Group and family picnics have been increasing, Area feels like a neighbourhood community instead of a transportation speedway.
- Loved it! My kids can ride without interacting with cars. Gives me peace of mind and encourages me to use it more.
- I like being able to move around the space freely without the stress of dodging traffic.
- Actual traffic calming would make people feel safe walking in the area but the increase in wall king area has certainly helped this sense of safety.
- Do like the road being more pedestrian/cycling oriented.
- Love the closure to vehicles. Makes me feel much safer on a bike or on foot.
- The adaptive lane is great. It limited the cars who park there and take part in drug use and bad activties. Also provided more space to ride bikes/walk.
- It has made the road much more accessible to pedestrians. Generally there is less traffic and less disruptive behaviour. Everyone feels safer, so you see more seniors and kids (families) using the space.
- Closure allows more enjoyment of the views. Encourages people to get outside for exercise and fresh air. Feel safe with no vehicles to watch out for. Spreading out especially when trying to physically distance.
- I like that there is more pedestrian space for walking & biking.
- big flat less crowded space for kids to learn to ride bikes
- It provides a safe gathering place for community members and calgarians alike, where they can walk, bike and socialize without cars zooming by. The fact that kids can bike on the closed street is very important to me.
- More room to walk/bike. Easier to navigate around strollers, walkers, dogs. Safer, don't have to worry about cars. Sunnyside is quieter at night-less shouting and less excessive car noises.
- I like cycling without having to worry about cars and seeing kids using the space to learn to ride bikes.
- I love that it was safe to take my family and kids on the lanes without hardcore bikes passing us or cars honking etc. It felt much safer and very fun on the roads. This was a highlight of our summer the last couple years.
- I have loved the freedom for my kids and dog to walk freely, to stop and play and to not worry about cars or motorbikes racing by.

- More room to keep distance while walking. More room for larger group (family of 5) to walk and scooter together. Safer for crossing road.
- ease of cycling in the community
- Enhanced safety (paramount) and evening noise mitigation for the area (including feeder roads).
- I don't have to worry about cars/motorcycles speeding/stunting and mowing down my kids. Eliminates the noise and "cruising" congestion that plagued the area before. Really before it was just not pedestrian friendly or park like.
- Its nice to have a very wide road for my kids to bike along (very safe)
- More space to walk, feel safer when riding my bike and not stressed out about parked cars or folks drinking and driving up on the ridge. Has felt calmer for sitting. Have rollerbladed which was pretty cool. Loved when the adaptive roadway extended to 6a
- It has made it a much more pedestrian friendly space, which I have been more likely to use as a result.
- I love the added space for pedestrians, bikers, etc and the safety for those users. Crossing the street at 2 St and 4 St has always been dangerous with so many vehicles going in both directions, parked cars and the distractions.
- Makes it a much more inviting place to visit as a destination or pass through! Much less dangerous in general than before.

Enjoyed greater available space & allowed for more social distancing

- It did provide some added space for social distancing during the height of Covid.
- The closure has been great because there is lots of space to stay away from other people (6 feet or more!). Please keep the road closed!
- Yes I am having a space to walk and do activities like skateboarding and biking on a large space which is something important to have for me
- More space to move, to walk dogs away from other dogs and people. It's been awesome and the road should accommodate more pedestrians and cyclists.
- Ability to use the street to walk/ ride bikes as congestion on the pathway doesn't always permit distance between users
- Ability to spread out, more relaxing experience without having to worry about dodging cars, car doors, people gathering in groups on sidewalks by their cars, speeding traffic, loud bass music from cars
- Like the increased space for walking/biking/running with the adaptive lane; Dislike complete closure to traffic
- Better able to distance.
- I have liked having more space to walk and that the road is generally quieter without vehicles. It is easier to enjoy the view. It feels safer at nighttime as well.
- More space to walk with family
- Loved having more room to walk/cycle/scoot. Appreciate that they banned shisha smoking as it's similar to smoking publicly. Also appreciate that there are less cars as the noise in the area is better compared to having more vehicle traffic.
- There is more space to walk, and ride my bike.

- The pathways along the bluff as well as the sidewalks are not wide enough to handle pedestrian traffic, scooters, bikes, strollers, skateboarders, etc safely. Definitely no ability to social distance without the measures. The quiet is wonderful.
- Closure allows more enjoyment of the views. Encourages people to get outside for exercise and fresh air. Feel safe with no vehicles to watch out for. Spreading out especially when trying to physically distance.
- It provides a paved space for those who don't want to walk on the gravel pathway
- Loved the space to spread out as it gets very busy
- At the height of covid the extra space was warranted and welcome but it isn't warranted now. People are running, walking cycling on the road again.
- The additional walking space to allow for physical distance was great during the early part of the pandemic as a temporary measure while many people had very few options of places to go
- The road closure was appropriate during the worst of the pandemic when we were encouraged to keep apart yet needed to get outside and to 'distance socialize'. Keep some aspects by keeping extra walk-bike lane, better for us and the 4'th wave
- Enjoyed having more space for pedestrian traffic and having less parking cuts down on vehicle related disturbances
- More room to keep distance while walking. More room for larger group (family of 5) to walk and scooter together. Safer for crossing road.
- Only that the adaptive lane has been helpful for pandemic distancing and greater pedestrian safety; could become a bike lane that still permits (and serves to slow) vehicle traffic.
- More space to walk and ride bikes
- During COVID it has allowed for spaced out walking. I'm sure the additional space is not required on an ongoing basis. It is important to keep access for cars, pedestrians and wheels along the whole of Crescent Road.
- The adaptive lane has helped provide distancing for pandemic; seems to have slowed traffic when it was open, even as it replaced it with congestion.
- There are no benefits to the temporary closure. The adaptive lane has allowed more separation during Covid.

Adaptive lane has reduced walking/wheeling conflict on path or sidewalk

- The adaptive lane has been used mainly by bikes thus removing the conflict between bikers and walkers.
- separation of bikes & peds is always good as well as cars & bikes.
- The adaptive lane allows extra space for cyclists and walkers. That's good.
- The adaptive lane is a great lane for separating pedestrians from wheeled modes of movement. The closure is wonderful in many ways and I would seriously like to see the closure permanent.
- The pathways along the bluff as well as the sidewalks are not wide enough to handle pedestrian traffic, scooters, bikes, strollers, skateboarders, etc safely. Definitely no ability to social distance without the measures. The quiet is wonderful.
- I can ride my bike without being in the way of pedestrians.

- Adaptive lane should be designated for bikes/scooters only & Pathway only for pedestrians. There is usually a clash with everyone accessing either the lane or path. Parking on side streets has been severely restricted so that access to the road is limited
- The extra pedestrian/cycling lane is helpful for distancing and to make the gravel path less crowded. People tend to jog or cycle on the added lane which makes for safer walking.
- WE HAVE LOVED IT! I love that the cars in the neighbourhood are quieter. I love the cycling lane so that we don't have to pass by pedestrians so closely. I love how it encourages the neighbourhood to get outside.
- Space to bike or scoot without worrying about dogs and walkers. Cool to see kids learning to ride on that safe smooth stretch.
- The adaptive lane provided more space for people to move, that was great.
- I liked that the adaptive lane did slow traffic when there were cars park - the lanes were narrowed. Cyclists could be off of the pedestrian path and be safe.
- I like having a dedicated bike lane and walking path.
- It's a bit more pleasant to cycle through the area, since the road can serve cyclists without cars, and pedestrians get the path to themselves.

General positions on the closure

Liked nothing / negative or against closure or adaptive lane

- Nothing.
- I have not liked that the surrounding roads are closed except for local traffic. It seems like the Bluff and Crescent Road are only meant for the locals and not everyone to enjoy
- Nothing. Its a hazard to vehicle traffic
- NOTHING
- Nothing. Gives the impression that if you're rich you control who can drive into your neighborhood.
- Nothing.
- I like the ability to walk in the middle of the road but that doesn't justify the road closure.
- Nothing at all. Makes my job working in the area way harder and more time consuming than it needs to be.
- It's a comical example of how corrupt City council is. Well-heeled wealthy citizens who would like a private road outside their home only have to make generous donations to a councillor's "campaign fund" in order to get their vote.
- It has caused me to avoid the area.
- I do not like the temporary closure or the adaptive lane. It inconveniences the people living the neighborhood as well as visitors
- I find the map above extremely cumberson. So I am only commenting, NOT driving myself nuts trying to deal with the map. When cycling, I appreciate having a dedicated lane. However, it should NOT be used by pedestrians (especially walking with dogs!)
- I oppose the road closure, I feel that it is excessive and caters to a limited group who are excessively vocal. All residents of Rosedale Crescent Heights and all Calgarians should be able to enjoy the area. The adaptive lane is too wide limits traffic

- Nothing. It simply moved the problems to adjacent streets (including the 100 block of 7 Ave NW and Centre A St NW). Why does this survey not including anything about the closure of the 100 block of Crescent Rd?
- Absolutely nothing. The adaptive lane has made travel along Crescent Road more hazardous for vehicles and has given pedestrians the belief that they should be able to walk in the middle of the remainder of the open road, exposing them to the cars.
- Do not like this at all, elitist, exclusionary and driven by the lack of City enforcing the posted rules. City should have asked Rosedale residents what they think not just Crescent Heights.
- Nothing. Completely idiotic garbage from Druh the shrew
- Very inconvenient
- Nothing
- Nothing
- Nothing. Just seems like the city pandering to rich residents.
- I strongly dislike it. It prevents a barrier to people from other areas of the city being able to enjoy the space. I see absolutely no reason why the road should be blocked off, it is really upsetting actually.
- Nothing. Seems to be a perk for the rich residents.
- Nothing
- Nothing. There was no reason for the closure or for 1 St or those east of 1 St. All consideration was given to certain streets bordering Crescent Road and zero consideration for the other streets carrying diverted traffic. Where is that plan?
- When I have visitors come to my house I have to move my vehicles into the street to 'reserve the spot'. Closing the street pushed the problem to the community. We love sharing our neighbourhood with others so a few shouldn't be able to make such a big cha
- Nothing
- Nothing
- not much
- Nothing.
- nothing. serious speed bumps (like those on 7 St. NW in the 1600 block) could be added to slow traffic down.
- nothing
- I don't enjoy the temporary closure as it severely limits access to other parts of Rosedale. The problem with Cres. Rd stemmed from lack of enforcement of existing rules and it didn't need to be shut down and closed off.
- It is awful!! It is very restrictive when it should be available to all Calgarians. Period. City streets, parks and walks are not only for area residents but for ALL.
- Nothing, purely to appease the rich home owners there.
- The adaptive lane was a mess this winter---it was dangerous for all users, and precluded reasonable and safe traffic flow on the road.
- Nothing. It makes the area more difficult to access with less on street parking for visitors from other parts of the city.

- The closures on these bluffs is ridiculous and makes them unacceptable to Calgarians who also have the right to enjoy the space and find places to park to see it. Stop with the closures and traffic calming and making it harder and harder for Calgarians
- two words. White privilege. Since when did two people speak for a whole community? This idea of closing a street so that houses on the ridge can have "peace and quite at night" while everyone near the ridge gets flooded with the extra traffic is elitest.
- Don't like the adaptive lane. Unnecessary with large gravel path on south and sidewalk on north. Closure is helpful in summer to reduce undesirable behaviour - unnecessary in winter. Adaptive lane is rarely used anyways.
- Nothing!
- The adaptive lane is too wide and impractical to use. Very few bikes can get in and out without dismounting. Way to wide because it impedes two way traffic. Seems to be a wast of space
- nothing
- Nothing. The closure should be reversed and the adaptive lane should be removed. The adaptive lane has made driving on the road even more treacherous as the road is now too narrow for two way traffic. People ignore the lane and walk in the street.
- Nothing. There has always been a sidewalk and pathway (on either side of Crescent Road) to allow for both pedestrians and cyclists. Now we are seeing shortcutting and speeding on adjacent blocks and limited traffic flow to more congested res. roads.
- I don't understand why the road is closed. Social distancing and the pandemic were the reasons given last year. No one wants traffic in front of their house
- Absolutely nothing, it is not a gated community and everyone should have access, especially when we all pay taxes for the upkeep of the stairs, streets etc.
- There is nothing that I have liked. Access to Rosedale community is now down to 3 roads It in the past had 11 access points before widening of 16th. Not equitable for the same 3 roads to again have to contend with more traffic.
- nothing
- Nothing! This road was paid for by all Calgary tax payers and should be open to everyone . The elite people on Crescent Road have no rights over and above the public. Disgusting!
- I do not like the closure - it only relocates the problem
- Don't like the closure , the adaptive lane should be narrower - closure is not a solution. The area is multi use, resident access, fitness use, photos- increase enforcement maybe parking restrictions.
- I disagreed with closure of crescent road. Issue proposed by some residents happen in everycommunity. Closure of the road are beneficial to wealthy owners who try to keep their privileges. It is a public space. Therefore, it belong to all Calgarian.
- Disagree, dislike. Issues occur in every community. Do we have to close every park? Public space is for all taxpayers, not only residents along the road. No privileges for wealthy who choose to live on public road. They are aware when they moved in.
- Against this since it was closed. Did not see reasons of closure public space. Believe this for wealthy privileged owners along the road. Criminals, homeless, drugs are everywhere. Why does not city close the whole area of NE or every park?

