



# NEIGHBOURHOOD STREETS SILVER SPRINGS

What We Heard – Phase 3

Originally published March 2022  
Updated December 2022



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

## Contents

<b>Project Overview.....</b>	<b>2</b>
<b>Engagement Overview .....</b>	<b>2</b>
<b>Engagement Phases and Timeline.....</b>	<b>3</b>
<b>Engagement Tactics.....</b>	<b>3</b>
<b>Communications .....</b>	<b>4</b>
<b>What We Asked .....</b>	<b>4</b>
<b>What We Heard .....</b>	<b>4</b>
Question 1.a .....	6
Question 1.b.....	7
Question 2.a .....	11
Question 2.b.....	13
Question 3.....	15
Question 4.a .....	18
Question 4.b.....	19
Question 5.....	20
Question 6.....	21
Question 7.....	22
Question 8.....	23
Question 9.....	24
Question 10.....	25
Question 11.....	26
Question 12.....	27
Question 13.....	30
Question 14.a .....	31
Question 14.b.....	32
Question 15.....	34
<b>Next Steps.....</b>	<b>36</b>
<b>Respondents’ Exact Words (Verbatim).....</b>	<b>37</b>



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

## Project Overview

The Neighbourhood Streets Silver Springs project was launched in fall 2020 in a partnership between The City of Calgary and the Silver Springs Community Association, with the goal of creating streets where neighbours of all ages and abilities can connect and have access to safe travel options.

The Neighbourhood Streets Silver Springs project includes:

- **Community engagement** to identify, prioritize and evaluate areas where we can make improvements to the streets in Silver Springs.
- **Installation of traffic calming and pedestrian improvements** throughout the community including temporary wheeling facilities on Silver Springs Boulevard.
- **Installation of permanent infrastructure** starting in 2022, and beyond, based on public engagement to evaluate and test the temporary measure, technical analysis, prioritization, and available resources.

## Engagement Overview

At The City of Calgary, decisions are made daily that impact more than one million people. The input of citizens and stakeholders help The City better understand the perspectives, opinions, and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations, and long-range plans/goals) before decisions are made.

"Engagement" at The City of Calgary is defined as: "Purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making."

Engagement is:

- **Citizen-centric** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens;
- **Accountable** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement;
- **Inclusive** making best efforts to reach, involve and hear from those who are impacted directly or indirectly;
- **Committed** allocating sufficient time and resources for effective engagement of citizens and stakeholders;
- **Responsive** acknowledging citizen and stakeholder concerns; and



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

- **Transparent** providing clear and complete information around decision processes, procedures, and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the Engage Policy (CS009).

## Engagement Phases and Timeline

There have been three key phases of public engagement for this project, which all included collection of feedback from residents, businesses, and other stakeholders.

- **Phase 1 – Identification: Early fall 2020**
  - Identify what is working well and what is challenging for those travelling through and living in the community
- **Phase 2 – Prioritization: Late fall 2020**
  - Prioritize criteria used to determine which improvements and locations to install using temporary materials in 2021
  - **Spring/summer 2021**  
Installation of temporary wheeling facilities along with other traffic calming and pedestrian improvements throughout the community using both temporary and permanent materials
- **Phase 3 – Evaluation: December 2021**
  - Evaluate the effectiveness and impacts of temporary traffic calming to determine if any modifications need to be made before permanent installation in 2022 and beyond
  - **Implementation: Summer 2022**  
Continued installation of permanent materials based on public engagement, technical analysis, prioritization, and available resources

## Engagement Tactics

Online engagement was open from December 1-17, 2021. Due to Covid-19 restrictions, Phase 3 was held mostly online with opportunity to provide input by visiting [engage.calgary.ca/SilverSpringsStreets](https://engage.calgary.ca/SilverSpringsStreets) or 311. Online engagement received 358 contributions from 311 contributors.

In addition, the project team offered:



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

- An MS Teams Live event on Wednesday, December 8, 2021, from 6:30-7:30 pm.
- Two community guided walks were scheduled for Saturday, December 11, 2021. Due to low registration, only one walk went ahead with ten community members and three City staff in attendance.

## Communications

This engagement opportunity was promoted through social media ads on Facebook and NextDoor targeted to the community of Silver Springs, the Silver Springs Community Association, and four road-side bold signs throughout the community.

The social media campaign resulted in 21,323 impressions and 304 total link clicks.

## What We Asked

This round of engagement helped gather input on the pilot wheeling lanes on Silver Springs Boulevard, to ask whether the proposed traffic locations seemed fair and for advice on how The City of Calgary should prioritize communities that need street improvements. More specifically, the questions were designed to answer:

- Are there improvements that could be made to Silver Springs Boulevard?
- Is the data, including the slower travel speeds, reflective of people's experiences?
- Relative to the traffic calming planned for 2022, do the locations seem fair?

To support the phase 3 engagement, travel data was collected according to some of the concerns community members expressed relative to the wheeling lanes. These concerns included vehicle speeds (a main community concern), the potential for shortcutting and the overall travel time along the corridor.

The full-length questions and responses are available in the What We Heard section below. These questions can also be viewed on the [Silver Springs Streets Engage page](#).

## What We Heard

The following is a high-level summary of the main sentiments expressed in this engagement process.

City-wide traffic calming priorities should be:

- Some communities lack sidewalk and pathway connections: prioritize communities where these gaps exist



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

- Design practices change over time: revisit streets that may be unsafe or feel unsafe

### Silver Springs Boulevard N.W.:

- Nearly 65 percent of all respondents agree with the data that travel speeds are reduced (Question 7)
- Nearly 60 percent of all respondents find the project to be a waste of money with aesthetics being a principal concern (Question 2b)
- Nearly 50 percent feel left turns are difficult to make for large vehicles like campers (Question 2b)
- Over 50 percent of all respondents report their quality of life being reduced since the introduction of the wheeling lane (Question 4a)
- More than half of all respondents like the new angled parking and pathway connection to Bowmont Park (Question 2a)
- Half of all respondents enjoy the street mural at St Sylvester school (2a)
- More than 40 percent say the street feels calmer and safer to ride with a friend (Question 2a)
- 59 percent of respondents said they do *not*\* see value in the changes for the community (Question 11) *\*statement updated Dec 2022*
- Respondents were generally agreed that their experience matched The City's data collection, that stated: (Questions 6, 7, 8, 10)
  - travel speeds are lowered
  - travel times are slightly improved
  - shortcutting is not apparent
  - use by people wheeling is somewhat unchanged

### Silver Springs Traffic Calming:

- Most respondents were unsure whether the location of traffic calming was fair
- Many respondents expressed concerns with the traffic calming curbs
- Many respondents expressed support for prioritizing schools and playgrounds

The engagement process in Silver Springs showed a range of opinions regarding traffic calming work. Responses to each question are summarized below, with a complete set of responses captured in the [Respondents' Exact Words \(Verbatim\)](#) section.

## Question 1.a.

***Give us your opinion on how The City should choose communities to work in.***



Figure 1

Respondents (n=175) to this question ranked “Some communities lack sidewalk and pathway connections: prioritize communities where these gaps exist” as having the greatest importance. In descending order from greatest to least, the remaining responses were:

- “Design practices change over time: revisit streets that may be unsafe or feel unsafe”
- “Some roadways need design changes to lower speed limits and improve safety: prioritize these streets”
- “Not everyone is able to drive: choose communities based on need and equity”
- “Some streets are too wide for the volume of cars they carry: redesign streets to accommodate more modes of transportation”
- “Some communities are more aligned than others in the changes they wish to see in their neighbourhood: work with these communities”



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

- “Some communities want to get involved and add community activity or art to their streets: prioritize these streets”.

### Question 1.b.

#### ***Are there any other considerations you think should be added to this list?***

This question was intended to help identify additional considerations The City should make when selecting communities for Neighborhood Streets projects. Silver Springs community was chosen to pilot temporary traffic calming measures and support the update and validation of the Neighborhoods Streets Policy. This question was included in this questionnaire as it was valuable to get this feedback from a community who had already experienced temporary traffic calming measures.

However, this question was the first open ended question in this questionnaire, and many respondents took the opportunity to express their concerns about specific issues in Silver Springs, rather than providing input to the specific question. Sample comments are included below for the most prevalent themes in a verbatim format (no edits have been made for spelling or grammar). Personally identifying information and profanity has been removed where applicable.

The feedback is separated into responses that directly responded to the question (45), and others that did not (32).

#### ***Additional considerations***

For those who responded directly to the question, the most prevalent themes, alongside sample comments are provided in the table below.

Theme	Sample comments
<b><i>Process concern</i></b>	<ul style="list-style-type: none"><li>• I prioritized what's here but not one of these is important to me. City needs to work in new communities and communities that can't move people effectively.</li><li>• This ranking exercise is very biased to your proposed solution. Can you develop measurable metrics and statistics to ascertain which communities should be prioritized? Base the metrics on the community's population or square kms to standardize them.</li><li>• These are all poor choices and are ambiguous allowing the city to do whatever they want</li></ul>



	<ul style="list-style-type: none"> <li>Tax dollars were allocated for roads, not bikes and scooters. there are sidewalks and pathways for pedestrians, and this list is leading and doesn't consider NOT using traffic calming measures in a community that has parallel roads.</li> </ul>
<b>Unique idea</b>	<ul style="list-style-type: none"> <li>Impact on emergency vehicles. Initial survey 95% good with roads, 86 % good with walking, 78% good with cycling. If changes made impact was 63% would not change walking patterns and 63% would not cycle more. Study made in middle of Covid big impact on r</li> <li>#1 prioritize high accident areas based upon actual incident rates not just individuals beliefs of not feeling safe on the road</li> <li>Consider the environment and climate change when considering accommodating more modes of transportation.</li> <li>Communities that express a need</li> <li>We should be actively discouraging car travel. It makes communities less desirable and makes them very dangerous for pedestrians, especially children.</li> <li>Save money, and only do important things.</li> <li>Leave existing roadways in communities as they are and work cycling pathways into green spaces</li> <li>Anticipate how new retail businesses within residential areas change traffic patterns.</li> </ul>
<b>Pedestrian safety and accommodation measures</b>	<ul style="list-style-type: none"> <li>Children should be able to get to school safely with or without their parents accompanying them. Crossing roads and walking or biking to school should be safe for kids and driving children to school should be actively discouraged.</li> <li>Continuous Sidewalks are needed at any designated place for people to cross a street.</li> <li>We should be actively discouraging car travel. It makes communities less desirable and makes them very dangerous for pedestrians, especially children.</li> <li>Safety for streets and sidewalks when it is dark.</li> <li>Are these communities major connection hubs through to other surrounding neighbourhoods. Do these communities have a younger demographic who cannot drive (~17 yrs old). Does this community exist near major terrain barriers? ex. Deerfoot, Glenmore, Nose Hill</li> </ul>

	<ul style="list-style-type: none"> <li>Consideration should still be given to those who drive and alternate ways to increase quality for non-drivers should be found in ways that do not reduce the quality for those who require the use of vehicles.</li> </ul>
--	---

## ***Silver Springs specific concerns***

For responses that specifically focused on concerns about Silver Springs, the most common themes and sample comments are listed below.

<b><i>No to wheeling lanes</i></b>	<ul style="list-style-type: none"> <li>As citizens of Silver Springs, we were never asked or if of the wheeling lanes. It's been a huge disappointment.</li> <li>Get rid of the wheeling lane!!!! I drive in silver springs quite often. Never once have I seen someone using the wheeling lane. Such a waste of city time and money!</li> <li>The bike lanes on Silver Springs BLVD are unnecessary. I have not seen a bike on them since the third week of October. I have no idea how it could be safer for pedestrians. Suggesting it's currently unsafe is bizarre.</li> <li>The bike lanes need to be taken down. There is not enough traffic on them for the inconvenience they have caused motorists nor the cost of them.</li> </ul>
<b><i>Unique ideas for solutions</i></b>	<ul style="list-style-type: none"> <li>I would prefer a single two-way bike lane in the middle of the road/boulevard as it would be safer. Cars don't always yield to cyclists when turning onto the boulevard from a side street and some cyclists travel both ways in lanes that are meant one way</li> <li>Speed humps along Silverview Way NW. Silverview Way NW is in need of resurfacing and speed humps would make the north south leg safer. This leg sees pedestrians, dog walkers, and cyclists shadings road that encourages straight line high speeds.</li> <li>Listen to the residents who don't think creating two bike lanes is necessary. Edgmont changed one of their sidewalks into a bike path. Same could have been done in Silver Springs. Did not see very many bikes on path, lots on sidewalks</li> <li>Get rid of 40 and 50 km/hr speed limits. If everyone is able to drive at 60, people won't feel the need to speed as much.</li> </ul>

	Sort out the timing at the lights at silver springs blvd, they are not timed well.
<b>General safety concern</b>	<ul style="list-style-type: none"> <li>• Reduce vizual overload for driver. Some roads have so many signs, lights, barriers making it hard for drivers to pay attention to everything going on. This makes it unsafe for everyone pedestrians, cyclists and drivers. We need a system which respects all</li> <li>• This is dangerous they speeds down in their bikes and a lot of them are on the sidewalk</li> <li>• We feel somewhat safer walking across at Silver Springs Blvd and Silverthorn Rd because of the calming effects of the changes however some drivers are still violating the posted speed limits and not stopping for pedestrians in the crosswalk.</li> <li>• I was opposed to the changes...i do not want the bycicle lanes on the blvd. I have been almost hit by bycilists thinking they have the right away when i am turning right from my street and i am almost hit by a byciyclist who thinks i should cater to them</li> <li>• The bike paths are unsafe and not being used. No way to pull mover for emergency vehicles. Snow removal has to cost more</li> </ul>

## Question 2.a.

***What I really like about wheeling lanes on Silver Springs Blvd N.W. are:***

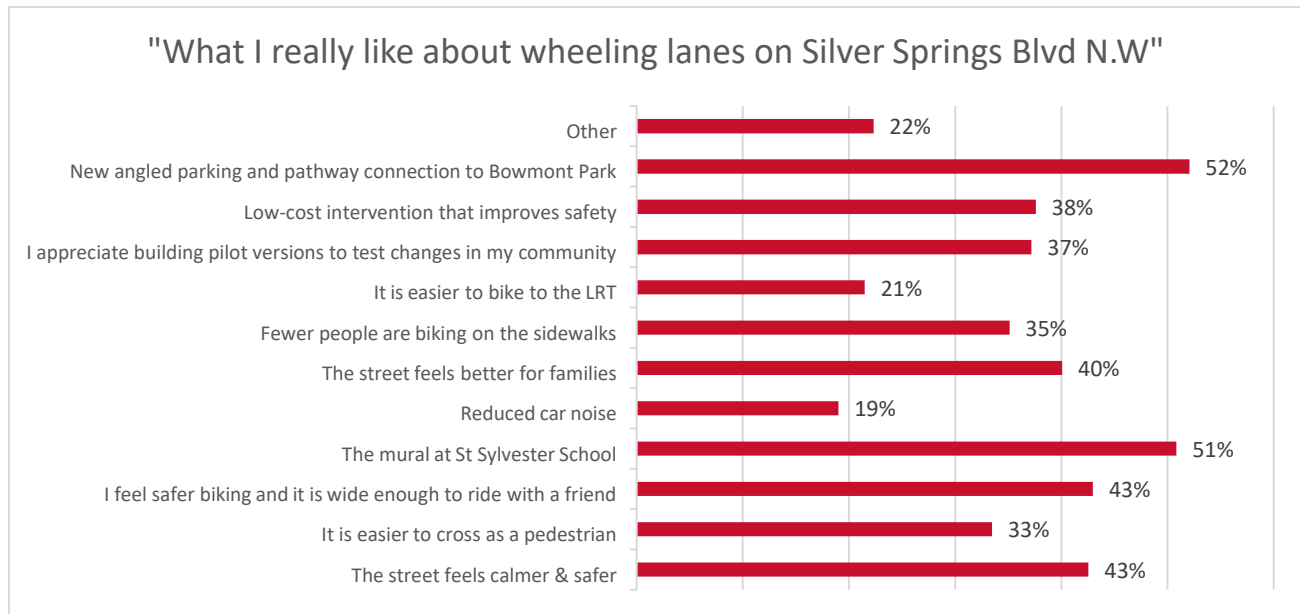


Figure 2

For this question, respondents (n=242) were asked to complete the sentence, “What I really like about wheeling lanes on Silver Springs Blvd N.W. are...”

Figure 2 shows the most common response being “New angled parking and pathway connection to Bowmont Park”, followed by “Mural at St Sylvester School”. In descending order, the remaining responses were:

- “The street feels calmer & safer”
- “I feel safer biking and it is wide enough to ride with a friend”
- “The street feels better for families”
- “Low cost intervention that improves safety”
- “I appreciate building pilot versions to test changes in my community”
- “Fewer people are biking on the sidewalks”
- “It is easier to cross as a pedestrian”
- “Other”
- “It is easier to bike to the LRT”
- Reduced car noise”



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

In addition to the results from the ranking exercise, 62 respondents added their comments for “Other”:

Many respondents to this question did not reply to the question directly, but instead took the opportunity to express their opinion that they are not in favour of the wheeling lanes. **“No to the wheeling lanes”** or **“I like nothing about the wheeling lanes”** was the most common response. Other responses included (in descending order):

- General dislike (e.g., not liking any of the options suggested)
- Yes, to the wheeling lanes
- Cost/budget concern
- Safety and accommodation concerns
- Desire to retain the status quo
- Supporting traffic calming and new intersection design
- Concern about traffic being too slow
- Public transit concern
- Request for pathway upkeep and maintenance.

In response to what people liked about the wheeling lanes on Silver Springs Blvd, 15 respondents focused on benefits to the community. The responses highlighted:

- Increase in feelings of safety
- Encourages active modes of transportation and fitness opportunities
- Reduction in speeding

Question	Sample comments
<b><i>What I like about the wheeling lanes - Other</i></b>	<ul style="list-style-type: none"><li>• It feels more like a community with more people on the street instead of in cars. The project does not impede the traffic in any way, so there is no disadvantage to drivers in having bike lanes. The lanes are cleared to allow access for the hardy in the winter. I love the idea and the end result.</li><li>• encourages people to become more active as that option is easier to attain</li><li>• Skateboarding, rollerskating, scooters, joggers, walkers, have all been using it and keeps them away from traffic can all use it safely</li><li>• Crossing the blvd as a driver feels safer as well. I witnessed 3 crashes in front of St. Sylvester school in less than 2 years when there was 4 lanes. My kids are safer crossing the road. The blvd runs between the walk way to 3 elementary schools and</li></ul>

	<p>reducing traffic is necessity and wheeled lanes makes a lot of sense for the space.</p> <ul style="list-style-type: none"> <li>Reduction in "heavily" speeding vehicles - cars MORE likely to stop for pedestrians at crosswalks</li> </ul>
--	--

## Question 2.b.

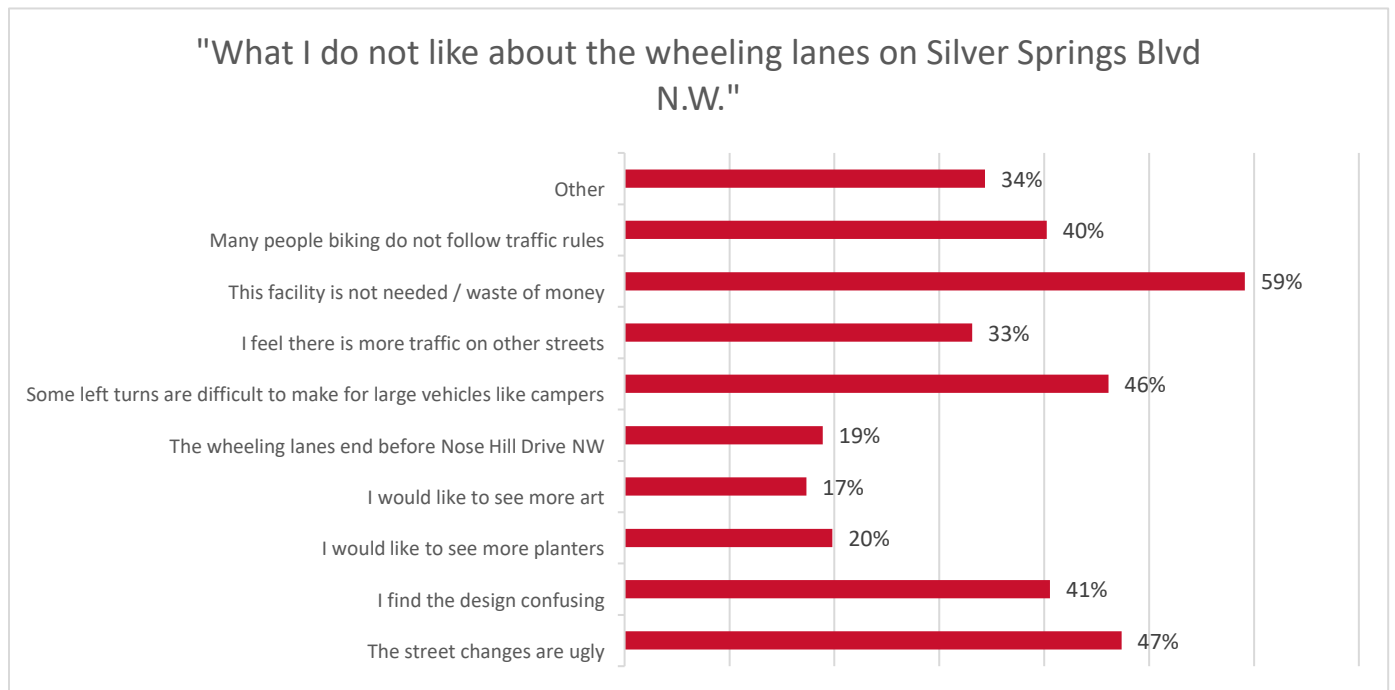


Figure 3

Figure 3 outlines what respondents (n=323) do not like about the wheeling lanes. The most common response was **"This facility is not needed/waste of money"**. Additional responses in order from greatest to least number of responses included:

- "The street changes are ugly"
- "Some left turns are difficult to make for large vehicles like campers"
- "I find the design confusing"
- "Many people biking do not follow traffic rules"
- "Other"
- "I feel like there is more traffic on other streets"
- "I would like to see more planters"
- "The wheeling lanes end before Nose Hill Drive NW"
- "I would like to see more art".



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

In addition to the responses above, respondents expanded on what they meant by “Other”.

The most common response was finding the **new cycling lanes dangerous or confusing to use**. Sample comments include:

- The bike lanes have made turning onto and off Silver Springs Boulevard more awkward for vehicles. Traffic is often backed up behind someone waiting to turn.
- I feel at risk changing lanes on the boulevard and am very concerned that I might not see a cyclist passing me on my right when I make a right hand turn. It's much more difficult to access the boulevard now there is only one lane to turn onto. We haven't experienced many icy days but those could be a problem with all the obstacles on the boulevard.
- Harder to get out of the way of emergency vehicles as no place to move to. shopping centers top and bottom are harder to get out of. Top because east bound right lane merging left tight at shopping plaza exit to avoid having to turn right at next intersection. signs that are hit and broken are slow to be replaced. flowers not watered enough and looked bad
- Dangerous with the cement blocks and an emergency vehicles coming the lane. There needs to have wider dual purpose sidewalks for both pedestrians and cyclist like they have along the Bow river or along SS Gate near the dog park. Right turns from left lane is not safe.

The next theme highlighted perceived **problems with the traffic calming curbs and damage created to signs and curbs**. Sample comments include:

- Concrete blocks are dangerous. Will be a winter nightmare. Weren't really needed!
- Bike lanes are not utilized enough, too much vehicle traffic for single lane. No where to go when emergency crews come through. People have hit & damaged signs & dividers between road & bike lane.

The next theme was around **cycling safety**. Sample comments include:

- There are wide sidewalks on either side of the boulevard, widen them for wheeling. I hope the city is taking on the financial burdens of those that have damaged their vehicles on this project. I have also seen a lil one on a skateboard lose control and fall into the car lane..... not good.
- Cars moving in or parking in the wheeling lanes!
- Transition from the pathway from Varsity at Silver Dale Dr NW to get to the protected lanes and vice versa is still a poor transition, SW curb cut does not accommodate

E/W travel well. Connection to Nose Hill Dr still needed. What are with the stop-signs for pathway users connecting to the pathway or the bike lane?

- The Boulevard was never unsafe for pedestrians on the sidewalks! As a bike rider, I never felt unsafe riding in the curb lane on the boulevard. I DO fell unsafe on a bike now at the confusing intersections. Drivers are confused, impatient. Our beautiful boulevard is now a hazardous mess. Please remove all the cement.

Additional themes in descending order of frequency include:

- Concern about road access and reduced driving lanes
- “No” to the wheeling lanes
- Cost/budget concern
- Wheeling lanes not being used (correctly) by cyclists
- Pedestrian safety and accommodation concerns
- Maintenance and snow clearing concerns
- Aesthetic concerns
- Unique idea for change
- Traffic too slow/concerned about increased traffic back ups
- Desire to retain the status quo
- Yes to the wheeling lanes
- General appreciation for the design
- Parking concerns

### Question 3

***Based on the above, do you have any ideas to improve upon the pilot wheeling lanes?***

The most common response to this question was to **retain the status quo or remove the wheeling lanes**. Sample comments include:

- It is unnecessary. Get rid of it. Be more transparent on costs so people know what you signed us up for (i.e. can’t get anyone to give exact number of monies spent on barricades, planters, plants, replacement of damaged signs etc)
- Get rid of them, I have seen too many accidents caused because of them. And it has ruined the life of the home owners who actually pay to live in this neighborhood.
- Remove the trial and restore the boulevard to 2 lanes.

Other comment themes in descending order of frequency were:

- Yes to the wheeling lanes
- Keep wheeling lanes, but redesign them
- Problems with traffic calming curbs



- General appreciation of changes
- Unique ideas for possible improvements
- Concern over traffic safety, signage and navigation
- Wheeling lanes not being used correctly
- Cyclist safety
- Aesthetic concerns
- Residential street and pathway maintenance
- Concern about the project and engagement processes
- Increase in traffic, increased frustration

When looking at the specific responses to the question around ways to improve the pilot wheeling lanes, some of the most common themes were:

Theme	Sample comment
Remove traffic calming curbs, improve lighting and crosswalks, use painted lines	<ul style="list-style-type: none"> <li>• Remove the traffic calming curbs</li> <li>• Should replace large concrete blocks and barriers with only multiple posts like done in other locations.</li> <li>• Other communities with similar lanes don't require the large cement barriers, only posts.</li> <li>• Don't build them, no cement blocks, only painted lanes if people must have them. The blocks make drivers more scared and create congestion where there was none prior.</li> <li>• Remove Wheeling lanes and add one or two crosswalk lights as necessary</li> <li>• More pedestrian bright 3 SET of LED flashing lights. There are ones NOT expensive and need NO digging. The university of calgary has nice ones that are solar powered and simply screwed into the concrete. BUT MAKE SURE to add the one in the boulevard.</li> <li>• Remove the barriers. They are ugly, confusing and dangerous. Paint the bike lanes instead.</li> </ul>
Focus on sidewalk improvements Create wheeling lane adjacent to sidewalks	<ul style="list-style-type: none"> <li>• 1.Remove Wheeling Lanes, go back to 2-lane traffic.2.Change sidewalk on one side to 2-way wheeling lane, retain sidewalk on other side for pedestrian path.3. speed humps at crosswalks.4.remove concrete slabs &amp; planters (planters are ok on median)</li> <li>• Take out the small green islands and use lane markings only - will reduce accidents &amp; damage to vehicles. Remove the wheeling lane completely and build a bicycle lane beside the side walk on the grass.</li> </ul>

	<ul style="list-style-type: none"> <li>• Pave a path next to but not adjoining sidewalks much safer for cyclist and cars</li> <li>• Yes make it part of the sidewalk so they stop instead of racing down hill. The 10 bikes I've seen blend into the road same colour</li> <li>• Extend the width of the sidewalk so the bike lane is essentially raised separate from the road. Example in Bowness and along 23Ave</li> <li>• The only way to improve this project is to completely remove it. I am not against bike lanes, just where these ones are. Move them to beside the sidewalk where there is plenty of space for them.</li> <li>• Widen the sidewalks if you MUST make change. Put the boulevard back to normal and put in a speed camera if you really feel the need.</li> </ul>
Change location of wheeling lane	<ul style="list-style-type: none"> <li>• No wheeling lanes. Have a bike path in the generous green space between Silver Springs Blvd and the sidewalk. This is a much safer option for motorists and cyclists. Speed bump installations in playground zones and school zones.</li> <li>• provide adequate turning space at intersections. Bus laybys and right turn lanes are confusing. Educate, people. Enforce proper speeds in the wheeling lane</li> </ul>
Adjust spacing or size of lanes Improve connections and crossings	<ul style="list-style-type: none"> <li>• Should reduced by half. Bikers have more space than required.</li> <li>• One central lane; remove the concrete curbs designating the wheeling lanes as they are a hazard in winter</li> <li>• They're great, my only recommendation is to place the lower barriers earlier.</li> <li>• Move barriers back from the corner and put in a small broken line for cars to turn right. It's done in other communities why not in Silver Springs</li> <li>• if the bike lane stays..please use less obtrusive lane dividers, more sleek curb style, less signage, more room for the cars, less for the bikes</li> </ul>

Other notable suggestions for improvement included:

- Focus on safety, especially at intersections
- Improve aesthetically pleasing features
- Improve signage and education about wheeling lanes

## Question 4.a.

**Overall, to what extent have the wheeling lanes changed your quality of life in Silver Springs?**

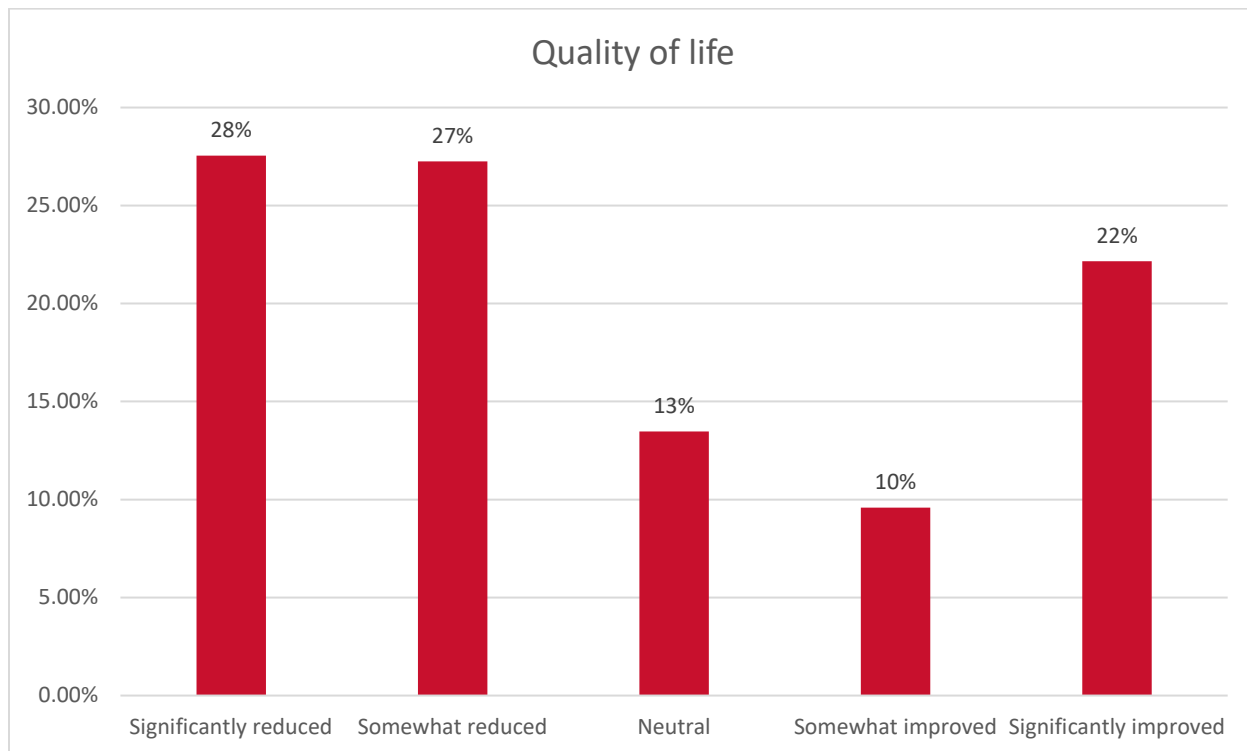


Figure 4

Overall, responses (n=334) to this question showed that perceived quality of life for participants was somewhat reduced, with 92 respondents choosing 'significantly reduced' and 91 respondents choosing 'somewhat reduced' as their responses (Figure 4).

## Question 4.b.

### *Please explain:*

The most common response to this question centered around **concerns over traffic safety and distractions to drivers**. Sample comments include:

- It's more confusing to drive on the blvd.
- Bikers don't stop at the crosswalks. When streets are slippery the new dividers cause another concern. Turning right onto the side streets has become more of a danger. The poles cause a visual distraction in front of the school.
- I now avoid the dangerous right-hand turns from Silver Springs Blvd by detouring onto residential streets and through parking lots. Far from ideal, but still better than using a faulty design.
- SS Blvd. Has become a nightmare to drive. Turning onto the side streets ( and off of them), has become dangerous. The dividers are poor, are a major issue for buses, have impacted parents picking up kids at schools, increased likelihood of major accident
- More difficult and confusing to drive through the community. I utilize local businesses less as it is easier and safer to drive to crowfoot on Friday evening than to go to Mitillini's or into the Shoppers complex because it is now so difficult to get out

The next most common response was **general appreciation for the project and the implemented infrastructure**. Sample comments include:

- I feel safe and and entitled to be on the road when cycling, either while commuting to and from work, or out for exercise and leisure with my family. I feel safer as a pedestrian as the single car lanes have helped to reduce speeding and irrate driving.
- it used to be scary to ride a bike, ive been close passed by a car even though there was lots of space, now it feels safe
- It is now so much safer to ride bicycle with our children and the speed of traffic has been reduced.
- I have ridden that stretch many many times and often ended up on sidewalks, now pedestrians have a safer sidewalk.

Other themes in descending order of frequency include:

- Yes to the wheeling lane
- Increase in traffic, lack of flow and an increase in frustration
- Appreciating traffic slow down and traffic calming measures
- Problems with the traffic calming curbs (concrete barriers)
- Pedestrian safety and accommodation measures
- Aesthetic concerns
- Cycling safety concerns
- Avoiding area due to recent changes

- Wheeling lanes not being utilized correctly/ not being used adequately
- Concern about narrower roadway and decreased access
- Keep the wheeling lanes but redesign them
- General concern over safety
- No to the wheeling lane
- Cost/budget concern
- Not affected by the changes
- Residential street and pathway upkeep and maintenance
- Criticism of process
- Retain status quo/ remove wheeling lane

## Question 5

***If the Silver Springs Boulevard NW wheeling lane hasn't improved your life directly, who does it benefit?***

The most common response was **cyclists and those who are wheeling**. For example:

- Biking more because I feel more comfortable
- It clearly benefits those who bike. It has not increased the number of people walking on the sidewalks, in its current condition it has not added to the beautification of the road or area.
- A handful of people that ride their bike may benefit from the Wheeling Lane but that is a lot of money spent for just a hand full of people

The next most common theme was **few people/specific or infrequent users**. For example:

- That, is the big question!!! It sure isn't the majority of residents.
- People who seasonally spend time outside.
- Not many, I have observed very few to no bicycles when driving down the boulevard
- Who? Good question? I have not seen anyone using the lanes...and when i did...the cyclists did not follow road rules...and i was jeopardized

The next theme was **"Everyone"**, including families, seniors, children, and people with mobility concerns:

- Folks travelling to school, folks travelling across the NW from Scenic Acres, Tuscany, Crowfoot Area connecting to the River, Varsity. Demonstrates a model that should be deployed to other large community boulevards that don't need that level of space.
- Students, pedestrians safer from speeders and cyclists
- children and families wishing to cycle together but don't feel safe on regular roads. The bike lanes suggest slower car speeds which makes for an overall safer community. Pedestrians & cyclists are now not competing for sidewalk use
- My elderly parents feel safe using it to get to neighbourhood stores and to connect to the Nose Hill Drive pathway to reach [some parts of] Crowfoot

- Cyclists on streets, Children on sidewalks

Following these responses, in descending order of frequency, responses included:

- No one / not seeing anyone who uses them
- Unsure, more information is needed
- Concern that the wheeling lanes are not being used / not being used correctly
- General support for the project
- Appreciation of the reduced traffic speeds/traffic calming'
- Residents of the community
- Everyone except drivers
- Cost/budget concerns
- Yes to the wheeling lanes
- Process criticism
- Drivers

## Question 6

**Please indicate the degree in which the statement below is consistent with your experience in the community:** Travel time between Silver Springs Gate and Silver Grove Road has somewhat improved since 2019, despite volumes remaining statistically unchanged.

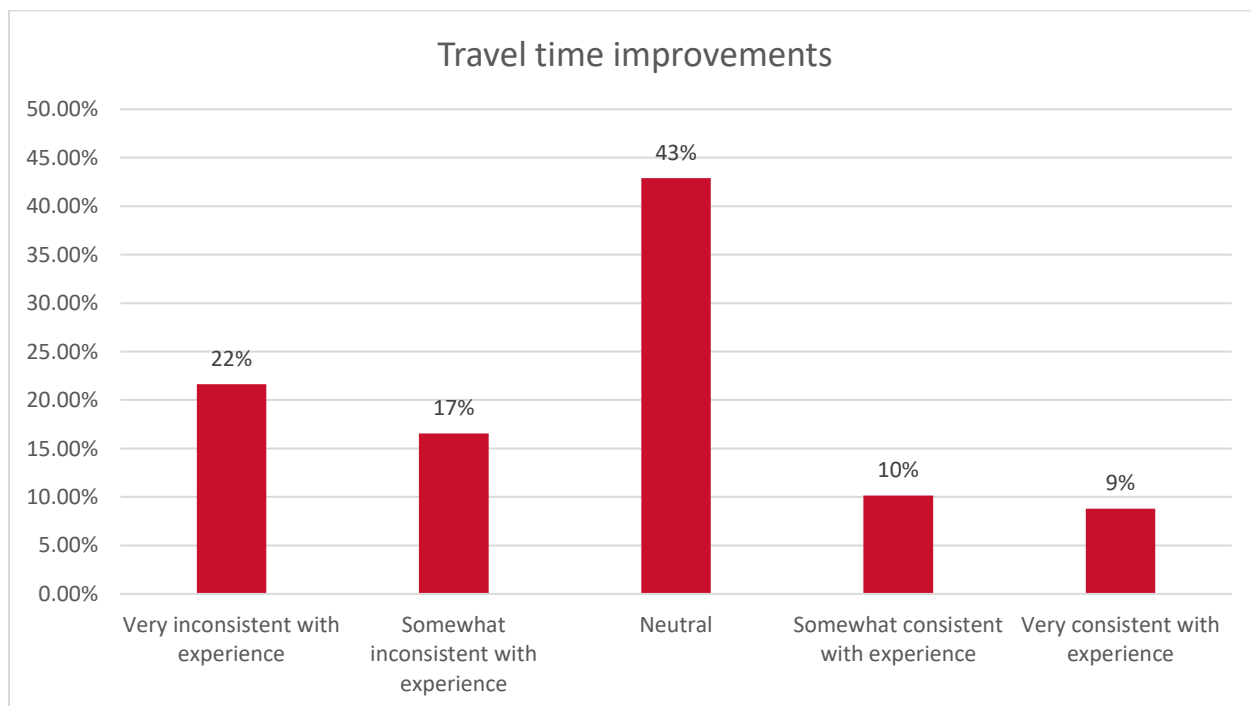


Figure 5

Responses (n=296) were ranked on a scale between Very inconsistent, Somewhat inconsistent, Neutral, Somewhat consistent and Very consistent. Responses to this question showed that in the greatest number of respondents selected Neutral (42.91 percent), with the second greatest number of responses at 'Very inconsistent with experience' (21.62 percent)

## Question 7

**Please indicate the degree in which the statement below is consistent with your experience in the community.** *Speed: studies show modest decreases in travel speeds. Additional safety analysis shows that the speeds of cars turning on and off the corridor are near 30 km/h and additional changes to reduce travel speeds could be explored.*

Response options included: Very inconsistent, Somewhat inconsistent, Neutral, Somewhat consistent, Very consistent. In response to this question (n=296), the greatest number of people responded neutral (30 percent or 89 responses). The next most common responses were "Very inconsistent" (21 percent or 62 people) and Somewhat consistent (21 percent or 62 people), showing some distinctly differing experiences in the community.

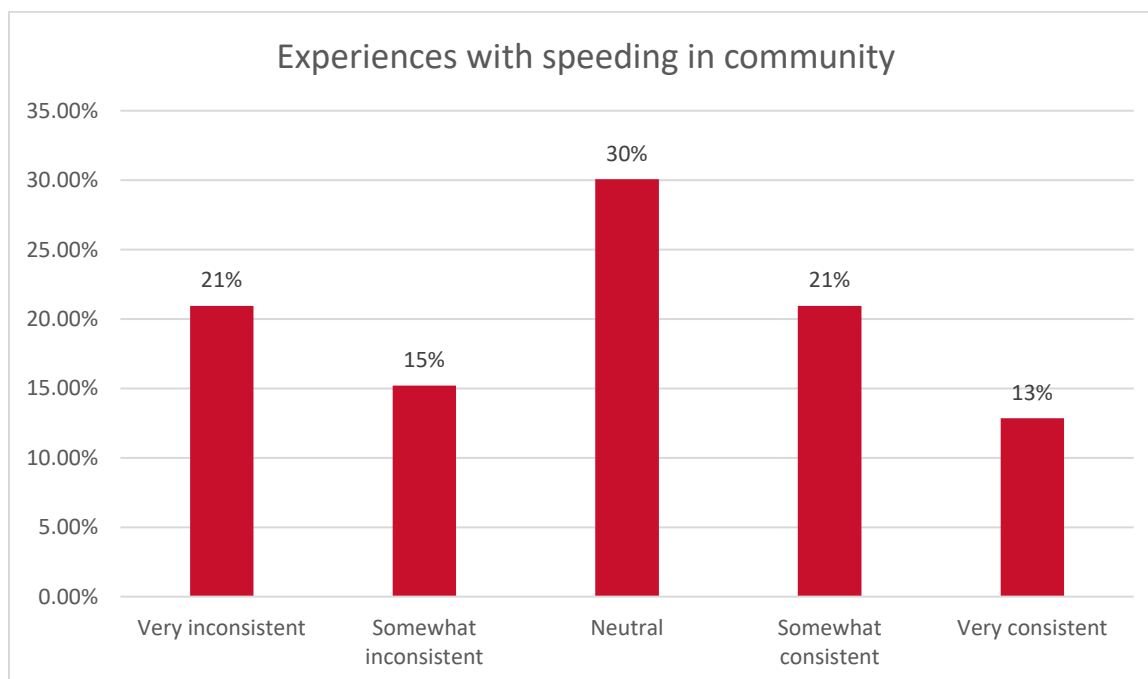


Figure 6

## Question 8

**Please indicate the degree in which the statement below is consistent with your experience in the community.** *Shortcutting: counts taken before and after the installation of the wheeling lanes show that travel on Silver Springs Boulevard N.W. and other key corridors has statistically not changed.*

The scale ranged from Very inconsistent, to Somewhat inconsistent, Neutral, Somewhat consistent, Very consistent. Responses (n=302) to this question showed that the greatest number of responses were Neutral (33.11 percent).

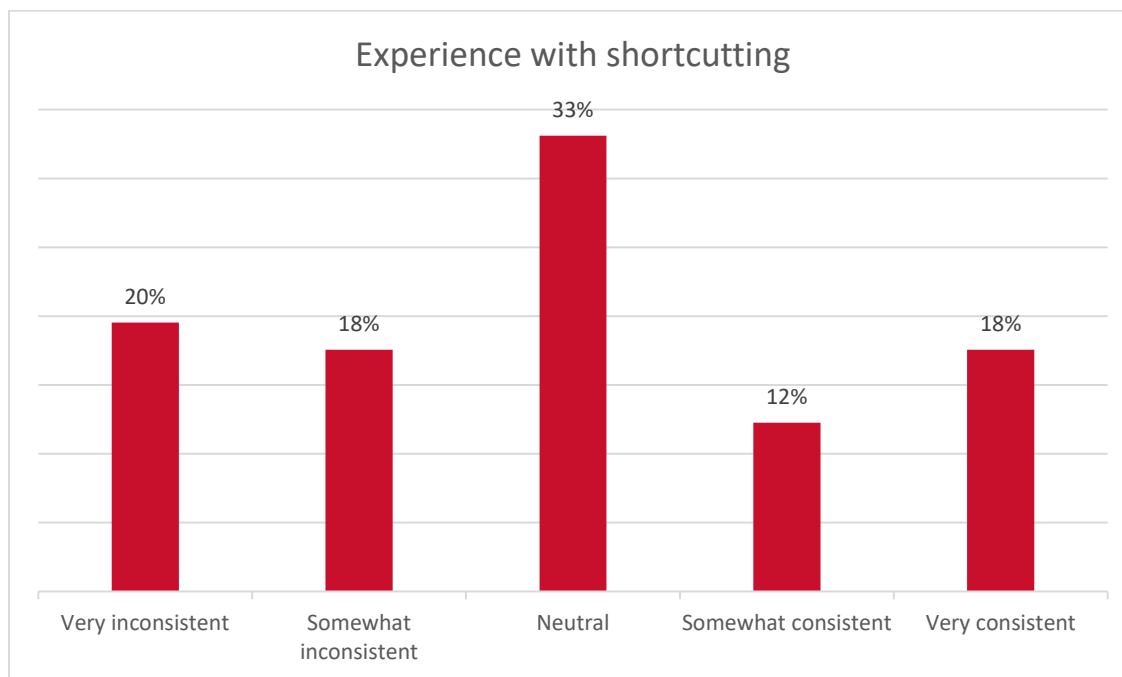


Figure 7



## Question 9

**Please indicate the degree in which the statement below is consistent with your experience in the community.** Safety: pedestrian exposure crossing in front of vehicles along Silver Springs Boulevard has been reduced by two vehicle lengths at each crossing, which helps everyone be more visible.

The scale ranged from Very inconsistent, to Somewhat inconsistent, Neutral, Somewhat consistent, Very consistent. Responses to this question showed that in general, respondents were Neutral in their agreement with the phrase.

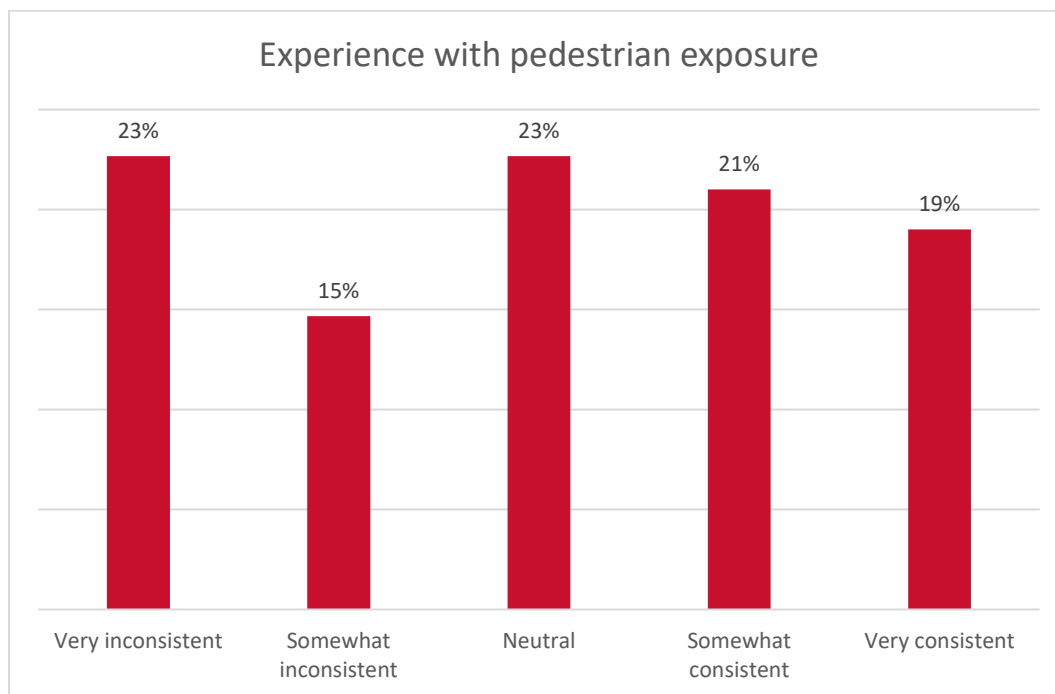


Figure 8

## Question 10

**Please indicate the degree in which the statement below is consistent with your experience in the community.** *Use of the wheeling lanes: the data does not show a statistical increase in the number of people wheeling along Silver Springs Boulevard N.W. on the dates that data was collected.*

The scale ranged from Very inconsistent, to Somewhat inconsistent, Neutral, Somewhat consistent, Very consistent. Average responses were midway between Neutral and Somewhat consistent in their agreement with the statement (n=303).

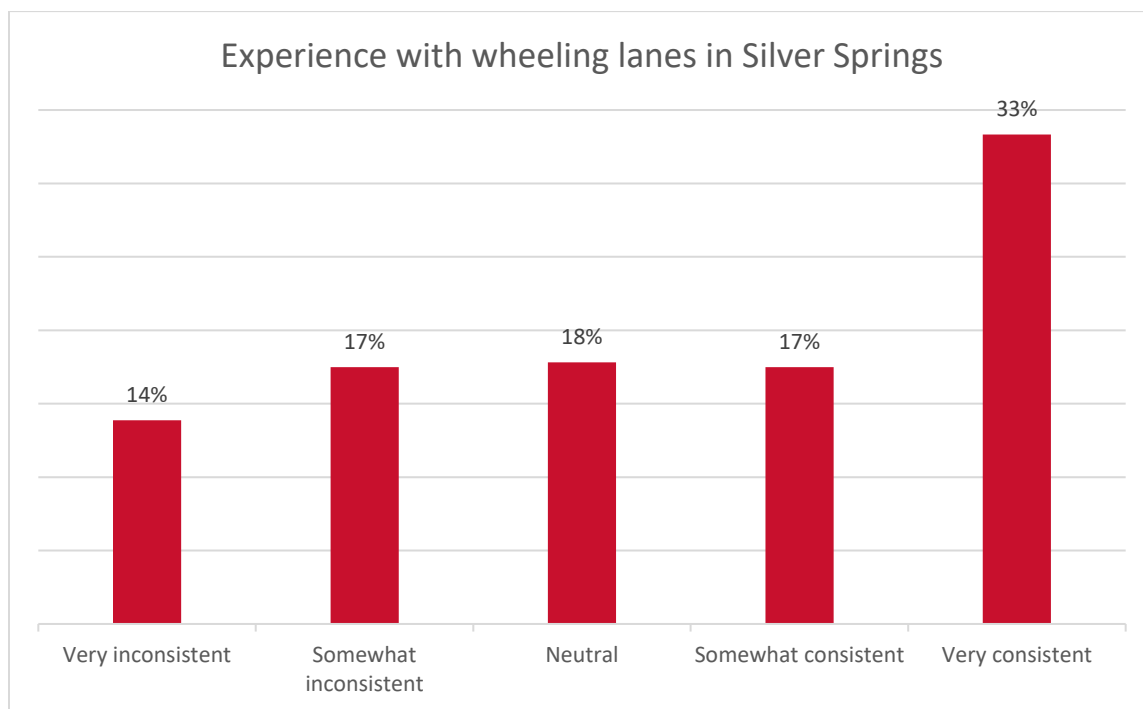
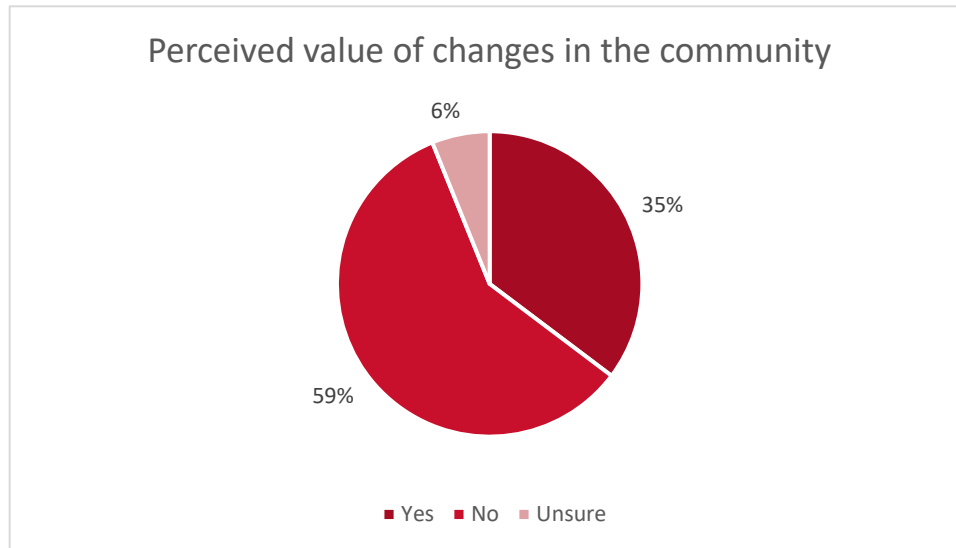


Figure 9

## Question 11

***Do you see value in these improvements for the community?***



59 percent of respondents said they do see value in the changes for the community. 35 percent of respondents said they do not see value in the changes. 6 percent said they were unsure (n= 326). \*

*\* This was the chart and explanation included in the original What We Heard report published in March 2022. A chart with corrected legend and description of data has been added below.*

Corrected graph and data explanation. Updated December 2022.

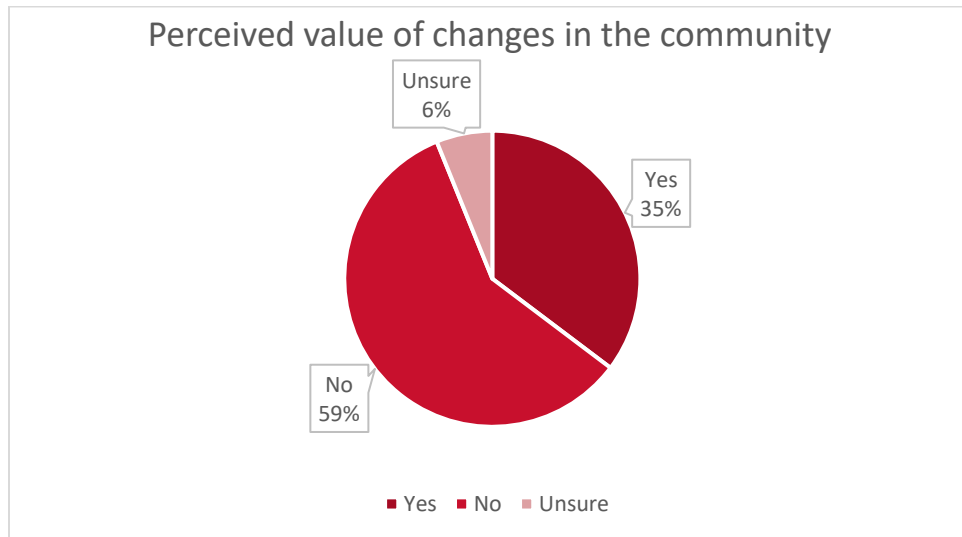


Figure 10

59 percent of respondents said they do not see value in the changes for the community. 35 percent of respondents said they do see value in the changes. 6 percent said they were unsure (n= 326).

## Question 12

### *Any further comments?*

The greatest number of comments in this question were in **support of the wheeling lanes**.

Sample responses include:

- These are a great addition to the community. As a paramedic, I have not encountered difficulties in passing vehicles when needed due to the spaces between the islands.
- Please keep them. Moving forward YYC must provide more alternatives to the car - we did just declare a climate emergency and this is one action that can be taken to reduce carbon emissions - working towards net zero. It is low cost and makes the community safer also.
- Please keep wheeling lanes in some form (see comment above for continuous posts instead of concrete blocks. Traffic safety has definitely improved as has the safety of cycling in the area. Removing the wheeling lanes would be a very bad idea. To

reduce short cutting on Silver Ridge Drive, speed bumps should be added to keep that road safer and speeds within safer limits. It is difficult to cross Silver Ridge Drive at some locations due to the traffic speed.

- Please keep lanes. We see many more people using these lanes!
- Bravo. I am truly impressed with the forward thinking on this project. We, as a community, need to continue to build a community that is progressive and in tune with an inclusive mindset.
- Traveling the corridor feels way safer with the bike lanes, especially compared to the four lane community highways it connects to. Makes for a direct connection all the way to downtown via safe cycletracks (here, Bowness Road) and pathways (Bowmont, Bow River). Driving the corridor, I've notice absolutely no negative impact to my experience as a driver. Keep the lanes. Apply the same treatment in other communities. Just fix the entrance at the west end as the narrow curb position makes absolutely no sense.
- It has been an amazing gift to improve the safety and quality of my family's life. This is the single most important change in our community in the last 10years that we have lived here. Bravo to all involved!!

The next most common theme was **concerns around the engagement and implementation process**. Sample comments include:

- I do not think the bike lanes are a good add to the community, I find them messy, Post from barriers, and line of sight make them busy looking. As a biker i do not find they added value and think the additional operating costs of these lanes add should not be part of the city budget. I find all surveys and engagement meetings, are leading, and not considering removal of these lanes. Its unfortunate that even with the data showing no more people are using them that it wont be considered. Engagement nights were not advertised enough, and I was unable to make the one of the 8th, but attended all others and had so many say they didn't know. Id like to see another meeting prior to permanent install plans being executed. its very frustrating to see these lanes daily, empty knowing there so was so much money put into the barriers with no gains in a year where budget dollars are so tight.
- Statistically there is very little need for these measures. There's little to no proof that the wheelie lanes are of benefit for drivers pedestrians or wheelers
- I believe this is not a sustainable project. Identify the pain points and resolve those while leaving the road back in its original state.
- I wouldn't draw any long term conclusions from the volumes in item 10 above. This COVID year has been quite uncommon! We used to see groups of up to 10 recreational cyclists charging along on their road bikes, but not so much now.

**Cost and budget concerns** were the next most common response. Sample comments include:

- Stop putting these hideous wheeling lanes in our neighborhood. There are unnecessary and lower the visual appeal and property values of the homes that are forced to view them. They are costly and hardly used. It's ridiculous.
- waste of money for the disproportionately small number of people that use the bike lane compared to cars the use the road.
- I feel this new lane is a waste of money and are unsafe with all these barriers

Other themes in response to this question, in descending order of frequency included:

- Not supporting wheeling lanes
- Appreciating traffic slow down and traffic calming
- Design is confusing/ More education is needed to use new facility properly
- Pedestrian safety and accommodation measures
- Problems with traffic calming curbs
- Concern about traffic flow impacts and ease of access (for emergency vehicles, Transit, etc)
- Concern for cyclists' safety and safety of others
- General safety concern
- Residential street and pathway maintenance concerns
- Requesting to merge sidewalks and wheeling lanes, or building wheeling lanes beside sidewalk
- Wheeling lanes are underutilized or used incorrectly
- Suggesting that the current changes have indirectly created other problems (e.g. cut-through traffic)
- Aesthetic concerns (e.g. the changes are ugly)
- More information if needed/Unsure

Of special interest is the “**Unique idea**” theme, where respondents suggested possible solutions. A sample of these comments are listed below.

- Install flashing lights at SS Boulevard if pedestrians are feeling unsafe - flashing lights work for the crossing on SS Road.  
2) Policing of SS Road is needed, people drive at very high rates of speed and it's much busier since the addition of wheeling lanes.  
3) The stop sign on corner of SS Road and SS Blvd needs to be larger and more visible - people DO NOT stop there, there is a bit of a blind corner and as you approach SS Blvd and cars almost run over my dog and I every day when we try to cross there.
- Flashing lights should be put up at the start and finish of all school areas.
- Silver ridge Dr NW by the community centre towards residential sees many speeding cars with poor crossing access and visibility. Given proximity to school and high density housing please consider enhanced pedestrian safety measures.  
Also secondary access to bowmont park pathways off silver crest drive has poor/unsafe pedestrian access.

- Creating safe wheeling lanes is just one part of increasing usage... of course you know that already. People won't ride if there isn't safe and secure bicycle storage at their destination. They won't lock their bikes outside when they know the issue of Bike Theft is not treated seriously by CPS. The City needs to address those issue as well if they want to see higher use of wheeling lanes.

## Question 13

***Do these locations seem like a fair geographic balance to you?***

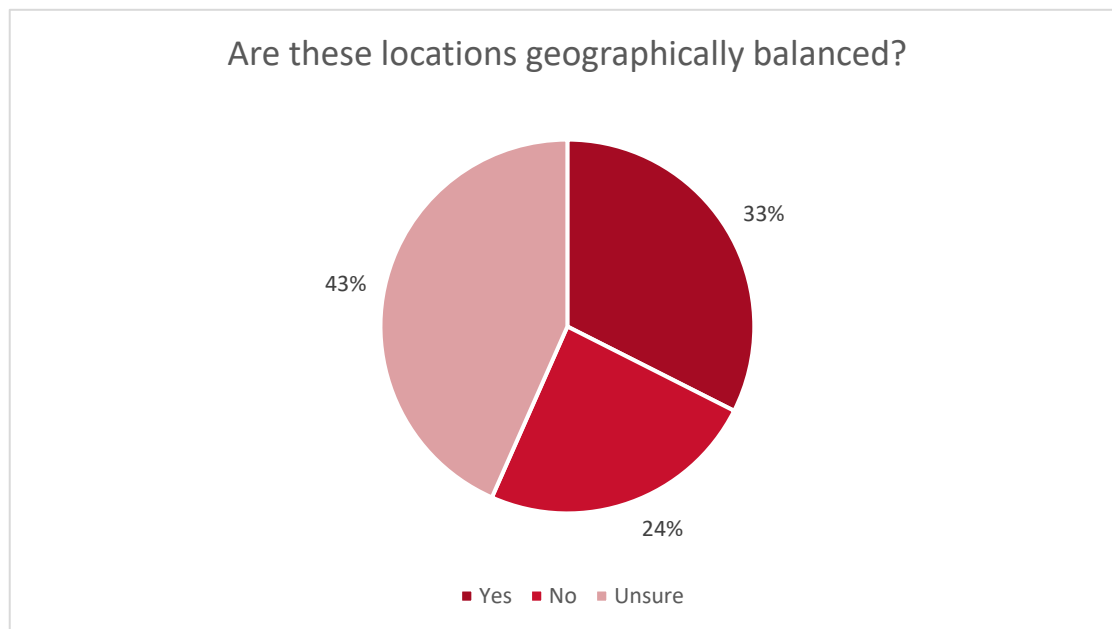


Figure 11

n=302

43 percent indicated they were Unsure.