- I do not agree at all with this concept. It gives one part of the community special status while pushing traffic and other problems into the rest of the community.
- Nothing good.
- Not a thing! It does though convey the message that this area is not open to people from all parts of Calgary. The CHCA and city might as well put up a sign marked "gated community" to serve the wealthy home-owners close to Crescent Road.
- I do not like the temporary closure or adaptive lane. I think it is irresponsible for transportation planners to close roads without a proper traffic flow and parking plan.
- Nothing at all, this plan is a sin, it caters to a few rich people that want total privacy, if you have issues police the area and set closing times. This is an iconic road and the road belongs to the people.
- I think the adaptive lane and closure have not improved anything in the community.
- This is a public space. Non Crescent Road citizens should not be kept out of a public space. The temporary closure was a slight on Calgary citizens. It smacks of privilege trumping ordinary citizens. It makes cyclists look like elitists.
- Nothing
- nothing - it has been a waste. it did not enhance my enjoyment of using Crescent Road - it is nothing but a traffic inconvenience for those of us who properly consider Crescent Road a usable street.
- I have not enjoyed it because it pushed issues to my nearby street.
- Nothing.
- I haven't liked it...I drive on crescent road to get home from work. Cannot believe several people like [removed] can dictate the roll of a road with the city of calgary
- Nothing.
- I truthfully cannot say that there is anything I like about the closure or adaptive lane.
- I have not liked anything about this. There is a 9 foot wide path on the bluff and there is a 6 foot wide sidewalk on the house side of Cres road
- Very little, since the Covid lockdown has opened back up the ridge is so much quieter. There is no question during the 2020/2021 lockdown the ridge was a zoo; but that has all changed and the ridge is now dead quiet. The lane makes the road too narrow.
- I don't like the idea of closing crescent road to vehicles. It closes off the neighborhood to outsiders. Instead put traffic calming measures
- This has been a major failure. The added walking/cycling lane was icing over all winter. Useless. The closed road became a free for all. Cyclist, skaters, scooters and strollers randomly flowing in and out of each other. An accident looking to happen
- haven't liked it
- I do not like the closure or the adaptive lane — closure does not solve disruptive behaviour, it merely moves it further west along Crescent Road. Adaptive place creates dangerous one-way driving, an accident waiting to happen! Closure is not the answer!
- Nothing! There is an existing wide gravel path for walkers/activities. The adaptive lane narrows the road to cars which is dangerous. Chalk drawings/bean bag tossing is not what the road is for. Small vocal groups are creating issues for their own agendas

- Nothing! I don't feel it is necessary!- I enjoy driving my elderly guests to enjoy the view. You do not have the pedestrian traffic to warrant the street closed! Disappointing!
- There are no benefits to the temporary closure. The adaptive lane has allowed more separation during Covid.
- I do not like it at all, and it wasn't necessary. Had there been Peace Officers there to break up the racing and gathering of young men in cars and motorcycles, there would not be a problem.
- I would prefer to keep Crescent Road open to vehicular traffic in order to maintain reasonable access to the community.
- Nothing

Suggest seasonal or temporary closures only

- I like the road being closed from June - September .. after that the hangout / drag racing is less of a problem, and using the road for commuting becomes more important .. the adaptive lane seems like a disaster and was a waste of \$
- The closure works for reducing traffic but is not required except seasonally and evenings and weekends.
- Don't like the adaptive lane. Unnecessary with large gravel path on south and sidewalk on north. Closure is helpful in summer to reduce undesirable behaviour - unnecessary in winter. Adaptive lane is rarely used anyways.
- Dangerous to drive in winter as snow is not cleared from lane. You should go and observe.
- At the height of covid the extra space was warranted and welcome but it isn't warranted now. People are running, walking, cycling on the road again.
- Closure was great at the start of Covid; MUCH less used this year.
- good last year. hardly used this year
- I live in this neighbourhood. The summer temporary closure is a brilliant solution for traffic and safety issues experienced in the past. Crescent Road is a feeder road for commuters in fall and winter, it SHOULD NOT be closed from November to March.
- The additional walking space to allow for physical distance was great during the early part of the pandemic as a temporary measure while many people had very few options of places to go
- The road closure was appropriate during the worst of the pandemic when we were encouraged to keep apart yet needed to get outside and to 'distance socialize'. Keep some aspects by keeping extra walk-bike lane, better for us and the 4'th wave
- Temporary closure is amazing!!! I think it's ideal for summer but would really suck in the winter (we live up here and I wouldn't want to ask my 83 year old mother to park far away and walk in the cold.
- In early Covid, a closure was necessary. The activities and gatherings on the hill became dangerous. I do not agree with a long term closure and feel that parking should be available to park an hill users again with traffic enforcement.
- The road closure is great during the summer months when the schools are closed. Children can play on their bikes or scooters or skateboards during the day without having to worry about traffic.
- During COVID it has allowed for spaced out walking. I'm sure the additional space is not required on an ongoing basis. It is important to keep access for cars, pedestrians and wheels along the whole of Crescent Road.

- I don't mind closing 1st to 4th St during July & Aug but the rest of the year Crescent Rd. should be fully open to vehicles. Living in Rosedale, I drive on Crescent Road frequently to access the community

Generally liked the temporary closure or adaptive lane (no details)

- In 2021 it seemed to be fine. Keeping it the same suits me.
- The popularity of the area demonstrates that these great changes must be made permanent. Crescent Rd has always been a public space, and residents would be aware of this prior to purchasing homes in this area.
- The temporary closure is fantastic. I wish it extended all the way down the bluff as it provides a safe space for all users, especially kids.
- As a cyclist, I liked it.
- The adaptive lane is a great lane for separating pedestrians from wheeled modes of movement. The closure is wonderful in many ways and I would seriously like to see the closure permanent.
- Love the closure, let's make it permanent! The adaptive lane is too narrow.
- It's a nice to have however with the large construction projects happening on Crescent Rd for over 4 years, it creates traffic flow problems. it crea
- Please close the road we have our community back

Against closure but support adaptive lane

- I think the adaptive lane space is fine, but make it permanent and allow traffic to go one way only (S) so people can park on the north side in front of their homes. I believe Crescent Road is a road, not a park or walking area.
- I like the adaptive lane along Crescent Road but I DO NOT agree with the road closure. I feel it is an inconvenience to the community members that now have to go to 12th or 16th ave, or Memorial Drive, to get by.
- Adaptive lane took scooters off the trail. I do not like the temporary closure. Why is it still closed when COVID restrictions have been lifted?
- I think the addition of the adaptive lane has been great. With the pedestrian traffic in the spring and summer it gives more space for all to enjoy. I am NOT a fan of the road closure. It limits access to many, is an inconvenience and not necessary.
- Adaptive lane is wonderful. The closure represents the power the elite few have to get what they want, at the expense of their 'neighbors'.
- Only that the adaptive lane has been helpful for pandemic distancing and greater pedestrian safety; could become a bike lane that still permits (and serves to slow) vehicle traffic.

Generally liked adaptive lane or road closure but not sure it was warranted

- It was nice for walking but honestly underused. there were rarely times when the street was busy enough to warrant a full closure. The expanded walk path was plenty
- It's empty. I have the whole space to myself. Although, I don't think that this is actually a good thing. We want a space that is usable and the current restrictions on parking keep people away.

- During Covid and reduced traffic flow in the City, the reallocation of road space to pedestrians/cyclists is good. A temporary measure for safety and to explore options. Great! An opportunity to collect data for decisions based on facts not feelings!!!!`.
- Like the increased space for walking/biking/running with the adaptive lane; Dislike complete closure to traffic
- I think this was a great experiment and especially useful during the social distancing needed during the pandemic. I like the extra room available for many more people to have access and to share "Calgary's Beachfront".

Generally neutral or don't care

- It has done nothing to improve my use of the trails. I used them all the time prior and had no issue.
- It is extremely quiet on the bluff. The restrictions and closures have made the area inaccessible to those who drive to the bluff. I live in the area with in walking distance
- Great place to roll coal on the woke crowd with a "monster" truck.
- Crescent Rd has had issues for decades. I can remember coming up to watch fireworks as a child - in the 60's. I am stunned so little has been done in the ensuing decades.
- It was good at the very beginning for a few months

What challenges have you had with the temporary closure or the adaptive lane?

Neighbourhood impacts

Increased traffic volumes and speeds on adjacent roads

- I am experiencing more dangerous driving on my road which leads up to Crescent Road. Pedestrians are unsafe, especially children going to school or the community playground. This closure is safe for a few but unsafe for many others.
- Access to/from my home, increased garbage and traffic on other roads in the community.
- Compresses traffic into adjacent streets. The closure is nice May/June/July/Aug but as both car and pedestrian/wheeling traffic is much less the other 8 months, the road must be open for residents on these streets.
- Noisy and speeding cars and motorcycles and other partying issues have been pushed further west all the way around to 13th Ave. This section of the crescent has almost become a speedway with vehicles revving their engines before they race north.
- Speeding, lack of respect of personal property, illegal parking, late night disruptions, vandalism, littering, child playground safety is at risk daily, tagging, motor vehicle showboating and stunting - oh a could go on...
- Causes traffic to go around the closure. Results in neighbourhood parking. There are not enough users to require the current full closure of the roadway.
- inconvenience to drive. Get overflow traffic as well as parking from people who cannot use crescent road
- Way to much cut through traffic on gravel lane next to playground and historic hedgerow.

- Incoming eastbound traffic from 12th Avenue comes through 11th Avenue between 3rd and 4th Street, a playground zone for access to Rosedale. Especially during the 3:30 to 6pm rush hour period due to west turn restriction into Rosedale from 12 Ave/4 St NW.
- The temporary closure eliminate parking spots in front of Crescent Park and forces people to park in front of homes in the neighbourhood. This is not fair to the homeowners. Parking should be allowed on three sides of Crescent Park
- Cars trying to get down the road (our family uses the road to get to school) are constantly trying to navigate the road . Construction, parked cars and recreational users combined make for safety issues
- Increased vehicle parking and short cutting in the rest of the community adjacent to the ridge.
- I have found that not all cars respect the blockades. I have found increased traffic noise around my home in CH when people can't use Crescent Rd for their cars.
- The folks pushed the traffic to my house. We specifically didn't want to live on that road so we wouldn't have to deal with the traffic. No problem was sliced by closing the road. You merely shifted the problem so other people would have to deal.
- Parking issues have simply moved from Crescent Rd onto other roads. Increased noise, partying, disrespectful behaviour at all hours continues. Solution that helps everyone needed not just a select few.
- Exponential cut through traffic on my playground zone street, parking congestion on my street, litter and noise from parked vehicles on my playground zone St. Cyclists, scooters & pedestrians using the vehicle the road past the adaptive lane day & night.
- The road closed makes cars drive though even more of the area
- At night motorcycles will move the barriers and endanger unsuspecting walkers. Cars do speed on the alternate roads - traffic calming measures would be helpful.
- There is spill over onto the side streets. Solution to manage Crescent Road needs to be mindful of the side streets and not push the problem into other areas. City needs to develop a design that utilizes pathway connections, not vehicle access.
- Pushing traffic to nearby streets. Many of those streets have limited visibility because of car and trees. Those smaller streets feel less safe to drive on with heavier traffic
- The adaptive lane has contributed to road congestion and has not contributed effectively to decreasing unwanted activities relating to vehicle show casing and related noise. It is not a stand alone solution to those unwanted activities.
- Single vehicles sightseeing & local res. traffic has been diverted to roads that are less able to handle the volume. Late night partiers now gather further West on the bluff. Adaptive lane has made Cr. Rd. too narrow for 2 way traffic in parts.
- as a crescent heights resident it is extremely annoying trying to swerve around increased parked cars and traffic. The ridge is not being used to its full extent because of the closure. A main connector between Crescent and Rosedale is closed.
- Cars race along my street trying to find a way out onto Crescent Road. Concerns about gun play (which is a thing these days) moving through the community.
- There is now only one route through Rosedale to get to Sunnyside/Kensington. The closure has caused traffic congestion, speeding, stunting and parking issues on surrounding streets.

- The closure has driven parking congestion and increased traffic back in to the neighbourhoods, particularly along 13ave and 14ave. Need to open the area back up and bring it back to life.
- as a neighbor on the adjacent streets i have seen significantly increased traffic, speeding, loitering. all this will do is move the issues that the residents of cres. road have to their neighbors. hardly any kind of solution at all
- The closure adds additional traffic to roads leading into the community, including Rosedale
- It has forced traffic to the west end of crescent road and therefore simply transferring the issues. We need speed bumps and enforcement if this is to continue.
- Only 3 access roads into Rosedale now..putting more traffic on those 3 which already had received the brunt of the widening of 16th Avenue. Not equitable, again. Special place designation would only increase this. No to economic development
- The problem was pushed to the community. We now have traffic in front of our home. We chose not to live in the higher traffic area so isn't this a case of buyer beware? You want quiet, don't live in a popular part of the city.
- With the closure, there is a large increase of cars in smaller residential streets, especailly close to the school or in the school zone. They are speeding and it is very unsafe for everyone and not pleasant for the neighbourhood. Also harder to get home.
- Increased traffic flow to the other entrances to the community where traffic laws regarding restricted access are not enforced. Are other entranced then incentivized to set up traffic blocks to address these issues. Especially if this area is comercialize
- We have noticed an increase in traffic racing on 8th Avenue east, between Centre Street and 1st Street NE especially on weekends and warm evenings. Motor bikes and cars use this block instead of Crescent Road, as there are no speed bumps.
- Pandemic closure of Crescent Rd. at 6A Street diverted vehicle traffic onto the residential street of Alexander Crescent instead of the designated collector roadway of 13th Ave NW for the Rosedale Community. er
- The adaptive lane and temporary closure has exacerbated parking issues and traffic congestion for the streets to the north. It has also compromised the safety of the playground/sport zone. This is not a positive long-term change for our neighbourhood.
- Continues to be disruptive people using the space. A lot of traffic has migrated to other blocks. Motorbikes speed and the loud noises can be heard from far away, late at night. Still need larger, dedicated walking lanes. Get tangled with bikes sometimes.
- The increase and strange traffic patterns it has created with very poor signage and enforcement on the avenues leading up to Crescent Rd. has been very unpleasant for neighbouring residents. It was a great idea...needs more consideration.
- Although the elite that live on the hill have enjoyed the closure, those of us that live a few blocks away have even more traffic, parking and other issues. There is no reason the "entitled" should get their way on something that affects us all.
- The changes to Crescent Road to alleviate their challenge are undemocratic: They implement change for the majority to the detriment to the minority. Eg Crescent Road changes result in significantly increased noise on 13thAve and N/S Streets such as 6A ST.

- Temporary closure has pushed traffic and parking problems on to nearby streets. Adaptive lane is un-attractive and leaves too little space for vehicle traffic. Space could be optimized with the walking path providing more space for cars, walkers and bikes
- I would like like our road closed as well... traffic is getting crazy! Noise pollution, motorcycles stunting, loud vehicles racing. A 5 minute commute has now turned into a 20 minute drive!
- The view is iconic for Calgary. Should be accessible by ALL not just immediate locals and "families who will bike here for picnics"???. I live blocks away and see the effects of traffic and noise moved to our streets instead of the park area.
- I am experiencing more dangerous driving on my road which leads up to Crescent Road. Pedestrians are unsafe, especially children going to school or the community playground. This closure is safe for a few but unsafe for many others.
- The temporary "local traffic only" sign placed at 11th Ave NW and 4th Street should be removed as it unnecessarily diverts traffic onto Alexander Crescent changing an established residential street into a collector road.
- Along 13 Ave there is marked increase of traffic; constant flow of traffic. A lot of noise, speeding, racing, motorcycle groups, and now drug dealing. Residents of crescent's problems are ours. I now fear for safety my children playing on 13 Ave.
- Measurable increase in traffic on 11th avenue (play ground), speeding. Have not seen this street so dangerous in over 60 years.
- We live on 7 Avenue between centre and 1st Ave NW. We are seeing a lot more people racing our street, throwing garbage (lots of garbage!) and street parking.
- The road closure is not good when schools are open, as the traffic congestion for the required detours is very problematic. The traffic around Crescent Heights High School is a big concern, as there is no way to avoid it when Cres. Rd. is closed.
- We live on 7th Ave so we have increased traffic on our street and less parking for our car.
- Access to/from work/activities are now diverted to other areas of Rosedale creating traffic issues in those less travelled streets. Narrowing of road has created dangerous driving issues. Access to CHHS difficult by car. Less mobile users lost car access.
- With the closure of Crescent Road all traffic going West now flows down 3rd st/11th ave to Alexander Cres to get into Rosedale. This is the only route into Rosedale and goes directly past the playground where my kids play and makes no sense as a primary
- Traffic pushed to Alexander crescent has increased noise and raised safety concerns due to increased volume and increased speed of cut through traffic
- Difficulty accessing downtown by car. Increase neighbourhood and cut thru traffic in front of our house (514 Alexander Cres) causing noise, speeding and reducing safety. Parking by non residents to access the Crescent. Reduce enjoyment of our property.
- I don't like the increased traffic on Alexander Crescent. I don't like how the closure of Crescent Road affects access and traffic flow. Illegal activities have moved to the west end of Crescent Road.

Created poor traffic flow / made it hard to access park or homes

- Access to/from my home, increased garbage and traffic on other roads in the community.
- No parking. Confused traffic.
- Makes getting around the area to work much more time consuming and harder than it should be.

- Emergency access
- Getting to where we wanted to in an efficient and safe manner. The road was too narrow for two way traffic, in particular, when there were parked vehicles
- As a resident of Rosedale this was a major commuting street and one I used everyday in order to get to and from downtown. Given all of the turning restrictions into the community this s one of few access points at certain times of the day.
- Cars trying to get down the road (our family uses the road to get to school) are constantly trying to navigate the road . Construction, parked cars and recreational users combined make for safety issues
- Unable to freely move through the area
- The closure takes away an access point into Rosedale and further reduces the options for entering our community from the east, which is already very limited.
- I don't go there anymore because I don't need the headaches of parking or trying to get around.
- Leaving Crescent Heights High school Closing the road (while school is dangerous. It funnels every driver leaving the school to one way out if they are heading west. This gets very lined up and someone is going to get hit. Crescent road doubles the option
- Confusing, creates congestion.
- Besides the fact that the closure was announced on the very same day the local state of emergency was lifted? Zero consideration for people. One of the few roads we have was closed, traffic re-routed-another summer with ugly blockades and signs
- difficulty to access by car
- as a crescent heights resident it is extremely annoying trying to swerve around increased parked cars and traffic. The ridge is not being used to its full extent because of the closure. A main connector between Crescent and Rosedale is closed.
- It makes movement along the Crescent awkward. Not visually attractive given the exceptional downtown and mountain views
- There is now only one route through Rosedale to get to Sunnyside/Kensington. The closure has caused traffic congestion, speeding, stunting and parking issues on surrounding streets.
- I have to drive a different route home and cant show visitors the view by driving we need to walk it instead - this has been fine, but I do miss driving slowly down Crescent Road..
- It has made the getting to and through this area much more difficult. There does not seem to be traffic claiming but there is traffic eliminating which is a great benefit to the home owners on the bluff as was likely the idea.
- I live in Rosedale and this closure limits my legitimate routes through my own community
- The traffic signage directs motorists seeking Crescent Rd. onto Alexander Crescent. Drivers directed onto Alexander Crescent speed, stop, U-turn as they seek new entry points to Crescent Rd.
- It is a safety risk for emerg access vehicles and limits access in a neighborhood that already has restrictions on every street leading into it.
- We live on north Cres.Rd and feel we should be able to drive home from dwntn that way and not be diverted on to already busy roads. Pple r not using it enough now restrictions are lifted. This only pleases a minority of residents.

- I would like like our road closed as well... traffic is getting crazy! Noise pollution, motorcycles stunting, loud vehicles racing. A 5 minute commute has now turned into a 20 minute drive!
- Access to downtown especially in rush hour. 4th St. was changed years ago to discourage traffic, consequently many times of the day it is plugged up. As a Rosedale resident the easiest way downtown was Crescent Rd. to 6 Ave NW or evening rush 8 Ave NW
- I cannot get to Centre St easily or come home from downtown easily with the closure. The adaptive lane makes Cres Rd very narrow to drive on. It's a road people , a road. Not a gathering place. Phone the police if bad behaviours are happening.
- Entering and exiting the area has become a nightmare, as I have to go to 12Ave both ways. This adds distance and time to my commute 3 times each week day. It is a very slippery slope closing roads and I wonder what road is next to ask for a closure.
- much harder to drive on the road - bikers and walkers do not stick to the paths even when there is ample room. Need car access to remain for those in the neighbourhood.
- access to downtown by car
- Not having good access to my own street where my home is, it is frustrating to have to drive a circuitous route to get to my own house. I use Crescent road from both directions, east and west, to access my home.
- Difficulty accessing downtown by car. Increase neighbourhood and cut thru traffic in front of our house (514 Alexander Cres) causing noise, speeding and reducing safety. Parking by non residents to access the Crescent. Reduce enjoyment of our property.
- It has restricted the already limited access to Rosedale.

Increase or shifting of social disorder / destruction of property to adjacent streets

- Barriers have been intentionally moved or thrown down the bluff during the night, games destroyed and motorcyclists ignoring the closure signs.
- Access to/from my home, increased garbage and traffic on other roads in the community.
- Speeding, lack of respect of personal property, illegal parking, late night disruptions, vandalism, littering, child playground safety is at risk daily, tagging, motor vehicle showboating and stunting - oh a could go on...
- Traffic & noise increased on Centre Ave St NW between 6 Ave & 7 Ave NW - cars travelling quickly, frustrated by finding no access to Crescent Rd and having to turn around and exit, or cut through the back lane between 6 Ave NW & 7 Ave NW (the 100 blocks).
- Drug use in front of our house, Two way traffic is an issue where there are parked cars, perhaps Crescent Road should be a one way (westward) road.
- Putting up with the huge influx of partying kids in Rotary Park because they can't do it along Crescent Road.
- Exponential cut through traffic on my playground zone street, parking congestion on my street, litter and noise from parked vehicles on my playground zone St. Cyclists, scooters & pedestrians using the vehicle the road past the adaptive lane day & night.
- The intermittent mid night misbehaviour of others not from Crescent Heights. The racing traffic deflected on to 8th and 9th streets and lane ways.

- The adaptive lane has contributed to road congestion and has not contributed effectively to decreasing unwanted activities relating to vehicle show casing and related noise. It is not a stand alone solution to those unwanted activities.
- The people gathering at night have not stopped gathering but would gather / stunt elsewhere. Who is now impacted by this closure? Property was purchased knowing this was a public road not as a park.
- Too many cars have no place to park and drive around the neighbourhood even with the "no through traffic". This is extremely frustrating especially late at night as vehicles go round and round.
- Crime in the area has spilled out to neighbouring streets instead of being localized to the street along the park at the top of the stairs
- Closure does not solve the issues with loud noise, stunting, etc. Ban all parking without permit, increase ticketing (ie/more frequent police presence), create nighttime "gate" closure with access to street for residents (like gated alley at 7a St).
- NONE. Other than addressing a couple of people who decided to get verbally unkind to another person on the adaptive lanes, yelling because the "pace" was a problem. They stopped yelling. :)
- It would be lovely to have bylaw more active in the area for those who are not following basic City of Calgary bylaws (i.e. unleashed dogs outside of the offleash areas).
- Traffic pushed to Alexander crescent has increased noise and raised safety concerns due to increased volume and increased speed of cut through traffic
- I don't like the increased traffic on Alexander Crescent. I don't like how the closure of Crescent Road affects access and traffic flow. Illegal activities have moved to the west end of Crescent Road.

Increase in visitor parking on adjacent community roads has impacted residents

- Causes traffic to go around the closure. Results in neighbourhood parking. There are not enough users to require the current full closure of the roadway.
- inconvenience to drive. Get overflow traffic as well as parking from people who cannot use crescent road
- Living in the community on the east side of Centre Street, finding parking to visit the Escarpment with visitors forces one onto other residential streets. A problem. Additionally, what about displaced visitors who look for a view east of Centre Street?on
- Parking issues pushed out from reduced parking along Crescent Road.
- People parking
- Too many cars have no place to park and drive around the neighbourhood even with the "no through traffic". This is extremely frustrating especially late at night as vehicles go round and round.
- Partying on 2 St NW--people parking there all the time despite the NO PARKING signs. There has been no enforcement. Loud music and revving of engines. Additional traffic on 8 Ave NW.
- The adaptive lane and temporary closure has exacerbated parking issues and traffic congestion for the streets to the north. It has also compromised the safety of the playground/sport zone. This is not a positive long-term change for our neighbourhood.
- Crescent Rd closure during the pandemic created parking issues on adjacent residential streets. Rosedale street parking restricts commuter and SAIT parking. There was no management/restriction for weekend/after hours parking.

- Useless in the winter as road always covered in snow. Lane also useless as rarely cleared and when it was, snow from road iced it. Poorly thought out. Also more parking traffic on Alexander and secondary roads.
- Temporary closure has pushed traffic and parking problems on to nearby streets. Adaptive lane is un-attractive and leaves too little space for vehicle traffic. Space could be optimized with the walking path providing more space for cars, walkers and bikes
- Parking for Rosedale south of 13th Avenue NW should be Residential Permit Parking only to manage the 24/7 overflow of Crescent Rd. user parking.
- We live on 7th Ave so we have increased traffic on our street and less parking for our car.
- Difficulty accessing downtown by car. Increase neighbourhood and cut thru traffic in front of our house (514 Alexander Cres) causing noise, speeding and reducing safety. Parking by non residents to access the Crescent. Reduce enjoyment of our property.

Accessibility concerns

Makes the space feel less welcoming or accessible to non-immediately-adjacent residents / seems elitist

- The neighbourhood feels less welcoming for all with the road closure. It seems like we only want our direct neighbours to come to the Bluff. The people who have come to the Bluff since the road closure are less racially diverse.
- The temporary closure seems to have resulted in disparity for minorities making the park less accessible
- Reduces space and accessibility. No one uses it. Just an overly expensive waste of time.
- not being able to park nearby to use the space. the road closure is just a complete waste and totally disrespectful to the people in the city who want to use the space
- some of my guests are not very mobile - getting to the great views on Crescent Rd. is now a huge issue. parking on the south side? not available. Crescent Park not easily accessed. call the police if there's nonsense. this is a CITY.
- access. Non-residents being angry at the entitled attitude of residents who got this Calgary gem closed off to the general public.
- This seems like it's a way of privileging those that are already really well off. The area should be accessible to all Calgarians, but parking should come at a cost to help with some enhanced maintenance, especially snow clearing during winter.
- We don't go because it is too hard to get there with our stroller and young kids. It makes it inaccessible for people other than the wealthy people who live there. This is just Calgary favoring the rich people on the bluff
- This is a public street paid for by all taxpayers, needs to be open to the public
- I'm a senior living in the area for 30 years. I like to drive over and sit to look at my city. It's now inaccessible to. Thank you rich interlopers!
- With the road being blocked off completely, previous parking the road provided has been eliminated. There should be FREE temporary parking for the public located in the general area for visitors outside the community.
- Out of town visitors and others can no longer enjoy this city experience due to the closure. Parking to be on the hill is a nightmare!

- The closure restricts legitimate use of the road by residents and others. The adaptive lane restricts vehicles due to its width. All calgarians should be able to use the area.
- Parking far away makes it difficult to disabled, elders and family with young children. It should be easily accessible to all individuals in Calgary. This road has been serving calgarian for generation to view the city skyline.
- My elder parents could not even access to it easily. can't imagine about family with disabled. Public space should be easily accessible to everyone.
- Inconvenient to everyone esp young children, elders, disability. It s a PUBLIC SPACE. All taxpayers have the same right as owners of big houses along the road. No privileges for any individuals regardless of income or social status.
- Parking for seniors was a huge problem. There was no access for non local citizens. Not everyone can cycle or walk for miles. Keep the iconic views open to EVERYONE. Demand for use should be accommodated wholly within the community. Use school yards space
- Crescent road is a city street paid for by Calgary taxpayers. This is not a gated community, and should be open to all Calgary citizens whether by foot, bicycle or motorized vehicle.
- Whatever plan is devised should be inclusive . Access should be as open as possible as taxpayers have paid for this road and we should not go back to the era of toll roads that benefit the privileged few. A binary choice only leads to disaster.
- The temporary closure and adaptive lane have taken away the ability to enjoy a pleasant leisurely drive along crescent road. Can't we all enjoy the view in the way we prefer be it walking, wheeling or driving?
- The view is iconic for Calgary. Should be accessible by ALL not just immediate locals and "families who will bike here for picnics"???. I live blocks away and see the effects of traffic and noise moved to our streets instead of the park area.
- Challenged by the thought the closure might become permanent! We are privileged to live in the inner city, but it comes with an obligation to share eg. the bluffs and incredible view! Issues with bad behaviour can and should be dealt with separately
- Closure has gone too far; the area is now depressingly lifeless. Vehicles are frustrated by the lack of parking/access - it was not imposed in a thoughtful way to still encourage/allow visitors. Seems terribly unfair and elitist (speaking as a resident).

Lack of parking for visitors reduces accessibility for all

- We've removed so many parking spots! Lower income people have no way to get here to enjoy the view. The local community is taking this over for itself! It's not fair to people who come from farther away to enjoy the space.
- No parking. Confused traffic.
- As someone who lives in an adjacent community but uses this space for fitness I find the restricted parking frustrating. 1 or 2 hour parking encourages people to get out and use the space. I also bike to the area, but this isn't always feasible.
- not being able to park nearby to use the space. the road closure is just a complete waste and totally disrespectful to the people in the city who want to use the space
- Makes it difficult to park near enough to enjoy the public area along the ridge.
- I don't go there anymore because I don't need the headaches of parking or trying to get around.