33percent responded Yes.

24percent responded No.

### Question 14.a.

***Do you believe the locations shown in question 13 align with key crossings or community concerns?***

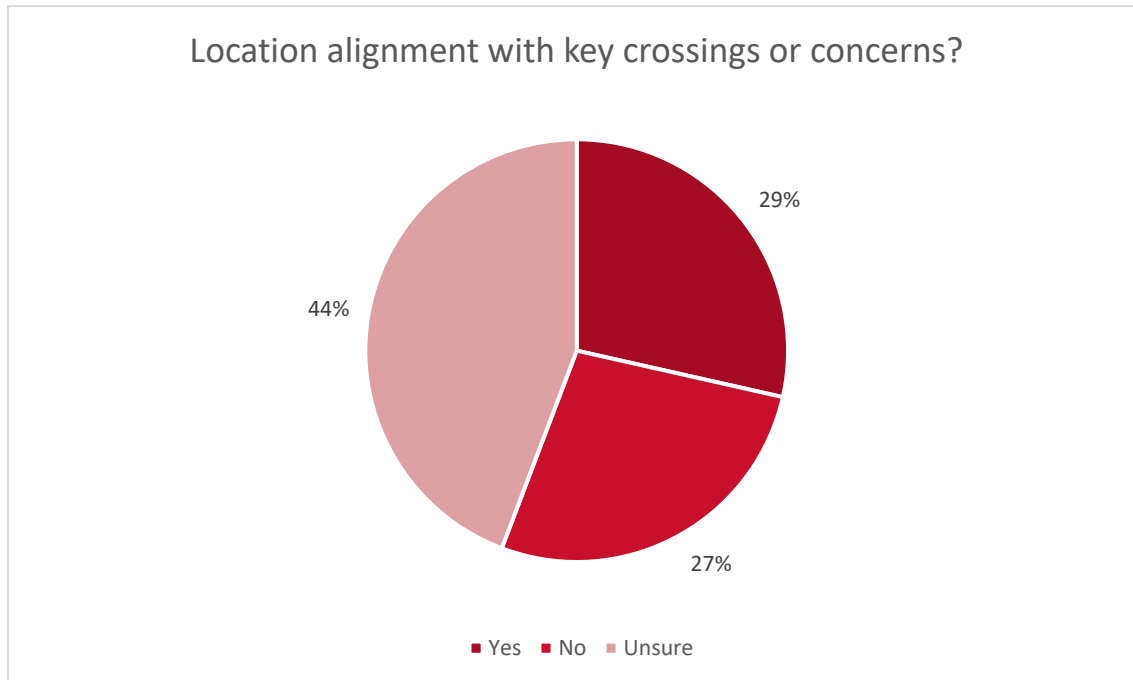


Figure 12

n=312

44percent said they were Unsure

29percent said Yes

27percent said No.





## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

### Question 14.b.

***Please explain:***

The most common responses to this question was **Unsure or needs further information/clarification**. Sample comments include:

- The map is difficult to read. Unsure what you are showing. Cannot accurately comment.
- I don't have enough info to make an informed decision.
- Have no idea as to for locations as given. No access to decision basis.
- Map doesn't really explain what is being done
- It is impossible for me to answer this question knowledgeably as I have not been to many of these locations. I would imagine curb bulbs are difficult to deal during snow removal.
- I'm not handicapped and don't know anybody in the community who is so I don't feel qualified to comment
- Please provide info- Maps that people can See & Read!! Your questions are Not presented in a manner that is easy for all to Read. Plain language not is Consistent etc...
- I don't understand how the ramps are located, they never seem centered on the natural walking path of the road or sidewalk alignment. I'm very disappointed in the finishing of the Silver Crest locations. Its such a waste of money, that you have to come back and redo that. I heard all about the lack of communication with roads or water service. Its a disgraceful waste of city funds, and its terrible there is no effort to change those that say "thats just the way it is".

**Recommendations for different sites** was the next most common theme. Examples of comments include:

- 54 Ave desperately needs curb bulbs to calm traffic. The intersection at Silverdale Dr and 54 Ave should be a four way stop, there is no reason for cars to speed down Silverdale Drive unchecked. Curb bulbs will also help here. This is our main walking/biking path to the community center and silver springs school and crossing this intersection with my four year old is scary. Cars drive very fast and it's hard to see past the cars parked on the street. We have to walk onto the road to see if it's safe to cross. Our neighbours at silverdale rd and 54 Ave installed posts on the corner of their yard to prevent cars from crashing into their yard...it's happened multiple times!!
- 16 is the most important to me. That intersection gets wild during busy times. Especially with access to the strip mall and shops.
- Site 12 is an accident waiting to happen. Please do something to encourage cars to come to a full stop here. As calm and beautiful as our community is, site 12 is a terror for me to walk each day with my kids.

- Only #3 and #16 might affect my travels. With respect to #3, something would be helpful because the cars park too close to the back lane even though there is a fire hydrant there. Visibility can be difficult for those coming out of the back lane to see oncoming northbound traffic and it is difficult for the northbound traffic to see people coming out of the back lane. I don't understand the need for 'curb bulbs' on Silver Ridge Drive. So many people park on that street, it is only one lane each way as it is.
- Speed hump at 15 seems totally useless as there's no traffic through there. Agree with 10 and 11 curb bulbs to slow down the church traffic to the Mormon church (always going fast through there). Agree something should be done at 16 to connect bike lanes but don't know what to do. Agree location 3 needs a speed hump to slow traffic and an additional one is needed along Silver Ridge Drive.
- I don't understand why the location of #15 a speed bump? I live on Silver Brook rd and don't find that area busy at all?
- Speed humps are not necessary. The flashing lights would be a better recommendation as it would help with night time and early morning crossings. Building out the curbs should not be done except at corners where there are actual crossings. In the middle of the streets they block traffic and are unnecessary.
- 1, 14, 13, 12 are a common bike route, please ensure curb bulbs do not cause wheeling users to have to move into main traffic flow to avoid curb-bulbs. Main issue is the number of parked cars along that street and poor sight-lines at intersections. If that can be improved, and reduced speed that would be great. Silver Dale Dr NW, NBRs are a hazard to pathway users crossing. SE corner of that intersection has not been addressed. A lot will need to be done at the shopping mall, near Nose Hill Dr. If placed on the north side, users are exposed to a very aggressive driveway condition. South side to Nose Hill may be better.

The next most common theme was **acceptance/support for the current changes** with some additional requests for changes:

- The west end of Silver Ridge Crescent is heavily used to connect into the park and would benefit from Curb bulbs.
- I don't think geographic equality should be the concern. There are areas with more seniors, more cars, more kids that require more attention. I trust that these locations were recognized because citizens in these areas recognized the need for change.
- I agree with the locations generally, but I would add Silver Springs Road and Silver Ridge Drive. People drive very fast and cut this corner, especially parents dropping kids at W.O. Mitchell and after Church.
- I'm all for accessibility ramps, the push outs and speed bumps create congestion and more obstacles for cars which slows flow.
- Yes, a number of these are clearly a problem for pedestrians as they move through the community. Specifically 12 is still very dangerous. Additionally the cross walk directly north of 12, south of the condos (silverthorn) is also still dangerous.

- I believe all playground zones should first be addressed for safety concerns with the addition of speed bumps along them all.  
Keeping our children and the future generations safe should be priority 1.  
Next all intersections in question should get the amber flashing lights to warn drivers of crossing pedestrians.  
Solar powered speed devices are a good idea as well along routes into and out of the community.
- This is a good start, but more calming on Silver Springs road east of the Boulevard would be very welcome.

Additional themes, in descending order from most prevalent to least, included:

1. Problem with traffic calming curbs
2. Disagreement with some locations, but not all
3. Pedestrian safety and accommodation measures
4. Cost/budget concerns
5. Process concerns
6. Traffic increase, concerns with access for emergency vehicles and Transit
7. General concerns
8. Parking access
9. Remove all of these locations
10. Support for more locations
11. Yes to wheeling lanes

## Question 15

***Do you have any other comments related to creating liveable streets in Silver Springs?***

**Speeding concerns, distracted and unsafe motorists and traffic concerns** especially through playground zone came up as the most prevalent theme. Sample comments include:

- Speed bumps or larger signs along silver springs boulevard in the 30km/hr zone!
- Playgrounds, playgrounds, playgrounds.  
Too many times has speeding been an issue and near misses with kids and pets along these vital parts of our community.  
Prior must be to make them as safe as possible.  
One child hurt. Let alone killed is 1 too many.
- Speed bumps along silver valley drive by the playground would be my next priority!

- You can't afford to pave the road so it is smooth so leave the streets and the speed limits alone until that is fixed. We don't need lower speed limits or speed bumps or traffic calming measures. Just fix the timing of the lights to be more sensible and pave the roads so they aren't all potholed.
- Love the direction being taken and appreciate any continued work to improve safety and calm traffic. I still find people speed through the school zone on Silver Springs Blvd. My suggestion would be a speed sign to indicate the speed at which your vehicle is travelling. I've found these have greatly helped calm traffic in other places I've lived!

**Pedestrian safety and accommodation measures** was the next theme. While respondents were quite divided on their support of the wheeling lanes, there seems to be more widespread support for various accessibility measures, especially wheelchair ramps.

- Appreciate the accessibility measures for wheelchair users on the sidewalks. Wheeling lanes are not able to be utilized safely or at all in the winter, the large concrete pillars in the wheeling lanes are unsafe for the winter, the money to up keep is not worth it
- If you have to spend money on this I'm supporting of accessibility ramping, and painted only bike lanes. The cement blocks and bulb push outs create congestion. The major issue that is not addressed at all in this is the "u-turn" to the dog park. It would be simple to push out a southbound lane into the median to create a turn waiting area.
- Put up a blinking light pedestrian crosswalk at Silvergrove Drive, the real problem intersection in Silver Springs and something the community has been asking for for 30 years.
- As it exists I no longer walk on the pathways along the river banks due to the high volume of cyclists most don't know the rules and if they do they don't follow them i.e. speed over 20 k and failure to use bike bells. Adding the bike lanes on the Blvd also impacts emergency vehicles as people do not know how to pull into the bike lanes. Any study done on impacts?
- I would like to see bike racks and better pedestrian access to the plaza at Silver Springs Blvd and Nose Hill Dr. in addition to some beautification of that entrance into the community (signage or landscaping).

**General appreciation of the work done to date** was the next theme. Some appreciate or approve of the project overall, but think specific changes need to be made. Others would like to see the pilot extended to see how traffic patterns might change post-pandemic. Sample comments include:

- I love that you are trying new things - keep the ideas coming!!!
- Again, I appreciate the bike lanes and feel that they are well-marked, so I suspect that the small but vocal number of people who keep driving over the green markers



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

and getting into accidents are suffering from poor driving skills or a lack of attention while driving rather than any issue with the road itself. Thanks for your hard work!

- The wheeling lanes have been a great project that I would love to see replicated across the city. As someone who uses both a bike and car it's been nothing but positive.
- Overall they are a big improvement, although the initial installation and communication could have been better.
- Extend the temporary wheeled lane along Silver Springs Blvd into 2022 to understand it's effectiveness during a 'new normal' period of time (post pandemic).
- I do a lot of community walking when not working. I am a fan of the rubber like pavement being used to replace the heaves from root systems. I'm so very glad the trees are not being removed.

The remaining themes, in descending order were:

1. Appreciation of the wheeling lanes
2. Appreciate traffic calming in general, and in specific locations
3. Cost/budget concern
4. Desire for enhanced safety and security measures, including police enforcement
5. Desire for enhanced signage and traffic safety education
6. Suggestions for redesign for project
7. Problems with traffic calming curbs
8. Parking access
9. Suggestion to combine wheeling lanes with sidewalk
10. Cyclist safety concern
11. Interest in residential street and sidewalk upkeep and maintenance

### Next Steps

The input received from public engagement has been shared with the project team and the results will be used to inform the final design. This may include the installation of permanent materials. Timelines on construction will depend on technical analysis, prioritization, and available resources.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

## Respondents' Exact Words (Verbatim)

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

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

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

### Question 1.b.: Are there any other considerations you think should be added to this list?

I prioritized what's here but not one of these is important to me. City needs to work in new communities and communities that can't move people effectively.
The bike lanes are terrible and cause so many traffic issues. I have lived in the community for 30 years. I have seen 4 bikes and 1 rollerblader using our one lane of traffic. It's cause more traffic on other roads to go around the bike lanes. Ridiculous
Silver Springs Blvd had become a high speed zone for many drivers; the wheeling lanes helped reduce this problem.
I would prefer a single two-way bike lane in the middle of the road/boulevard as it would be safer. Cars don't always yield to cyclists when turning onto the boulevard from a side street and some cyclists travel both ways in lanes that are meant one way
Efficient entrances/exits for each community and best if 2. This supports safer commute out of communities should there be snow events or emergencies.
This ranking exercise is very biased to your proposed solution. Can you develop measurable metrics and statistics to ascertain which communities should be prioritized? Base the metrics on the community's population or square kms to standardize them.
These are all poor choices and are ambiguous allowing the city to do whatever they want
I believe these traffic "calming" ie the wheeling lanes are a waste of time and money. I am very happy that there have been more ramps for wheelchair and stroller access is great but the wheeling lanes such as they are are too wide and dangerous!
The lane speeds are fine, the new installations have congested the lanes and were not required. I am a frequent biker and driver
Roads in Silver springs are great as they are. No changes or improvements were necessary



Reduce vizual overload for driver. Some roads have so many signs, lights, barriers making it hard for drivers to pay attention to everything going on. This makes it unsafe for everyone pedestrians, cyclists and drivers. We need a system which respects all
I cannot comment on other communities but none of these mentioned are applicable as the city's own accident data for the last 5 years indicate that Silver Springs Blvd. does not require additional calming or Safety improvements.
This survey is about Silver Springs isn't it? None of the above "choices" apply only to Silver Springs.
There is not a best option here. Please do not force your ideology on communities. Motor vehicles are still the primary source of transportation. Don't radically change things until there is full community support. I rarely see use of wheeling lanes -
I do not wish to have traffic calming measures implemented.
As citizens of Silver Springs, we were never asked or if of the wheeling lanes. It's been a huge disappointment.
The above considerations are unfair. In Silver Springs it seems our community association made many decisions before the general public was even aware the process of bike lanes were being considered. I can't rank the items in the above list.
Start ticketing cyclists that run red lights, stop signs, illegal turns. Start ticketing jay walkers.
Stop spending money on nice to haves. How about trying to reduce taxes instead of wasting money on bike lanes.
Limiting impairments to driving. Cycling is a 4 month a year activity. Keep snow off the roads and do not put barriers in the road which limit street clearing!
Get rid of the wheeling lane!!!! I drive in silver springs quite often. Never once have I seen someone using the wheeling lane. Such a waste of city time and money!
No
Impact on emergency vehicles. Initial survey 95% good with roads, 86 % good with walking,78% good with cycling. If changes made impact was 63% would not change walking patterns and 63% would not cycle more. Study made in middle of Covid big impact on r
This is dangerous they speeds down in their bikes and a lot of them are on the sidewalk
Streets without sidewalks should be given priority for snow and ice removal and/or sanding and salting. This applies mainly to communities designed in the 1970s where sidewalks on cul-de-sacs were not provided.
Road utilization for bike traffic. If the road is commonly used already, it should be considered
The above did not work properly in my browser. Good this is a pilot and not permanent.
This data/study collected during Covid. Pre Covid increased traffic by numbehurch justry difficult aking a left hand turn from west stripmall into the community.
The wheeling lanes in Silver Springs cause unsafe traffic
Children should be able to get to school safely with or without there parents accompanying them. Crossing roads and and walking or biking to school should be safe for kids and driving children to school should be actively discouraged.
City officials please dont do anything stupid. We already have those bike lines and the city turned Bowmount park into a downhill mountain park putting pedestrians at risk. Just leave us alone. Dont create more bike lines. We are fine please dont help us.
#1 prioritize high accident areas based upon actual incident rates not just individuals beliefs of not feeling safe on the road
Pave Silvergrove Bay and add wheelchair ramps to the curbs



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

More trees along silver spring blvd
Traffic calming is an outdated and incendiary idea. At higher risk intersections, add dedicated pedestrian crossings with lights. A few outspoken squeaky wheels are ramming their preferred policy down the throats of the majority. Typical left politics.
Tax dollars were allocated for roads, not bikes and scooters. there are sidewalks and pathways for pedestrians, and this list is leading and doesn't consider NOT using traffic calming measures in a community that has parallel roads.
The bike lanes on Silver Springs BLVD are unnecessary. I have not seen a bike on them since the third week of October. I have no idea how it could be safer for pedestrians. Suggesting it's currently unsafe is bizarre.
Consider the environment and climate change when considering accommodating more modes of transportation.
Drivers We have many senior drivers. The road need to be clear and not confusing for drivers. The majority of drivers still need to drive to work unless they work downtown which is the only easy access for transit. Lets make sure there is a balance
Safety for children should be first.
Remove the bike lanes.
Like the Silver Springs model, use roads that have two lanes each way but rarely have heavy volume and make bike lanes - start with what's easy first.
Communities that express a need
Continuous Sidewalks are needed at any designated place for people to cross a street.
There is NO- Some streets are too wide- What a Crazy note! Why do you think we live & work here. Leave the streets the way they are. Remove the Bike Lanes!!!

## Question 2a: Other

Not one selection applies to me. I never felt unsafe on the blvd as a pedestrian or walking with my children etc. i think the wheelie lane inhibits more than helps. People still ride on the sidewalk, it's harder to see oncoming traffic at some locations, I cannot find one good thing to say
Encourages biking
Nothing it's terrible. People still continue to not use the bike lanes so all it ends up doing is block traffic and making things more dangerous on the more residential roads
I hate everything above
I don't like the top options
nothing
I disagree with each one of these "really like" statements. Do you have data to correlate to the "most residents" statement? I believe this to be untrue based on my conversations with other residents.
It feels more like a community with more people on the street instead of in cars. The project does not impede the traffic in any way, so there is no disadvantage to drivers in having bike lanes. The lanes are cleared to allow access for the hardy in the winter. I love the idea and the end result.
encourages people to become more active as that option is easier to attain
It is amazing have a lane to bike
You have a comment that the lanes are wider so you can ride with a friend.... these are roads.... You can't ride with a friend on motor cycles etc why is that a consideration for a road where it was built for cars ????????
I bike often and the lanes were not required I felt safe prior to the lane creation. I feel the congestion created by the lanes is more pain then the bike safety is worth.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Skateboarding, rollerskating, scooters, joggers, walkers, have all been using it and keeps them away from traffic can all use it safely
I do not like anything about the bike lanes. Also, Sarcee Trail was supposed to extend across the river by the dog park, not continue through the Blvd as the above statement suggests.
I do NOT like the changes that were made.
Good intersection design! No near misses (so far) like in downtown bike lanes
Absolutely nothing!! Why do you call them wheeling lanes when they are bike lanes?
It makes it bussier and difficult to get in the Blvd
Crossing the blvd as a driver feels safer as well. I witnessed 3 crashes infront of st sylvester school in less than 2 years when there was 4 lanes. My kids are safer crossing the road. The blvd runs between the walk way to 3 elementary schools and reducing traffic is necessity and wheeled lanes makes a lot of sense for the space.
Because its not our money so spend it.
It is a great link between pathways/other bike lanes
It is just so awesome
More traffic on Silver Hill Road speeding yet a park.Due to short cut from Bullivard..too slow due to bike lane
Money being spent in the community, but its not money well spent. Calm streets are not safe streets. It just pushes the problem of taking short cuts and speeding down allys which is FAR more dangerous. You can't nanny the streets into some magical safe zone.
I hate everything about them. Driving through there is awkward and congested now.
I don't like them. We now have kids ripping down the hill on longboard Skateboards and people on high end bicycles cutting through SS at speeds higher than 30km/h. I don't allow my 11 & 13 year olds to go in these lanes. I encourage them to use the sidewalk.
reduction in "heavily" speeding vehicles - cars MORE likely to stop for pedestrians at crosswalks
I feel safer allowing my kids to cross the boulevard on their own to catch their carpool or bus to and from school; I feel the city is promoting other modes of transportation other than the car - which helps benefit our environment and gives people safe healthier options for commuting.
Snow clearance during winter
As a parent of teenage drivers as well as avid cyclists, I love the wheeling lanes, they are safer for cyclists and it is easy for newer drivers to be safe for pedestrians, cyclists, and other drivers.
I like nothing about the bike lanes
Provides self-propelled option to travel in community, less pollution! I've seen a person bike up and back down the lanes for fitness!
Its become very dangerous and looks plain horrible, complete waste of money to please a few special interest humaniodsIt s
All this is a waste of tax dollars . Personal traffic count Dec 4 9:45 am to 10 am 126 cars with nothing in the bike/wheel lane . Most people drive hellow we live in the north .
None of them
Bike lanes are dangerous. Remove them!! There is nothing good about bike lanes in our community.
Do not agree. Take the Bike lanes out
Nothing
Reduced driving speeds. There is less opportunity to pass, traffic is calmed. Everyone gets to where they need to be safely. Magic.
Absolutely NOTHING
Don't like any of the lanes they are very ugly
Absolutely nothing
It takes away the beauty of the community. People that have come to our house has said it is very confusing. When you turn on to our street you have to be very careful as you have to cross a wheeling lane and the bikes come out of nowhere.
Most of the reasons above are not right



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

This is a very expensive trial for the amount of cyclists utilizing this lane in the major in and out pathway to the community. I like the roads as it was. I want to see dual purpose sidewalks for pedestrians and cyclists.
Nothing
It was a waste of money. Very few cyclist used the pathway, people from other communities continued to drive into the community and unload the bicycles and use the pathways from there. Instead of using a main street like Silver Springs Blvd cars found other streets that were unencumbered with a cycle lane to get to where they were going which resulted in increased traffic on side streets i.e. Silver Hill to Silver Springs Road to get to Nosehill.
It is not easier to get anywhere by bike in Silver Springs. On a very nice day, one might see about 6-8 bicycles. Why not complete the bike path along Silver Springs Rd (W of SS Blvd)? Cars cut through other neighbourhoods, eg Silver Hill Rd & Silver Hill Way to SS Rd because of what you have done in your lack of foresight.
Nothing.
Do Not agree with Bike Lanes
I do not like them
the cars are moving more slowly but it does not feel safer as a pedestrian on sidewalks without stop lights
It makes the community look great!
Cars cannot squeeze me off the road, or close pass me (common occurrence for me heading westbound just after the shopping center). I can connect easily to other communities of Scenic Acres and Varsity.

## Question 2b: Other

The bike lanes have made turning onto and off Silver Springs Boulevard more awkward for vehicles. Traffic is often backed up behind someone waiting to turn.
Traffic calming measures are not working. Jerk drivers have one less lane to speed in. I find the signage, planters and wheeling lanes themselves a big driving distraction.
Inhibits turning into lanes, difficult and dangerous to manoeuvre, forces more traffic through community instead of on blvd - me included, bikes still on sidewalk, rarely seen it used therefore unneeded and excessive costs
The Blvd used to be so nice and open now it is cluttered and narrow looking. Does not change speed of vehicles. Causes more frustration. Cyclists are now a big problem, going through playground zones above speed limit, not stopping for pedestrians crossing and even going through red lights and going from being a cyclist, to being a car and then a pedestrian riding through crosswalk when convenient.
It isn't efficient for the actual citizens is Silver Springs
The barriers and reflectors are very distracting and feel take my attention away from pedestrian crosswalks
Turn out of lower Mac should be eliminated.
Have seen numerous accidents with cement pylons. Dangerous. Particularly in winter conditions but have seen accidents in the summer too. Difficult to commute efficiently on the blvd to enter or leave community as traffic lineups in community which should not happen. There should be two entrances and exits within all communities should there be a snow event or emergency.
The reduction to one lane has introduced traffic congestion during peak periods. We have never had congestion in the 30 years I have lived here. I have witnessed road rage from left turning vehicles at Silver Springs Road and Silver Ridge Dr. The wheeling traffic is minimal and don't believe it justifies the disruption and additional costs forced on the residents of Silver Springs.
I think the wheeling lanes are unattractive and dangerous... you feel like you are driving in a tube. Drivers are supposed to yield to the bikes when turning right into their neighbourhood, which is ridiculous! The roads are for vehicles, you have reduced the lanes from 2 to one and the traffic backs up at the lights by the Petrocan because now since there is only 1 lane you have to wait until the light changes. I've seen numerous cars cutting through the strip mall so they can get into their neighbourhood and not waiting for the lights! Also, the driving lane feels very narrow with all of the cement barriers. Now that the snow has fallen you are literally driving in a track you cannot see the cement barriers!

the last turnoff from the shopping center onto Silver Springs Blvd is absolutely dangerous. Cars from the shopping move into the divider : going north after turning the corner from SS gate I have had to break quickly and stop completely because there is a truck or van's back end sitting in the divider blocking the driving lane; going south is almost a bad since they sit in the divider and then speed out into the south driving lane because they are blocking the north lane.
Does not leave safe space for vehicles and buses to clear the way for emergency vehicles
As a driver I find it harder now to see pedestrians waiting trying to cross. Too many visual distractions with all those poles and signs. This does not make it safer for pedestrian to cross. Visibility of pedestrian trying to cross is what makes it safer not hindering the visibility of pedestrians.
The temporary wheeling lanes render Silver Spring Blvd. unsafe as all the signs, post, school-art and flower boxes clutter the road, is a distraction which cause confusion and uncertainty for pedestrian, road and wheeling lane users.
Cyclists are still using the road and the sidewalk.
I rarely see people on these lanes. It is nearly impossible to turn left onto the Blvd from the Shoppers plaza. I have honestly waited there for fifteen minutes while the single line of traffic works itself into the double lane. It is extremely frustrating. I have stopped driving by the Value Village because they are so annoying which means I never shop at those stores anymore. They have also made it unsafe for pedestrians. The intersection at Silvergrove Drive by St Sylvester has always been hard to cross as a pedestrian. Now people have to navigate through bike lanes and car lanes in order to cross safely. The bike lanes make it hard to see pedestrians on the corner. It is very unsafe for young school kids. After this first real snowstorm, the bike lanes were not cleared right away as we were promised. I can also see snowbanks forming in between the concrete post platforms and as we get more snow, the banks will get higher and make driving on the now tiny car lane even more dangerous because there will barely be any room to drive. In the winter these concrete barriers will cause more accidents. Also, the inevitable issues that arise when the snow shows up will be even more frustrating. If a car slides on the icy roads into the median or the concrete platforms, it will block all other traffic from being able to get through. The intersection at Silver Springs Dr gets backed up when cars can't turn right at the lights because there are pedestrians crossing the road but the car has nowhere to go the let the vehicles behind it go through the lights. I have seen an increase of traffic on Silver Grove Drive, which has two long School Zones. More cars are driving through to bypass the inconvenience of the bike lanes and they are speeding through the school zones.
Very few use them and those that do find it easier to use the side walk so they don't have to cross the street to get to the correct up/down lane.
this used to be an attractive boulevard to drive on. Now it looks like something from the third world. Junky
Taken a beautiful boulevard and turned it into an eyesore. Hate the cement blocks and posts.
Right turns at traffic light at SS Blvd and SS Road are dangerous when bicycles are involved. Also winter snow covering the concrete barriers places unseen hazards for motorists who are visiting our community. A very bad idea. barriers
It's dangerous to cross the boulevard as a pedestrian, so many distractions now. We have seen many cars slide into and hit your concrete blocks. Wrecked cars. Not ours, but it's Definitely not safe.
When trying to cross the boulevard as a pedestrian we were almost hit twice since the introduction of the wheeling lanes. on of the wheeling lanes. There was no issue prior to these new lanes.
snow removal will be much more costly and inefficent
Stop spending taxpayer money on projects that have very little benefit and an incredibly small benefit to those actually using the bike land.
No turning lane for those turning right at a light which causes congestion for the vehicles going straight and cars not able to turn if a vehicle is going straight
Accessing SSB from SilvergroveDr to go E or W is dangerous due to traffic on SSB changing lanes in the intersection....i.e which lane are you taking
City of Calgary trucks frequently use the wheeling lane as a parking spot (in front of the mall [Circle K], and in the recent 2 snow falls the uphill lane was not cleared.
They now speed through Silversprings rd