- some of my guests are not very mobile - getting to the great views on Crescent Rd. is now a huge issue. parking on the south side? not available. Crescent Park not easily accessed. call the police if there's nonsense. this is a CITY.
- Finding parking
- Nothing. It makes the area more difficult to access with less on street parking for visitors from other parts of the city.
- There is no parking, no way to take someone with mobility issues to see the view due to the bike lane that is not needed. Have gone down streets that I normally wouldn't.
- With the road being blocked off completely, previous parking the road provided has been eliminated. There should be FREE temporary parking for the public located in the general area for visitors outside the community.
- Out of town visitors and others can no longer enjoy this city experience due to the closure. Parking to be on the hill is a nightmare!
- Parking far away makes it difficult to disabled, elders and family with young children. It should be easily accessible to all individuals in Calgary. This road has been serving calgarian for generation to view the city skyline.
- Parking at my friend's place on 7th Ave. NW
- Parking for seniors was a huge problem. There was no access for non local citizens. Not everyone can cycle or walk for miles. Keep the iconic views open to EVERYONE. Demand for use should be accommodated wholly within the community. Use school yards space
- Parking
- The idea of removing parking from streets and sacrificing any park space for parking lot is unacceptable. The school and Community Hall parking should NOT be the go to for the 'new' parking; it's used for sports and park use off hours already.
- It is difficult for people with mobility issues to be able to enjoy the view from the bluff. - should be some kind of handicap parking available on Crescent Road in front of the park.
- i recently moved to Mount Pleasant after 33 years on 7th Street and Alexander Cres. I recently attended a book club in Crescent Heights Park, I spent 15 minutes trying to park. The park itself was empty on a beautiful summer afternoon. Lack of parking
- It's very sad because no one is on the road - it's empty through the day and most evenings. And there are less people coming to visit - there's no where for them to park - all parking along the park is prohibited. How do the families get here to picnic?
- Too quiet, seems eerie. Parking difficult near park. Would prefer some traffic calming to seriously limit vehicles but still encourage eyes on the street.

Use-specific concerns

Adaptive lane too wide, road too narrow and ends up unsafe

- The adaptive lane is too wide. Better to be narrower so vehicle can be parked with two lanes. Not very many users for adaptive lane. Would be better with permanent widening of multi use pathway. Better trees and landscaping. Design for high use!
- It's pretty narrow for 2 vehicles to drive down with parking still allowed on the north side of the road along the park.

- Two way traffic with adaptive lane can be tricky IF the road re-opens it should just be one way
- Adaptive lane is underused and takes up valuable space. One way traffic with the opposing way on the gravel path would work better. With the road closed the laneway is redundant
- None for the closure. The adaptive lane made it hard for 2 cars to pass with parked cars. I think it either needs to be fully closed or do one way to avoid the issue
- I live in Rosedale, the adaptive lane is wider than needed and does not allow for two lanes of traffic and parking.
- Navigating what has become a one and a half lane road. On coming traffic has to divert to the parking areas whenever two cars meet.
- the adaptive lane is dangerous as far as cars not being able to past each other traveling in opp directions . i also think it doesnt feel very safe as a pedestrian when there are cars in the road
- As I drive Crescent Road two to four times per day, the adaptive lane has reduced the drive lane to be very skinny. If there are cars parked on the north side, there is often a bit of a "dance" and squeeze to shimmy past each other.
- adaptive lane is dangerous for users and narrows road to the point accidents are going to happen.
- Single vehicles sightseeing & local res. traffic has been diverted to roads that are less able to handle the volume. Late night partiers now gather further West on the bluff. Adaptive lane has made Cr. Rd. too narrow for 2 way traffic in parts.
- Adaptive lane makes driving dangerous - esp in winter with snowbanks and parking. There's barely room for 2 cars passing. I rarely see people using the adaptive lane anyways.
- Please see above. It has made driving along the road more dangerous. In the winter, snow removal was an issue as well as the snow had to be moved somewhere and the adaptive lane impaired the ability to move the snow off the road, narrowing the road more.
- Narrowed traffic to single lane. Diverted traffic to 13th Avenue. Appears that rich people living on Crescent Road want to limit access and that is not right.
- The adaptive lane is too wide, not leaving enough space for traffic in both directions and maintenance of the adaptive lane has lacked, leaving it with weeds & unkempt. In the winter, the lane is icy and treacherous-few people use it.
- Temporary closure has pushed traffic and parking problems on to nearby streets. Adaptive lane is un-attractive and leaves too little space for vehicle traffic. Space could be optimized with the walking path providing more space for cars, walkers and bikes
- It can make it harder to see pedestrians, cyclists, and other vehicles. It has made the road very narrow. It becomes very icy when the snow melts.
- There seems to be quite a bit on conflict between drivers who don't have room to pass. Perhaps a one way would fix it? It also makes me nervous when loading the kids because vehicles get very close to the car. The new lane is rarely used.
- I cannot get to Centre St easily or come home from downtown easily with the closure. The adaptive lane makes Cres Rd very narrow to drive on. It's a road people , a road. Not a gathering place. Phone the police if bad behaviours are happening.
- The adaptive lane made the road become a one-way road in front of Crescent Park during the winter when too many cars were parked/idling on the north side of the street. I use this section to drop off and pick up my kids from school.

- The road is too narrow. Oncoming traffic treats it as a oneway. Very dangerous. As a cyclist I still use the road area as the paths are too dangerous.
- This is my main driving route through my community to enjoy the views on my trip. The extra narrow driving space is a bit too narrow for safe passing, even at very low speeds. Let's keep this vehicle route open from Centre St. through Rosedale.

Adaptive lane or closed road space is underused / often empty

- Adaptive lane is underused and takes up valuable space. One way traffic with the opposing way on the gravel path would work better. With the road closed the laneway is redundant
- People are not using the area nearly as much in the last month or so. The traffic diversions have caused unusual route changes. I really believe the road should be re-opened to autos, and that regular area policing can control any unwanted or abusive act
- I don't understand why access to the park has been limited. I used to go there to picnic & walk the bluff. Rarely go now except to walk stairs.
- adaptive lane would be fine, but just widen the existing path. hardly anyone uses the adaptive lane. I walk this path 3 - 4 times a day. Make CR a one way south, parking on the north side, leave the whole thing open is my suggestion.
- The adaptive lane is a waste. Not many people use it as they still use the real trail but it impedes drivability on the vehicle lane. It directs traffic even closer to the park. Added dollars for the city to maintain when not required
- Reduces space and accessibility. No one uses it. Just an overly expensive waste of time.
- I note that the temporary closure is not as well used as the previous year- just an observation.
- not many people use it
- Adaptive lane makes driving dangerous - esp in winter with snowbanks and parking. There's barely room for 2 cars passing. I rarely see people using the adaptive lane anyways.
- The adaptive lane is too wide, not leaving enough space for traffic in both directions and maintenance of the adaptive lane has lacked, leaving it with weeds & unkept. In the winter, the lane is icy and treacherous-few people use it.
- I recently moved to Mount Pleasant after 33 years on 7th Street and Alexander Cres. I recently attended a book club in Crescent Heights Park, I spent 15 minutes trying to park. The park itself was empty on a beautiful summer afternoon. Lack of parking
- The adaptive lane has not been used because the entire road has been closed, so it's difficult to evaluate it's success.
- the separated lane has a cross slope and is subject to icing in the winter as snow melts from the adjacent road. weeds have been allowed to grow out of the pavement which tends to make the separation feel abandoned by the City.
- No challenges with the closure but bikers, scooters should be on the road, not on the adaptive lane.
- I'm frequently walking my dog along Crescent Rd. Its mostly people walking/running along the ridge. People who bike, don't use the adaptive lane & there are very few people biking anyhow. I think the adaptive lane is suitable for all the wheeled option
- Closure has gone too far; the area is now depressingly lifeless. Vehicles are frustrated by the lack of parking/access - it was not imposed in a thoughtful way to still encourage/allow visitors. Seems terribly unfair and elitist (speaking as a resident).

- I do not feel it is necessary to have the road closed .. there is not pedestrian traffic to warrant the road closed.. I am not happy the direction you are taking in closing the road.. I have lived here for over 30 years and I enjoy driving & seeing the vi
- It's very sad because no one is on the road - it's empty through the day and most evenings. And there are less people coming to visit - there's no where for them to park - all parking along the park is prohibited. How do the families get here to picnic?
- Too quiet, seems eerie. Parking difficult near park. Would prefer some traffic calming to seriously limit vehicles but still encourage eyes on the street.

Barriers along adaptive lane makes it difficult to access / lack of maintenance of adaptive lane limits use

- Entrances to closed areas are abrupt and hard to navigate on foot or on bike - more leg/wheel friendly entries and exits without letting cars in would be appreciated
- it's hard to get through the barricades on a bike when they go nearly right across yhe road.
- Once in the adaptive lane no exit points (particularly approaching 1st SW - how do you go north?). Difficult to manage with multiple users going different speeds.
- The adaptive lane is confusing and I would rather cycle on the open roses with more space. Users go both ways at different speeds and the curbs both sides make it dangerous for bikes
- People pull the orange barriers completely over the road making it v difficult for wheeed access. It would be nice to ensure everyone has safe access, not just bipeds.
- The barricades prevent cyclists from riding on the road and continuing through the closed section!! Open the barricade for bicycles to go through! Why close a public street completely?! Have traffic one way.
- Cycling entrance to closed area. Barrier needs better pedestrian and cycle access when moving quickly.
- in winter the adaptive lane is solid ice and extremely dangerous or bikes /foot traffic - useless and unusable
- Roads staff do not understand how people use a space. They close off every nook and cranny with orange signs making it impossible to enter/exit the space on bicycle from the adjoining roadways.
- I am normally doing this on a bicycle and I ride on the roadway because pedestrians take up the whole adaptive lane and I get tired of dodging them, But then I have to dodge the vehicle barricades at intersections.
- I think I remember it not being very permeable if I wanted to enter or leave the lane mid-block, that could be improved.
- Snow, ice, slippery leaves, weed growth make the adaptive pathway very dangerous at times. The pathway is swept but snow buildup along with bumpers remains along the fence. Ice forms regularly with the snow melt and is not dealt with.
- Navigating the barriers on a bike.
- Poor access for wheelchair users at some ramps
- The temporary barriers are a bit clumsy and make it difficult to ride bikes through.
- Permeability of getting past the barriers as a walking or wheeling user. Disconnected transitions. Guard rail is a barrier to where I want to be, same with the continuous curb. Need more permeability
- It's unclear what the adaptive lane is. There are few and narrow breaks in the dividers closing the road, which have to be navigated slowly by bike.

- With adjustments to the barriers for accessibility for all users, I haven't had any further issues this year.

Adaptive lane still has challenges / conflict between walkers and wheelers (bikes & scooters)

- It seldom works for cycling because there are so many walkers and runners at busy times so we are cycling on a narrower roadway.
- The adaptive lane is confusing and I would rather cycle on the open road with more space. Users go both ways at different speeds and the curbs both sides make it dangerous for bikes
- walkers normally use the unpaved walkway but are fighting for the right of way to avoid the scooters
- Rather frequent unannounced changes, reopenings, etc. The "adaptive lane" is isolation isn't very useful-it's far too narrow to accommodate erratic kids on bikes, adults on e-scooters, wide strollers and runners/walkers.
- Ugly barriers, unclear if lane is for wheel only or also pedestrian, snow removal
- The lane is used by walkers, strollers etc, forcing bikes into the lane used by cars. If the walking path is upgraded and the lane removed it would be better and safer for all
- adaptive lane is dangerous for users and narrows road to the point accidents are going to happen.
- it's useless - and dangerous to both pedestrians and cars
- Walking isn't safe because of shared space with bicycles. Motorcycles are often in the closed areas and pose a safety issue. Driving west out of Crescent Heights takes too long with the road closure.
- Please find a way to separate walkers and bikers.
- Be better to designate the adaptive lane for wheels/bikes/skateboards, and the gravel path for walkers. To ensure safety
- The protected lane traps me with scooters joggers and walkers who don't like the gravel path. I can't easily go around them because of the rubber curb/barrier things. I used that lane once and now I just ride outside of it.
- The adaptive lane slopes toward the curb and is extremely awkward to walk on. Also, when bicycling, I don't use the adaptive lane because pedestrians and bikes don't mix well. So overall not at all useful.
- the adaptive lane has now become a speedway for the e-scooters. In the winter it was extremely icy and very slippery. traffic has now starting the side streets to get around. this is not a gated community and should be opened. better and more speed bumps

Winter maintenance issues with adaptive lane

- access to our street - 6A - from Crescent Road, terrible snow removal on Crescent road when open in winter, no room for two cars driving down the road because of the rarely used walking/bike lane, rude drivers when I ride my ROAD bike on the ROAD
- Winter conditions must be improved with snow and ice clearing solutions to improve mobility.
- Ugly barriers, unclear if lane is for wheel only or also pedestrian, snow removal
- Very poor snow clearing during winter, often snow piled up in areas, making it impossible to get into and out of the lane, especially with any wheeled device, and especially for less confident walkers (elderly, frail, etc). Also not fixed even after 311

- This seems like it's a way of privileging those that are already really well off. The area should be accessible to all Calgarians, but parking should come at a cost to help with some enhanced maintenance, especially snow clearing during winter.
- Hard packed ice/snow in the winter. I'd also prefer something like a permanent bike lane with clear indicators of which way(s) traffic can travel in it, and if it should be wheeled traffic only, or what.
- Adaptive lane makes driving dangerous - esp in winter with snowbanks and parking. There's barely room for 2 cars passing. I rarely see people using the adaptive lane anyways.
- Please see above. It has made driving along the road more dangerous. In the winter, snow removal was an issue as well as the snow had to be moved somewhere and the adaptive lane impaired the ability to move the snow off the road, narrowing the road more.
- Snow, ice, slippery leaves, weed growth make the adaptive pathway very dangerous at times. The pathway is swept but snow buildup along with bumpers remains along the fence. Ice forms regularly with the snow melt and is not dealt with.
- Useless in the winter as road always covered in snow. Lane rarely cleared and when it was, snow from road iced it. More parking and traffic on Alexander.
- Useless in the winter as road always covered in snow. Lane also useless as rarely cleared and when it was, snow from road iced it. Poorly thought out. Also more parking traffic on Alexander and secondary roads.
- It can make it harder to see pedestrians, cyclists, and other vehicles. It has made the road very narrow. It becomes very icy when the snow melts.
- the separated lane has a cross slope and is subject to icing in the winter as snow melts from the adjacent road. weeds have been allowed to grow out of the pavement which tends to make the separation feel abandoned by the City.

Adaptive lane isn't wide enough

- Adaptive lane is too narrow. Still too much space reserved for vehicle traffic.
- Not quite wide enough to bike side by side with a friend or my kids.
- Rather frequent unannounced changes, reopenings, etc. The "adaptive lane" is isolation isn't very useful-it's far too narrow to accommodate erratic kids on bikes, adults on e-scooters, wide strollers and runners/walkers.
- The adaptive lane is too narrow for pedestrians, scooters and bicyclists using the same area. Keep road closed for those who use walkers and wheelchairs as the road is paved and wide enough to accommodate everyone.
- Adaptive lane closure doesn't make sense for cyclists and pedestrians to share a lane. Lane is too narrow. Bikes are treated like vehicles and if speed limit is reduced, it would make more sense for cyclists to share road with cars. Winter maintenance.
- Sometimes hard to pass other cyclists, strollers, walkers, etc in the narrow adaptive lane.
- The adaptive space is not big enough! More space for people!
- The lane narrows as it goes further west, to the point where passing people on a bicycle while towing a 2-kid chariot is tricky. I would like to see a consistent larger width throughout the whole lane and I'd like to see it extended west to 10 Ave.

General positions on closure

No challenges or issues with closure or adaptive lane

- I have had no challenges. I am in favour of complete, permanent closure.
- None.
- None
- No significant challenges and overall the area is better because of these changes
- None
- None. Have noticed that there are NOT the same level of idling cars, there for the sake of being seen and showing off.
- None
- None... this is SO much more pleasant on a warm sunny evening when there aren't loud obnoxious people in their cars idling or revving engines needlessly. There is still lots of Access for ANY calgarian to enjoy this space, not just residents.
- The adaptive lanes are a great first step - permanent changes that are designed around people (rather than cars) need to be implemented.
- None
- None.
- None. Everyone I've spoken to in Crescent Heights and Sunnyside loves it and wishes the City had the courage to permanently close the road. Lets build this city for people and not places to park cars for free.
- None, keep the whole road closed for forever. Its perfect with no cars on it.
- The only challenge is that it is temporary.
- None
- None.
- Not at all.
- No challenges
- None. I understand some residents frustration with access to their house. We should allow them to drive to the front of their house. I live in sunny side and otherwise, the closure is brilliant and would prefer it stay similar to, or closed.
- None.
- permanent
- None - it's been wonderful. We wish it was permanent
- Challenge to find parking, but it's also a blessing as it made us choose to cycle/scoot/walk more instead of driving. Please keep the adaptive lanes/closure.
- None
- Very minor inconvenience to driving patterns. This inconvenience is well worth it to us to avoid the mayhem that preceded the closure.
- none, maybe big impatient pickup drivers tailgating me to try and make me go above the speed limit...booo
- No challenges
- There should be a longer stretch of Crescent Rd closed and should be heard round

- none
- None
- It would have been better to keep the whole bluff closed and all year round. At a minimum the current section that is closed should stay that way all year.
- None. We love having the street closed. We live north of there but enjoy cycling from our neighborhood through the McHugh Bluff area.
- We live on 12 avenue and are used to traffic. I appreciate that we have somewhere quiet to go to walk. I don't have an issue with increased traffic on the side streets. We live innercity!!!!
- None..I love it!
- None
- None
- None. We only wish the closure could be more extensive - i.e. a full closure of the entirety of Crescent Road.
- None- I fully support it being closed to cars permanently.
- None
- None. The closure creates space for activities requiring hard surface including inline skating, biking, scooter, roller blading. This summer closure encourages healthy activities for young and old. DO NOT CLOSE this section in winter.
- None - I no longer go there
- No challenges
- none
- Zero, I appreciate the closures and the space it's opened up for those whom are really interested in using and engaging with the environment, not those just interested in parking and littering.
- None applicable to me
- none.
- None - Love it.
- NONE. Other than addressing a couple of people who decided to get verbally unkind to another person on the adaptive lanes, yelling because the "pace" was a problem. They stopped yelling. :)
- None
- None.
- None
- None. Use 13th Ave to get to friend in Rosedale or. 10th St to Kensington. A minor detour.
- I do not like the temporary closure and I am against a permanent closure of Crescent Road

Generally unsupportive of closure or adaptive lane (no details given)

- I am challenged to understand why either are actually necessary. Essentially the only people that use Crescent Road are the residents of Crescent Heights themselves.
- Why close a road
- I would have better speed bumps on Crescent rd nw, to slow down traffic, and decibel monitoring with a ticket system much like speeding cameras, to reduce the noisy vehicles if possible. I would prefer to have all of Crescent rd nw open in winter.

- If this is to go through I would expect to see the few owners that are pushing this to repay taxpayers for all costs and fully pay for any closure, as indicated I am opposed to such a plan, I'm shocked the city would even consider such a project
- I do not support full closure of Crescent Road to vehicle traffic despite the improvement in vehicle noise
- Challenged by the thought the closure might become permanent! We are privileged to live in the inner city, but it comes with an obligation to share eg. the bluffs and incredible view! Issues with bad behaviour can and should be dealt with separately
- This is my main driving route through my community to enjoy the views on my trip. The extra narrow driving space is a bit too narrow for safe passing, even at very low speeds. Let's keep this vehicle route open from Centre St. through Rosedale.
- I do not like the temporary closure and I am against a permanent closure of Crescent Road

Suggest seasonal closure

- Compresses traffic into adjacent streets. The closure is nice May/June/July/Aug but as both car and pedestrian/wheeling traffic is much less the other 8 months, the road must be open for residents on these streets.
- None. The closure creates space for activities requiring hard surface including inline skating, biking, scooter, roller blading. This summer closure encourages healthy activities for young and old. DO NOT CLOSE this section in winter.

Other

- Dogs, too many off leash. No way should this walkway to Downtown through the Hill be off leash Park. Dog owners need to keep the dog on a leash I've had numerous dogs jump on me then they snap at me and then they say their dog is friendly.
- It's disappointing that the closure is so divisive. People who want to ensure everyone is welcome and safe are called elitist by the people who insist on doing whatever they want without regard for the impact of their actions.
- Trying to pry those orange barriers out of a truck wheel well is a bitch.
- It is terrible for traffic, especially underneath center street bridge to memorial.
- Cars have started to ignore the red light near the peace bridge; drivers intentionally run the red. This is 1 block from an elementary school Despite a TSR, Calgary Police haven't done anything.
- It needs to be extended to 10th Street with an overpass to connect with the 10th Street cycle lane and SAIT
- I can't get in there myself and visiting there is a part of my life.

Planning A Space For All – Common Themes

The City of Calgary wants to create a special public place that feels welcoming and safe for people of all cultures, ages, genders, abilities and backgrounds. Select a category below to share your thoughts on what this means to you or what it might mean for other users of the space?

- Ensure accessibility / Open to all
- Safety - Social disorder and enforcement
- Parking
- Keep road open
- Traffic Issues - Traffic calming, increase in volumes due to current restrictions
- User experience - Pedestrian-centric
- User Experience - Things to do / Beautification / Family friendly / Host events
- Minimize impacts to nearby streets and communities
- Other
- Road / Pathway maintenance / Paving / Design
- Keep as is / Minor changes
- Park issues / Location / Maintenance
- Nature and greenery (Keep/Protect/Add)
- Safety - General
- Unsure/No answer

Planning A Space For All – Themed Verbatim

Ensure accessibility / Open to all

- "Maybe having nearby adjacent handicap parking?"
- Was so neat to see adults and kids alike learning to ride a bike in the flat and open space"
- The extra walking space and adaptive lane help make this safe for all ages and abilities to enjoy the beauty of this area.
- The road closures over the past 18 months were supposedly brought in to help address COVID-not promote the aspirations of the local CLOSERS.
- Planning a Space for Everyone - families, fitness folks, dogs and their people, elderly & disabled, graduates!, tourists. Share the space!!
- Keeping the road open to non-residents and providing free parking on access streets is the best way to be inclusive and welcoming to all
- Mobility challenged people need a way to access the area, so consider permanent dedicated street parking along the parkside of 2nd or 3rd st
- This is not the area for a "special place" by closing the road. Should remain open all year to vehicles, pedestrians, dogs and other wheels.
- Part1: The Road: It's all about the view; beautiful and iconic; stunning during the day, magical at night. Keep road & pathway access to all!
- An accessible space where people with multiple interests/backgrounds can meet & get to know each other: street fairs, concerts, plays.
- There should be some kind of parking on Cresc Rd at the park available for those with limited mobility. Not everyone can walk from 3 St or 2St
- Crescent Rd. has a recently expanded bike/pedestrian path. Why close the road? Share with all Calgarians.
- I'd love to see this space used for all Calgarians for festivals, walks and enjoying the view as long as we make sure it's accessible to all
- Crescent Rd should be a place for all to enjoy. Speeding, motorcycles, littering are problems which need regular enforcement.
- room for walking, cycling, dog walking
- The views along Crescent Rd should be accessible to everyone to enjoy. Allow vehicles and short term parking on the South side once again!
- The st. belongs to all citizens not just the privileged few. Improve the bylaws & ENFORCE them. Taxpayers pay for this road & s/b open to all
- More affordable and accessible housing CLOSE by, with higher density would allow access for ALL. public space shouldn't be for the 1%.
- A safe, quiet place for me to walk, cycle or drive my car.
- When you design for the most vulnerable you design for EVERYONE. Listening to rich white people in cars only creates more inequity.
- Creating a "space for all" is a democratic process. We must not allow solutions for Crescent Rd. minority that are adverse for the majority.

- A "space for all" will be democratic and, by definition, not create solutions for a Crescent Rd. minority that are adverse for the majority.
- Closing Crescent Road makes McHugh bluff a private park for those that live on or close to the hill and DIFFICULT for everyone else, the ALL
- We live in Colombia, with my family we are planning to go and live in Calgary next year, we love the City. Park for elders and Kids to share
- "Please add adult playground/workout stations there with a pole. Would be great to train there.
- Thank you 😊"
- Those who can't run or jog should be able to engage with beautiful and iconic spaces
- This amazing view belongs to all Calgarians, it is our "Eifel Tower". Close Cres Rd between 2 & 3 St. (Crescent Park area) ONLY.
- I think these areas should be open to people from all parts of the city.
- The current system is reasonable but would open the street to vehicles in the winter months. The barricades should allow bikes, strollers
- Keep it how it is. The adaptive lane is all you needed to make the space safer and more accessible to everyone. Nothing more should be done
- Planning a space for the residence and others is important. The main issue is the number of vehicles that continually drive around.
- Shutting the road down does not create a welcoming place for anyone. Limited parking, discriminating against abilities and ages.
- I love the fact that visitors and new families to Canada use the hill as a showcase of the city and the mountains.
- Retain parking on north side of crescent allows people from diverse communities across Calgary to access this space
- Not enough characters to answer - its a beautiful view of the city with nec. access to down town from the ridge, it needs to stay accesible.
- The space is designed for all users. There are professionals who can do this for you. Right now the space is designed for cars.
- Creating safe and separated wheeling lanes let's anyone who cannot drive access spaces and helps induce demand. Cars are barriers to access.
- Make separate spaces for walking, cycling and vehicles. Keep spaces natural. Make my community to a nice place to live and to sleep in peace
- closing a 1 km stretch of city road is not 'a plan for all/others' . its a plan for the 11 residents that sit on it . everyone else get out
- I think that the closure is extremely biased towards people of disability, you have to park far away and don't get to use all of the ridge.
- Heavy consultation with various accessibility experts and disability advocates.
- Make the space accessible to all Calgarians by having free short term parking and lots of it so we can go and enjoy it
- It is in the hands of the citizens to make another feel welcome in any space , beyond wheelchair accessibility, Infrastructure is irrelevant

- On the bluff side remove the guard rails and create a raised sidewalk to keep cars on the road and more space for walkers and cyclists.
- I think road closures hurt accessibility and privileges those that are already in the neighbourhood.
- Keep the road open so all can enjoy the area---not everyone can ride a bike or walk distances---also it is extremely unfair to homeowners.
- I suggest that ANY plan revert back to when the view, the landscape and the city attributes were accessible to ALL Calgarians.
- I love the gravel track along the side for running.
- The closure of Crescent Rd. is a proactive concept - allowing for the building of a better community both separately and together.
- "the restrictions assume mobility. this is a public street. not a gated community.
- Rosedale should exhibit tolerance and grace. for all."
- The bluff feels best when lots of people are using it for various activities. This creates an aliveness and welcomeness.
- Privileged, rich folks shouldn't get priority access to the bluff. That's clearly what this plan proposes. Disappointed in City Hall.
- review the current and existing gravel surface area and utilize the trampled area for a well designed asphalt path for all walkers
- Develop solution that supports and respects all residents of West Crescent Hgts and Rosedale. Don't just shift the problems to other roads.
- Connect green spaces - better cycling connection between Rotary Park, Bluffs, Riley Park
- Make this space accessible for pedestrians, cyclists and transit users. Connect to greenline C-train station. Provide parking for disabled.
- What are you planning for seniors citizens that enjoy the walk, but can't bike or walk a long distance from parking faraway?
- Crescent pathway is lovely place to walk with friends and my dog and as an important commuter access to Rosedale Community.
- Limit parking spaces to a few handicap spots. Others park at curling club/high school and walk to bluff. EVERYONE can still enjoy the area!
- Park at curling club or hi school if you visit the bluff. Even if road closed, it is still accessible to all Calgarians. Leave road closed!!
- It is a special place for people. Absolutely NO vehicles should be allowed.
- No easy way for non-neighbourhood folks to access the bluff if the road is closed. Disappointing to lose a gem in our city enjoyed by all.
- Closing the road is a huge disservice to all Calgarians who use the space. Benefits rich folks on Crescent Road at the expense of others.
- Closing the road reduces people's access to the public space. There is a lot of green space for people already.
- open the road so it is accessible to everyone in the city. place speed bumps to slow traffic. remove gravel from pathway and pave it instead
- It is great that the public can come and use the area and the space but it should not be at the detriment of the local residents

- Accessibility is a real issue in the city and I would love to see disability advocates supporting an accessible space for everyBODY to enjoy
- Closing the street completely could restrict use to wealthy nearby residents. Need parking to allow all city residents to enjoy.
- Removing parking removes access to those who don't live in the area. Not fair. There are people who come from other areas to enjoy the park.
- Keep the road open. Allow parking on all 3 sides of Crescent Park. Install larger speed bumps. Stop restricting access to this public space!
- One way traffic and walkers/wheelers can coexist
- Safe walking and biking, as well as safe commuting on the stairs.
- I love the road closure as it makes the space more accessible for families. Also with less cars and car noise it enhances the natural beauty
- "rich folks on the bluff?" Give your head a shake. This space is for everyone to enjoy - only, not everyone respects it or the area it is in
- Enough space to walk, bike, use a walker or wheelchair without feeling in danger from traffic or dope smokers. Please police!
- It's great because a walk lets you meet people from all areas of the City. Yes, PM police attendance is an issue - do enforcement job.
- I'd like the bluffs to be for everyone, and not just a publicly funded extension of the front yards of the rich folks on the bluff!

Safety - Social disorder and enforcement

- Do not allow large groups of young men to gather. Break up these groups who race and gather. Parks are not bars and back alleys.
- Closing the road to vehicles should prevent the "disruptive behaviour" many people talk about.
- Use better policing along bluff road at night to prevent disruptive behaviors. Leave it as a residential road- no adaptive lane.
- A quiet, family-friendly area to enjoy nature and the beautiful view. This is not a place for partying or sitting in your car.
- We need cameras and more police surveillance, particularly on the weekends
- Should the road remain open following the adaptive lanes, please have consistent police enforcement to cut down street racing & drug use.
- Support sharing this beautiful natural area/ social gathering space. Let's keep the road (largely) open; address problem issues separately.
- Keep the street a street. There is already a generous pathway for walkers/runners. Step up police presence to deal with disruptive behaviour
- Let's welcome back everyone with ample parking/vehicle access, police disruptive behaviour, consider only the park-front area for closure.
- This is my neighborhood. I get it. It has a nice view and people like to come here that is fine. Enforce the rules that are in place.
- It's a tricky situation optimizing the space for all Calgarians to use while addressing the worrying crime rate for local residents.