Right turn lanes should be a merge into existing cycling lane. The current situation requires motor vehicles turning right to yield to bicycles travelling in the same direction. Specifically SS Blvd southbound at Silver Springs Road
Width of the car lane should increase. Width of the median to separate bike lane should decrease.
The concrete spaced out barriers are a hazard to bikes and cars. A rubberized angled block would perhaps be safer. I think about a biker accidentally hitting those barrier or the n winter when icy a car bumping into them and they are damaging.
Produce bad wheeler that can not wheel on the street. They should use the side walk or on the grass.
Bikes now sharing the road BUT some are not following road rules such as going through red lights, not stopping on feeder roads to enter the bike lanes. Who is educating and enforcing road rules for bikes. Speeds vary with bikes this can make it more dangerous for pedestrians crossing Blvd.
Many intersections are now dangerous. Right turns onto SS Blvd. require an almost immediate merge to the left. If you shoulder check, you hit the temp barrier/marker. Antifreeze/oil trail in August show this happened once. Or you don't check and you head directly into the center lane. I was 2 feet from being hit in that exact situation last night.that situat
The cement barriers are dangerous. People unfamiliar with the bike lane changes have run into them after making right hand turns into the bike lanes. Can we not have painted bike lanes? It would be safer and less ugly.
I do not feel the change was necessary in the first place. Go back to the original design and remove the wheeling lane.
The large concrete platforms are a hazard to cyclists and motorists alike. Especially in the winter months. The reflective poles are great but they can be attached to the asphalt.
I feel at risk changing lanes on the boulevard and am very concerned that I might not see a cyclist passing me on my right when I make a right hand turn. It's much more difficult to access the boulevard now there is only one lane to turn onto. We haven't experienced many icy days but those could be a problem with all the obstacles on the boulevard.
Wheeling lanes are ugly and dangerous. People are always having accidents there. Take thdm out please and return our streets back to normal!
Unnecessary waste of money as we have many actual shared pathways already in place in this neighborhood; dangerous to have a single lane that the fire department can't quickly reach our homes during busy times of the day or during snowy conditions vehicles can't pull over for them; builds road rage when others go well below the limit
The idea that this is safer is not true, Bikes and skateboards use the hills to travel at ridiculous speeds through the playground zone, Then at the Silver Springs Gate intersection they turn left dangerously from the bike lane through the intersection. As well bikes do not yield to pedestrians, they swing out into traffic to go around people in the crosswalk or I have seen pedestrians stopped in the traffic lane by bikes that did not stop for them.
Snow clearing done before bus routes.
This project is a complete waste of my tax dollars! I now see that these lanes are being swept of snow, like the sidewalks, A total waste of my money!!
Problem is pushed somewhere else....anyone who actually lives in the community understands this. A bunch of city planners from outside the community don't. How many of you from the city diligently use wheeling lanes to commute to work. My guess is almost zero. You drive to work and get underground, heated parking.
Coming out of the lower mall is difficult with the lane markers, Snow removal increased cost, lane markers are ugly (including planters) and make the road look busy, whole boulevard stops for one vehicle to turn,
Will the barriers be removed so that the road can be plowed properly?
The bike lanes are a huge waste of money as they are very rarely used, not to mention extremely ugly (I can't imagine the property value drop) and how on earth will emergency vehicles (Fire trucks)ever get through?
The area in front of St Sylvester is a bit confusing as to what a car is allowed to do, with no planters, lack of signs and unconventional road markings.
The "Wheeling Lanes" along Silver Springs Blvd. are not only a waste of money and an impediment to traffic flow, but they are inherently dangerous. The biggest problems are not left-hand turns. They are RIGHT-hand turns - both onto Silver Springs Blvd, and from the blvd. Right- hand turns onto the blvd are forced to cross the bike lane and

directly into the left-hand lane. Right-hand turns from the blvd are forced to cross the bike lane with a blind spot yielding to potential bike traffic from behind - an accident waiting to happen.
Right turns from SS Blvd onto SS Drive are dangerous, especially when children are coming out of school. Kids on bikes, moms with strollers, traffic, buses — and a bike lane where riders have the right of way do not make a safe corner. The angles are wrong for sight lines and there are too many moving parts.
I like everything about them, except for those who complain about them!
SS Blvd. remains the main access and egress into /out of SS . EMS, Fire & Police all must use the Blvd to access the community. Removing two lanes has dramatically increased the danger to SS residents requiring help of not arriving on time. There are no houses directly on the Blvd. One of the arguments put forth at the beginning of your project was the fallacious comment that the Blvd. had been originally built to accomodate 25,000 motor trips per day. That is absolute nonsense I was there when it was built. As a regular user of that road I can attest to the fact that there is no cycling traffic utilizing the new lanes nor for that matter anyone else. The one thing the Blvd does have is excellent sidewalks together with grass seperation from the roadway itself . These should be expanded to allow for bicycle traffic (if it ever shows up!) as well as other users. Now with school buses picking up children and utilizing single lanes to arrive and depart even more frustration has set in. Please cease the Social Engineering immediately on SS Blvd. and return it's four lanes to their proper use for all of our safety.se.
Right turns are also confusing with barrier close to intersections. People keep hitting signs.
Based on all the evidence of cars hitting the "calming measures", it's not a good setup. The best long term solution is to turn one of the sidewalks into a full recreation lane.
Keep it going right into Scenic Acres - links to Varsity, now need it in the other direction.
Cars that do not give right away to cyclists turning left.
Waste of tax payers money. Leave the 2 lanes of Traffic for cars!!
It's difficult to turn right across some of the bike lanes and be able to see/account for the speed of potential bikes approaching
Difficult to turn left from Silver ridge drive onto Silver Springs Blvd (west of St Sylvester School) during drop off/ pick up times.
I live on silver ridge drive there is a noticable increase in traffic by my house. Like most people I avoid sliver springs BLVD when driving if at all possible .
There needs to be better understanding of how to turn onto the road from intersections now that drivers have to deal with the bike lanes. And bikers need to use the lanes properly too.
There could be traffic flow lines for cars for right turns off/on from/to side streets.
Find the biking lanes are dangerous, unnecessary and makes me think it is someone's personal project
1. BIKE LANES ARE COSTLY AND UNNECESSARY Cyclists are RARE in Silver Springs. Bike lanes aren't needed. Roads are extra wide; cars can easily go around bikes. Cyclists can ride on the wide, divided sidewalks if they wish. Flashing lights can be installed at intersections if needed for pedestrians. Cut the cost. DON'T SPEND TAXPAYERS MONEY ON UNNECESSARY EXPENSES! 2. BIKE LANES ARE DANGEROUS -Emergency vehicles can't get down the BLVD because vehicles are unable to move over. Emergency vehicles have been going down Silver Mead Road because they can't get around cars on the Blvd.-Cyclists disregard traffic lights. They follow the bike lane and ride through red lights! -The right and left turning lanes are too far from the curb. Drivers can't see bikes when turning. -Making a right turn from the middle lane at SS Auto is causing accidents. -Turning right around Value Village from SS Gate is impossible. Cars can't use the curb lane because bike lane curbs/bumps are in the way. Cars have to cross over the bike lane and risk hitting other cars and bikes when they move into the center lane. 3. BIKE LANES IMPEDE THE FLOW OF TRAFFIC -Three entrances to the Value Village/Convenience store mall are blocked by bike lane curbs. Cars have to turn right from the center lane. Traffic backs up when cars make turns. -Traffic also backs up when cars make right and left turns from SS Blvd. The curb lane is unusable because of the bike lanes. -Winter is coming. Snow removal equipment will be interfering with traffic flow. There won't be anywhere to put the snow.
Fixing sidewalks should have been the priority, more people walk dogs than ride in the bike lanes..
I have lived in Silver Springs since 2003. I am a cyclist. Given the broad expanse of SS Blvd, I've never felt at risk riding my bike on the boulevard. This boulevard never seems to have much traffic and there was always ample



<p>room for a vehicle to safely pass a cyclist, typically by just moving into the left lane. Since the bike lane was installed, I have not seen any noticeable increase in cycling traffic. So it begs the question, who came up with this idea? How was it justified? Was there any kind of a study undertaken / data collected that would conclude at a bike lane was necessary? I have not heard of anyone that I've spoken to in Silver Springs (which includes my neighbours, friends and fellow dog owners at the Botanical Gardens off-leash area) that are of the opinion that this bike lane is a good idea. And furthermore, what complications are going to arise when it comes to clearing the boulevard of snow or having it swept clean in the spring. About a week or so ago I followed a sweeper part of the way home (I live near Fire Hall 21). The sweeper could only clean the left lane and a small portion of the area between the bollards separating the left lane from the bike lane, as it was too big to get into the bike lane to sweep it clean. So in summary, I don't think its added any real benefit to the community and has a lot of residents upset. I'm not sure even want to know how much this little experiment cost.</p>
<p>The clutter of concrete islands, posts, signs and planters in the middle of the road is confusing, distracting and makes pedestrians harder to spot. Its a hazard. During the winter there times when cars, busus and other vehicles get stuck going up the blvd. With only one lane there is no way to get around them. There will be a constant drainage issue from melt water during the winter from the road not being cleared completely of snow. There will be piles left between the lanes. You now need two separate plows to clear the same stretch of road. There's plenty of side streets that you can take to link to pathways. No need to bike along main roads. its dangerous. Drivers don't look on their right when making a right turn. There shouldn't be anything passing you by on the right as you're making a right hand turn. AMA drivers handbook states you should not make lane changes in an intersection. Not sure why your web page encourages bikers to change lanes in the intersections if they're supposed to be following the rules of the road. Roads are meant to carry traffic. Design them to make traffic as free flowing as possible not impede it.</p>
<p>It feels more unsafe now, because turning on to and off of the blvd is now more confusing, with so much variable speed traffic (esp. where the playground zones start) It does not feel calmer at all. This is true when I'm a pedestrian esp. since bikes don't seem to slow down at cross walks. And when I'm on my bike, turning left into the far bike lane feels very dangerous. When I biked before, I never used the blvd because it felt unsafe and it still does.</p>
<p>It seems more dangerous. I have noticed multiple poles dented or knocked over. This worries me for winter when roads become more slippery causing accidents and backing up traffic because there is only one lane. Also, It is very distracting turning onto Silver springs blvd (near value village) because there is twice as much to look out for. There are pedestrians, drivers, bikers, and now poles and medians. I always worry turning left because it seems so busy and unsafe</p>
<p>The bike lanes are completely ridiculous! I drive the blvd everyday and very seldom see any bikes using the lane. The road was made for vehicles. If you want a bike lane, build one along the sidewalk where there is plenty of room to do so.</p>
<p>I have concerns in the winter how these streets are going to be cleaned and maintained. With only one lane i see traffic issues ahead</p>
<p>Too few bikers to justify cost</p>
<p>I can view the north intersection of Silver Springs Boulevard and Silver Ridge Drive from my window. These changes have definitely not slowed the traffic going up or down the boulevard. Police do not patrol nor set up radar units like they used to do, even before the school zone became a playground zone. There are no deterrents nor warning signs about it being radar patrolled.</p>
<p>bike lanes aren't used. these changes aren't needed during fiscal challenging times.</p>
<p>Bikers still speed through school zones, waste of money sending City trucks to water planters, Snow removal will be a nightmare and what happens when buses or cars can't get up the hill, causing even more traffic accidents</p>
<p>They should be removed in the winter. Nov. 15 to March 01. Sometimes difficult to turn in to traffic as only 1 lane is available. Right turns by vehicles across the bike lanes especially on downhill sections need a vehicle turning lane to prevent blind side t bone collisions by cyclists into cars. Picture a slow vehicle turning right from the left lane around a corner in front of a speeding vehicle in the right lane DUH .</p>
<p>Waste of money</p>
<p>It causes traffic in poor conditions. Bike lanes cause traffic on side streets. Buses get stuck on the Blvd in the winter now won't be able to get around them. Bike lanes need to go</p>



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Harder to get out of the way of emergency vehicles as no place to move to. shopping centers top and bottom are harder to get out of. Top because east bound right lane merging left tight at shopping plaza exit to avoid having to turn right at next intersection. signs that are hit and broken are slow to be replaced. flowers not watered enough and looked bad
A waste of money, hardly any bikes use these lanes and they will be a problem when the snow comes
The access for larger vehicles such as moving trucks to navigate in and around streets is terrible.
SilverSprings Blvd is like Scenic Acres Blvd and is NOT overbuilt. Sarcee Trail would have gone through the dog park. This is misleading. I don't know anyone who felt unsafe walking along the boulevard, as there is a grass strip between the road and the sidewalk. If anything another crosswalk might have been necessary, but this project was not wanted nor needed. A few people in the association have hijacked the process. No calming was necessary. No data to show there was an issue.
Waste of money
Dangerous and has introduced more risk
I would like to see them gone as they are dangerous. We live on the corner of silverthorn road and silver springs blvd the amount of people using the wheeling lanes does not warrant the money being spent. We have had one vehicle hit a cement block and wrecked the car. The amount of money being spent on planters, plants, maintenance, taking them away and being the first to have the snow removed is terrible. That money could be spent in better ways fixing existing sidewalks where the tree roots have heaved them. More worried about people riding their bikes than people walking on the uneven sidewalk.
I have seen no more than 5 bikers in the lane since its inception in the summer. It is rarely used and a whole lot of expense to put in for the random use it gets. There is a perfectly useable bike lane all the way through Silver Springs on the ridge, paved! The cement markers marking the lane and unsightly and so is the art work. It is costly to maintain in the winter and I thought city council keeps whining about taking services away because they don't have enough money. Our taxes will go up yet again for a handful of bikers who definitely don't bike even 6 months of the year. Disgusting and wasteful use of taxpayers money.
I have seen several cars hit the concrete barriers and signs. They'll be a nightmare when it snows. The bike lane is fine but we don't need the concrete barriers. They also reduce visibility, making it harder to see cyclists when moving over for emergency vehicles or making right turns
Bike lanes are not utilized enough, too much vehicle traffic for single lane. No where to go when emergency crews come through. People have hit & damaged signs & dividers between road & bike lane.
People turning right block oncoming traffic - there should be more merge space to move over before turning
There are wide sidewalks on either side of the boulevard, widen them for wheeling. I hope the city is taking on the financial burdens of those that have damaged their vehicles on this project. I have also seen a lil one on a skateboard loose control and fall into the car lane..... not good.
the bus stops need to be clearly marked as only for buses and bikes and not as merge lanes for cars turning right. See Silver Mead Rd and Silver Springs BLvd. people turning left from Silver Springs Dr onto the BLvd are very aggressive and the "merge lane" is not nearly long enough.
It is not the right community for them.
just as stated..now cyclists feel they have the right of way...clearly they do not..take out the whole thing!
Totally unnecessary, a waste of my Tax Dollars...i hate this altogether, it makes the cyclists think they own the road and right of way and i have been hit by cyclists...thinking they should veer in front of me...i am standing still in my car...and they hit me and give me a dirty look! Too much power to the cyclists...take the abhorrent mess off the blvd and the Calming [removed]! Totally not Calming at all! Take it out!
Dangerous with the cement blocks and an emergency vehicles coming the lane. There needs to have wider dual purpose sidewalks for both pedestrians and cyclist like they have along the Bow river or along SS Gate near the dog park. Right turns from left lane is not safe.
No one uses them
i would like to emphasize that many people who are cycling now feel that they can do anything they want and take over pathways, sidewalks and roads without considering the other users. The best thing you can do is start creating separate pathways for the cyclist that are not roadways. As I walk on the pathways I have had many interactions

with cyclist , speeding traveling in parallels and expecting pedestrians and other users to yield to them. I have complained to my councilor who told me to phone 311, I phoned 311 and asked to have someone contact me, no one ever did. It is like the City of Calgary employees have already decided what is going to happen and ignore any other information from their own ideas in social engineering.
If you goal is aimed at improving safety, you have failed! If you want to have the main route in and out of SS to be the Blvd, then you better start making it less attractive on the many cut-throughs.
Silvergrove Dr intersection is a mess. I don't know if people are getting into the right lane after the last block to turn onto Silvergrove Dr or if they are getting into the right lane for turns further past it. When conditions are icy, making that right turn on a sharper angle could be dangerous, especially if pedestrians aren't always totally visible when approaching the turn.
Concrete blocks are dangerous. Will be a winter nightmare. Weren't really needed!
Every intersection is more dangerous and I have seen more accidents than before the street furniture was added.
I have seen a lot of Accidents the road is too narrow and I can see some Drivers find it confusing
The Boulevard was never unsafe for pedestrians on the sidewalks! As a bike rider, I never felt unsafe riding in the curb lane on the boulevard. I DO fell unsafe on a bike now at the confusing intersections. Drivers are confused, impatient. Our beautiful boulevard is now a hazardous mess. Please remove all the cement.
Please return Boulevard to previous design. Was WAY better before..
Left hand turns are more difficult and required vehicular traffic is MUCH more congested. Also bikers are full on speeding through the playground zones and they still do not hesitate to suddenly pull out in the one remaining lane if they are at all impeded in the wheeling lane.
It's just all around dangerous and a waste of time and money. There are rarely cyclists, and the city should do it properly and make bike paths. The roads are ridiculous now. Dangerous for everyone involved now.
Not enough bicycles to warrant a whole lane of traffic plus boulevards should be double laned as drivers turn into side streets plus Calgary weather does permit people to ride their bikes most of the year
The wheeling lanes are not needed, decrease road safety due to increased traffic congestion. Silver Springs is already blessed with a great pathway system.
Past experience in winter has seen snow and ice conditions make it difficult to navigate the road. With single lane all options to navigate around stuck vehicles/buses do not exist. Where will the snow be plow Ed to, likely the median causing more traffic impediments. Cyclists practice of biking in both directions one one side of the road are a serious safety issue. Motorists look for on- coming traffic and cyclists but do not expect cyclists to be coming in the opposite direction, better enforcement is needed.
Redesign of sidewalks and adding pathways to the side allows more access for less mobile and gives adequate space 4 lanes for traffic.
The design makes it difficult to see traffic and bikes and pedestrians when turning right from ss gate to ss blvd. . The visibility of the barrier is poor overall.
Transition from the pathway from Varsity at Silver Dale Dr NW to get to the protected lanes and vice versa is still a poor transition, SW curb cut does not accommodate E/W travel well. Connection to Nose Hill Dr still needed. What are with the stop-signs for pathway users connecting to the pathway or the bike lane?
Cars moving in or parking in the wheeling lanes!

## Question 3: Based on the above, do you have any ideas to improve upon the pilot wheeling lanes?

Remove the pilot wheeling lanes
Think they should be taken out.
Yes, please remove them completely.



It is unnecessary. Get rid of it. Be more transparent on costs so people know what you signed us up for (ie can't get anyone to give exact number of monies spent on barricades, planters, plants, replacement of damaged signs etc)
No real ideas but based on the few cyclists I see on a regular bases, there are not enough to warrant a cycling lane. They can ride on the road as it is nice and wide anyway. I've talked to cyclists who feel it is a waste of our money to have these whee
I think they are a great addition
Get rid of them, I have seen too many accidents caused because of them. And it has ruined the life of the home owners who actually pay to live in this neighborhood.
Get rid of them
Get rid of them
take them out
Should replace large concrete blocks and barriers with only multiple posts like done in other locations.
Other communities with similar lanes don't require the large cement barriers, only posts.
Remove them
yes, get rid of them, they are not needed and are a waste of tax payers money. The coast of installing them, maintaining them ie. looking after the flower planters, plowing the biking lanes. This is at a time when City Council is raising taxes and is not
Nope, just make it permanent
remove the wheeling lanes. it is an unnecessary build when the bike pathways are easy to access already.
Should reduced by half. Bikers have more space than required.
One central lane; remove the concrete curbs designating the wheeling lanes as they are a hazard in winter
No wheeling lanes. Have a bike path in the generous green space between Silver Springs Blvd and the sidewalk. This is a much safer option for motorists and cyclists. Speed bump installations in playground zones and school zones.
Remove the trial and restore the boulevard to 2 lanes.
Consult residents more thoroughly before undertaking projects
make the change permanent please.
They need to be removed. They restrict traffic and movement of emergency vehicles. They are not used much and make winter driving more dangerous as snow builds up into the driving lane. Bikes don't follow traffic laws and cause accidents.
Add more safety for wheelers at big intersections, the slip lane at Silver Springs Gate is so dangerous
Remove the lanes. Very little use for the space taken
Based on the use of these lanes that I have seen, I dson't think they are necessary, particularly on a major route through Silver Springs. Maybe put them on some of the perimeter roads
I do not believe that this was necessary, I have had several people ask what happened to our neighbourhood, that it looks horrible and is difficult to drive now since there are so many barriers and signs!
get rid of it. If it is necessary to have a bike lane join Nose Hill, designate SSprings Road to S Hill Road to SRidge Drive which joins the bike path directly.
Don't build them, no cement blocks, only painted lanes if people must have them. The blocks make drivers more scared and create congestion where there was none prior.
Remove Wheeling lanes and add one or two crosswalk lights as necessary
I feel it was better before, I think the best way to fix this mistake is to remove it.
More pedestrian bright 3 SET of LED flashing lights. There are ones NOT expensive and need NO digging. The universty of calgary has nice ones that are solar powered and simply screwed into the concrete. BUT MAKE SURE to add the one in the boulevard.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Get rid of them they are very confusing for drivers. And cyclists alike.
Remove the temporary wheeling lane in Silver Springs Blvd and improve the trail system in Bowmont Park.
The wheeling lanes need to be removed
Better education and clearer signage
I think by could be removed. They are unnecessary. Given the volume of cars and bikes, the original roadway design worked well.
Remove all the confusing and distracting poles, ugly planters, signs and cement humps they are mounted on. They are a big hazard in winter to cars and a huge eyesore at all times. Why couldn't you have done it like on 53rd St in Varsity?
The only way to improve this project is to completely remove it. I am not against bike lanes, just where these ones are. Move them to beside the sidewalk where there is plenty of space for them.
Unnecessary project for the very few commuter cyclists who travel the Blvd which was very wide enough to accommodate them in the curb lane. Waste of Tax \$\$\$\$
Remove them. The majority of residents did not ask for this waste of our tax money. Just a few selfish squeaky wheels at the community assn. meetings wanted this for virtue signaling.
Get rid of them. It was a waste of tax payers money!!!!
sorry, believe waste of public funds needed elsewhere (policing, fire, street maintenance)
Get rid of them. There has always been enough room for both cars and cyclists on the boulevard...as noted by many cyclists I have spoken with.
Remove the wheeling lanes from Silver Springs BLVD as they are NOT needed and this is our only main thoroughfare. It is used by bicycles for a couple of months in the summer only.
Get rid of them.
Remove the wheeling lanes entirely! I have been cycling in Silver Springs for 15 years and there are plenty of calm streets to ride and wheel without introducing these traffic calming measures.
Removal- return to the beautiful boulevard we had
It would be nice if the barriers were a permanent curb uninterrupted Except for intersections. This would bring added safety
Please get rid of them. The barriers and signage is ugly. Visitors have commented on this. The snow removal is going to be insane when we get more snow this winter. There will be a large buildup of snow between vehicle lane and wheeling lane.
Remove them - waste of tax money
Remove the cement dividers during the winter so the roads can be cleared and maintained properly
The signs on corners seem to get run over a lot. Not sure what could be done.
STOP Spending money on these ridiculous projects.
Remove the wheeling lanes. They are not necessary and are a waste of money.
Remove the cement island! They are a hazard. Other communities have bike lanes and don't have these obstacles. In particular, snow will accumulate around these hazards and block the road way. I am a cyclist & driver. We don't need pillars.
They're great, my only recommendation is to place the lower barriers earlier.
Get rid of it
Make them permanent with a proper divider between car and wheeling lane where possible
End the pilot wheeling lanes. The road is meant to be used by cars, not a handful of bikes in a winter city that ride on the sidewalk anyways. This is an accident waiting to happen when someone gets run over.
The wheeling lanes should be removed. Not many people use it. I don't see the value of it in this community. It is a waste of taxpayers money. The traffic on the boulevard has not improved nor changed.
Use only one side of the road, there is easily enough space to have 2-way bike traffic

Add more art and plants! Make the division more permanent
Remove
Move barriers back from the corner and put in a small broken line for cars to turn right. It's done in other communities why not in Silver Springs
1.Remove Wheeling Lanes, go back to 2-lane traffic.2.Change sidewalk on one side to 2-way wheeling lane, retain sidewalk on other side for pedestrian path.3. speed humps at crosswalks.4.remove concrete slabs & planters (planters are ok on median)
Take out the small green islands and use lane markings only - will reduce accidents & damage to vehicles. Remove the wheeling lane completely and build a bicycle lane beside the side walk on the grass.
Pave a path next to but not adjoining sidewalks much safer for cyclist and cars
Yes make it part of the sidewalk so they stop instead of racing down hill. The 10 bikes I've seen blend into the road same colour
Take them out!
see above
Replace the wide dividers with slightly narrower ones. Keep bike lane same width. Increase space for car lane slightly
Get rid of concrete slabs. Especially in the winter.
Take them out. One of the worst things.They are barely used in the summer months as a lot of people bike on the side roads coming from their houses and are on the boulevard for little to none of it. Winter time no one will use it and just cause accidents
less pilons, less signage and less paint
Cancel it.
Remove cement barriers and poles, they are ugly and impede vision. At night 2 reflectors per pole make it difficult to visually see the bike and estimate its speed and I will be making a right hand turn across the bike lane. Unsafe.
Take out the weird islands. They don't need that much room to bike.
Pilot failed. Remove them.
The structures are really unattractive and don't offer much opportunity to improve the look. Attempts to put planters looked awkward because the could not be centered .
I think it's excellent. Thanks.
Proper bollards or jersey barriers would discourage driver from driving in the bike lane.
I like in the community of capital hill where they have widen sidewalks for bikes. Or make bike lanes down other roads
Remove them immediately and get back to a normal roadway. Widen sidewalks on each side of the BLVD to accommodate bicycles.
We love the art! Both as a driver and a biker, it is tricky that the wheeling lane ends before Nose Hill Drive. I often have to switch to the right lane to turn north on Nose Hill but it is sometimes tricky with people turning right off of Silvergrove Dr
Remove the barriers. They are ugly, confusing and dangerous. Paint the bike lanes instead.
Remove them
Wheeling lane only needs to be on one side of the street w/ 2 way bike traffic. There's no need for it to be on both sides
Attach the reflective poles to the asphalt. Do away with those platforms.
Get rid of this useless foolish fad. Try counting the bikes over a week, probably less than 5% of the cars! See how this works with snow clearing in the winter, a complete disaster.
Remove the bike lanes



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Remove bike lines and leave us alone.
Too much clutter turning onto the roads. Confusing.
A) Eliminate the lanes and instead focus on educating about sharing the roadways or using the safe, existing pathways already throughout the silversprings community and parks; B) create a shared lane instead where you can pass other vehicles when necessary
Remove them.
provide adequate turning space at intersections. Bus laybys and right turn lanes are confusing. Educate, people. Enforce proper speeds in the wheeling lane
Take them out.
Please design to be more seamless and not distracting. The orange pylons specifically need to go.
It is very hard to see the barriers for the bike lanes and it makes it scary to drive and not safe for anyone.
I love the wheeling lane and the “right sizing” of SS Blvd
Make it a raised lane and remove the barriers
Enforce traffic and bike laws. Make permanent solution that is less of an eyesore. Install speed bumps on bypass routes.
Extend the width of the sidewalk so the bike lane is essentially raised separate from the road. Example in Bowness and along 23Ave
More of them
Remove it totally!!
It was not needed at all and was a waste of limited tax dollars. I am a cyclist and not once have I felt a need for an entire lane to ride on. It causes more risks than before. If it was a test it failed
Don't like them at all, don't see the need for them as VERY FEW people actually use them especially Oct Thru til May!!!
Please don't make it look like the 52 St NW! I am a big fan of bike lanes and really appreciate you putting in the lane in Silver Springs - but the signage along 52 is pretty awful! If you need to put in traffic signs make them lower down.
Only one lane for bikes...not used.
Stop interfering in the community. We have existed for ~50 years in a community we love. We don't need your "help" in improving our transportation in the community. Stop blowing our tax money on your pet projects.
the blvd may have been over designed for what it is, but for 40 years it was an appeal to wide open tree lined roads with little congestion. Take them out and just paint the lane.
Remove the barriers
I have no words to express how disappointed I am that they are there. The only way to improve is stop doing this. I am surprised you didn't learn from 52nd St NW. Nobody bikes along there, and it looks horrific..
Get rid of them.
I think that they are a good 95% solution.
colour them green or blue - not sure how the snow will be cleared when we have a big snowfall
Extend the lanes all the way to nose hill drive and connect safely to scenic acres and both directions on nose hill drive.
See #12 below
keep it as it is now - it is great
Take them away.
Take the stupid things out. As a cyclist, on the occasions I have had to use Silver Springs Blvd, I found it much safer and convenient to use it as a four-lane boulevard in which cars could conveniently pass on the left.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Take them out! They are dangerous. In 20 years of living in this community, I have NEVER seen an accident on this street. This summer, I have seen 3 major and many near- miss.
It would be great if the traffic calming measures could be extended up to Nose Hill. That last block can be quite congested with the turn in and out of the commercial complex and feels very unsafe as a pedestrian or cyclist. Make them permanent!
if the bike lane stays..please use less obtrusive lane dividers, more sleek curb style, less signage, more room for the cars, less for the bikes
The crosswalks at silver spring Blvd are still dangerous to cross as drivers speed and are not paying attention. I worry there is going to be a tragedy there one day. (Cross walk by silver springs school)
more of them in more places!
The lane is terribly underused. I think that an audit on usage should occur. Remove bollards to facilitate easier snow removal. Maybe bikes should yield to right hand turning traffic
Remove them before someone is killed!
Remove them. Seems to be different needs at the top and bottom of the community
To add the wheeling lanes to the Silver Springs Road.
Once we are used to it and the temporary signs are replaced with more permanent structures it will be better. There will always be some cyclists who don't follow rules, now there is room for them to make mistakes.
Keep the road, the road. There is more than enough space to convert one of the sidewalks to a full recreational lane to tie into the rest of the system. Less confusing, Looks better. More kid friendly - they still use the sidewalks. Bike lane is scary
Remove them
Reduce bike speed
Keep going!
Get rid of them or at least remove them in the wintertime. Going to be a disaster when it's icy.
No. I appreciate the space of almost a full lane.
Make it permanent
Remove Them!!
There are so few bicycles that this change was not necessaey!
Make permanent
Have them be truly separate lanes by pouring concrete curbs
It was all fine to begin , streets sidewalks, and bike pathways.
at some intersections nearest to the Silver Springs Public school and the Mall, we need to highlight those crosswalks with paint across all four crossings. Painted cues! Drivers need these cues when driving near a crosswalk. The signs don't do it alone.
If made permanent, highly recommend curbs or walls to separate traffic lane from bike lane. Drivers confusion continues.
Take them out !
More education for both drivers and bikers
The buffer between the traffic and wheeling lanes is too wide - far wider than those I have observed in other communities, some of which have no buffer lanes at all. The concrete "pork chops" are dangerous and unnecessary. The planters are unnecessary.
Remove it and change one of the sidewalks to a proper bike path.
I think it's pretty close to perfect. I'd be fine with it being permanently installed.
At the very least, these wheeling lanes should NOT be applicable during the winter months. Still lots of car becoming congested, but very very few bikes>. It makes no sense to drivers, of which are in the majority.

Forget about it
Please continue with the pilot and make the changes permanent.
Get rid of them!
We were told was to be temporary. Is not worth the money spent for the few who use the lanes. 20% of households belong to Comm. Assoc. - City did not mention this, only that Comm. Assoc. was backing these lanes. MISLEADING!
Connect wheeling lanes to bike path on connector to Varsity Estates. The connection on Silver Springs Gate between Silver Springs Boulevard and at least Silverdale Drive NW should be safer and easier.
My family loves them. They make walking to school so much safer (crossing Silver Springs BLVD) and we can now safely bike down the Boulevard as a family. My kids bike almost every day the paths are ice and snow free and it is wonderful.
Get rid of them it is waste of money
Remove them as a failed pilot project. It is only a matter of time before a cyclist is killed by a vehicle turning right across the bike lane. A low frequency, however, since there are no bikes using the facility
Remove them!
Keep wheeling lanes but remove the barriers. I have found it very dangerous to merge back into traffic to make a left hand turn. There are wheeling lanes on other streets without physical barriers, ie 53rd street, with painted lines which work. There is
Remove the Bike Lanes
Get rid of it, makes it hard for traffic.
They are very visually overwhelming. Perhaps fewer to no concrete blocks. I have bike that lane for years and felt safer then compared to now.
Take it out
End this experiment, remove the bike lane and restore this beautiful blvd to the way it was.
when the sidewalks need to be repaved along the blvd, widen them to make a pathway. get rid of the clutter on the road.
Some of the barrier placements make it hard to turn right (silver thorn road turning right onto the blvd, the angles make it hard to turn from the right curb into the far lane on the blvd... that barrier needs to be moved forward 3 feet).
These are a waste of space and money. During all my travels along Silver Springs Blvd. I doubt I saw 2 dozen cyclists. Many cyclists don't use it but continue to use Silver Ridge Dr, especially during PM rush hour.
Traffic-calming measures do the opposite on drivers and make them frustrated; small amount of users in wheeling lanes vs vehicles; right-turns blocked at intersections due to wheeling islands; drivers have MORE to look for now and bikers feel invincible
If bike lanes are not to be removed, please take away the cement barriers, and indicate lanes with single sign at intersections, low-profile bumpers along roadway, and paint bike lanes (i.e. green, red) different color than car paved lanes.
No more wheeling lanes.
The wheeling lanes should be narrower, no planters to be installed.
Remove them all together. They are more dangerous to bikers and vehicles. Hardly used during winter and motorists suffer as a result. Complete waste of taxpayer dollars!!!
They should remain temporary. Install them for summer use, and take them out for winter. There isn't enough bikers when it snows for wheeling lanes to be effective. It becomes a waste of space and money.
Other communities have bike lanes which are clearly marked and don't seem to confuse their residents. Perhaps draw on those successes. Also, the end of the bike lane towards Nose Hill Drive is confusing.
While I agree that there is plenty of capacity for both vehicles and bikes - I haven't seen hardly any bikes use the new lanes.