- Improve police presence in the area to curb selling of drugs, speeding cars. The road is important to access the two neighbourhoods.
- We attracting people that are dominating the area with their fast cars, motorcycles, looking for action, discouraging families, and elderly
- The space will feel safe when the speeding/stunting/dope-smoking cars are gone from Crescent Road.
- Reducing motor vehicle access and parking may limit volume of citizens accessing the space, however it seems to deter the malicious visitors
- Residents on the crescent no longer have traffic, speeding, motorcycles etc; instead those on 13 & 14 ave do. Unfair. Problem not solved.
- I am strongly opposed to crescent road closure. I would not have purchased this home with the problems we now face. I fear for our safety.
- I would love to see more police with noise-measuring devices, issuing tickets to cars and motorcycles that are illegally loud.
- Crescent Road was a place for all. It was a safe and friendly until it became a meeting point for criminal and undesirable behaviours.
- The city is skipping obvious enforcement solution(s) and instead choosing to just close the road - no real leadership to be found. Shameful.
- Crescent Rd should be a place for all to enjoy. Speeding, motorcycles, littering are problems which need regular enforcement.
- Any restriction on Cresc. Rd increases the traffic and noise in the rest of the neighborhood. Enforce speed and noise issues and SLOW traffic
- It was the users who were doing drugs, littering, partying, driving dangerously, that made it unwelcome. Police enforcement is needed.
- I use Crescent Road to go downtown. I agree with closing Cresc Rd in summer to create a safe place for all to use. Do not close in winter.
- The st. belongs to all citizens not just the privileged few. Improve the bylaws & ENFORCE them. Taxpayers pay for this road & s/b open to all
- More enforcement to stop drugs. Roundabouts to stop speeding.
- I feel the police & city s/b enforcing bylaw and public disorder infractions. Closing the road to appease a minority is NOT the answer.
- There are many roads that have problems with noisy stunting vehicles. Fix the problem at the source: improve noise bylaws and enforce them.
- Those cool see through public washrooms would be cool. The ones that go opaque when in use. May prevent risky behaviours from occurring too.
- Safety - Target Enforcement on offenders: late night parties; polluters. Let the rest of us have our freedom. Make it a positive experience
- More enforcement is needed to stop cars racing & motorbikes, they rip down Crescent Road at all hours of the night.
- The city is bailing and not enforcing issues as they are supposed to. Maybe lock down all entrances after dark, not a reasonable answer eith

- The social disorder generally starts every night of the week around 9 pm. Some sort of visible enforcement each evening might help.
- Fine as is. There's lots of room to walk, sit & enjoy the view. Just need enforcement to stop the drag racing & pot smoking in cars.
- Put in traffic restrictions and calming measures, increase police presence. Maybe parking restrictions.
- Why is keeping the road open to vehicles not listed as an option! The problems are due to lack of enforcement which is a sound solution.
- I would love to see visitors treat this area as if they lived right on Cres Rd. Litter, noise and criminal acts appear associated w visitors
- Undesirable activity in the park and on Crescent Road is an enforcement issue. Why close roads to satisfy wealthy homeowners on the ridge?
- Closing Crescent Rd. is an absurd, ideologically driven response to a night time noise issue for a few wealthy homeowners. Don't do it!
- The problems with the area are the drug dealing, noise, and vehicular stunting. Enforcement of existing laws have been deplorably bad.
- Leave nature natural - don't interfere with nature by adding 'stuff'. Make room for visitors and allow them to park. Enforcement is needed
- Why can't it just be a nice view across from a nice green space? The prob is the drag racing teens- need a regular police presence to deter
- Why are maintaining a pleasant public space and neighbourhood traffic flow/bylaw enforcement treated as "either or"? We can do both!
- More view parking better waste bins and collection, police patrol the area more during problem times from ie 311 calls
- Safety is the most important. More lighting, reduced garbage and drug paraphernalia and improved winter maintenance will benefit all users
- Keep road open with speed bumps or zig-zag barriers. Or only close over night. Better evening and party time enforcement.
- Open Crescent Road! The escarpment's view is a City treasure and should be shared by all! More traffic calming and visible enforcement.
- Keep the road open. Allow 2 hr parking on all 3 sides of Crescent Park. Install high speed humps. Hire Bylaw officers which actually enforce
- Open the Road! Implement, road calming & ENFORCEMENT. Currently all traffic is being rerouted through a playground zone. Is this safe?
- Closing the road just moves issues to other neighbourhood streets. Must have a plan to address the surrounding streets - enforcement is lax.
- "Periodic closures on weekends only during busy seasons.
- This road is also an access road to other streets. City enforced bylaws."
- Enforce the rules (especially speeding) w/ a constant police presence, create speed bumps to deter cut through commuters, keep the bike lane
- This is a great idea and I'm thankful the city is looking to make changes. Policing during evenings and night will make a big difference.

- The biggest issues plaguing this area are drug dealing, noise and vehicular speeding and stunting. Enforcement of the law is preferable.
- Improve the existing park and pathways-increase amenities. Create a dedicated bike path. Open the road. Slow down traffic. Enforce the rules
- Closing the road has moved longstanding issues to nearby streets within the community. Address the issues. Enforce the rules. Open the road
- Enforcing the laws & bylaws already in place would resolve many of the issues for Crescent Heights residents. Don't simply move the issues!
- Shut down the road. We don't need obnoxious load cars and gangs on the crescent. We need families and a safe space for everyone
- Keep the road open, increase police presence, add larger and more speed bumps, all Calgarians have the right to use road, not only residents
- Space for fitness, wider stairs, more plants, less parking to shift to healthy activity from drugs and takeout. More space, less conflict.
- Keep the road open. Widen to accommodate parking. Add large speed bumps to control speed along the entire study area. increase night police
- Close the road only around the immediate park (safer for pedestrians) and increase enforcement against unsafe/illegal behaviours.
- Enough space to walk, bike, use a walker or wheelchair without feeling in danger from traffic or dope smokers. Please police!
- Don't make it appealing to the drunks and stoners. That's why taxpayer dollars are being pumped into this.
- It's great because a walk lets you meet people from all areas of the City. Yes, PM police attendance is an issue - do enforcement job.
- Enforcement of undesirable behaviours. The park was a safe place. Now it is a meeting place for criminal activity and disrespecting the area

Parking

- "Maybe having nearby adjacent handicap parking?"
- Was so neat to see adults and kids alike learning to ride a bike in the flat and open space"
- I would like safe spaces with vehicle access and parking. Crescent Heights park could use a facelift.
- Closing the road to vehicles should prevent the "disruptive behaviour" many people talk about.
- Keeping the road open to non-residents and providing free parking on access streets is the best way to be inclusive and welcoming to all
- KEEP ALL OF CRESCENT ROAD OPEN TO VEHICLES IN BOTH DIRECTIONS AND PARKING ON BOTH SIDES! Very elitist & exclusionary proposal to close road.
- Mobility challenged people need a way to access the area, so consider permanent dedicated street parking along the parkside of 2nd or 3rd st
- Let's welcome back everyone with ample parking/vehicle access, police disruptive behaviour, consider only the park-front area for closure.
- We have to allow all users including people who travel by car.

- Provide parking on street and off. Why was the old 5 spot parking area at the East end of Cres' Rd closed, seems counterproductive.
- Density-Houses on Crescent Road are bigger and density has reduced significantly. It is desolate. We need parking back to welcome everyone
- There should be some kind of parking on Cresc Rd at the park available for those with limited mobility. Not everyone can walk from 3 St or 2 St
- Limited time parking on north side of Cresc Rd should be allowed. 2 high speed bumps per block should control speeding.
- SLOW the traffic and remove ugly obtrusive steel climb-over barriers. Two-way SLOW traffic lanes, time limited parking north side only.
- One way traffic from West to East with traffic calming measures. Separate roadway, walking and biking paths. Adequate visitor parking.
- The views along Crescent Rd should be accessible to everyone to enjoy. Allow vehicles and short term parking on the South side once again!
- Off street parking is needed. Connect the park and bluff and create parking on East and West ends.
- Completely reopen the closed road. Add more parking enforcement. Adaptive lane can remain unchanged. But parking needs to be enforced.
- Put in traffic restrictions and calming measures, increase police presence. Maybe parking restrictions.
- Shutting the road down does not create a welcoming place for anyone. Limited parking, discriminating against abilities and ages.
- I notice that parking is an issue- in the summer and after hours has there been efforts made to use school parking areas for the public?
- Crescent Park provides that already. There is an existing lovely pathway along the ridge. use Cres. High School as the parking area.
- Retain parking on north side of crescent allows people from diverse communities across Calgary to access this space
- closing crescent road is not welcoming to all people . it only benefits 11 residents on a 1 km stretch of road . there is no where to park
- Having the parking lot back from the ridge will displace park creeps and stop people from idling because they now have to walk to the view.
- Close the road and create parks space by the ridge. Add a real parking lot back from the Bluff in Crescent park where its less disturbing
- Leave nature natural - don't interfere with nature by adding 'stuff'. Make room for visitors and allow them to park. Enforcement is needed
- I think that the closure is extremely biased towards people of disability, you have to park far away and don't get to use all of the ridge.
- Available parking space for those sight seeing and strolling is non existent on top of the hill
- Make the space accessible to all Calkgarians by having free short term parking and lots of it si we can go and enjoy it
- The beauties of this special part of Crescent Place and views of Calgary could be better shared by public use of the High School parking lot

- More view parking better waste bins and collection, police patrol the area more during problem times from ie 311 calls
- The high school is an incredibly busy parking lot for students/staff already. This is not an option for people using the bluff post-COVID.
- Suggesting that people just drive and park at the curling club/high school shows NO consideration for real parking/traffic control.
- Keep the road closed to vehicles. We can make other places to park (I live nearby and I'm fine giving up resident-only parking on my street)
- Make this space accessible for pedestrians, cyclists and transit users. Connect to greenline C-train station. Provide parking for disabled.
- What are you planning for seniors citizens that enjoy the walk, but can't bike or walk a long distance from parking faraway?
- It is negligent for the City to pursue a permanent closure on Crescent Rd without a new traffic flow & street parking plan for Rosedale.
- Limit parking spaces to a few handicap spots. Others park at curling club/high school and walk to bluff. EVERYONE can still enjoy the area!
- Park at curling club or hi school if you visit the bluff. Even if road closed, it is still accessible to all Calgarians. Leave road closed!!
- Non resident Parking should be permanently banned along crescent road. And if reopened to traffic it should be one lane, one way traffic.
- This is an amazing area of the city, I have never once felt threatened or in danger here. There could be more parking.
- Keep the road open. Allow 2 hr parking on all 3 sides of Crescent Park. Install high speed humps. Hire Bylaw officers which actually enforce
- Parking in surrounding communities must be changed to resident-only. Current parking guidelines can barely manage students/commuters.
- Preserve the free 1-2 hour parking to support small business fitness. Restricting hours eliminates people who participate on their commute.
- Do not close Crescent Rd from 4th St. to 6A in Rosedale. Past closures transferred traffic & parking issues to adjacent residential streets.
- Closing the street completely could restrict use to wealthy nearby residents. Need parking to allow all city residents to enjoy.
- Removing parking removes access to those who don't live in the area. Not fair. There are people who come from other areas to enjoy the park.
- Keep the road open. Allow parking on all 3 sides of Crescent Park. Install larger speed bumps. Stop restricting access to this public space!
- "Provide parking away from Crescent Road itself.
- Walking from a parked vehicle through a park to Crescent Road is part of the experience."
- Make one way traffic, with a very narrow traffic lane to discourage speeding and add calming. No street parking spaces unless a resident.
- Keep Cars away from the Bluff. Encourage parking at Curling Club parking area for non residents. Space is much nicer without vehicles.

- One way traffic (westward) and resident parking only in front of houses
- Space for fitness, wider stairs, more plants, less parking to shift to healthy activity from drugs and takeout. More space, less conflict.
- Keep the road open. Widen to accommodate parking. Add large speed bumps to control speed along the entire study area. increase night police

Keep road open

- Use better policing along bluff road at night to prevent disruptive behaviors. Leave it as a residential road- no adaptive lane.
- Keeping the road open to non-residents and providing free parking on access streets is the best way to be inclusive and welcoming to all
- Do NOT close the road as it pushes traffic and noise onto neighbouring streets and reduces enjoyment and safety of these streets.
- Keep the road open.. there are many parks minutes away.. the closure is not necessary and I DO NOT support the closure.. no need to spend \$\$
- KEEP ALL OF CRESCENT ROAD OPEN TO VEHICLES IN BOTH DIRECTIONS AND PARKING ON BOTH SIDES! Very elitist & exclusionary proposal to close road.
- Support sharing this beautiful natural area/ social gathering space. Let's keep the road (largely) open; address problem issues separately.
- This is not the area for a “special place” by closing the road. Should remain open all year to vehicles, pedestrians, dogs and other wheels.
- Part1: The Road: It's all about the view; beautiful and iconic; stunning during the day, magical at night. Keep road & pathway access to all!
- Let's welcome back everyone with ample parking/vehicle access, police disruptive behaviour, consider only the park-front area for closure.
- What are you thinking??? A road is primarily for vehicles, not dancing or learning to ride a bike or having people chit chat. Open the road
- Crescent Rd. has a recently expanded bike/pedestrian path. Why close the road? Share with all Calgarians.
- I am strongly opposed to crescent road closure. I would not have purchased this home with the problems we now face. I fear for our safety.
- SLOW the traffic and remove ugly obtrusive steel climb-over barriers. Two-way SLOW traffic lanes, time limited parking north side only.
- Keep the road open, slow the vehicle traffic, keep the special space without making the entire area a park.
- Do not close the road but consider pinching the road next to crescent park using woonerf designs that can also be closed for special events.
- I feel the police & city s/b enforcing bylaw and public disorder infractions. Closing the road to appease a minority is NOT the answer.
- Closing Crescent Road makes McHugh bluff a private park for those that live on or close to the hill and DIFFICULT for everyone else, the ALL

- This road is essential for people to be able to DRIVE around the neighborhood. It is already difficult enough to navigate the neighborhood.
- Crescent Rd. has a wonderful drive-by view that been enjoyed by generations of Calgarians from all parts of the City. Don't close the road!
- Can stay the way it was. Both vehicles and people had access to Crescent Road with benches on both side of Crescent Road.
- Please say NO to the anti-car advocacy groups and wealthy homeowners seeking to close Crescent Rd. to serve own their ideology and privilege
- Completely reopen the closed road. Add more parking enforcement. Adaptive lane can remain unchanged. But parking needs to be enforced.
- Why is keeping the road open to vehicles not listed as an option! The problems are due to lack of enforcement which is a sound solution.
- Shutting the road down does not create a welcoming place for anyone. Limited parking, discriminating against abilities and ages.
- Undesirable activity in the park and on Crescent Road is an enforcement issue. Why close roads to satisfy wealthy homeowners on the ridge?
- Keep the road open - those who want it closed are a very small interest group who are not representative of Calgarians or the community.
- Closing Crescent Rd. is an absurd, ideologically driven response to a night time noise issue for a few wealthy homeowners. Don't do it!
- closing crescent road is not welcoming to all people . it only benefits 11 residents on a 1 km stretch of road . there is no where to park
- closing a 1 km stretch of city road is not 'a plan for all/others' . its a plan for the 11 residents that sit on it . everyone else get out
- I think that the closure is extremely biased towards people of disability, you have to park far away and don't get to use all of the ridge.
- I think road closures hurt accessibility and privileges those that are already in the neighbourhood.
- Keep the road open so all can enjoy the area---not everyone can ride a bike or walk distances---also it is extremely unfair to homeowners.
- Keep the road open for vehicles, no closure without a traffic study & proper on site planning survey. Last study was done over a decade ago.
- No easy way for non-neighbourhood folks to access the bluff if the road is closed. Disappointing to lose a gem in our city enjoyed by all.
- Keep road open with speed bumps or zig-zag barriers. Or only close over night. Better evening and party time enforcement.
- Closing the road is a huge disservice to all Calgarians who use the space. Benefits rich folks on Crescent Road at the expense of others.
- Closing the street is too extreme. Implement traffic calming measures - speed bumps, one way traffic, etc. Live and use the area everyday.
- Closing the road reduces people's access to the public space. There is a lot of green space for people already.

- open the road so it is accessible to everyone in the city. place speed bumps to slow traffic. remove gravel from pathway and pave it instead
- Open Crescent Road! The escarpment's view is a City treasure and should be shared by all! More traffic calming and visible enforcement.
- Keep the road open. Allow 2 hr parking on all 3 sides of Crescent Park. Install high speed humps. Hire Bylaw officers which actually enforce
- Do not close Crescent Rd from 4th St. to 6A in Rosedale. Past closures transferred traffic & parking issues to adjacent residential streets.
- This closure area is not required for most car traffic. There are other options available for drivers
- Keep the road open. Allow parking on all 3 sides of Crescent Park. Install larger speed bumps. Stop restricting access to this public space!
- Open the Road! Implement, road calming & ENFORCEMENT. Currently all traffic is being rerouted through a playground zone. Is this safe?
- Keep the road open, increase police presence, add larger and more speed bumps, all Calgarians have the right to use road, not only residents
- Keep the road open. Widen to accommodate parking. Add large speed bumps to control speed along the entire study area. increase night police
- Give me back my road so I can drive efficiently and safely to work

Traffic Issues - Traffic calming, increase in volumes due to current restrictions

- Use better policing along bluff road at night to prevent disruptive behaviors. Leave it as a residential road- no adaptive lane.
- Do NOT close the road as it pushes traffic and noise onto neighbouring streets and reduces enjoyment and safety of these streets.
- The space will feel safe when the speeding/stunting/dope-smoking cars are gone from Crescent Road.
- I would love to see more police with noise-measuring devices, issuing tickets to cars and motorcycles that are illegally loud.
- I like the woonerf idea. It allows slowed traffic while still allowing pedestrians and cyclists etc to share the space.
- Limited time parking on north side of Cresc Rd should be allowed. 2 high speed bumps per block should control speeding.
- SLOW the traffic and remove ugly obtrusive steel climb-over barriers. Two-way SLOW traffic lanes, time limited parking north side only.
- Any restriction on Cresc.Rd increases the traffic and noise in the rest of the neighborhood. Enforce speed and noise issues and SLOW traffic
- Keep the road open, slow the vehicle traffic, keep the special space without making the entire area a park.
- One way traffic from West to East with traffic calming measures. Separate roadway, walking and biking paths. Adequate visitor parking.
- More enforcement to stop drugs. Roundabouts to stop speeding.
- Put traffic restrictions for this area

- Planning a space for the residence and others is important. The main issue is the number of vehicles that continually drive around.
- Put in traffic restrictions and calming measures, increase police presence. Maybe parking restrictions.
- Put in additional traffic calming measures , speed bumps, increase police presence.
- For visitors, I think the space should focus on short-term visits to see the views. Not made into a destination recreational area.
- Rosedale and Crescent Heights have collector roads. Traffic needs to GO ON the collector roads, not percolate in the neighbourhood(s).
- I worry closure could shift the car volume to the smaller side streets which is not ideal for the community.
- Why are maintaining a pleasant public space and neighbourhood traffic flow/bylaw enforcement treated as "either or"? We can do both!
- Suggesting that people just drive and park at the curling club/high school shows NO consideration for real parking/traffic control.
- Keep the road open for vehicles, no closure without a traffic study & proper on site planning survey. Last study was done over a decade ago.
- It is negligent for the City to pursue a permanent closure on Crescent Rd without a new traffic flow & street parking plan for Rosedale.
- Keep road open with speed bumps or zig-zag barriers. Or only close over night. Better evening and party time enforcement.
- Non resident Parking should be permanently banned along crescent road. And if reopened to traffic it should be one lane, one way traffic.
- Being a resident in the neighbourhood has become unpleasant due to the number or inconsiderate vehicle owners frequenting Crescent Road.
- Safety, green space, biking space, walking space, less cars (otherwise the cars get very loud with mufflers, speeding, etc).
- Closing the street is too extreme. Implement traffic calming measures - speed bumps, one way traffic, etc. Live and use the area everyday.
- Open Crescent Road! The escarpment's view is a City treasure and should be shared by all! More traffic calming and visible enforcement.
- Keep the road open. Allow 2 hr parking on all 3 sides of Crescent Park. Install high speed humps. Hire Bylaw officers which actually enforce
- Removing cars from Crescent Rd will help the City achieve its goals of creating a welcoming space. Continued vehicle traffic will not.
- Keep the road open. Allow parking on all 3 sides of Crescent Park. Install larger speed bumps. Stop restricting access to this public space!
- Open the Road! Implement, road calming & ENFORCEMENT. Currently all traffic is being rerouted through a playground zone. Is this safe?
- One way traffic and walkers/wheelers can coexist
- Make one way traffic, with a very narrow traffic lane to discourage speeding and add calming. No street parking spaces unless a resident.

- The ability to amble about on Crescent Road without worrying about vehicle impedance, enables a connection to Calgary in a special way.
- One way traffic (westward) and resident parking only in front of houses
- Enforce the rules (especially speeding) w/ a constant police presence, create speed bumps to deter cut through commuters, keep the bike lane
- People space only. If you have to allow cars then make it slow and have cobblestone roadway! Naturally slows down drivers and looks great
- The biggest issues plaguing this area are drug dealing, noise and vehicular speeding and stunting. Enforcement of the law is preferable.
- Shut down the road. We don't need obnoxious load cars and gangs on the crescent. We need families and a safe space for everyone
- Keep the road open, increase police presence, add larger and more speed bumps, all Calgarians have the right to use road, not only residents
- increase speed bumps to slow down traffic. There is enough walking space for people without getting into the traffic.
- Keep the road open. Widen to accommodate parking. Add large speed bumps to control speed along the entire study area. increase night police
- Enough space to walk, bike, use a walker or wheelchair without feeling in danger from traffic or dope smokers. Please police!
- With gravel back lanes and high traffic streets, kids don't have space to bike. Temp closure allows kids to bike with friends

User experience - Pedestrian-centric

- Banff has embraced the 'woonerf' Dutch concept which makes some streets more pedestrian-centric than car-centric. Crescent Road can too!
- Reducing motor vehicle access and parking may limit volume of citizens accessing the space, however it seems to deter the malicious visitors
- Close the road to cars and allow mobile vendors to set up a market and/or food stalls
- The provided bike/walk lane is a good idea. However the overall use of the area has decline with the opening up of businesses.
- I like the woonerf idea. It allows slowed traffic while still allowing pedestrians and cyclists etc to share the space.
- room for walking, cycling, dog walking
- Do not close the road but consider pinching the road next to crescent park using woonerf designs that can also be closed for special events.
- Keep all vehicles off the road unless they live on the rd.
- I use Crescent Road to go downtown. I agree with closing Cresc Rd in summer to create a safe place for all to use. Do not close in winter.
- Pave the alleyways for residents to be able to access their garages and parking pads while closing the streets to vehicles.
- Closing memorial drive from the curling club to Edmonton trail would allow for an actually usable park experience.

- The area has great views of our city. It is better enjoyed by foot or wheeling versus inside of an idling vehicle.
- Cars have tons of places to visit in Calgary. We need more places for the new generation of downtown citizens without cars to scoot/bike to.
- The space is designed for all users. There are professionals who can do this for you. Right now the space is designed for cars.
- Creating safe and separated wheeling lanes let's anyone who cannot drive access spaces and helps induce demand. Cars are barriers to access.
- Make separate spaces for walking, cycling and vehicles. Keep spaces natural. Make my community to a nice place to live and to sleep in peace
- "Winter events would be welcomed, with warming stations (like we've seen at Riverwalk).
- Keep the road closed to cars, open to people!"
- focus on lowering vehicle use (exception of human propelled devices) is bound to elevate health and pleasure among everyone who uses it
- Events in the area would be good, but perhaps also encourage alternate forms of transport (active transport) to get to the venue.
- I love the gravel track along the side for running.
- Paved paths, rideable by bicycle, less steep, maybe switchbacks. Jogging path (exists) along cliff. Social area for motorcyclists to gather.
- Closing scenic streets like Crescent Road to traffic will create that safe space. It has worked well in Whistler and Banff/Canmore.
- Keep the road closed to vehicles. We can make other places to park (I live nearby and I'm fine giving up resident-only parking on my street)
- It is a special place for people. Absolutely NO vehicles should be allowed.
- Safety, green space, biking space, walking space, less cars (otherwise the cars get very loud with mufflers, speeding, etc).
- Removing cars from Crescent Rd will help the City achieve its goals of creating a welcoming space. Continued vehicle traffic will not.
- Closing the road to all cars and parked cars would give me space to roam and feel safe. Banff did it with success.
- Lots of seating, lots of space for people to walk slowly or run quickly without getting in each other's way, lots of lighting during night.
- I would love to see more spaces in Calgary be people-oriented rather than vehicle-oriented, and I think this is a great space to do that.
- Please consider a design philosophy based around people rather than cars. The unique views of Crescent Heights road warrant a park-like area
- Permanently close as much of Crescent road as possible to vehicular traffic to improve the quality of life and safety of residents/visitor
- The ability to amble about on Crescent Road without worrying about vehicle impedence, enables a connection to Calgary in a special way.
- Being able to bike/scoot there with young kids from N of 16 Ave. 16th Ave cuts off crescent H from the rest of NH area for fam w. young kids

- A space that is quiet allowing you to hear nature. A space that encourages families to bring kids to learn how ride bikes.
- Expanding the walkway and connecting it to the surrounding parks will make the space feel like one to visit rather than just pass through.
- Safe walking and biking, as well as safe commuting on the stairs.
- People space only. If you have to allow cars then make it slow and have cobblestone roadway! Naturally slows down drivers and looks great
- I love the road closure as it makes the space more accessible for families. Also with less cars and car noise it enhances the natural beauty
- Residents don't own the street in front of their home. Closing to vehicles has many benefits - less noise & safe space for kids to play/move
- It made the area have a larger community feel when the area was closed. It was a safe place in inner city for our kids to bike without cars
- The road is so much safer now for me on both foot and cycling - I love having this space dedicated to non-vehicle traffic!

User Experience - Things to do / Beautification / Family friendly / Host events

- Planning a Space for Everyone - families, fitness folks, dogs and their people, elderly & disabled, graduates!, tourists. Share the space!!
- A quiet, family-friendly area to enjoy nature and the beautiful view. This is not a place for partying or sitting in your car.
- I've been in the area for 25 years; never met an owner of a single property along the entire Blvd. The owners don't make people feel welcome
- We could do a walk out bridge like at Columbia icefields that would provide a view, create additional space for walkers minimizing car impac
- Part1: The Road: It's all about the view; beautiful and iconic; stunning during the day, magical at night. Keep road & pathway access to all!
- An accessible space where people with multiple interests/backgrounds can meet & get to know each other: street fairs, concerts, plays.
- It's a tricky situation optimizing the space for all Calgarians to use while addressing the worrying crime rate for local residents.
- We have to allow all users including people who travel by car.
- We attracting people that are dominating the area with their fast cars, motorcycles, looking for action, discouraging families, and elderly
- Close the road to cars and allow mobile vendors to set up a market and/or food stalls
- I'd love to see this space used for all Calgarians for festivals, walks and enjoying the view as long as we make sure it's accessible to all
- Most of the time the existing park as well as the closed road are under utilized as it is; weekdays I oftensee only a few if any users each!
- Do not close the road but consider pinching the road next to crescent park using woonerf designs that can also be closed for special events.

- I use Crescent Road to go downtown. I agree with closing Cresc Rd in summer to create a safe place for all to use. Do not close in winter.
- Creating a "space for all" is a democratic process. We must not allow solutions for Crescent Rd. minority that are adverse for the majority.
- A "space for all" will be democratic and, by definition, not create solutions for a Crescent Rd. minority that are adverse for the majority.
- We live in Colombia, with my family we are planning to go and live in Calgary next year, we love the City. Park for elders and Kids to share
- "Please add adult playground/workout stations there with a pole. Would be great to train there.
- Thank you 😊"
- It would be nice to encourage people from neighbourhoods that lack parks to use this area to ride bikes, walk, ice skate. A winter festival?
- Just keep it family friendly
- I love the fact that visitors and new families to Canada use the hill as a showcase of the city and the mountains.
- "Winter events would be welcomed, with warming stations (like we've seen at Riverwalk).
- Keep the road closed to cars, open to people!"
- Events in the area would be good, but perhaps also encourage alternate forms of transport (active transport) to get to the venue.
- The bluff feels best when lots of people are using it for various activities. This creates an aliveness and welcomeness.
- Crescent Rd can be permanently closed to vehicles in front of Crescent Heights Park. Expand /connect park to stairs. Skyline Amphitheatre?
- Lots of seating, lots of space for people to walk slowly or run quickly without getting in each other's way, lots of lighting during night.
- A space that is quiet allowing you to hear nature. A space that encourages families to bring kids to learn how ride bikes.
- I love the road closure as it makes the space more accessible for families. Also with less cars and car noise it enhances the natural beauty
- Shut down the road. We don't need obnoxious load cars and gangs on the crescent. We need families and a safe space for everyone
- With gravel back lanes and high traffic streets, kids don't have space to bike. Temp closure allows kids to bike with friends
- A place where temporary exhibits could be erected to celebrate cultural & other events to bring a sense of unity.
- A few simple amenities could make this more fun for families and kids. A slide down the hillside , natural play features (boulders/logs).