Get rid of them!!!!
All indicate a bike lane. Signage & painted pictures on pavement should reflect the fact it is a wheeling lane. Are seniors scooters allowed on these lanes?
Remove them
Remove them
I live in Silver Springs as do two of my adult children with their children. We travel a lot between each others homes. One on the south side, one on the west side, one on the east side of SS. None of us have ever seen anyone on the bike lanes.
Get rid of them. I can only imagine what a gong show it will be when we get heavy snow and ice going up the hill!!!!
remove them.
Is there any way to encourage other wheeled traffic (skateboards, in-line skates, scooters)? Additional iconography to signage/publicity? It's more than a bike lane (plenty of room). The more wee wheels the better; encourages big wheels to share.
GET RID OF THEM! Make it so people in cars have a lane can turn right at the light instead of having to wait behind other cars. More cars are cutting through mall parking lot Take out one of the sidewalks and make it a "wheeling" lane as in Edgemont
Merge lanes and turning lanes for vehicles to allow safe cornering, merging. Worst case scenario pedestrian crossing in the winter on a downhill stretch; pedestrian on the right; traffic backed up and stopped because of pedestrian; cyclists zooming down
Get rid of bike lanes
Get rid of the wheeling lanes.
The city just needs more! Love it!
1. remove it, 2. get rid of it and 3. put it back in storage.
Remove them
Get rid of them.
Please remove.
Remove the,, and put the funding towards building a proper regional pathway on one side of the street, where one of the sidewalks is.
Remove them, the pilot wheeling lanes are not necessary, waste of money
Yes get rid of them
GET RID OF IT. Few residents other than the City PMs that put it in. Residents hate this bike lane. You didn't measure bike traffic before, but regardless it is barely used! People managed perfectly fine before. A speed bump reduces speed.
Get rid of them
I feel this is a huge waste of tax dollars. Bike lanes are empty most of time. Gas taxes pay for our roads and bikes do not pay for our roads.
Remove the wheeling lanes
When biking from Bowmont Park I find very few vehicles yield to the biker when the light is green. This is at the intersection of Silver Spring Blvd & silver Springs gate. I think signage & education is needed here.
Remove the concrete barriers
Widen side walk & use for pedestrians & bicycles. Silver springs blvd needs two lanes for vehicles.
Remove them - they are completely unnecessary - you've ruined our beautiful community - there are all kinds of cycling options nearby



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Get rid of them - they're not needed - there are plenty of bike pathes nearby - I've counted less than 2 dozen people use them since they arrived. You've ruined what was a beautiful open boulevard, now everyone is using Silver Springs Rd.
Stop the wheeling lanes completely. I find the bike lanes are very ugly and I have noticed much more traffic congestion since the lanes where put in. I thought this city wanted less cars idling which is not the case on silver springs blvd.
Widen the existing sidewalks
Mark the bus tops as clearly to be used for buses and not a car driving lane. Community outreach so that people know which way to use the bike lanes. I have witnessed a rollerblader going the wrong direction.
Make the right turns on to Silversprings Blvd with bus stops (e.g. Silversprings Blvd and Silver Mead Road) clearer to avoid close calls in right and left turns merging into the single lane of traffic on Silversprings Blvd
The wheeling lanes should be either eliminated or moved to side streets.
Take them out, not sure how the winter road plowing is going to work.
TAKE them OUT..total waste of tax paying dollars!
Take the whole thing out...we did not need it...to start with...a waste of our tax payers dollars...and i hope this all gets removed!!!! I cant state this firm enough! I have been treated badly by the cyclists that cut infront of me as i am turning..etc
Eliminate the wheeling lanes and widen the sidewalks for both pedestrians and cyclists.
Remove them
Remove the bike lanes and create a bike path on the grass beside the sidewalk.
Stop the nonsense and create separated cycle pathways through green space
Take it away
I hardly see any cyclists, are you sure this is needed?
Look at the number of collisions with the posts and barriers separating cars and bikes!
Yes, get rid of it! It is useless and makes it irritating
Remove them. Widen the existing sidewalk
There is a massive sidewalk area that could be converted to a walking path and separate wheeling path. Keeping traffic and pedestrians and wheeling traffic separate, and allowing all people to follow proper road and intersection rules.
Use the sidewalk
Remove them as they make it more difficult for a pedestrian to be seen because of all of the distractions
Widen the sidewalks if you MUST make change. Put the boulevard back to normal and put in a speed camera if you really feel the need.
None. No one uses the bike lanes. My kids still bike to school on the sidewalks... The new bike lanes are always empty..
Remove the Bike Lanes!!
Make right hand turns easier off of blvd.
The bike lanes or as you call them wheeling lanes are not appropriate for where they were placed. There has been a massive increase in aggressive drivers on the road and it's very difficult for school buses todo you pick ups and drop off.
If made permanent, take 3 feet from the grassy curbs to make the wheeling lanes and return to two lanes for vehicular traffic. Do what they have done along 24th Ave nw by Banff Trail.
Set them up the same way as on 24th between 19th and 14th by SAIT, where there is less green on rhe side of the road and paved paths there.
Do it right and put in bike paths off the roads.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Our side street has seen a huge increase in traffic. Now people just speed down our street making these streets way more dangerous.
Ugly, ugly, ugly!
Something needs to be designed to more clearly indicate the start and finish of the wheeling lanes at each intersection, i.e. low rise solid barrier, with bike entrance, to clearly indicate that this is not part of the roadway for motorized vehicles.
remove wheeling lanes, the small percentage of bicycle traffic can share the road as always, there is plenty of room for everyone without cement curbs and distracting pilons and posts everywhere, makes driving very confusing as to where to drive as they
Please remove them entirely or at the very least, have them as a seasonal program.
Single wheeling lane on the down travelled side of the road to accommodate cyclists travelling in both directions. Removal of snow not just plow it.
the signage for cyclist hand signals is too small to be useful to a person on a bike
KEEP IT GOING AS-IS, IT IS GREAT!
Make them permanent and make the transition areas at intersections more clear.
Remove the wheeling lanes on both sides and go back to 4 lanes of traffic. Redesign and improve the sidewalk/pathway connection along the BLVD. This helps ALL!!!
Conflict area between buses and bikes at St. Sylvester - drivers seem attentive so far but could use more space to avoid being squeezed unprotected toward vehicles.
Please keep them!
Paint directional arrows to make it clear that bikes need to follow traffic rules and not bike on the wrong side of the road.
Improve the connection from Silver Dale Dr NW pathway to Silver Springs Blvd, and connect to West Side of Nose Hill Dr. and the West-side Nose hill pathway up to Crowfoot LRT. Overall I am really loving these lanes. Well done all involved.
Make it permanent. It has made a huge difference to, people speeding on the boulevard.
Conflict at some junctions still needs improving e.g. could use advanced stop lanes at the traffic lights, remove the beg buttons for pedestrians and have per signals automatic (often missed a cycle - not convenient for peds )
Remove them. It would appear that they serve very few residents in a positive way. Street cleaning and snow removal on the boulevard will likely suffer due to the changes.
Get rid of them and replace sidewalks with 2 way biking paths instead. Leave the roads as 2 lanes.
Stop the pilot & the Bike Lanes

## Question 4.b.: Please explain

I find it very awkward turning onto and off across the bike lanes.
The lane does not really connect to anything to the west.
They are a general distraction for drivers in my opinion. Signage is frequently knocked down.
I now do everything in my power to go around the boulevard - lengthen drive time to go through community vs on blvd.
Can be very frustrating driving the Blvd. All the cement barriers and poles everywhere. Not a nice road anymore
Easier to bike around
Traffic has increased and is more dangerous. I have seen 3 near accidents from left turns due to the reduced lanes
I absolutely cannot drive anywhere no matter the season because the traffic is so reduced. As well as bikers still avoid them and go on side walks and sidewalks
Way too much traffic. Bikers think they own the road and don't obey the rules of the road



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

All the bikers don't obey the rules of the road. Bikers also don't use it and have been using the single lane for vehicles to ride in, causing more traffic.
Created confusion and bad driving/traffic that creates way more wait time
Traffic on the Blvd has slowed significantly making it much safer to drive. Also we use the bike lanes which are very safe; previously we rode on the sidewalk because the Blvd was too dangerous for bikes.
Calming the traffic makes everyone walking and cycling through the community more calm! I feel much safer doing both.
Harder to drive, ugly
I travel on the Blvd frequently with my bike and it is so much safer now,
While driving, I feel much safer now sharing the road with bikes in their own lane. No/decreased risk of accidents. I also feel much more confident in my children's safety and their opportunities to ride their bikes in the new lanes around the neighbour
waste of tax payer money, and is not needed
More recreation opportunities for families. Safer for kids riding. Safer
I especially appreciate the wheeling lane when cycling Northbound on the right turn and up the hill.
it has made it more difficult to come and go from my house. more congestion.
Site lines have been made more difficult when turning onto the boulevard.
Paying for something that isn't necessary - flower boxes
Takes too long leaving the community during morning commute.
The reduction to one lane has introduced traffic congestion during peak periods. We have never had congestion in the 30 years I have lived here. I have witnessed road rage from left turning vehicles at Silver Springs Road and Silver Ridge Dr.
Some minor traffic inconveniences
It is a safe, healthy and pleasing way to use a roadway the was under utilized by cars. The project makes driving and riding safer for everyone.
It is much safer and easier to bike through the community - to school, the pool, parks, or visiting friends. Having easier options for active transportation increases quality of life.
I've come close to hitting a bike because they ran a red light as I was moving on a green. I've witnessed emergency vehicles slowed down because there is nowhere for other cars to pull over. It causes more anxiety in winter driving.
Love them!
The vehicle traffic is more congested. Hardly see bicycles
I get out of Silver Springs to shop
So much safer to bike with my kids to get to the community center
I ride my bike to work everyday, winter and summer. Having these lanes in our community to access the pathway network is amazing and in my opinion mandatory.
I don't like driving on the Blvd. It feels restrictive, you've given bikers more of a reason not to follow the rules of the road now! Most bikers that I observe don't stop at lights or stop signs because according to them it is hard to get going again!?
It is just a matter of time before I am going to be rear ended at that shopping center turn. I don't dare use the Blvd on school days at 3:00 since right lane has the buses lined up and the driving lane has parents loading up kids
You have congested main intersections and created obstacles for drivers. There has already been a list of accidents related to the [removed] in the road.
Driving congestion has increased as drivers are fearful of the cement blocks
The lanes create traffic obstacles and are ugly. Unnecessary.
They make our community look bad. Aesthetically they are extremely unpleasant.
I feel it is just totally unnecessary for the actual amount of bicycle traffic. Wont be surprised if one of the kids i have seen swerving around the barriers gets run over. Some of this [removed] seems like it is purposely designed to put people in harms way.

More stressfull when driving down the boulevard. Makes it harder to properly see cyclists and pedestrians. Cyclist not following road rules, cut in and out of the cycling lane with no warning and hard to see pedestrian wanting to cross at intersections.
I feel very stressed driving as I am watching too many directions with bikes coming from every directions and the risk of hitting these barriers especially with snow cover is a hazard
Silver Springs Blvd with the wheeling lanes are less safe the before as it is cluttered/busy and confusing to use. This is cause by all the signs, posts, frequent changes, flower boxes plus the distraction of road art.
This makes my commute more difficult. Turning onto SS Blvd is now more dangerous. The community is arguing over this. It's ugly
While I don't bike myself, I am so pleased that the cyclists in the neighbourhood are better protected.
Two lanes of traffic works better. When there are bikes, it is easy to move over for them. As there aren't many on that street, reducing the number of lanes slows traffic unnecessarily. The stop sign by bowmont park is unnecessary/ a yield sign would do
I feel like I'm on 12th Ave SW where it is extremely distracting and visually exhausting to drive. All those poles and signs are very very tiring and it causes me to turn off my attention. It's also really hard to see pedestrians now.
It is harder for kids to cross the streets by WO Mitchell with the increase in traffic from people avoiding the bike lanes. One of my kids was almost hit by a car on the way to the bus stop by someone who was speeding through the school zones.
Live 3 blocks off Blvd for 31 years; drive/walk daily along this route. Hate the distraction that all the cement barricades, planters, so much signage. Feels more unsafe with making right turns from the centre lane at major intersections.
It is now unsafe to turn on or off the blvd.
It is unsafe and bike/car accident waiting to happen. Makes the road crowded and there are already bike paths in place and these are unnecessary.
The boulevard is very annoying in that it is ugly to drive on, and whoever called the driving lane the "calming" lane hasn't been behind an 80 year old going 20 km/hr.
Turning onto and off of the BLVD is much more dificult now. The wheeling lanes are NOT needed
Traffic backed up in one lane during rush hour
I do drive the Blvd very often.
I have had family from out of town visit me and one family damaged a wheel because ploughed snow was covering the concrete barrier separating the wheeling lane. Those barriers are dangerous and the city should be held accountable for introducing this.
Source of irritation every time we see the boulevard destroyed by the ugly cement blocks
I ride Silversprings boulevard multiple times per week. Prior to the pilot I had never ridden it.
I have almost hit by cyclists and vehicles who are turning left off the boulevard and crossing the whieeling lanes. Also, vehicle traffic has increased on other roads throughout the community as they the vehicle drivers use the other roads as shortcuts.
We have yet experienced a heavy snowfall. When it happens it will cause accidents and backup on the Blvd. especially at peak times (rush hours and school / Church times)
It has made left hand turns more risky as there is only one lane of traffic, especially in the winter. Cement dividers difficult to see in the snow and dangerous when roads are slippery.
I always biked on the blvd but it's way safer now!
I think it is ridiculous to spend that much money on a bike path that is in use for a small part of the year and for extremely little benefit.
I feel that we are moving forward in a more bike friendly way. It makes me smile and in many ways wish we had done this sooner. Communities, like in Europe, need to be designed not around car travel!
the planters with flowers and the artwork really bring joy to my day....I drive this street every day and I would ask for art on the whole street and more planters
Traffic flow has been altered, markings are confusing. Very few bicycles use the lanes. With the arrival of snow, the roadway feels very narrow.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Has added hazards to road. I avoid this street in car and bike.
They've improved our sense of community, we run into neighbours biking more often and are able to catch up. They've improved our ability to travel to other communities.
We live near the blvd at st Sylvester school so the reduction in traffic has been great for sound pollution levels
The wheeling lanes are dangerous. They require drivers to make multiple looks in different directions so as not to hit bikes flying through intersections. The signs and planter boxes make it hard to see wheel traffic.
Much safer to either cycle or walk from near Nose Hill Drive (where we live) to community Centre.
I don't use the wheeling lane. The boulevard has been narrowed to one lane making it inconvenient at times to use the boulevard.
Life goes on
I now feel safe riding to school with my elementary school age children; I find traffic much safer and calmer when driving
Sometimes it is harder to make a turn out of my area onto the boulevard as all traffic is confined to the single lane so it feels busier. I do appreciate having a safe lane to bike in to get to the pathway system.
Use lanes to safely and conveniently travel from Crowfoot to Downtown.
Don't like the extra time it takes due to waiting to turn right
Navigating SSBld is dangerous/confusing to locals & visitors. Increased traffic on Silvergrove Dr and congestion and speeding at WOM school/playground
Driving hazard, bikers being unsafe in the wheeling lane (not stopping for pedestrians in cross walks, weaving in and out of lane, sudden left turns to cross the road)
As a family we ride our bikes more in and out of the community and feel safer doing so because of the wheeling lanes. It slows down traffic in the neighborhood and encourages more activity and a healthier atmosphere
I take more short cuts, I am concerned with traffic turning onto Blvd from Nose Hill Drive
Can't get out of our area
It is so busy because of all the xtra [removed] on the road that my head is on a constant swivel watching for everything and I think it's more dangerous for bikers.
As a senior I don't wheel much, I mainly walk so would like to see upgrades to help seniors. ie., more benches on streets, parks and playgrounds, better sidewalk and crosswalk ice and snow clearing, and enforcement of city bylaws for sidewalk now removal
I enjoy using the bike lanes and have noticed limited impact to my driving
We cross the blvd several times a day walking and driving. The reduced lanes mean safer crossings for us and the children walking to school. Seeing more people use varied wheeled modes of f transportation and a safer place. Not having to pass a bike.
I find the safety of crossing Silver Springs Boulevard NW greatly improved with the addition of the wheeling lanes, especially for my young children who cross it daily going to and from school. Noticably more calm and safe.
I like the addition, it made the community safer and more accessible.
I've seen it cause more accidents then people biking on them. It hasn't even been winter yet where no one will use the bike lanes but it will cause numerous accidents and traffic jams.
It is way easier and safer to bike around the community.
The Blvd used to be beautiful and pleasant to walk along. Now it is cluttered and confusing for drivers.
Bad idea and not safe for driver especially for people out of silver spring area.
I loved our tree line Blvd in Silver Springs. A calming drive leaving the neighborhood and returning now I feel like I am in a permanent construction zone with all the vertical poles and vertical signs. I am stressed every time I am on the Blvd and miss
It's hard to see at night, people tailgate more through school zone.
My neighborhood no longer appears to be the safe, mature, well planned and established community that I have enjoyed for the last 48 years.
I don't use the lanes. I don't see many who do. It is a very big change for only a few
My son can safely ride his bike to school.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

It makes me feel so much safer biking with my small children!
It is so much nicer walk on SS Blvd and much safer to cross.
The signs are ugly. Not enough people using the lanes specially in the winter
More difficult to manuver when pulling a RV
I love the wheeling lanes and I always see people in them. I love that my kids can bike safely in them rather than on the sidewalk with pedestrians. I love that when I am running on the sidewalk, I don't have bikers passing me bc they are in the bike lane
I have used the wheeling lanes multiple times and enjoy them. I don't feel there is an increase in traffic volume because of it. It feels safer for everyone
It has become more dangerous to make turns and maneuver around the neighbourhood. It is an eyesore, and people unfamiliar with the neighbourhood have run into the barriers causing car damage.
more difficult to drive/navigate with road reduced to 1 lane and barriers affecting all exits/entrances
It is a much nicer and less stressful bike ride to Bowmont Park.
Hard to turn my larger vehicle from silvergrove drive on to Silversprings blvd by the school. Concrete barrier constantly being hit! Unusable intersection if hauling my camper.
My stomach churns every time I use this street
The boulevard traffic is less efficient and I feel it is more dangerous
No need to have bike lines, it just has caused more harm than good.
More difficulty driving safely down asilver Springs Blvd.
I have been driving different routes as I'm trying to avoid the cyclists and blind turns. In addition drivers who seem to drive in the bike lanes. It's a bit nerve wracking!
Being stuck behind residents who get confused about when the reduced limits end and unable to safely pass them to be able to do the limit; they also reduce the time during snowy or high traffic days for emergency services to reach our homes
Difficult for drivers.
My special needs teen can safely bike on the road to help practice that skill and not have to disobey the law and bike in the sidewalk. I also used it to bike to work in Tuscany.
I changed my routes to avoid the boulevard
Just a poor choice overall, lots of discontent in a once peaceful community. Confusion at feeder streets. This does not seems to be what the majority is asking for.
unnecessary, and difficult in the snow.
My family walks along the boulevard a minimum of twice a day. Before bike lanes, at least once a day we would almost be hit by vehicles. Now it is 1-2 times a week. Vehicles have to go slower and be more aware of their surroundings. We also bike.
More traffic on side roads to bypass long playground zone on Blvd. Also speeding in playground zone has increased, false sense that drivers can possibly see pedestrians. Maybe police setti g up radar often.
So hard to see the barriers for some reason
It makes the main drive (Blvd in this case) feel appreciate for a residential neighbourhood.
Children are now able to bike anywhere.
Much more fun to bike up to the post office
We live in silver hill crescent nw and we have noticed less speeding, less noise.
Taxes go up, A waste of my tax dollars!
There is no flow for merging and travelling in Silver Springs anymore as the way too wide bike lanes caused more congestion for vehicles and I can't use my bike to commute because of where I work and having to drive my kids on way to and from work.
Hate when people drive so slowly or do not use lanes appropriately! Very stressful Plus planters and the widening of lanes has become a HUGE distraction for driving not to mention the night time driving!!! Terrible visibility!!!Plus winter conditions terr





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I ride up and down this street all the time. The back streets are too steep so you naturally take this road. It is nice and wide and makes you feel much much safer!
Traffic increase on Silver Hill Road
They are annoying at rush hour times and generally amp up everyone trying to get around in the community. People actually have extra minutes to waste in a day. Maybe if you work at the City of Calgary you do.
Also I am vey worried about winter access, often going up that hill cars spin out, this happens ALOT. The second lane provided options to work around stuck vehicles.
The bike traffic in Silver Springs is negligible. I've lived here since 2007. The neighborhood used to be beautiful now, the main street has been aesthetically downgraded for something that is rarely used. Don't take my word for it. Do a study.
I don't appreciate the cyclists that are absolutely speeding down the BLVD.
The only people I feel this change has negatively impacted is the heavy speeders: Good! I appreciate their value as a dog-walking pedestrian.
I now feel safe on the major route through the community. My small children are able to ride much more safely.
We use the bike lanes to travel to school, the community centre, and Bowmont Park. We also feel safer crossing the boulevard with our children when walking. Noticeable reduction in speeding vehicles.
like biking and walking on lanes - safer for all
It's more confusing to drive on the blvd.
Bikers don't stop at the crosswalks. When streets are slippery the new dividers cause another concern. Turning right onto the side streets has become more of a danger. The poles cause a visual distraction infront of the school.
I now avoid the dangerous right-hand turns from Silver Springs Blvd by detouring onto residential streets and through parking lots. Far from ideal, but still better than using a faulty design.
SS Blvd. Has become a nightmare to drive. Turning onto the side streets ( and off of them), has become dangerous. The dividers are poor, are a major issue for buses, have impacted parents picking up kids at schools, increased likelihood of major acciden
My kids can now cross the street safely when walking to the bus everyday. I also feel much better about riding on the Blvd when I bike commute downtown or we go for a family ride.
I feel safe and and entitled to be on the road when cycling, either while commuting to and from work, or out for exercise and leisure with my family. I feel safer as a pedestrian as the single car lanes have helped to reduce speeding and irrate driving.
I believe it can be improved with less traffic calming measures, nicer planters instead of industrial concrete
Making right turns has become more of a task.
it used to be scary to ride a bike, ive been close passed by a car even though there was lots of space, now it feels safe
More traffic on Silvergrove drive, tight turn left onto Blvd and skid when snowy
More difficult and confusing to drive through the community. I utilize local businesses less aas it is easier and safer to drive to crowfoot on Friday evening than to go to Mitillini's or into the Shoppers complex because it is now so difficult to get out
It is now so much safer to ride bicycle with our children and the speed of traffic has been reduced.
Turning on to the blvd from Silver Springs Road is much more difficult/dangerous due to fewer breaks in traffic
See above - The street changes are ugly.
I love the wheeling lanes. As a driver I no longer have to switch lanes to avoid a cyclist, and watch other cars NOT switch lanes and crowd them. As the parent and spouse of avid cyclists it is much safer for them to commute by bike esp. in the dark.
Significantly reduced. Lanes are ugly and confusing. Kids still use the sidewalks as the lanes feel unsafe. There have clearly been a number of car accidents due to the "calming measures" installed to separate the lanes and likely to be many - snow.
I have ridden that stretch many many times and often ended up on sidewalks, now pedestrians have a safer sidewalk.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Traffic is too slow on Silversprings Blvd. Unsightly.
As a senior biker, who bikes slowly, I feel much safer in the bike lane.
I have to worry less about being hit by an automobile while I ride my bike.
I can now bike with my father who is a senior and my kids and feel safe
Feel it has slowed traffic on the Blvd. I feel safer myself and for my children riding down to the ridge
I am a taxpayer & lived in SS for over 2 years! Leave the lanes the way they Were!!
Travel is confusing, especially at night!
Too wide a street for the volume, adds a safer bike route and a calmer street. Better use of the space.
My kids can safely bike to school and other locations in the community.
I like that people have slowed down/ drive the speed limit , for the most part. I'm still nervous about driving the blvd with the changes, but will get used to them eventually,
Roads in general don't affect my quality of life.
No room for EMS, Police , Fire responders, No way to pass or make way safely. Too many crashes already.
I have two young kids that bike everywhere. We are teaching them how to commute in the city. With that is the need to be save while they are young. To/from the community spaces and school and friends. The ability to all fit in one space, without conflict.
Traffic now backs up along single lanes. and bike lanes are hardly used.
More traffic on my street , more obsticals to look around and avoid.
Love the concept, but too short a distance to have any impact on me. I am a cyclist but rarely use the lanes as I head out and back on my rides
Getting on and off Silver Springs Boulevard and Silvergrove Drive is difficult, both the right turn onto and left turn off of the boulevard. The planters were poorly placed and the flowers more a distraction than anything.
There is more traffic on Silver Hill road since the bike lanes went in. No one seems to pay attention to playground zone, we need speed bumps and speed monitoring.
as a cyclist, I feel safer and more accommodated; as a driver I see no problems created. I like the public art, the planters and the formalized angle parking for Bowmont Parkand
I used to have a ton of anxiety about the ride from bowmont to my house. Other than the sidewalk, I did not feel safe riding on the blvd (I was clipped by mirrors 3 times in 2 years). Now, I thoroughly enjoy that part of the ride.
Reduced
Very bad for seniors that drive
We feel safer crossing the street in the crosswalk at Silver Springs Blvd. & Silverthorn Rd. and we use the new bike lane for cycling and scootering to the pathway leading to the river valley.
Not fair for homeowners to have had this change implemented that affect so many and benefit so few
Harder to enter boulevard, excessive checking for bikes and bikes travelling on wrong side of road. Cannot choose which lane to travel in. Makes be angry just seeing the eyesore boul. has become.
I can ride home along SS Blvd now without having to worry about cars. I used to get off the road and ride further along side streets to avoid the Blvd prior to its installation.
Easier to walk and cross the road safely. Vastly improve cycling in area, makes it much less stressful. Nicer as driver as well.
It has made the community safer and just a better place to live generally. We love it!
See my comments under 2b Other
Boulevard is wide enough to accomodate wheeling lane but merging in and out of lane needs to be fixed since it is too dangerous for wheeling person
Terrible Bike lanes- Remove them ASAP
Getting out of my street onto the boulevard is hard at times due to the lineup of cars.
My quality of life does not hinge upon the street design.
Difficult to navigate. I see a few posts that have already been knocked over and have not been repaired. Disaster in the making



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

The bike lanes neither improved nor worsened my quality of life because I don't use them. They have made it a tiny bit harder to drive the Boulevard in my car.
Doesn't have any real impact on me. I'm still able to get from my house (near Fire Hall 21) to the Botanical Gardens off-leash park in about the same time as prior to creation of the bike lane. However that ease of travel may change during the winter.
I've gotten stuck numerous times driving behind drivers that think the entire length of the boulevard is a playground zone. There is now no way to pass them.
There are some vocal people in the community that really don't like it and they aggressive. It's a bit harder to drive (esp turning on to the blvd). There is a lot more visual junk on the road now. And drivers seem confused by it.
Making left turns from Silver Ridge Dr onto Silver Springs Blvd. was initially tight. The bike lanes also slow down traffic. I have not seen as many cars waiting at the lights onto Nose Hill Dr. until the bike lane was put in place.
Traffic more congested: adds time to enter/exit my community, increased road-rage due to "calming" measures, stress of driving with reduced space and more to look for (bikers don't follow rules)
I find traffic frustration has crept higher along Silver Springs Blvd, achieving the opposite of the intent. Confusion persists with bike land direction, runners, bikers are now yelled at if not in bike lanes, traffic merge after turning onto blvd is con
Allows more people to be active and safe while being active which is great to see for the community. Silver Springs Boulevard is never jammed packed with cars so the wheeling lanes being added does not cause congestion.
We just moved here so we have nothing to compare it to, but we LOVE the bike/wheeling lanes!
There are many new obstacles that drivers have to navigate through. The blocks have been hit many times already. Drivers crossing bike lanes is just dangerous. I feel drivers looked for bikers and awareness before the wheeling lane was installed.
I have been trapped behind people driving 30km throughout the whole blvd. Not necessarily for me, but I have seen others have higher road rage causing unsafe drivers. Secondly the back roots I sometimes take have increase in traffic.
It is easier to cross the street with less traffic although vehicles still travel at very high speeds, and cycling is nice although I'm not a frequent cyclist.
Turning across the wheeling lanes when driving is harder. Bikes sometimes go the wrong direction. Dangerous turn by Value Village watching for cars, walkers and bikes all coming from different places, plus avoiding planters.
Backs up traffic and looks ugly!
Forgot to consider the ability of drivers to understand the convoluted set up with concrete barriers & green plastic posts. After dark not so intuitive(better lighting?)
Nothing yet but we have not gone through a winter.
Hard to navigate
They are confusing. Very few bikers. Getting out of the side streets is bad.
I find all the signs, planters, notices too confusing when driving down the Blvd.
Giving the right of way to bicyclists when a car is trying to turn right. The bikes are speeding with no respect for the reduced speed limit in the playground. They even break the 50kmph speed outside the zone!!
turning from sarcee on to silver springs blvd is now very challenging and dangerous
There is less competition on the sidewalk, there is less speeding and engine revving
They are not needed, they create confusion, only one lane to drive in (can hardly wait for snow/ice removal (that will be interesting)
When the snow flies there will be 1 lane with more accidents, snow removal challenges.
It's very difficult to turn onto the blvd from a side street. The wait for the lights takes a really long time and is so inefficient
It has reduced nothing .....
It's been very stressful to have it here.
harder to get around my community. has reduced my trips to businesses as the other end of the community crating an upper and lower community. made it difficult and dangerous to get out of my side street onto the blvd





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

What do bike lanes have anything to do with quality of life??
The wheeling lanes are ugly, confusing, and impede traffic flow without providing a benefit.
I enjoy no longer being woken up by drag racing on the boulevard in the middle of the night. I already live close to the pathway system but have used the bike lanes and think they are a great addition
Hangers are under, ugly, and I see few people riding the new paths, other than the same ones who rode before.
They are annoying and unneeded, barely see any bikes on them.
The barriers are hazards and turning is dangerous
They are dangerous. Bikers do not abide by the rules of the roads
Your survey needs a Yes or No question, keep or not keep. This survey is gobbledygook designed to obfuscate the residents true feelings and beliefs about the Project. It's been a disaster, admit it, remove it, move on. It's embarrassing the refusal
My quality of life has not been improved one iota by the back lanes, Everytime I drive on the road my quality of life is significantly reduced because of my frame of mind about the money wastage and my tax dollars going down the drain to maintain them.
I find turning difficult and confusing. The blvd is more dangerous today then it was before the bike lanes.
I am worried about winter driving and the extra obstacles that have been placed on boulevard.
Safer to bike to the trails, thank-you!
I actually avoid entering the community from this street now and it makes it harder for me to access services at the strip mall
No where to go to move out of the way for emergency vehicles. Harder to make left and right turns onto as well as off of silver springs blvd. Congested traffic.
Community is now ugly and traffic has moved over to SS Road where I live, ruining my street with speeding and much more traffic
Traffic now races down Silver Springs Road instead of using the boulevard - it's increased traffic and speeds on what used to be a quiet road
This use to be a beautiful neighborhood but the bike lanes with the cement blocks looks very ugly and traffic is busier since there is only one lane each way now. As well I have a concern around plowing of snow in the winter with the cement blocks
Turning on to the boulevard from Silver Springs RD is now more difficult due to traffic being reduced to one lane. Less time between cars traveling the boulevard equates to less safe opportunities to turn.
I like that it has significantly slowed down traffic specifically in front of St. Sylvester where a lot of people ignore the school zone.
Quieter roads and better community access to shared spaces
Love the improved bikeability, the road feels right sized for the speed limit and safer, love the idea of communities being built around more modes of transport
The wheeling lanes should be removed. The boulevard was designed to efficiently move traffic and the wheeling lanes make traffic flow inefficient. The end result is that it has moved vehicle traffic to side streets. Bikes etc. should use the side streets.
I get frustrated with the traffic slowness
I HATE the mess on the blvd..and the stupid calming lanes...a waste of time and money!! Spend tax dollars somewhere else that will benefit the city!
I had no issue with the way it was...the calming curves has ramped up my heart beat and frustrated me no end...and i do not speed! These are completely a waste of my tax payers dollars and i pay enough living here in SS.....my tax for the year is beyond
Very nervous driving along this pathway. Very little to no cyclists riding in the lanes. I could probably count less than 10 cyclists that I have seen in this lane since it was put in place.
It's like driving an obstacle course now
it is almost like if you use any pathway sidewalk or road and you are not on a bicycle you take your own life in your hands, and no one in the City of Calgary cares



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I used to ride on Silver Springs BLVD all the time with no incidences with vehicles---Now since this wheeling lane has been added, I have had vehicles turn in front of on a few occasions, because of the ridiculousness that was added---
I love seeing the planters and art. Brings a nice feel to the community.
Cars turning right on a 4 lane road usually move to the right hand lane and turn. Now there could be a bike, skateboard, motorized bike, etc and going in either direction!
Wheeling lanes are not being used. Safety issues fir emergency vehicles
Traffic piles up at the intersections now and people trying to turn either direction now affect all traffic and increase driver aggression, rather than “calming”.
My kids have been wanting to ride their bikes more. I commute by bike and need to go from one end of silver springs to the other. It is safer for all of us to do so.
It has made my road busier Silversprings Road.
Very distracting with all of the small pillars and things to look out for
Traffic flow is bad now, intersections are hazardous, a beautiful boulevard is ugly.
Traffic flows horribly. Now i cut through the sidestreets instead.
No bikes using them. Roadway lane lost to nothing- Go back to 2 car lanes
Road is safe, noise down. And it's so wonderful to see kids safely ride to school
If we want bike lanes improve sidewalks and make them wire. There Has been a massive increase in aggressive drivers on the road because of the bike lanes
I'm required to have a vehicle at work. The increase to volume of traffic in a single lane is very frustrating. Coupled with the lack of any traffic enforcement for those using the wheeling lanes, I'm coming to despise my commute through this community.
I have had frustrations when attempting to turn left, but it's not a large life impact.
If you're planning to make it more wheelchair accessible you failed. More needs to be done in that area including fixing more parts of the sidewalks
Increased traffic on the street that I live on. People just bypass Silver Springs Bvd. Now the streets where people's houses are are busier and more dangerous. All you did was push the dangers to other streets. Not helpful
The bike lanes now connect Silver Springs to the Bow River Pathways and the Varsity bike lanes where previously it was not. This is great for commuting downtown or for recreational bike rides. It reduces car speed and makes SS feel safer
Take alternate route through Silver Springs more frequently by car to avoid Silver Springs Boulevard.
Significantly reduced, I believe the long and extended playground zone is enough to reduce traffic speed and find all the signs and cement curbs and coloured post everywhere confusing also flowers planters in the middle of the road is unnecessary
To be honest, they upset me every time I leave my home. They are not necessary.
I don't live on the street and opt to take alternate routes to avoid traffic congestion.
I walk mostly in the neighbourhood, almost never bike, it is so nice not to have to share the sidewalk with cyclists. I also really appreciate that people drive more slowly now on the Blvd which feels huge.
Reduced noise and speed, improved safety, especially for kids. Thank you!
I use the bike lanes from time to time and feel the car speeds are more reasonable.
Still speeding along the boulevard. Need speed bumps installed
It creates traffic issues of many varieties. It is ugly. Better sidewalks/pathways on the boundaries of the BLvD would give back the road and adequately protect and give wheeling access for all.
Both for visiting family and as a commuter that I use, I feel MUCH MUCH MUCH safer on a route that I already used, and I'm not forced to take some long detour for my own safety. Come snow, it will be easier to keep clear as well. Less speeding!
Traffic is much calmer, great school commutes for kids and families.
I dont currently use them but will when my kids get older and can bike

I don't have to worry about people close passing me, trying to squeeze me out of the lane rather than pass in the other, folks are more aware of users when turning. Feels like a good investment in more ways of travel, feels calmer than before.
I did not cycle on the boulevard because it felt unsafe. Now I've used the bike lanes multiple times
Speeds have reduced, crossing the boulevard is easier now it's a single lane of cars
I live south of the boulevard on Silver Ridge Dr. Many more vehicles and bicycles are using Silver Ridge Dr.
Waiting longer to for traffic to be able to cross intersection by car since it's single lane to turn into.
Difficult to drive- Not within our community plan- Roads are for 2 lanes of car traffic

## Question 5: If the Silver Springs Boulevard NW hasn't improved your life directly, who does it benefit?

I am guessing that it benefits the 2 or 3 cyclists each day who use it.
Very few bikers.
That is a good question. Who does it benefit? I have not observed a huge upswing in the number of cyclists using it. Much safer to cycle on pathway system.
Unsure truthfully. Perhaps only the uppity ups that feel the need to spend Willy Nilly.
Not sure who it benefits. Maybe just the very few who use it. Very few! The road was designed for cars
Cyclists and families
Not sure
The 1% of people who live here. There are so few people who use these path ways that it affects the rest of us
It doesn't
It benefits no one who has to drive to work
no one
It benefits everyone.
good question i don't know. Bikers???
only improves other communities having a more direct path to the bike pathways on major roads instead of the side streets, which are safer to navigate.
No one. I rarely see the wheeling lane being used and if so, its the same handful of people. Families don't even use the wheeling lanes and I am sure it is a concern for safety. It would be safer to have bike lanes by the sidewalk not on the road.
A very low population of bike riders, comparative to the drivers, that can use the adjacent service roads and sidewalks.
Cyclists that use the lanes and the city that gets to make work for itself
No one. I barely ever see the lanes used and the sidewalks are more used than the lanes. Traffic is slowed because you can only move in one lane instead of simply and safely passing around a bike.
?
a very small portion of the population who bike on inner city roads
It benefits the bikers! If these actually have to stay why can't they be like the ones in Varsity NW as there are no cement barriers!
No one. In the six months, I may have seen a dozen bike riders. one skateboarder and the other day a runner because the bike lane was cleaned off but not the sidewalk. Go figure. There are more walkers in SS then bikers.
Maybe 5 people. Nobody in the community that we have spoken with is for it. It was pushed along as an agenda and all it will do is required more maintenance and cost us all more money.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

It improves the people who receive tax funds for its creation and only the ultra fearful bikers. Those few ultra fearful could alternatively take a city funded bike safety course
Unsure.
I don't even think it benefits many bikers. I feel there's an incredibly negative stigma towards the biking lane and drivers would rather share two lanes with cyclists.
The only people it will actually benefit will be entitled cyclists that think they should have the right of way in any given situation. And maybe the local garage because people keep crashing into the barriers.
I support having a safe biking lane, especially good for children biking alone and families biking together. I just think it needs some tweeking to make it more user friendly for ALL users. Nervous drivers do not make it safer for pedestrians or cyclists.
People who received money for this to happen. Many better ways to budget our tax dollars than this.
The vocal minority, as there are still cyclist using the sidewalks.
Commuters going through. A very small percentage of cyclists. There is not a significant increase in use on these lanes.
Cyclists, mobility impaired folks who use scooters, etc., families who like to bike ride together
Not sure.
Whoever's political aim it was to get a wheeling lane installed in Silver Springs. Cyclists still used the road and the sidewalks as they pleased despite the lane being installed. And I haven't seen it being used since summer ended.
I don't know who they benefit. Maybe people from other communities who bike through Silver Springs on their way to downtown, but their convenience should not outweigh the everyday annoyance the lanes cause to people who live in the community.
Cyclists who are not large in number based on previous and current numbers seen on the Blvd. Summer saw a few cyclists but SS is close so fantastic pathways for bikes to use...don't need the Blvd. congested.
A very small number of bicycle riders, not wheelers as you misleadingly state. Virtue signaling.
City bureaucrats interested in social engineering and not managing funds responsibly.
Based on observed usage - no one
No one that I can think of. Cyclist generally only cycle in the summer or warm months and have plenty of other roads in Silversprings and plenty of room on the blvd. to cycle on. There are MANY more cars than cyclists.
It might have some limited benefit for the very small percentage of the neighborhood residents that actually use it
I benefits those CYCLISTS who want to cycle through SS on the Blvd and are concerned about possible vehicular traffic close to them.
This has been a nice community to live in for the past 20 years. We did not need to make these changes. The city has an agenda that does not fit what the majority of our community want. I don't think the people behind this care about public opinion.
Not sure, we very rarely see a bicycle
The few cyclists whose tracks can be seen in the snow in the wheeling lane. They are not worth the money being spent installing, repairing, putting in and moving out the flower containers, snow removal, etc.
The very few cyclists going downtown for work
Only the few people that ride bikes
Why soenr that much money on a bike path? How many bikers use that lane per day? What is the cost per biker?
What a joke. How about not raise my taxes and leave "nice to have" projects on the shelf.
I dont bike so I cant say what it has done for bikers but as a driver I feel I dont have to swerve around bikes anymore
One or two cyclists.
No one. It has made pedestrian crossing more difficult too.
The very, very small minority of the population that was vocally in favour of bikes. Engagement on this project was poor and the first I learned of it was when it was being built and phase 2 feedback was requested.
It only benefits a small minority in the community and not the many who live here.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Very few summer time bikers that do not obey the rules anyway.
The whole community! Increased active modes of transport and calmer traffic benefit everyone
Families, people who cycle
Not sure. Haven't seen much bike traffic
Don't know.
It would benefit families with children who are biking to schools and playgrounds and those people who bike as part of their daily commute.
People short cutting through the neighbourhood to access the bike trail at the end of the boulevard
From the results shown it appears to be a limited number of cyclists.
The 10 bikers
No one . I hardly see anyone biking in that stupid lane. It is an obstacle course.
Commuters. Residents. Children. Safety and access improved
No one I know of. Every silversprings resident I've talked to hates it.
My whole family.
Cyclist I suppose
Nothing.
Not sure as bike lane has very low activity. See lots of poles regularly broken. Last night in snow on way home saw car tracks weaving pattern around poles so maybe " stunt" drivers are enjoying the poles ?
Na
It satisfies the selfish wishes of a few but doesn't really provide a BENEFIT to anyone.
The few who bike.
The odd biker using the lanes
I have no idea
I see so many people in the wheeling lanes at all times of the day so they are well used and benefitting bikers and drivers.
It was a safe road for bike riding before the changes. It's a 50km or 30km fairly quiet road, and before the changes myself and my family biked safely on it for years. I don't feel it was necessary.
Not many, it's rarely used
No one. Just bikers
The minority of people that use it... and a very short few months seasonally (that arguably would not be affected if the wheeling lanes were not there)
Kids getting to school on bikes
Good question! Not motorists - so Cyclists?
NO ONE
Nobody. Maybe 5 people who bike there for 2 minutes in the morning
The 1 cyclist I sometimes see.
Not sure?
Few people who commute biking.
A very select few that occasionally use the wheeling lanes that are unable to find the many abundant other pathways already existing or unable to safely navigate a shared road due to their lack of understanding possibly?
That is my question. Who does it benefit?
The 5 bikes I saw last summer



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I am not sure who this benefits. My friends who biked to work did this before the wheeling lanes existed. I still see younger groups of kids riding on the double wide sidewalks originally designed for the bike path? Maybe the insurance companies?
I don't see any bikers, so maybe nobody.
Only those who use it at all tax payers expense.
Few that I can see.
Loudmouthed special int groups.
The very few people whom actually bike!!! And for the FEW MONTHS they actually do! Waste of tax payer dollars in my opinion
The few bikers who use it
I honestly don't know...all I hear publicly is how angry people are with them. Again, the winners are likely a tiny minority with a loud voice.
Young people who ride their bikes.
Out of community road riders use the lanes alot. Very few if any families I know use them. I am a biker, who commutes, and I do not use them. Just designate lanes with paint and stop with all the bullords that cost money and are expensive to hit.
The one person a year that uses it? No idea
It has been very rarely used since the summer. I haven't seen anyone in the lanes since mid October. It seems to benefit hardcore cyclists that cut through Silver Springs.
Very few
I'm now retired. If I was still using that route with my bike more, I would seriously love it!
The cyclists.
Bikers that commute only. Families and kids still bike on the side walk and that is fine.
Nobody. By the lack of "Wheeling Lane" usage I have witnessed, they are utterly useless.
Absolutely NOONE except the few superkeen riders on the bike lanes. Travelling this road every day, there are few riders on it. The new lanes have inconvenienced the residents of SS for a few riders.
Adding to the above: I now feel safer allowing my kids to cross on their own when trying to get to school, walking our dog, or meeting a friend. It benefits everyone by keeping everyone just a little bit safer!
the kids
I am sure bikers benefit, however, use of the new wheeling lanes make minimal impact
I'm not sure although traffic is slower and perhaps it makes it easier to cross. I seldom see it used for cycling.
Assuming you are referring to the removal of one lane each way from the Blvd. I cannot identify one person or group who have benefited. There is simply no one using the lane, no cyclist, no scooters, no skAtateboarders, nobody!
Parent and you youth walking to school? Do not see many on the bike path .
Cyclists, families,
Cyclists, I guess. I don't think it helps pedestrians with the exception of the school zones and I'm not sure about that
People biking in from other communities.
Pedestrians who can now walk on the sidewalk without dealing with those on wheels, cyclists and other wheeled modes of transport who have their own space to be, honestly everyone has their own space and it is safer and more enjoyable to travel in the hood
Bike commuters. Still likely better served with a dedicated recreation lane.
Hypothetical bikers
bikers
Just a handful of people. Silversprings Blvd. used to be a beautiful tree-lined street in our community. Now it's a train wreck with so many signs and posts. I feel sorry for anyone not familiar with it to try and navigate for the first time.
Anyone who cannot or prefer not to use a vehicle, by providing a safe place to wheel to their destination.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Not silver springs residents- Not tax payers!!
No one!
Great question!
Not a single sole, except for CITY HALL make work projects. Horrible waist of TAXPAYERS money
It benefits the amount of people who can choose another mode of transportation inside the community or connecting to regional places.
Cyclists who ride fast enough to be on the road. Slower cyclists could use the sidewalk. In other words road bikes.
Almost no one uses those wheel/bike lanes , I walk silver springs everyday for exercise, I have only seen wheel traffic on warm sunny days 95 cars to 5 bikes is the ratio
It's definitely lowered the speed of traffic, so that's a good thing.
The greatest benefit is to people from other communities using Silver Springs as access to the pathway.
Unsure
Kids, teachers with students, any cyclist. Plus drivers who are doing the speed limit. No longer have traffic whipping by you at 70-80km/h
You're looking for me to say Cyclists, which is the purpose of this survey but they constitute such a small portion of traffic compared to vehicular, it is pointless and ridiculous.
Very good question very little cycle use
No idea. The very few bike riders? Can't see ever letting small children ride bikes in a bike lane along a main road. Does it help a small minority of bike riders, but no-one else? Very selfish. Seems to be the case
the very few bikers.
children, families, commuters
Most likely no one
No one
Nobody. There are no bikes using these lanes.
The 2 people who use them!
Definitely think more people are using wheeling lanes and feel safer. It's a great idea that just needs a bit of improvement to allow easier merging. Snow has been removed from wheeling lane (thank you) but no access for merging
No one I know likes them & I've lived here for 20 years
No one.
I am really not sure. Given the number of cyclists and others disobeying I don't suspect that it is teaching children road safety.
That is the best question because I would suspect nobody
Cyclists. I'm ok with it.
Great question. Who doesn't it benefit? If you need to ask that question, then the bike lane should never have been created.
nobody. barely anybody uses it.
I think it benefits people who are trying to get to the pathways. I know people who are more comfortable letting their kids out on their bikes.
No one as far as I can tell as few cyclists use it from my observation.
It is clearly developed to benefit the wheeling lane users only and designed to frustrate drivers with ultimate goal of making them want to take public transit. The cities goal is to push for "green" initiatives while making driving in Calgary difficult
I'm not sure. I haven't heard from anyone within the community that has benefited. I have heard of one person who lives north of Crowchild Tr that enjoyed the speed they achieved on bike down the hill.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Children, families, road bikers, the community.
I have hardly seen anyone using these wheeling lanes so unsure who this benefits
Kids, families, those with mobility issues and really everyone. It forces us to slow down and not be in such a rush all of the time.
Only the bicyclists who are using it.
A very few bikers that actually use the lane. Hardly ever see anyone on it. I drive alot and rarely see bikers or walkers using it. Waste of taxpayers dollars!!!
I don't think it has made any difference. There are not any more bikes than before.
People who don't drive a vehicle. It seems in this day and age that the 1% of population is what we bow down too though!
From what I have seen living here very few use these bike lanes so only a few benefit.
Cannot imagine who
The very few bikers
No one I know. And we are three families living in the community.
A very small amount of bicyclists for a very limited number of months every year.
na
Everyone in this community. Change can be difficult, and some residents may take it as a personal affront to their freedoms not to have older options available, but in time (with tweaks here and there), the overall community will benefit.
The "greenies". I am an original owner in SS. For 48 years cars shared the boulevard with cyclists with few complaints. This "pilot" project saw increased traffic on side roads
Very Few cyclists great in the summer. Not so much in the mid winter months.
Anyone who feels safe using the bike lanes
These wheeling lanes are used by so few it is a waste of money...
A small handful of bikers four months out of the year.
I feel safer biking on the blvd
not sure, not very many bikers using it. not the vehicles or trailers hitting the signs or concrete barriers. not parents picking up their children who used to stop on the blvd and not the homeowners who now have those parents waiting for kids in alley
No one
Not a clue
I have no idea who it could possibly benefit
Many from within and from outside the community as a means to encourage cycling
Good question.
Cyclists on streets, Children on sidewalks
no one, I have never seen anyone use the lanes, there are already adequate pathways that exist in Silver Springs
It only improves a choosen few who ride bikes. They do not have to have a license or buy insurance for their bike.
It benefits the stubborn City Planners that put it in, and are too embarrassed to take it out. The engagement surveys are false engagement - it's loud and clear this has made residents extremely dissatisfied, yet SSCA & City Planning refuse to listen.
It benefits about one cyclist per day. Big expense for a seldom used feature.. Use the ridge path!
It benefits only the few bikers a day. They dont pay fuel taxes.
Maybe .05% of the Silver Springs population.
I think everyone does as it has beautified the area, love the painted murals on the road!
People who don't own vehicles.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

No idea - who does it benefit, good question.
No idea - who does it benefit, good question.
The five people that ride their bikes to commute to work especially in the winter.
Thats a goid question as I travel the boulevard often and rarely see anyone utilizing it.
I would say anyone who bikes to commute. I like the greener aspect of connecting bike trails.
The only ones benefitting are the very few people using the lane.
Nobody... the 5 bikers I have seen use it all spring/summer/fall 2021
Not sure p, don't see many bikers on it
Who? Good question? I have not seen anyone using the lanes...and when i did...the cyclists did not follow road rules...and i was jeopradized
i do not know..as i dont see anyone using the lanes...and they are complete waste of money and time!
The city of Calgary workers in this make work project. Expensive cost ration to the number of cyclists to the number of people residing in this community
I wish I knew
cyclist who think they are better then everybody else because they are green , city employees who think they are the only ones with good ideas
It benefits nobody who lives in the area---Maybe benefits a city job somewhere, and raises our taxes
That, is the big question!!! It sure isn't the majority of residents.
A few cyclists who imagine changing an entire road to suit a few is worth inconveniencing many drivers.
The body shops that repair the damage on the vehicles that keep hitting the traffic calming furniture and the insurance companies that raise the rates. That and the twenty people I have seen use it, and I am a cyclist, and I still don't use it.
My kids and other families +++
A handful of people that ride their bike may benefit from the Wheeling Lane but that is a lot of money spent for just a hand full of people
No one, but bicycles who now run the risk of being missed at a right turn
The concrete companies and some misguided official downtown, I guess
Literally no one. They are never used.
No one in this community
Not me
People who seasonally spend time outside.
Those who use non-motorized wheeled vehicles
I don't think anyone has benefited. It's a train-wreck for everyone involved. Cyclists, motorists, and pedestrians.
The very people who bike down it. All you did was help a very small portion of the population not the mass amount of the population. Waste of money. Speed bumps on silver springs road would be more beneficial. People use that road as a quick speed.
No idea.
children and families wishing to cycle together but don't feel safe on regular roads. The bike lanes suggest slower car speeds which makes for an overall safer community. Pedestrians & cyclists are now not competing for sidewalk use
Cyclists.
Not many, I have observed very few to no bicycles when driving down the boulevard
It only benefits those living outside the community who use it to cut through.
It clearly benefits those who bike. It has not increased the number of people walking on the sidewalks, in its current condition it has not added to the beautification of the road or area.
n/a

People who don't live in silver springs. Which isn't right.
Biking more because I feel more comfortable
My elderly parents feel safe using it to get to neighbourhood stores and to connect to the Nose Hill Drive pathway to reach [some parts of] Crowfoot
I feel the traffic has changed for the better for everyone.
Folks travelling to school, folks travelling across the NW from Scenic Acres, Tuscany, Crowfoot Area connecting to the River, Varsity. Demonstrates a model that should be deployed to other large community boulevards that don't need that level of space.
Students, pedestrians safer from speeders and cyclists
Cyclists - I would imagine.
Kids biking. Adults should know better.
No One

## Question 12: Any further comments?

Remove the wheeling lanes.
People have run across in front of me where the pedestrian cross used to be. The lanes are confusing to most people.
Statistically there is very little need for these measures. There's little to no proof that the wheelie lanes are of benefit for drivers pedestrians or wheelers
Our community was easy to bike through before wheeling lanes because of the wide road. Plus cyclists take the side streets to access the pathways. Some of these questions that I did not answer were very hard to understand and that's why I left them. Plus I ran out of room to finish my comments near the beginning
I think they are great addition
Please help this community out and remove them
Please keep wheeling lanes in some form (see comment above for continuous posts instead of concrete blocks. Traffic safety has definitely improved as has the safety of cycling in the area. Removing the wheeling lanes would be a very bad idea. To reduce short cutting on Silver Ridge Drive, speed bumps should be added to keep that road safer and speeds within safer limits. It is difficult to cross Silver Ridge Drive at some locations due to the traffic speed.
Please keep lanes. We see many more people using these lanes!
waste of tax payers money for very little if any benefit
Silver ridge Dr NW by the community centre towards residential sees many speeding cars with poor crossing access and visibility. Given proximity to school and high density housing please consider enhanced pedestrian safety measures.
Also secondary access to bowmont park pathways off silver crest drive has poor/unsafe pedestrian access.
The pandemic significantly skews these results. Cycle commuters may be working from home - I know I am.
All it has done is created more risk to pedestrians trying to cross. and as your data states, there is a decrease in people actually using the wheeling lanes. Has not created any improvement to safety.
The dividers are too big and could cause drivers to lose control if they rode or slid into them. Although I am okay with a bike lane the size of the lanes are ridiculous.
Wheeling lanes are a nuisance. Take away efficient flow of vehicular traffic. Create more accidents (with cement pylons). Wheeling lanes are not being used. Instead move wheeling lane up to the ample green space next to sidewalk (off road). By doing this, more families would use the bike lane. Reduced vehicular lanes creates traffic

flow issues during rush hour commute, snow events and worry if there was ever an emergency that it would be difficult to leave the community (ie massive grass fire or some other emergency event).
I believe this is not a sustainable project. Identify the pain points and resolve those while leaving the road back in its original state.
as a regular walker with elementary school children to and from school, crossing the blvd feels significantly safer - I would even trust my gr 1 child cross by himself, but definitely not on a 4-lane road. Studies show that active transportation helps increase curb appeal and house value.
These lanes need to be removed and permanently removed.
The bike lanes have little traffic. Use police to slow down traffic not calming measures that put accidents more likely.
I think that the money that has been spent for these changes was for not.... There's a lot of anger and frustration with these changes and the winter so far is proving to be adding to the frustration as you cannot see the cement barriers, you cannot see them! The bump outs planned will make things even worse! Money spent on Driver Education and Awareness would be much better spent! The data that you have provided shows that there has not been an increase in people riding in these lanes so what was the point! What a waste of time and money! Also, besides driver education I strongly believe that there should be Bicycle Education and a crackdown on cyclists that do not follow the road signs, there seems to be two sets of rules! I see so many cyclists not only in Silversprings but in other areas like Scenic Acres and Varsity that I am stopped at a stop sign a cyclists will drive right through past me which is extremely dangerous!
Needless lane to raise tax dollars in maintenance and repair. Causes more accidents in the community. Creates congestion on roads. Poorly executed at intersections. I ride a bicycle and I am NOT for these lanes.
In question 7 you are portraying a biased speeding view if you are not portraying the 15th%. There are many many ultra slow drivers also. The lanes are ok but the cement blocks create undue congestion. Paint the lanes only with no cement blocks. The fearful drivers are scared of the cement blocks and drive more poorly as a result. The lanes were plenty wide enough for bikes and cars to coexist prior to the forced creation of a bike lane. Good safe bikers can bike among vehicles.
I am disappointed that the city continues to claim safety issues to legitimize poorly conceived projects. I'm also disappointed that the vocal minority takes precedent in policy decisions
I feel it devalues how naturally beautiful silver springs is and it takes away from gorgeous features like all the green space, and the ridge.
Although i think this whole project is stupid and a total waste of funds and resources. It is slightly entertaining to watch people crash into the barriers.
Good wheeling lane look at Varsity. Who has talked to pedestrians who cross the boulevard? I have and they are not comfortable. It has to take ALL users into consideration. For me the way it is right now it has made it harder to see pedestrians and cyclists. In particular it is harder to see pedestrians wishing to cross. When I talk to neighbours and other in the community the underlying theme is similar "it is now more stressful to drive the rode". How does this improve safety? As stats show there is no increase in wheeling usage. But now the visibility is worse. I cannot believe you did not add more of those crosswalk 3 SET Flashing Lights like the one near Fire Station. Fantastic visibility and easy to know when pedestrians wants to cross. Put one at each crossing. University of Calgary has less expensive solar versions which simply screw into the concrete. I did my own "unprofessional" survey of pedestrians and they feel safer crossing when using those bright flashing LED lights.
Causing substantially more exhaust emissions as traffic flow is severely impeded by the clogging up off the traffic both right and left turning. For the 4 months a year that families may utilize this once or twice a week compared to the commuters year round needs it seems like we are going back in time. And snow clearing and accidents from all these pylons this coming winter are going to create hazards to all residents
The comparison of 2019 of the data collected are probably not a true indication of the changes as it does not include the effect of the COVID pandemic on traffic as less people were commuting. This is evident when considering the reduction in LRT usage, empty LRT parking lots, people working and recreational areas, e.g. Bowmont Park, overwhelmed with people



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Remove the lanes. There has been no tangible benefit for the cost expended. The roads are more unsafe (turning onto SS Blvd)
<p>The wheeling lane is not being plowed and has been unused since September. Don't think it will be used at all until around maybe April or May. Meanwhile, cars have to dodge the numerous poles and snow buried cement humps along the blvd.</p> <p>Turning right from Silver Springs Gate onto the blvd (by Value Village) is now complicated by the fact that you have to cross an empty lane to get to your driving lane. In addition, there is an entrance right there to the strip mall too. The wheeling lane addition has made that confusing.</p> <p>Night time driving with the reflection off all the signs on the blvd is very tiring to the eyes. And all those signs have made it harder to see pedestrians on the sidewalk. My blind spot while turning right has been made significantly worse.</p> <p>The crossing lights for pedestrians on Silver Springs Gate and the blvd by Shoppers is wonderful!! They are a better way for drivers to give attention to pedestrians than the measures being discussed here.</p>
Question 6 is confusing because Silver Grove Road doesn't intersect Silver Springs Blvd so the travel time between Silver Grove Road and Silver Springs Gate isn't relevant. The increase in use of the bike lanes is so minuscule (or non-existent) that it hardly seems fair to use my tax dollars to pay for it. I would much rather my money be spent on low income housing or making public buildings wheelchair accessible than on flowers for planters to decorate a lane that nobody wants.
As we walk and drive extensively around our area which always includes the Blvd route by 3 major intersections, the bike lanes have created an ugly distraction, are horribly underused and at times cyclists are riding against the traffic; the safety concerns with turning off the Blvd to avoid pedestrians and cyclists. In our opinion, the bike lanes have caused more safety issues, not less. As your stats prove the number of cyclists is unchanged (which is absolutely fact from our daily experience) and the speeding concern has not been really improved either. As you mentioned the Blvd was over-built so was large enough to easily drive past cyclists giving them safe space. Pedestrians need to pay better attention to vehicle traffic at crosswalks; no amount of signage or barriers will fix that problem. Traffic at the Value Village Mall with so many exits/entrance off the Blvd. has been a nightmare to navigate. Please remove the Bike Lanes!!!!!!
Thanks for providing this survey, but kindly stop wasting MY tax dollars on this virtue signaling garbage. These are not proven to be improvements so change your wording. Not like you're trying to promote something at all is it?
The wheeling lanes are not a benefit to the community and make the roads less safe and in the winter there will be more problems. If there is an accident, there is no way to get around it. If the cement barriers are covered in snow you can't see them. If your car slips the damage will be way worse due to the cement barriers. etc etc.
Statistics unusable without DATES of observations. Simple BF and AF don't tell FULL data story
This addition to the blvd. has been very upsetting in that Silver Springs was an attractive and easy community to come into before the bike lane was imposed upon us. Every comment I have heard from visitors indicates the same feeling. The turning lanes are confusing, especially for older people. Bikers I have spoken with agree that the bike lane is unnecessary. The blvd is plenty wide enough for everyone to safely ride/drive.
Please REMOVE the wheeling lanes
When I drove on SS Blvd before the wheeling lanes were installed, the traffic volume was not so heavy as to cause safety concerns for the few (and I emphasize the word FEW) cyclists using SS Blvd in either their daily commute or general cycling purposes.
<p>You don't care what I put in this survey. You simply want to sell your agenda. You claim to have gathered statistics, but in some instances I can't say that my experience agrees with your data. If you are really concerned about safety for those crossing streets, you could have put flashing lights similar to those at the first intersection on the east end of Silver Springs at street crossings that were a concern. There are only two homes in all of Silver Springs Blvd that front that street. All other homes have access roads to the side of the Boulevard. WHO is this benefitting? We already had routes to use our bicycles (I commute by bike in the summer and had no problems. These wheeling lanes were a very stupid and expensive idea that have only increased dangers for the motorists that use the Blvd. The concrete barriers are a hazard. Especially during the winter. I am only speaking about the wheeling lanes.</p>