Minimize impacts to nearby streets and communities

- Do NOT close the road as it pushes traffic and noise onto neighbouring streets and reduces enjoyment and safety of these streets.

- Improve police presence in the area to curb selling of drugs, speeding cars. The road is important to access the two neighbourhoods.
- Residents on the crescent no longer have traffic, speeding, motorcycles etc; instead those on 13 & 14 ave do. Unfair. Problem not solved.
- Any restriction on Cresc.Rd increases the traffic and noise in the rest of the neighborhood. Enforce speed and noise issues and SLOW traffic
- Keep the road open, slow the vehicle traffic, keep the special space without making the entire area a park.
- I feel the premise of this proposal is flawed. Rosedale / Crescent Heights are residential neighborhoods. Insufficient space is available
- A "space for all" will be democratic and, by definition, not create solutions for a Crescent Rd. minority that are adverse for the majority.
- This road is essential for people to be able to DRIVE around the neighborhood. It is already difficult enough to navigate the neighborhood.
- I would love to see visitors treat this area as if they lived right on Cres Rd. Litter, noise and criminal acts appear associated w visitors
- Consider effect on immediately surrounding areas in any plan - other streets in Rosedale & Crescent Hghts.; public use of bluff further West
- Keep the road open so all can enjoy the area---not everyone can ride a bike or walk distances---also it is extremely unfair to homeowners.
- Crescent pathway is lovely place to walk with friends and my dog and as an important commuter access to Rosedale Community.
- This space is a small part of the adjacent communities and can not accommodate large groups of people commuting from all over the city.
- It is great that the public can come and use the area and the space but it should not be at the detriment of the local residents
- Do not close Crescent Rd from 4th St. to 6A in Rosedale. Past closures transferred traffic & parking issues to adjacent residential streets.
- i live in rosedale - i am happy with the road being closed from June - September . i dont think it should be permanently closed .
- Closing the road just moves issues to other neighbourhood streets. Must have a plan to address the surrounding streets - enforcement is lax.
- "Periodic closures on weekends only during busy seasons.
- This road is also an access road to other streets. City enforced bylaws."
- Closing the road has moved longstanding issues to nearby streets within the community. Address the issues. Enforce the rules. Open the road
- Enforcing the laws & bylaws already in place would resolve many of the issues for Crescent Heights residents. Don't simply move the issues!
- Essentially the only people that use Crescent Road are the residents of Crescent Heights. The City has more important issues to deal with.
- The access of residents to street parking in front of their own homes needs to be preserved!

Other

- A robust urban design solution should not need to rely upon constant enforcement to ensure an area is not abused.
- The provided bike/walk lane is a good idea. However the overall use of the area has decline with the opening up of businesses.
- I'd like to see area historical/scenic markers along the hilltop and in the park. Show historical comparisons incl. indigenous contributions
- We have already had changes in the past to appease the residents. It's not that I don't like changes, only ones that make sense. This doesn't
- Protect the natural areas of the bluff. and focus exercises on one or two areas. Stair conflict needs to be addressed.
- I feel the premise of this proposal is flawed. Rosedale / Crescent Heights are residential neighborhoods. Insufficient space is available
- More affordable and accessible housing CLOSE by, with higher density would allow access for ALL. public space shouldn't be for the 1%.
- "Please add adult playground/workout stations there with a pole. Would be great to train there.
- Thank you 😊"
- Those cool see through public washrooms would be cool. The ones that go opaque when in use. May prevent risky behaviours from occurring too.
- Public washrooms!!!
- I think washrooms at the stairs would be good.
- Kowtowing to this privileged group (www.imaginecrescentroad.ca) will only further contribute to the ghettoization in Calgary!
- It would be nice to encourage people from neighbourhoods that lack parks to use this area to ride bikes, walk, ice skate. A winter festival?
- The current system is reasonable but would open the street to vehicles in the winter months. The barricades should allow bikes, strollers
- Leaving the road open allows for the domination of certain types of individuals, thus eliminating the balance that should be welcome.
- Focus on overall design aesthetic and quality materials; simple but well-considered details
- It means that such overwhelming large houses shouldn't be allowed so close to a beautiful place that the whole city enjoys.
- The bluff was where the neighbourhood kids played. It was wild and a bit of nature. It has become much too civilized
- Why here? It does not need to be everything for everyone. There are other places that can be done.
- Indigenous history. What was the area used for before we settled it? Are there medicinal plants? Is there local lore?
- Why are you forcing me to use this 'planning space' comment section???? I am in favour of complete closure.
- Would like to have the temp cycle track made wider and permanent.

Road / Pathway maintenance / Paving / Design

- One way traffic from West to East with traffic calming measures. Separate roadway, walking and biking paths. Adequate visitor parking.
- Current closure has already resulted in Crescent Road residents leaving junk in the road and acting like it's an extension of their yard.
- Useless in the winter as road not ploughed. Lane useless as rarely cleared then melt from road iced it. Pave gravel path and clear in winter
- Remove existing barrier between the sidewalk and the adaptive lane, pave both to separate pedestrians and cyclists, winter snow removal.
- Pave the alleyways for residents to be able to access their garages and parking pads while closing the streets to vehicles.
- I would love to see visitors treat this area as if they lived right on Cres Rd. Litter, noise and criminal acts appear associated w visitors
- Creating safe and separated wheeling lanes let's anyone who cannot drive access spaces and helps induce demand. Cars are barriers to access.
- On the bluff side remove the guard rails and create a raised sidewalk to keep cars one the road and more space for walkers and cyclists.
- Rolling Crescent Park over the hill, while allowing for an emergency lane for emergency vehicles would be a great idea.
- I love the gravel track along the side for running.
- Paved paths, rideable by bicycle, less steep, maybe switchbacks. Jogging path (exists) along cliff. Social area for motorcyclists to gather.
- review the current and existing gravel surface area and utilize the trampled area for a well designed asphalt path for all walkers
- open the road so it is accessible to everyone in the city. place speed bumps to slow traffic. remove gravel from pathway and pave it instead
- Remake the road
- Need to have pathways through the park to encourage users and movement. Maintenance is so important to this space and it has been abandoned
- Make the Crescent one way
- Expanding the walkway and connecting it to the surrounding parks will make the space feel like one to visit rather than just pass through.
- People space only. If you have to allow cars then make it slow and have cobblestone roadway! Naturally slows down drivers and looks great
- Improve the existing park and pathways-increase amenities. Create a dedicated bike path. Open the road. Slow down traffic. Enforce the rules
- Leave the road as a road. If you want to "add" more uses then take away the green space areas to do those "improvements" because they suck.
- With gravel back lanes and high traffic streets, kids don't have space to bike. Temp closure allows kids to bike with friends

Keep as is / Minor changes

- Seriously? A promenade? For chalk drawings & bean bag tossing on an access road for cars? Did we forget there's already a park and pathways?
- We can't please everyone, so please prioritise a minor inconvenience for many to avoid MAJOR inconveniences for 'less than many'.
- Keep the street a street. There is already a generous pathway for walkers/runners. Step up police presence to deal with disruptive behaviour
- Part2: The PARK behind: Visitors and baseballers will use it, but the park behind is largely a place for Cresc/Rosedale, where WE can go relax
- Keep all vehicles off the road unless they live on the rd.
- This seems like a solution in search of a problem. Fine the way it was. Not more special than many roads with a view eg Toronto Cres.
- This amazing view belongs to all Calgarians, it is our "Eifel Tower". Close Cres Rd between 2 & 3 St. (Crescent Park area) ONLY.
- Can stay the way it was. Both vehicles and people had access to Crescent Road with benches on both side of Crescent Road.
- Fine as is. There's lots of room to walk, sit & enjoy the view. Just need enforcement to stop the drag racing & pot smoking in cars.
- Keep it how it is. The adaptive lane is all you needed to make the space safer and more accessible to everyone. Nothing more should be done
- I don't think a lot of money needs to be spent
- Consider effect on immediately surrounding areas in any plan - other streets in Rosedale & Crescent Hghts.; public use of bluff further West
- Leave it just the way it has been for decades. Please I plead with you not to install any more traffic calming .
- Speed bumps are a dumb idea. Someone will accelerate and rev engine between them. Close road except for residents only.
- Why here? It does not need to be everything for everyone. There are other places that can be done.
- i live in rosedale - i am happy with the road being closed from June - September . i dont think it should be permanently closed .
- The space is fine. It is a road and should remain as such. If you want a special place the park is there, maximize its specialness
- It's fine the way it is.... no need to identify special groups, that just divides everyone further
- Residents don't own the street in front of their home. Closing to vehicles has many benefits - less noise & safe space for kids to play/move
- Leave the road as a road. If you want to "add" more uses then take away the green space areas to do those "improvements" because they suck.

Park issues / Location / Maintenance

- I would like safe spaces with vehicle access and parking. Crescent Heights park could use a facelift.
- Part2: The PARK behind: Visitors and baseballers will use it, but the park behind is largely a place for Cresc/Rosedale, where WE can go relax

- Let's welcome back everyone with ample parking/vehicle access, police disruptive behaviour, consider only the park-front area for closure.
- Off street parking is needed. Connect the park and bluff and create parking on East and West ends.
- Closing Crescent Road makes McHugh bluff a private park for those that live on or close to the hill and DIFFICULT for everyone else, the ALL
- Extend the park across the road and over the the bluff edge (as at the 10St. end) to make the area into a purpose built park.
- Close the road and create parks space by the ridge. Add a real parking lot back from the Bluff in Crescent park where its less disturbing
- The quality of the built environment needs to match the views. Need park maintenance and preserve historic trees & hedgerow
- Rolling Crescent Park over the hill, while allowing for an emergency lane for emergency vehicles would be a great idea.
- Create more green space where people can come and enjoy a natural area, feel safe and comfortable. Extend the park across the road.
- Close the road and extend the park across Crescent Road to the bluff to create a beautiful, uninterrupted, inviting green space for all.
- More view parking better waste bins and collection, police patrol the area more during problem times from ie 311 calls
- The plan should include the 100 block.
- Crescent Rd can be permanently closed to vehicles in front of Crescent Heights Park. Expand /connect park to stairs. Skyline Amphitheatre?
- Connect green spaces - better cycling connection between Rotary Park, Bluffs, Riley Park
- Crescent Road Conversion into Linear Park that integrates Crescent Park with McHugh Bluff could be designed as a premier public space!
- Safety is the most important. More lighting, reduced garbage and drug paraphernalia and improved winter maintenance will benefit all users
- I LOVE the idea of extending the park to the bluff - opportunity for a world-class civic park, + simple sol'n to antisocial driving problem.
- The space is fine. It is a road and should remain as such. If you want a special place the park is there, maximize its specialness
- Improve the existing park and pathways-increase amenities. Create a dedicated bike path. Open the road. Slow down traffic. Enforce the rules
- Close the road only around the immediate park (safer for pedestrians) and increase enforcement against unsafe/illegal behaviours.

Nature and greenery (Keep/Protect/Add)

- A quiet, family-friendly area to enjoy nature and the beautiful view. This is not a place for partying or sitting in your car.
- Protect the natural areas of the bluff. and focus exercises on one or two areas. Stair conflict needs to be addressed.
- Keep as simple and natural as possible.

- More plants/greenery in the city. They help keep the city cooler and clean the air. They look good better than concrete too.
- The quality of the built environment needs to match the views. Need park maintenance and preserve historic trees & hedgerow
- Make separate spaces for walking, cycling and vehicles. Keep spaces natural. Make my community to a nice place to live and to sleep in peace
- Leave nature natural - don't interfere with nature by adding 'stuff'. Make room for visitors and allow them to park. Enforcement is needed
- Add more trees and plants please...
- Create more green space where people can come and enjoy a natural area, feel safe and comfortable. Extend the park across the road.
- Close the road and extend the park across Crescent Road to the bluff to create a beautiful, uninterrupted, inviting green space for all.
- The bluff was where the neighbourhood kids played. It was wild and a bit of nature. It has become much too civilized
- A space that is quiet allowing you to hear nature. A space that encourages families to bring kids to learn how ride bikes.
- Indigenous history. What was the area used for before we settled it? Are there medicinal plants? Is there local lore?
- Space for fitness, wider stairs, more plants, less parking to shift to healthy activity from drugs and takeout. More space, less conflict.
- A few simple amenities could make this more fun for families and kids. A slide down the hillside, natural play features (boulders/logs).

Safety – General

- The road closures over the past 18 months were supposedly brought in to help address COVID-not promote the aspirations of the local CLOSERS.
- I would like safe spaces with vehicle access and parking. Crescent Heights park could use a facelift.
- I use Crescent Road to go downtown. I agree with closing Cresc Rd in summer to create a safe place for all to use. Do not close in winter.
- A safe, quiet place for me to walk, cycle or drive my car.
- Closing scenic streets like Crescent Road to traffic will create that safe space. It has worked well in Whistler and Banff/Canmore.
- Develop solution that supports and respects all residents of West Crescent Hgts and Rosedale. Don't just shift the problems to other roads.
- Closing the road merely pushed the problem to the community. A few rich people want to enjoy nature in the middle of a city lol.
- Safety, green space, biking space, walking space, less cars (otherwise the cars get very loud with mufflers, speeding, etc).
- Closing the road to all cars and parked cars would give me space to roam and feel safe. Banff did it with success.

- Permanently close as much of Crescent road as possible to vehicular traffic to improve the quality of life and safety of residents/visitor
- Safe walking and biking, as well as safe commuting on the stairs.
- Residents don't own the street in front of their home. Closing to vehicles has many benefits - less noise & safe space for kids to play/move
- It made the area have a larger community feel when the area was closed. It was a safe place in inner city for our kids to bike without cars
- The road is so much safer now for me on both foot and cycling - I love having this space dedicated to non-vehicle traffic!

Unsure/No answer

- I have no idea what you're asking. You need to ask more specific questions. The problem now is that we have way too many people visiting.
- The people who want this closure most, bought and moved here knowing the issues related to the park, ever since ?1970s ?? Now want closed??
- 140 characters is ridiculous. How on earth can you get meaningful answers? My thoughts are not tweets.
- I am having a problem understanding this question - weren't people complaining there were too many using the park to exercise etc?
- Public place must be very, very carefully implemented. What can look good on paper can be a disaster. Like the platform/stairs relocation
- i don't have any.
- N/A