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

<p>We have lived in SS over thirty years and loved it!</p> <p>The bicycle lanes are a big disappointment, we hope they are removed.</p> <p>We ride bikes, on the pathways, it's just a matter of time, until a life is lost. The intent was probably good , but it doesn't suit the community or enhance the neighborhood.</p>
<p>This pilot has a dramatic positive effect on my view of the community. I am happy to have it.</p>
<p>It seems the wheeling lanes haven't reduced velocity along SSBvld, even if you use the term "modest," shortcutting is happening on my street (not included in study), can't agree with the comments about more visibility of pedestrians, because we have noticed drivers are busier looking for cyclists or barriers than pedestrians, and the study shows there is not an increase in wheelers where data was collected. Seems this has been a waste of money. The amount of money spent cleaning the wheeling lanes so far this winter for the tens of bikes is a waste of money too.</p>
<p>If you want to make pedestrians safe, make sure that there are sidewalks on both sides of all the streets. Ticket cyclists breaking the laws and disregarding stop signs and traffic lights. If they want to be on the road they should be policed the same way a vehicle is. Put in more pedestrian controlled lighted crosswalks. Ticket jay walkers.</p>
<p>An absolute waste of money. Stop wasting tax per money. Whoever thought this would increase bike traffic should be fired.</p>
<p>Bravo. I am truly impressed with the forward thinking on this project. We, as a community, need to continue to build a community that is progressive and in tune with an inclusive mindset.</p>
<p>Please return the boulevard to its original state.</p>
<p>Please remove the cement islands. These just add cost to city street cleaning and hazards to drivers, cyclists and pedestrians.</p>
<p>In my chats with ppl that don't like the lanes they would like to know what the permanent would look like. I don't know what to say other than I've heard that Bowness has a similar situation. Some more specific info would be helpful.</p>
<p>This is one of the most poorly constructed surveys that I have seen. For example, while most questions make little sense (very consistent, really?), 7a is nonsensical. Frankly this appears to be an attempt by the city to claim engagement with the citizens it is supposed to serve. There is not a single person in the community that I have spoken to who was in favour of these lanes, including folks that bike. Further, almost nobody knew these were being installed before they arrived. I hope one day there will be a movement to restore roads to the purpose for which they were intended, moving automobiles. Unfortunately the city is not particularly interested in representing the citizens, so I doubt we'll see that day. I expect the results of this incoherent survey will be cut to support this project and more than likely these comments are not read, but here are my thoughts if I'm mistaken.</p>
<p>The wheeling lanes should be removed. Not many people use it. I dont see the value of it in this community. It is a waste of taxpayers money. The traffic on the boulevard has not improved nor changed by installing the wheeling lanes.</p>
<p>I'm generally in favour of bike lanes but I'm not convinced that the Silver Springs Boulevard makes sense. There are other options for bike lanes that make as much or more sense than Silver Springs Boulevard</p>
<p>Traveling the corridor feels way safer with the bike lanes, especially compared to the four lane community highways it connects to. Makes for a direct connection all the way to downtown via safe cycletracks (here, Bowness Road) and pathways (Bowmont, Bow River). Driving the corridor, I've notice absolutely no negative impact to my experience as a driver. Keep the lanes. Apply the same treatment in other communities. Just fix the entrance at the west end as the narrow curb position makes absolutely no sense.</p>
<p>A waste of taxpayers dollars. Not enough bike traffic.</p>
<p>Over what times was traffic data collected.....in which season, how many days/months, school/no school days?</p>
<p>Q6 invalid as it compare pre covid times and traffic, could use better line color definition. Q7 people slow down when they see monitors tends to invalidate data. Q 10 who tracks cyclist seen in specific areas on Blvd, I just didn't see many on Blvd.</p>
<p>Make it part of the sidewalk the lanes are too narrow for parents and kids shops school are all n one side kids bike on the sidewalk</p>
<p>Bike lane is hard to enter east bound coming from nose hill. Make entrance to bike lane accessible to incoming bikes.</p>





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

<p>The wheel lanes can be improved but they are essential for safety and commuting. Note: there hasn't been up take in using them data wise because of the pandemic and people aren't commenting to work so the pilot project should be extended to get more real world data. I have seen so many new and younger individuals using wheeled lanes with a variety of wheeled transportation. People may complain, but that's due to change resistance. The signs and barriers and changes are hard for everyone to start with but after 3 year pilot it would be more normal to see and better feedback would be provided over at least 2 seasons each.</p> <p>Example- this will be our first winter with them. I'm</p> <p>Concerned about the concrete barriers causing damage to cars when icy and hindering snow removal, let's get feedback on this and improve for next winter. Pilot projects should be 2-3 years not 1. To get feedback and beneficial engagement and modifications. Keep the wheel lanes for our safety please.</p>
<p>I am curious as how some of this data may not be fully representative during the pandemic. Many people not commuting as they would have pre-pandemic. Both driving and cycling data.</p>
<p>Keep the new improvements please!</p>
<p>No one uses the wheeling lanes and they are dangerous for accidents. In the winter time going to cause many accidents and traffic backups and no one is going to be biking on them.</p>
<p>Thank you for making this change.</p>
<p>The design is over kill and I think it makes it less safe for drivers. Just count the number of barriers and signs for different purposes in a block. It is sensory overload. Then you add more paint to the road and planters. Do drivers need to be reminded every 20 paces there is a bike lane beside you? Why can it not be like 53rd Ave. NW</p>
<p>Bad and unsafe for drivers.</p>
<p>It's winter, the snow pile between the car lane and the bike lane can melt across the road during the day and then freeze at night. The Blvd has a hill and curves. The roadway now does not dry as fast as and due to this thaw and melt now both lanes can be icy. Study on the roads that has occurred during covid, church services and related traffic very reduced right to pre covid. More cutting through neighborhoods and waits to turn onto Blvd occur regularly with increased traffic into and out of SS when churches have full services. In summary: Blvd is now ugly and looks like a permanent construction zone. Safety concerns from all the vertical poles and signs when shoulder checking to make a right hand turn across the bike lane as distant bike also appears as a vertical shape. Two reflectors per pole at night is distracting to visually monitoring bikes and their speed. I am not against a bike lane but other bike lanes in city do not have cement pads and poles!</p>
<p>There are hundreds of bike/pedestrian lanes all over the city. The only difference to a sidewalk is a yellow line. There are sidewalks on both sides of SS Blvd. A can of paint would provide as much benefit and NONE of the detractors. It is common to see tire skid marks and broken green markers weeks after their first appearance and of course the generous sprinkling of orange pylons. Certainly not the image of a mature community.</p> <p>Snow clearing? Temp barriers for calming or bike lanes will accumulate snow and ice. Melting a little during the day to allow the salt spray to cover all traffic and then freeze at night to make turning or stopping a challenge. This is not safe.</p>
<p>The wheeling lanes are excellent. We need more of this type of infrastructure and we should install more traffic calming on Silver Springs Streets.</p>
<p>Please keep the wheeling lanes!</p>
<p>Remove lane in winter, you will see many accidents due to barricades and then the road will be blocked</p>
<p>Balance traffic with wheeling lanes. take out the lanes where left turns are difficult due to one lane traffic on SS blvd.</p>
<p>Understanding the need for safe cycling, but not at the cost of rendering an intersection unusable by a simple truck and small camper as the turn is too tight! This poses huge risk to both cyclist and motorist.</p>
<p>I find the statements above very confusing. As a resident with young children who cycles to/from work I have these bike lanes to be a massive improvement to quality of life within the neighborhood. We have noticed a significant decrease in traffic speed and noise along the blvd. The reduction of the double lane to single lane with a bike lane increases our safety and comfort level when biking with our child. In addition we feel the bike lanes increase the sense of community as a unifying artery through our neighborhood that increases the aesthetic, and serves as an outdoor communal space.</p>



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Stop wasting our taxes. 3 bikes don't run our community.
People are always knocking down some of the posts and am afraid there will be more accidents now that the snow is here.
I think for the cost that this is to Calgarians it had not improved the safety of this community. I've seen so many near misses, pylons fallen over, and even accidents. I feel like that street is actually more dangerous to cars and cyclists. Not to mention It's going to be worse once the snow really starts to come down.
There are many areas where funding could be used that it is desperately needed (decreasing crime in neighborhoods or the snow removal budgets). The bike lanes, while they appear to help 32 people at the peak of their day based upon the city's statistics does not justify the expense to the thousands of Calgarians when perfectly good alternative pathways already exist within the neighborhood. Signage for these existing pathways (to help those 32 people over onto them) would be a cheaper alternative than the maintenance of specialized wheeling lanes. It is challenging to see pedestrians crossing when looking across all the barriers and poles that divide the lanes. By putting proper pedestrian flashing lights up and reopening the two lanes there would actually be an increase in the visibility for those properly following the rules of the road. There are many other ways we can demonstrate that our city is "green" that are appropriate for our climate and meet the needs of more than 32 people.
We do not need double lanes in Silver Springs. Because of the bike lanes, cars are slowing down more. Wheeling lanes are a very good use for safety and for getting around alternatively.
As the # show there is no benefit, especially in the winter
The wording of this survey is confusing to me, and appears to be developed to produce a specific result.
It has been an amazing gift to improve the safety and quality of my family's life. This is the single most important change in our community in the last 10 years that we have lived here. Bravo to all involved!!
Please keep a permanent version of the bike lanes. It's a great improvement
The numbers do not reflect an improved experience for those cyclists. Change/increased use will take time, and would also increase if the wheeling lane connected better to pathways along Nosehill.
Please don't take them away.
Stop wasting tax dollars!!
Get rid of them. Cyclists did not need them and now you have a ton of people that hate cyclists that didn't before. There was no reason for this waste of money. If there had been high vehicle/cyclist fatalities then a change would have been required, but there wasn't. They are an eyesore too and embarrassing to have in our neighborhood. Wrong idea in the wrong place. My cyclist friends all agree they were not needed and had no benefit to them commuting. Admit it was a fail and remove them and go work on real issues like homelessness etc.
Lots of bike paths...don't use boulevard...
Stop wasting tax money!!!
I do not think the bike lanes are a good add to the community, I find them messy, Post from barriers, and line of sight make them busy looking. As a biker I do not find they added value and think the additional operating costs of these lanes add should not be part of the city budget. I find all surveys and engagement meetings, are leading, and not considering removal of these lanes. Its unfortunate that even with the data showing no more people are using them that it won't be considered. Engagement nights were not advertised enough, and I was unable to make the one of the 8th, but attended all others and had so many say they didn't know. I'd like to see another meeting prior to permanent install plans being executed. Its very frustrating to see these lanes daily, empty knowing there so was so much money put into the barriers with no gains in a year where budget dollars are so tight.
Stop putting these hideous wheeling lanes in our neighborhood. There are unnecessary and lower the visual appeal and property values of the homes that are forced to view them. They are costly and hardly used. It's ridiculous.
The wheeling lanes are commonly used by people on high end bicycles that are cutting through Silver Springs often speeding through the entire playground zone. I refuse to let my 11 & 13 year old go in the lanes due to the ignorance of the majority that are using them. It's safer for them to be on the sidewalk.
I wouldn't draw any long term conclusions from the volumes in item 10 above. This COVID year has been quite uncommon! We used to see groups of up to 10 recreational cyclists charging along on their road bikes, but not so much now.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I use SS Blvd as a pedestrian, cyclist and driver. When the changes were first made I was ambivalent, however, after about two weeks I grew to appreciate the effect on calming (not slowing) traffic - especially when using the crosswalks.
Reducing the boulevard to a single lane for vehicles has made pedestrian crossings feel much safer. We also utilize the wheeling lanes to cycle around our community as a family. I hope these temporary wheeling lanes will become permanent. Thank you!
(1) Vehicles have the right to turn right on a red traffic light. Cyclists going straight ahead must stop at a red light, but we all know that many cyclists run red lights as a matter of course. This must be stopped. Suggestion: Install signs in bike lanes at traffic lights to read "CYCLISTS MUST STOP ON RED LIGHT". This would help to avoid right-turn collisions. (2) I think curb bulbs are silly and potentially dangerous. They only serve to push cyclists into the path of traffic - the very thing you are trying to avoid.
I find myself taking alternative routes through the community. I also notice more traffic on those alternative routes well out walking my dogs twice daily.
Take them out! Fix the sidewalks where there are upheavals. Put in flashing speed signs like there are in Bowness. Add bright crossing flashing lights. Decrease the speed limit to 40 kmh on the road. Ensure there are ramps at each street crossing for mobility challenged and strollers. Clear the sidewalks and bus stops in winter — not the wheeling lanes. Make the streets more accessible, not a bike freeway for the fit cyclists. These are not improvements. As a senior who advocates for those less fortunate, I am disgusted by this money- gobbling, useless, dangerous expenditure. It would be better to have bathrooms at The top of the hill at the park, and near the Birthplace Forest to accommodate the many people who use our beautiful parkland, instead of making or roads a much more dangerous place to be, either as a driver or pedestrian.
I am surprised by the 'statistical neutrality' of the change in bike usage. On many occasions, we saw families riding on the Blvd. That never occurred prior to the wheeling lane. Twice we went for rides with my 78 year old father in law. Prior to the wheeling lane, that would have never happened either. Overall, the bike lanes are a wonderful addition to our community and in addition to the safety benefits (speed, pedestrian crossing), they also add to the fabric of the community and I sincerely hope they are made permanent.
I thank the city for making our community safer by reducing unnecessary driving lanes on SS Blvd in an effort to calm traffic and reduce speeding. It is working!! The Wheeling lanes are a wonderful added bonus. I no longer feel unsafe to ride my bike on the road (before there was absolutely no space for bikes). I also feel at peace when my kids are biking/walking or crossing cross walks on the blvd on their own. I feel the traffic calming measures have made more vehicles aware of pedestrians and cyclists and they seem to be more obedient on the roads and stopping for pedestrians at crosswalks more often. The city also did a great job to beautify the main road through our community with the lovely planters. I feel proud to live in Silver Springs, as well as safe thanks to these measures. Additionally, I feel like the roads invite more than one type of user/usage. Thank you so much! I hope these traffic calming measures and wheeling lanes stay permanently!
Some of the improvements are nice (beautification/ planters, Bowmount parking lot, wheel chair ramps), but the value does not warrant the expense
If the main reason for installing the bollards was to provide a wheeling lane then I feel that was a poor choice as it is underused and expensive to install. If the reason was to calm the traffic the speeders will still speed whether there is one or two lanes. Crossing 4 lanes of traffic is always a challenge for pedestrians, flashing crossing lights would help at the other crosswalks along the Blvd. Please do not put speed bumps on the Blvd, they are hard on a vehicles front end and make snow removal difficult. I would rather see a full stop intersection. An increased police traffic presence would help as would a speed indicator especially for the west bound lane of the Blvd. Reminder to cyclists through signage to obey the rules of the road. I think less people cycle downtown these days and I have not seen groups of cyclists using the Blvd in the last 6 months.
The data is all for lower and middle SS. The questions are b=very biases towards positive use. Where was the traffic measured? I can not drive the blvd in 3.5 minutes.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

As a family, we have been riding a lot more since the wheeling lane. We have also used it with scooters as the sidewalks are too bumpy.
Calgary is a winter city. Having cement blocks will make driving on the blvd even more challenging. We just had first snow and see where they have already been run into. How will the blvd be adequately cleared? Turning from Silver Springs Rd. To the blvd, there is a cement block right in your turning radius and all this for a handful of cyclists?
At first I thought that as a driver it would inconvenience me to not be able to pass a slow moving vehicle. However that has not been the case, rarely am I stuck behind another vehicle. It is much safer for new drivers who do not have to navigate switching lanes or giving a cyclist enough space. I love it!
Put it back to the way it was, or spend the money to upgrade a sidewalk to a full recreational lane. Kids still use the sidewalks regardless of the wheel lane and bike commuters have the space to safely use one of the lanes as cars can easily see them and use the second lane to go around them. The lanes are confusing, as evidenced by the number of car accidents involving the installed barricades, and it's likely only a matter of time before someone gets seriously hurt due to the confusing set up.
They cause an unsafe amount of traffic through the school zone. It is more dangerous for the children.
I don't understand the tables presented.
Absolutely value is there - this is so inexpensive compared to adding new roads for cars.
I would like to see this study done again in three years after the wheeling lanes have become part of the community and not a temporary or new feature. I bet there will be a significant increase in people using the wheeling lanes.
Creating safe wheeling lanes is just one part of increasing usage... of course you know that already. People won't ride if there isn't safe and secure bicycle storage at their destination. They won't lock their bikes outside when they know the issue of Bike Theft is not treated seriously by CPS. The City needs to address those issue as well if they want to see higher use of wheeling lanes.
We would like to see the bike lanes remain permanently in Silver Springs. It has definitely reduced speed on the Blvd and provides a sage means of transportation for people of all ages.
Remove the Biking Lanes
Please Keep the wheeling lanes they improve the quality of life in the community.
People were constantly speeding, often about 20 km over posted 50 limit! This slows all traffic to the slowest vehicle, which is often going the speed limit. Greatly improved safety for all, in my opinion!
While the wheeling laws have slowed traffic, that slowing has aggravated drivers so they increase speed once they are off the Blvd., specifically on Silver Springs Road. Speeds in excess of 70km is common.
I think the increase in planters or more dividers for the bike lanes would be good.
I have personally witnessed vehicle damage in three instances due to hitting barricades, one cyclist/truck collision, road rage, backed up traffic, and increased Speeding in play ground zone (too much distraction to see signage). I also see empty bike lanes. I didn't find value in the changes.
Again your own data suggests very few ride bikes or use the wheel lanes , sorry most people do not want to brave the weather to ride a bike. My Tax dollars could be put to much better use . Ho about you do what the overwhelming majority want and remove these wheel lanes .
I am not a fan of the artwork on the road. It is a distraction.
If we are going to have traffic calming measures anyways, why not include the wheeling lanes in the plan? It makes total sense to kill two birds with one stone. I'm a huge advocate for it and now use that route biking more than I ever did, because of it.
Why call it traffic calming when it is only pandering to cyclists.
Please continue, give drivers time to adjust by staying with the program and ticket those who choose to speed no matter which route they take through Silver Springs. Thank you for implementing this program, it really has made a difference in our ability to ride and walk more safely around our community.
Very inconvenient for Silver Springs drivers. Can't imagine who's idea this was. Will this make houses less desirable and harder to sell in this community? Visitors to community dislike the new road system

The bulbs that are at Silver Ridge Rise hamper cars turning right onto the boul. after coming to full stop and is safe to turn. Cars turning left, must stop also but if traffic coming down boul. they must wait, thus holding up right turning traffic.
Please keep them. Moving forward YYC must provide more alternatives to the car - we did just declare a climate emergency and this is one action that can be taken to reduce carbon emissions - working towards net zero. It is low cost and makes the community safer also.
I would question the equipment that was used to collect the cycling information. I am consistently amazed at the number of people using the wheeling lanes. I ride them everyday myself and walk my dog 2-3 times a day and I see bikes on there all the time. Before the wheeling lanes were installed it was mostly adult commuters like myself but now I see kids riding to school and groups of recreational cyclists coming to ride as well.
Needless & dangerous
Cyclist and driver dangers have been introduced with these "traffic calming" changes.
Please speak to Steve at Silver Springs Auto. He'll tell you that everyone who visits his shop HATES the bike lanes!
Improve the sidewalks & kids Parks - Remove the Bike Lane
Been in the community for 30 plus years and have always biked but never needed this money wasting project. This cost could have been better spent on sidewalks that get used way more.
Your questions are designed to mislead the survey. If you think it doesn't make any difference there is no way to answer that.
I'm not aware of any residents in Silver Springs within my social network that were asked for their opinion / consulted prior to the bike lane being created.
waste of money for the disproportionately small number of people that use the bike lane compared to cars that use the road.
The time period is during covid when many people were not working so stats may be skewed. Some cyclists exceed the speed limit. I witnessed a southbound cyclist on the Blvd. not stopping for pedestrians in a marked crosswalk though the vehicles had stopped. I witnessed families pushing strollers or just walking on the bike lane, straddling almost the entire bike lane area, for no apparent reason (no one on the sidewalk) forcing cyclists to use the car lane on the Blvd. which made drivers hit the brakes to avoid the cyclists until they could get back on the bike lane. I have encountered cyclists with no lights on the bike at night and almost hit one when making a left turn onto the Blvd. To me, the lanes are more of a hazard.
I believe there is room for both two vehicle lanes per direction AND wheeling lanes. There is TOO MUCH space dedicated for wheeling. PLUS there is already ample space where sidewalks exist. Increase/improve sidewalk's where possible. The statistics clearly show the wheel lanes are not being widely used and that the benefits are not outweighing the other problems that can arise (road-rage, traffic congestion, shortcutting). Silver Springs is a suburb community and most people are driving to their place of work/errands/recreation; vehicle flow should take priority and not wheeling unfortunately as opposed to more inner-city communities. To reduce speeding, more police enforcement (photo and/or radar) is required to penalize individuals. For the amount of costs to put in the wheeling lands I would expect a much more statistical advantage...very poor showing and tough to justify, but not sure City cares and will spin this as a success despite comments like mine.
Using 2019 traffic statistics is misleading and essentially useless in this exercise considering how drastically life has changed w.r.t. working from home, number of cars on streets, etc.
Was the data also collected on weekends for how many road bikers use the lanes? Or at early hours of the day for 5am-6am or 7am commuters on bikes? Very useful for the community and should especially see so in winter when bikes have their own lane and do not have to deal with snow and cars.
Don't see value in spending further money on something that isn't used. Plenty of side streets to cycle on, this should be a main thoroughfare with faster speeds.
I think it is a waste of taxpayers money.
Please remove the wheeling lane and reduce my property taxes.
Data we have not seen are people (mostly kids) who still ride on the sidewalk instead of the bike lanes. I see about 50% still riding their bikes on the sidewalks.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I like the added bike lanes, but vehicles still drive incredibly fast on SS Blvd. Also, a couple streets are still missing drop curbs on SS Blvd making it difficult for wheelchairs, baby strollers, etc.
It's a road for vehicles and should be used as such!
I feel this new lane is a waste of money and are unsafe with all these barriers
I live off Silver Ridge Drive (south end). I have seen more traffic and speeding of cars going in either direction this past year than ever before on this road. There are blind spots where Silver Ridge Drive intersects with SilverCrest Crescent and SilverCrest Drive. Either cars trying turning into each of these roads, or ,more dangerously, people crossing the road at those corners to get to Bowmont Park. People visiting the park also park along Silver Ridge Drive and that creates another blind spot for the people walking and trying to cross. The cars come racing down the hills in either direction. I would of preferred speed bumps and/or a lighted cross walk on Silver Ridge Drive and SilverCrest Drive.
Hopefully the new council and mayor will come to the conclusion that we are wasting a lot of money trying to appease a very small percentage of the population.
Super happy with the wheeling lanes! They've reduced speed along Silver Springs Blvd, I no longer hear racing up the Blvd at night. I feel more comfortable crossing the Blvd with my 2 young kids. I felt WAY more comfortable pulling my kids in a bike trailer behind me on the Blvd. Previously, I would've been on the sidewalk as the Blvd was too dangerous. I'm hoping the wheeling lanes stay as I would love for my kids being able to use the wheeling lanes as they grow, especially as they can easily and safely bike down to Bowmont park!
Take them out
Speed humps along Silverview Way NW
does not look like it has a traffic calming effect. the cross walk distances are less but it is harder to see people crossing because of all the signs snd obstructions. get rid of them, a lot of money to install and maintain for no difference.
Just waiting for someone to get clipped making a right hand turn
The 'exposure' to vehicles at perhaps 2 intersections could be addressed with simple flashing crosswalk lights. I fear that a vocal minority of residents has pushed this project, and it is not an improvement. We had a great community for mobility already. My family and I cycle very frequently, but a dedicated bike lane was never something we every considered even when the kids were little. We have never had problems ever.
Seems to be that the results are 'statistically insignificant' for all categories. Please remove the structures, and spend the money on things that the city council,tells us that we don't have money for, like homeless, police, fire, etc
Please ensure snow removal between and around bike lane concrete barrier slabs is done quickly and with high level of completeness.
Please remove, they provide no value, are ugly and introduce more hazards than before
A waste of tax payer money
Please get rid of these lanes. No one uses them! It's a ghost town & a reminder for all of us when we look everyday at the empty lanes, of the colossal waste of money this pet project has cost. It's an ugly eyesore and confusing, especially for people not from SS. The residents feel that this was jammed in without true engagement, to fix a problem (speeding), that it hasn't resolved. Pseudo- engagement and costs incurred where no one feels listened to. Also, a safety-hazard with cars turning in front of cyclists. What if someone dies? Then we'll have a REAL problem. And the \$1000's of damage to peoples vehicles, because of these weird little barriers and configurations. The credibility of the City is at stake, just to satisfy a few zealots and the SSCA. I'm sure a speed bump or two would have done the trick, along with fixing the sidewalks etc (thank you btw). We have a lovely community with parks, walkways, & lanes. No need to spend \$ we don't have on projects no one wants.
Well done on the improvements
Remove the ugly useless wheeling lanes - put money into flashing lights for pedestrians on SS Blvd - start policing SS Road for speeders
1) Install flashing lights at SS Boulevard if pedestrians are feeling unsafe - flashing lights work for the crossing on SS Road.
2)Policing of SS Road is needed, people drive at very high rates of speed and it's much busier since the addition of

wheeling lanes.
3) The stop sign on corner of SS Road and SS Blvd needs to be larger and more visible - people DO NOT stop there, there is a bit of a blind corner and as you approach SS Blvd and cars almost run over my dog and I every day when we try to cross there.
I do not like the wheeling lanes in our neighborhood at all. We live in a city where we have winter up to Six months a year. I hard
Y see anyone using the bike lanes this time of year. This is a total waste of money and as a tax payer I am sick of the decisions that are being made by the people making running this city.
The wheeling lanes have created traffic issues turning onto the boulevard. This has been done for a wheeling lane that is very under utilized
Reducing Silversprings Blvd to single lane of traffic is a major improvement to the character of the neighborhood, travel within the neighborhood.
Take out the [removed] bike lanes and stupid calming measures they do not work! As they cause heart attacks!
Very inconsistent..i could not add my vote as the survey would not take my vote, i tried answer to all is very inconsistent!!!!
I suggest to widen the sidewalks to create a dual purpose pedestrian and cyclist lane to get the cyclists off the roads; return the major two lanes each way into and out of the community from SS Gate to Nose Hill Dr. Right hand turns from the left lane is not a safe and we have been trained not to do this. I want to see the cyclists be safe as well the motorists.
Increase enforcement of cyclists when using roads, pathways and sidewalks to ensure safety of other users
You reduced traffic flow for 800 cars so 32 bikes could use half the road during peak times? GG
Art and planters are nice though.
Your sampling of both vehicle and cycle traffic is very limited, at one time only and at one location only. What traffic calming on Silver Hill Cr? Intended to do what. Only residents use this unless Silver Hill Rd is occupied with sports activities. How about on Silver Hill Road where most now travels. Silver Ride Drive must be on another planet; do you mean Silver Ridge Drive?
The City made this community dependent on driving (lack of transit, lack of walkable services) so making it harder to drive to put in wheeling lanes that aren't necessary or in high demand makes zero sense. I do not see more people cycling thanks to the lanes, and I think they make it more uncomfortable to use the roads in this community. 0/10
Remove the unnecessary wheeling lanes
These are changes, not improvements. I am an avid cyclist and it is still safer on the side roads for getting out to paths and out of town. I still have to deal with bikes on the sidewalks. There is a lot of money being spent for ~25 bike commuters vs 1900 vehicles. The plows do a poor job keeping two lanes clear without additional traffic furniture, I can't imagine how bad it will be with only one lane and a wheeling lane, for the 6 months of the year we have snow covered roads.
These are a great addition to the community. As a paramedic, I have not encountered difficulties in passing vehicles when needed due to the spaces between the islands.
The wheeling lanes are very good for us. We bike a lot and they make SS Blvd a much better experience than before.
Flashing lights should be put up at the start and finish of all school areas.
I find all of the small pillars and planters and green coloured posts distracting and think they create a larger hazard for pedestrians
I use Nosehill Drive now to avoid the very long St.Sylvester school area
The curb lane was well used by bikes for the last 40 years while I have lived here. I did not see a single mishap, and never felt unsafe on my bike.
If we want to bike/wheeling lanes improve the sidewalks! Or incorporate them into quieter streets. They are not appropriate where they currently are



<p>I feel that a wheeling lane could be beneficial if done without the loss of a vehicular lane. I feel that we will find a lack of statistically beneficial use of these lanes through the winter causing additional vehicular frustration.</p> <p>I would also like to see directional definition on the wheeling lanes. I feel that allowing 2 way wheeling is an opportunity for increased danger for users and drivers. I would also like to see (even if temporary) measure that enforce traffic rules for those wheeling. As both a driver and pedestrian, I have repeatedly experienced near-misses due to a free-for-all approach by a high number of wheelers. I'm in favour of providing safe wheeling lanes but with the respect for rules that comes with any beneficial designation.</p>
<p>We still need 2 lanes, but I have appreciated the lack of parking on the road by St Sylvester, where there were frequently people parked illegally and pulling out onto the road regardless of traffic.</p>
<p>There is very little value in these changes. Not used enough more pedestrian lights would be just as effective. Need to find improvements to stop the short cutting.</p>
<p>As a cyclist who bikes Silver Springs BV regularly (before and after bike lanes), I have noticed an increase in people biking which I would attribute to the bike lanes. I've seen young children and parents with bike strollers who otherwise would have used the sidewalk, or perhaps not biked at all. The bike lanes are a great improvement to the SS community. Everyone should have the right to feel safe in their community, and that includes people on bikes.</p>
<p>Total traffic volume appears to have increased (depends on when the 'before' traffic counts were taken, i.e., during Covid lockdown and/or during periods when people were encouraged to work at home). Motor vehicle speed has decreased, which is good for safety. Cyclist volume has not changed, which means a lot of expense for no increase in cyclist numbers.</p>
<p>Please remove all green posts, orange pilons, cement curbs, signs for bicycles, green paint on the road, cement planters and bring back the boulevard to its original beauty.</p> <p>Driving down the boulevard is now distracting, confusing and frustrating. You might see one or two bikes during the summertime while driving, certainly more cars than bikes needing to use the road. There is lots of room for everybody without all the stuff in the way. Not sure why the city planners are removing lanes to drive in a growing city.</p> <p>Also, I have noticed drivers have hit these post and signs that are on the road causing damage to vehicles etc.</p> <p>Turning lanes have been eliminated and drivers are redirected into ongoing traffic. It doesn't make any sense. Itsall a total waste of my tax dollars and am quite angry how our money is being spent!</p>
<p>Please remove these lanes prior to winter.</p>
<p>Let's put our tax dollars toward much needed road improvements and maintenance of sidewalks, consider traffic circles before addressing a very small segment of the population.</p>
<p>Thank you for the project!</p>
<p>Need speed bumps along the boulevard in the 30 zone. Cars are still going above this and makes it difficult to cross at cross walks without flashing lights.</p>
<p>Remove the wheeling lanes.</p> <p>It was a nice test. But it's not helping how people think it would. No increase in wheeling individuals along the BLvD as stated above.</p> <p>More adequate redesign and expansion of the sidewalks into a wheeling pathway on both sides of the BLvD would improve both the wheeling access for all. And allow the adequate travel of emergency vehicles and community members of silver springs.</p> <p>The sidewalks along the BLvD are in desperate need of improvement anyway. So make that a priority and people will be happy to have some safety from vehicle traffic and be amongst the character mature trees of silver springs.</p>
<p>I feel that the impact of the pandemic falsely lowers the number of wheelers using the wheeling lane.</p>
<p>Please look to model to other communities with big boulevards, and retain the Silver Springs one.</p>
<p>I'm sick of the complainers blaming cyclists for the wheeling lanes. They were put in to reduce speeding and they're working. Regardless of whether cyclists are using the bike lane, the project has achieved its objectives and should become permanent.</p>
<p>I have seen an uptick on use of the cycle lanes over the summer - feel much safer to let my kids bike round the community using the new lanes</p>



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Wheeling lanes are most welcome, and should probably be kept year-round!
Why are these changes being described as "improvements"? Typical city of Calgary wording. These are NOT improvements in my opinion.
Speed bumps would be better to reduce speed. Bike lanes do nothing for that if that was the intention.
No Biking Lanes

## Question 14: Please explain

1 and 13 are not needed. Why do you want to keep slowing down our commutes. With these improvements that are anti car.
The map is difficult to read. Unsure what you are showing. Cannot accurately comment.
Do not understand how these are problem areas. Some of these speed bulbs will be a big concern if installed and waste of taxpayers money!
Speed hump at 15 seems totally useless as there's no traffic through there. Agree with 10 and 11 curb bulbs to slow down the church traffic to the Mormon church (always going fast through there). Agree something should be done at 16 to connect bike lanes but don't know what to do. Agree location 3 needs a speed hump to slow traffic and an additional one is needed along Silver Ridge Drive.
I don't understand why the location of #15 a speed bump? I live on Silver Brook rd and don't find that area busy at all?
Silver crest drive with poor visibility corner due to trees across from main pathway entrance. Suggest bulb so cars don't cut tight to sidewalk when heading north west around corner before approaching Silver ridge Dr intersection.
Alot of the roads that you suggest curb bulbs have high density street parking which already significantly hinders visibility, and congestion when cars are attempting to turn. These additions would cause even more issues putting cars even more into on coming traffic's lanes. The strip mall is a heavily used , and the blvd is a major access point for residents to enter and leave the community. adding more congestion by reducing into one lane is a huge safety issue. Also for the ambulance and Fire hall that uses this road to quickly navigate to emergencies this would significantly impact them during peak periods.
Silver springs road is a major road and putting these bubbles makes it more dangerous not safer It is hard enough to turn right or left from Silver Valley Dr onto the Road without having these bubbles reducing lane sizes.
The intersection at Silver Springs Road and Silver Springs Boulevard is very dangerous as motorists fail to stop.
Add speed bumps in ALL playground/school zone areas.
With the exception of the speed humps, I really don't think these measures need to be taken
Speed humps are not necessary. The flashing lights would be a better recommendation as it would help with night time and early morning crossings. Building out the curbs should not be done except at corners where there are actual crossings. In the middle of the streets they block traffic and are unnecessary.
54 Ave desperately needs curb bulbs to calm traffic. The intersection at Silverdale Dr and 54 Ave should be a four way stop, there is no reason for cars to speed down Silverdale Drive unchecked. Curb bulbs will also help here. This is our main walking/biking path to the community center and silver springs school and crossing this intersection with my four year old is scary. Cars drive very fast and it's hard to see past the cars parked on the street. We have to walk onto the road to see if it's safe to cross. Our neighbours at silverdale rd and 54 Ave installed posts on the corner of their yard to prevent cars from crashing into their yard...it's happened multiple times!!
I would like to see traffic calming on Silver Hill Road. It is a playground zone and many are using it as a shortcut.
I can only respond to the curb bulbs at 1 and 2. Turning onto S Springs Rd from S Valley Dr in both directions is absolutely dangerous. The curve in S Springs Rd and if cars are parked, line of sight is nonexistent until you are partly out in the roadway. As well, cars parked at the top of the Drive force cars turning down to move to the center



and block traffic going up. Usually, the cars making the right turn onto the Drive are going to fast and not able to see the build up of cars going up the hill.
I'm all for accessibility ramps, the push outs and speed bumps create congestion and more obstacles for cars which slows flow.
I had no concerns
It doesn't matter where you put the obstacles. People are kinda stupid and the concrete will not change that unless you drop it onto their heads.
Where is the evidence that there are issues at those locations and these changes are needed. Here again we are being told what we are getting and that is that. I bet you nothing on these maps will change, no matter what people say in this engagement.
Add a couple crosswalk flashing lights they work and we all understand them!
Silver Springs Gate needs a pedestrian crossing at the fenced dog park
I don't understand why #10, #15 and #09 were selected. Especially #10. Putting in calming bulbs and more cement might exacerbate the drainage problem that we seem to have along that section of Silver Springs Drive. There's always flooding from melting snow around one corner of that intersection especially in the winter.
Have no idea as to for locations as given. No access to decision basis.
These are not areas of SS where I drive or cycle.
Streets are dangerous no matter what community or what measures might be considered. No pedestrian or cyclist should be lulled into a false sense of security by measures such as traffic calming. Mask the danger the way you are proposing, and someone could get seriously hurt. Every motorist, pedestrian, and cyclist etc. needs to be responsible for their own caution and safety on any street and in any community. You cannot make streets safe for people. We have to focus on teaching people to exercise caution on the streets. Introducing dangers where a cyclist thinks because he has a right of way over a motorist who is turning to the right does not guarantee his safety. Placing concrete barriers in the roadway introduces dangers to drivers and cyclists who may hit one of those barriers. I am not in favor of the cost nor pleased with the results taken by the City of Calgary related to traffic calming.
It is impossible for me to answer this question knowledgeably as I have not been to many of these locations. I would imagine curb bulbs are difficult to deal during snow removal.
I don't have enough info to make an informed decision.
I am familiar with our neighbourhood, but not qualified to assess the need for proposed changes.
The only place we need traffic calming is reduce speed limit on SS Gate prior to curve so people can cross the road to bus stop. Reduce speed on S Ridge Dr btw S Crest and Drive and S Crest Crescent.
They seem to address the shortcutting and are placed where pedestrians cross frequently.
The more calming and family friendly the roads are the better
Traffic is very calm in Silver Springs as it is, regardless of what a vocal minority that are plugged into city hall might share. Maybe the money from this project can be better spent on something to help people...or maybe it will just go to a court fight in Quebec.
areas are not high concerns
I'm not handicapped and don't know anybody in the community who is so I don't feel qualified to comment
There is an additional pedestrian crossing on Silver Springs Blvd and Silverthorn Rd that needs to be better marked or flashing lights added.
location #11 should be speed hump. Same needed at Silverstone Rd.
The only key crossing not on the map is the intersection of Silver Springs Road and Nose Hill Drive. This is an incredibly dangerous intersection for pedestrians and cyclists due to the speed of cars on Nose Hill Drive. I believe that there would be an increase in pedestrians and cyclists crossing Nose Hill Drive at this intersection if there was some sort of crossing signal, or other traffic calming measure



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Pdf shows only areas not specific changes but from driving around and seeing markers, my comments are: Needed at Silver Crest Drive and Silver Ridge. Not needed at Blvd and east Silver Ridge Crescent and Silver Ridge Place . Pedestrian cross at either Silver Crest Drive or West Silver Ridge Crescent. Area 5 at Silver Crest Crescent if put in it should be on West side due to speeding traffic. I question # of people crossing at points 3 and 4.
Can't see it on that small screen
Yes, a number of these are clearly a problem for pedestrians as they move through the community. Specifically 12 is still very dangerous. Additionally the cross walk directly north of 12, south of the condos (silverthorn) is also still dangerous.
Completely unnecessary
It is dangerous crossing Silver Grove Dr and Silver Springs Blvd by the firehall in the morning. Cars heading south on the blvd and turning left on Silver Grove Dr are always in a hurry and do no look for pedestrians. Have had a few close calls there.
Waste of resource.
cannot read the fine print and legend on desk top
I find the barriers a distraction to driving. They're not intuitive. They're not consistent. They appear to be placed as a convenience (not a need) for pedestrians without regard to possibly unsafe conditions for a vehicle. The existing one at Silver Ridge Drive and Silver Ridge Cres. is an example. It narrows the road on a corner which causes the westbound traffic to crowd the center line. Oncoming traffic is at risk. If pedestrian visibility is an issue, add solar powered flashing lights on demand. Traffic calming should only be an issue if speeds exceed the roadway's design. An appropriate calming measure is a light board/radar indicating excess speed.
I would also love to see bike lanes along Silver Springs Road, along with an additional 3-way stop (01). Traffic goes so fast along this road!
This is a good start, but more calming on Silver Springs road east of the Boulevard would be very welcome.
I am in favor of modifications in areas where safety is compromised
16 is the most important to me. That intersection gets wild during busy times. Especially with access to the strip mall and shops.
All locations proposed are areas that coincide with our chief concerning locations for speeding
When are you going to fix #1. Nothing ever gets done.
My neighborhood isn't visible
I really only paid attention to the wheeling lanes.
There are 1 or 2 fast drivers for sure but that's not the majority, why hamper everyone else's ability to get around
You are not showing the location at Silver Ridge Crescent at the crossing to the ravine. This area is incredibly dangerous because people travel too fast down this hill and the sun rise blinds drivers at this intersection. As well #03 should have a legitimate crossing light overhead and not a speed bump. This crossing is hidden to people. A speed bump only works for those who know it is there. the City has been overlooking this safety issue for too long.
Site 12 is an accident waiting to happen. Please do something to encourage cars to come to a full stop here. As calm and beautiful as our community is, site 12 is a terror for me to walk each day with my kids.
Doesn't there need to be a problem before tax dollars are wasted on a solution? Silver springs is a quiet community with lower density than New communities and was just perfect. "If it ain't broken don't fix it.". This applies here. Surely there are way more important things in city to spend our money on like rising crime, homelessness, more fitness and community space, pools etc.
Nothing has improved - your data is full of holes and hardly relevant. Take a statistics course to better understand numbers you throw around as "fact". Our community is full of engineers and geo scientists - you're not going to win us over with your data analysis. It's just plain bad.
I don't understand how the ramps are located, they never seem centered on the natural walking path of the road or sidewalk alignment. I'm very disappointed in the finishing of the Silver Crest locations. Its such a waste of money,



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

that you have to come back and redo that. I heard all about the lack of communication with roads or water service. Its a disgraceful waste of city funds, and its terrible there is no effort to change those that say "thats just the way it is".
I think the plan looks good but instead of having so many on the same road, 01, 14, 13, 12. I would put one on Silver Hill Way, Silver Hill, Road and Silver Valley Blvd. The curved wind has many blind spots and there are a lot of children and pets that spill off the paths onto the roadway.
definitely yes to #12 and #11
In my experience, many of the traffic calming measures proposed are targeting streets with vehicles that are frequently traveling above posted speed limits.
See my above comments. The sidewalks were not fixed as there are still huge upheavals. Crossings have been made more dangerous as there are now more things to watch for. The cyclists I have observed using the lanes ( and there are few) are fit, able and can ride where they choose. You have, with this ill- conceived project, made the road a more dangerous place for the rest of us.
Location 01 is in desperate need of a pedestrian solution. Our kids must wait for multiple vehicles to cross every day. Most cars just zoom by oblivious to the kids waiting at the side of the road.
#8 definitely does not require traffic calming measures. It is not a major road or busy at all. Nor is #7 ..there is only slow local permanent traffic. No extra traffic moves through these areas. This is a side area of Silversprings that does not see additional traffic.
If the wheeling lanes are to be permanent which is disappointing then the other proposed changes would be helpful. My concern is that the definition of liveable streets perhaps is different for each community. As with many communities the residents have to leave it to work, shop, access services and participate in activities. Two of our schools bring more people into the community to attend than local kids. So is it more liveable to have to navigate streets with a variation of traffic obstacles and speed limits versus obeying the signs and signals as is expected?
Major crossing at the top by the fire station and plaza are not addressed.
These seem to be the busiest intersections to me
Too much traffic on Silver Springs Rd. Driving too fast too. At #01, it is difficult to exit Silver Valley drive. It is difficult to see eastbound traffic on Silver Springs Rd, as cars are parked on south side of road blocking visibility of eastbound cars that are in curve of road.
Parents drop their children off at the St. Sylvester school by accessing the back alley from Silver Ridge Drive (behind Silver Springs RD) at often excessive speeds. This back alley is in need of multiple speed bumps as there are children that either walk to school or walk to a school bus that takes them to other schools. The school has been contacted many times over the years who have then asked parents to slow down, however driver behavior has not changed. To change driver behavior the environment with which they are in needs to change.
How do these locations relate to the need for these measures?
Just not sure what challenges each area is facing.
I don't like traffic calming measures. It affects everyone because of inconsiderate behavior of a few. Police more for education, and compliance to see the streets as a community effort and respect.
There could always be more traffic calming features around schools, community centres, and retail stores.
Number 1, the intersection of Silver Springs Rd NW and Silver Valley Dr NW is completely unsafe and needs a crosswalk urgently. My kids take the bus and have almost been hit by cars many times when they are trying to cross at the corner. It is almost a blind corner and vehicles don't stop. Please please paint cross walk lines and install a simple push button light for a crosswalk for the kids who live here. Kids in Silver Valley are at risk every day they try to catch the city bus (for junior high and high school).
Other than 03, which I have experience with, i don't have enough info about other needs. 03 speed bumps definitely needed driving north toward crosswalk up a hill, sometimes pedestrians weren't seen by drivers.
I believe speed bumps slow traffic more than bulbs. A car will still speed by a bulb which causes new safety concerns

Slowing down traffic only creates more accidents, for everyone
I would add a few more around the SS Community Center (Silver Ridge Drive) and the two main intersections for the Silver Springs School across the BLVD. Also I would add the Main corner at Silver Valley Gate coming into SS, just before where the 70km drops to 50km (that bend in road should have a cross walk or traffic circle)! Help connect dog walker parks, regional bike traffic, Botanical Gardens and Bowmont Park spaces. Cars too fast here coming into community. Also will allow you to eliminate the crazy u-turn option to get to parking there at dog park.
Stop this nonsense most people want to get to work and back without a bunch of obstacles in the way.
We have repeatedly complained to the City about traffic speeding through the playground zone on Silvergrove Drive, east of the St. Sylvester playground. We have been told that getting speed bumps installed is difficult (this would be the optimum change) and we have requested that the playground sign at the corner of Silvergrove Drive and the boulevard, heading northbound, be moved further up the street. It is so close to the corner that I don't think most people see it and they don't realize they are still in a playground zone. From our observations, the majority of people going north on Silvergrove Drive speed, unless they live on the street.
Well they address some of the concerns however there is nothing planned for the Silver Hill Drive playground zone. It is a matter of time before an accident occurs due to the speeding traffic. Speed bumps would be more effective here than on a main road with a 50k speed limit.
Many are within major pedestrian crossings and bus stops. It was a good plan.
We support community safety knowing that you will implement evidence-based measures to calm traffic and reduce accidents/save lives. To my knowledge, near misses are not recorded and yet we've witnessed a number of close calls on Silver Springs Blvd. In fact, on some occasions, we feel like we have to run for our lives to make it safely across the crosswalk at Silver Springs Blvd and Silverthorn Road. Thank you again, for implementing this project.
It looks like some areas in SS have road concerns, although many do not. How about some intermittent police presence on the roads? Everyone should not suffer for a few. Also, noticed in a recent snowstorm that the bike lanes were being cleaned first, and not the roads for cars! WTH? Very unfair to the majority of Calgary drivers and taxpayers. Perhaps this 'one lane traffic calming' is someone's personal agenda or to their advantage? Hmmm, seems so, not sure
I live on the corner of Silver Brook Road N.W. There is no need for bulbs or any other "calming" measures, as the majority travelling on Silver Springs Road, live on the street or on one of the side streets. Additionally, there is already limited parking on Silver Springs Rd. Additionally snow removal was nearly non-existent last winter, what are we to expect with these bulbs as well? More taxes and less services.
I agree with the locations generally, but I would add Silver Springs Road and Silver Ridge Drive. People drive very fast and cut this corner, especially parents dropping kids at W.O. Mitchell and after Church.
Just leave as is, waste of money and resources. No wonder taxes keep going up. Trying to ruin a good neighbourhood with your ridiculous ideas
I live at the intersection of Silverdale Road and 54th Ave. I have both children and pets, and I strongly oppose any changes to this intersection. Last summer the entire intersection was re-paved and brand new sidewalks poured. If there was going to be a change made it should've been done then. However, one block down from us, there is a very dangerous intersection at Silverdale Drive and 54 Ave that we have had several community petitions trying to get a four-way stop put in. That is the intersection that should've been adjusted, as my submission to the previous survey indicated.
don't need a speed hump at location 03. Not a playground zone. You will get drivers hammering on their brakes and create a hazard. Put in a flashing light for the crosswalk instead so drivers coming over the crest have ample warning to slow down for pedestrians.
Only #3 and #16 might affect my travels. With respect to #3, something would be helpful because the cars park too close to the back lane even though there is a fire hydrant there. Visibility can be difficult for those coming out of the back lane to see oncoming northbound traffic and it is difficult for the northbound traffic to see people coming out of the back lane. I don't understand the need for 'curb bulbs' on Silver Ridge Drive. So many people park on that street, it is only one lane each way as it is.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Traffic should be "calmed" near parks and Schools as priorities and there is only 1 location on Silvergrove Drive near W.O. Mitchell and none on Silver Springs Gate and Silverdale Drive. Meanwhile, Silver Ridge Dr and Silver Springs Rd both have 4...seems unbalanced to me. Silvergrove Drive's school zone is frequently sped through and the curves in the road reduce sight-lines. More focus on this stretch is needed.
If the proposed traffic calming to connect pathways is to remove the plaza, then 100% no do not agree with this. That plaza is crucial for life in the community with the Nottinghams pub, Shoppers, gas station etc.
It may benefit the residents who are living on the streets or nearby.
I will answer yes and no. Some are not necessary.
I am not aware of every intersection, and my experience does not always align with the majority. For instance, #3 has been fine for me (I live nearby), but I can recognize the needs at #12 and #16.
Narrowing the street at Silver Springs Road and Silver Valley Drive will not make the intersection safer for anyone. There are visibility issues in both directions. There needs to be no parking in all three directions for a half block to improve visibility and also a flashing pedestrian light for crossing.
Don't need any further speed bumps or anything. We have a safe community. Changes are not needed.
Can't read the map
I believe there should be a lighted cross walk at Silver Ridge Drive and SilverCrest Drive. People cross here to get to the park and cars come speeding down both ways on Silver Ridge Ridge Drive as it is a down hill both ways. And very dangerous at the corner where people cross.
I've lived on Silver Ridge Drive for 46 years and these changes are not needed and just another nuisance and waste of taxpayer money.
I don't think geographic equality should be the concern. There are areas with more seniors, more cars, more kids that require more attention. I trust that these locations were recognized because citizens in these areas recognized the need for change.
In all parts of the city where so-called traffic calming concrete islands have been created, more and more drivers are angry and many community members hate them
Don't make it anymore tougher than it already is again for moving trucks and such to have access to residential streets.
Other than the safety person on the association, I have never heard of anyone, young families or old, complaining about safety.
For sure the intersection between Silver Valley Blvd and Silver Springs Road is a concern, specially in winter when it's icy at the top of the hill. I have seen several car accidents here over the years. The visibility to make a left turn from Silver Valley Dr onto Silver Springs Road is especially compromised when large vehicles park on SS Road to the west of the intersection. Perhaps there could be a no parking zone, or even just a huge mirror installed, like they have on very curvy roads in the mountains.
[REMOVED] off with your goddam speed bumps. They are a nusiance to everyone.
I drive very few routes outside of my usual 3 or 4, so can't accurately comment on whether these are the top concerns. Thanks. Is this really engagement when you already state "continued installation" of the bike lanes in summer 2022? Why did I even bother to fill out this sham of an engagement survey, if it has no purpose? It's very condescending for City PMs to ask for feedback when there is apparently no intention of considering the feedback in decisions. Sounds like this would be a perfect 6:00 news story about how we continue to raise taxes, & not provide services to those in need, in order to install unwanted and unnecessary vanity projects, all the while ensuring we spend \$\$\$ for the City to conduct meaningless and endless "Engagement" cycles with the community. It's absolutely infuriating.
Map doesn't really explain what is being done
Love the traffic calming idea
We should not be slowing traffic down the more idling of vehicles is more pollution in the air. Isn't climate change a big issue according to the people running this city.



Narrowing of streets is a dangerous and poorly imposed action. We choose to live in Silver Springs for wide open roads, parks and access.
I am mainly familiar with the area I live and where my kids go to school, but it appears accurate and addressing problems I have seen.
You do not value the people living here and my voice is only one of several....The whole thing is a waste of my tax dollars...and i feel you should leave us as we were before all this [removed] started!!!!
Accessibility wheelchair lanes are all fine and dandy. Has there been an evaluation of how many folks in the community are in wheelchairs or walkers? I think the parking along the Bowmont Park at the end of SS Blvd is great. I think the money spent on wheelchair accessibility is pricey again for the numbers. What about creating medical grade anti fog masks so our children can learn language, English as a second language , seniors who lose their hearing, those folks who can hear but not with a mask as well the deaf and hard of hearing? This is a need for our society more so than wheelchair corners. Any new sidewalks or repairs should include this on corners.
How about traffic volumes on Silver Hill Road (a playground zone for almost it's entire length & life. Cut-though is an issue especially when so many cars are parked for the well-used sports fields. Don't go and screw that up! Why is traffic so high on SS Rd (W of SS Blvd) and so low on SS Blvd? duh! Must be increased cut-through traffic!
Feel like more traffic calming measures need to be added to school zones. I see many people ripping through those areas even during school hours; something should be done.
I dont see an speed bumps proposed for Silver Springs Road. I know that most folks on this road would like to see less traffic (short-cutting) and reduced speed on this road so it seems these concerns were not addressed.
67th Avenue 7500 block by W O Mitchell school is a race track some days. It is a school zone and is not respected. Kids are crossing from behind parked cars and the situation can be dangerous some days
I don't feel we need bumps OR narrowing streets. A speed camera ( even temporary) would stop the infrequent speeding, for way less cost.
I do not use the area
The narrowing of Silver Valley Drive at Silver Springs Road (1) by placing a curb bulb will not slow traffic on Silver Valley Drive. It will only make a difficult intersection more difficult to navigate, for vehicles, cyclists (will force them into the road way) and pedestrians. If the purpose to to calm traffic at this location then a 3 way stop needs to be installed. Visibility coming off of Silver Valley Drive is poor. A curb bulb will not improve the safety at this intersection.
Enforce the rules of the road, rather than making driving more challenging.
The west end of Silver Ridge Crescent is heavily used to connect into the park and would benefit from Curb bulbs.
Silver spring s boulevard and silver ridge drive is a hazard. Most drivers do not stop at the stop sign at silver ridge drive and cars speed down the boulevard over the posted 30km/hr zone. I see no speed calming measures along the boulevard and this needs to happen. Speed bumps should be installed just as they have been outside silver springs school!!
I believe all playground zones should first be addressed for safety concerns with the addition of speed bumps along them all.
Keeping our children and the future generations safe should be priority 1.
Next all intersections in question should get the amber flashing lights to warn drivers of crossing pedestrians.
Solar powered speed devices are a good idea as well along routes into and out of the community.
In my experience, Silver Springs Road is overly susceptible to speeding and has few improvements
Is 10 on the north south road? We also need one on ss road along there as well
1, 14, 13, 12 are a common bike route, please ensure curb bulbs do not cause wheeling users to have to move into main traffic flow to avoid curb-bulbs. Main issue is the number of parked cars along that street and poor sight-lines at intersections. If that can be improved, and reduced speed that would be great. Silver Dale Dr NW, NBRs are a hazard to pathway users crossing. SE corner of that intersection has not been addressed. A lot will need to be done



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

at the shopping mall, near Nose Hill Dr. If placed on the north side, users are exposed to a very aggressive driveway condition. South side to Nose Hill may be better.
Somewhat. Feel like there is still a lot of conf light at the traffic lights by value village - I still have lots of near misses crossing the right turn lane from ss gate to blvd - need to slow drivers here
Once again a select few residents have had their opinions collected. In my opinion, the community made little or no effort to solicit the opinions of residents of this community. No flyers, no option for input from residents.
Please provide info- Maps that people can See & Read!! Your questions are Not presented in a manner that is easy for all to Read. Plain language not is Consistent etc...

## Question 15:

My community, for the last 23+ years, has been changed. It is no longer easy to manoeuvre through. It is difficult to turn off certain street and see oncoming traffic. I've struck the concrete medians multiple times. I rarely see the wheelie lanes used and often see the sidewalks still in use by cyclists. This is a make work/spend money thing that is of little value to most that I've spoken to. Most won't even speak up because they don't feel they're heard and even if they do they're voice isn't listened to. Most feel their voice was poo-pooed during previous consultation as well. This community was once great. For the record I tried to join the online consultation but kept being booted. Shameful that it was unavailable. Had numerous friends this happened to. Our "nay" voices were never heard.
This has always been a very desirable neighbourhood to live in as we have been here since 1988. There have not been any major problems at all until now with bike lanes, possibility of narrowing streets and these horrible bulbs at intersections which make it awful to get around corners without hitting them. Plus they are very unattractive. We know a lot of residents in this community who are so frustrated with the wheeling lanes etc but cannot answer surveys like this as they are elderly. We have yet to talk to residents here that are happy with the bike lanes etc. They are all very unhappy and would just like our community back the way it was. It was not broken to begin with so does not need fixing.
This is a fantastic area that the bike lanes made a total traffic mess of
The streets were good and now I am scared to go on them and actually use the original designs
Get rid of the bike lanes
Get rid of the bike lanes
Definitely need more ways for cyclists to safely ride through Silver Springs. Other nearby sub divisions have many bike paths for safe travels.
One area I observe high speed traffic is the corner of Silver Springs rd and Silver Springs Cres. Seems like those driving to the LDS church are always in a hurry and they cut the corner sharp and zoom up the hill - only certain times of the day
Appreciate the accessibility measures for wheelchair users on the sidewalks. Wheeling lanes are not able to be utilized safely or at all in the winter, the large concrete pillars in the wheeling lanes are unsafe for the winter, the money to up keep is not worth it
Would like to see flashing light indicators for pedestrians crossing Silver Springs Blvd @ Silvergrove Dr and 72ST. Lots of children crossing here for the schools in the neighbourhood.
I am frustrated because in the original questionnaire prior to the changes that have been made to our streets there was no opportunity for comments, input or suggestions. All you could do is give the input the city was looking for. As I indicated earlier the cost of installation and maintenance are not justified especially when taxes are being increased.
Appreciate trial projects and requesting input. Thank you!
Thank you to the city of Calgary and the SSCA for their work on this initiative. These types of initiatives are valued and bring a diversity of safe and effective travel options while not significantly impacting travel times.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

All that the measures have done is create a lot of confusion. Lots of blind spots and distractions. And wasted lanes that could be used for the community to continue enter and exit the community in an efficient , safe manner.
The planters and art are nice but just adds distractions to motorist, bikers and pedestrians.
Wheeling lanes don't work as intended. Created more accidents in community. Families don't feel safe using wheeling lanes anyways. Add speed bumps to all playground zones. Communities should have 2 efficient entrances and exits to accommodate snow events and any potential emergencies. Everyone I have spoken to HATES the wheeling lanes.
Thank you for this work. Please keep the wheeling lanes in Silver Springs.
I agree that shortcuts to evade 30km/h zones can be frustrating as a pedestrian on these secondary roads. Perhaps some further speed calming can be addressed here. In addition, some general education flyers/social media blurbs/neon signs can have simple info such as "you will save ** seconds by driving an extra 10 km/h *(usually negligible time diff) but decrease your ability to stop for unexpected pedestrian by xx seconds (generally significant, detrimentally).
Any other comparable tools to help calm agitated drivers are helpful, as a lot of ppl are late driving through and just naturally speed and look for shortcuts.
Thanks for keeping this project long term! It is spreading good cheer to many of us active families - many of which are likely under-represented in surveys as they are busy being active ;)
Get rid of the bike lanes. There are not that many people who bike and many use the sidewalks anyway. Pedestrians and bikes have always shared the sidewalks effectively and has never caused any real issues. Bikes on the road are visible and easily avoidable with standard switching lane tactics.
Love what has been done so far and am really looking forward to seeing more.
I think this was a very poor decision. R%eminds me of the old saying the "Lunitics are running the funny farm"
The planters offered better visibility for drivers and less cars were hitting them then the low concrete blocks with the green posts. I feel larger barriers will assist drivers; especially those who do not like the wheeling lanes.
I think that the wheeling lanes need to be revisited..... and the addition to the curb bumps should not be done! If the wheeling lanes have to stay then they should be redesigned making them not as wide and having NO cement barriers like Varsity NW. Just because you added planters does not make them look better, it just reenforced how ugly the whole thing looks. We are just entering the Winter and it is very dangerous driving along the Blvd. As you can no longer see where the barriers are! IT IS VERY DANGEROUS!
Really rethink the access additions in the lower shopping center.
Where were you when we asked for a pedestrian light at the Blvd and S Springs Rd?
Not a fan of the bike lane. Waste of money. Traffic is definitely more dangerous around the shopping center with the reduced lanes or get rid of the one access point.
Do not implement change that will required addictions and I refer maintenance, like the bike lane. Not enough cyclists in silver spring to come close to justifying this waste of money.
If you have to spend money on this I'm supporting of accessibility ramping, and painted only bike lanes. The cement blocks and bulb push outs create congestion. The major issue that is not addressed at all in this is the "u-turn" to the dog park. It would be simple to push out a southbound lane into the median to create a turn waiting area.
Wheeling lanes are a solution looking for a problem. As an active family of cyclists we have never had any difficulty getting around our community. Please return Silver springs Boulevard to the way it was.
Snow removal is more difficult to do properly with more obstacles in the way. The sewer drains will have a bigger load and the one by my house already needs plenty of extra maintenance from backing up and not draining properly.
Most of us have homes that are liveable and mainly use the streets for travel. Are we trying to increase the homeless population?
I think to create liveable streets you need unbiased information from all members in a community not just a select few with their own view. A lot of the choices being made to do not reflect the reposes made in previous questionnaires. I never saw a question about the need for a wheeling lane. Also your first question about how city should choose communities also shows bias just by looking the wording and limited options. A liveable community is a community where everyone feels like their concerns matter and are "honestly" taken into consideration. Where members love to spend time walking, biking, driving in their community. I love the wheel chair accessiblity. How

about thinking of the pedestrians and providing those 3 SETS of Flashing LED Lights which includes the lights in the middle on the boulevard. What is that we keep hearing "the life of a person is worth more than money". Safe streets does not only mean slowing traffic down it means better VISIBILITY.
Implementation the wheeling lanes cannot be a replacement for active law enforcement if an issue arises. Do not encourage bad behaviors such as school children causing and creating distractions in the road with their "art". Educate children and adults in how to use roads safely, be responsible for themselves and that it is not for playing and recreation such as art and messing around.
Except for the bike lanes. This is a wonderful community. We've lived here for years and have never felt unsafe walking on the BLVD Or other locations.
Why are cyclists allowed to ride on the road, the sidewalk and the wheeling lane? Can pedestrians also do the same? Walk on the road? Consistently see the same cyclists riding on Silver Springs Gate on the road despite there being a perfectly good bike lane on either side. Even in the summer when there is no snow. What's the point of a bike lane if no one is using it. (As is the case right now.) If the bike lane is here to stay, remove all those signs, planters and cement humps. Make it like the bike lane in Varsity along 53rd St NW. I drive that road throughout the year and never have a problem watching out for the cyclists or anyone in that lane. My visibility is great; I can better predict what cyclists are doing. I'm extremely careful passing them; I never feel impatient with them or the need to hurry. I can also see pedestrians and dogs on the sidewalk well. Driving the blvd in Silver Springs makes me irritated and confused and constantly worried that I can't see something.
Put up a blinking light pedestrian crosswalk at Silvergrove Drive, the real problem intersection in Silver Springs and something the community has been asking for for 30 years.
I would rather spend the funds on traffic lights at current uncontrolled crosswalks and addressing traffic concerns exiting silver springs mall left turning onto silver springs boulevard.
We very much appreciated the upgrades to provide wheelchair ramps, sidewalk repairs and the road paving this past summer. Our community needed these repairs/upgrades and can justify the cost. The bike lanes and even the proposed curb bulbs are an expensive unnecessary waste of money. Walkers/cyclists continue to use the very wide sidewalks along the Blvd and on the extensive pathway system along the river valley and Bowmont Park. Would agree that a speed hump in strategic locations like the school zone on the Blvd would be a good idea.
1) The statement "Silver Springs Boulevard NW is the street where most residents felt unsafe travelling as a pedestrian" is a complete fabrication. Whoever made that up needs either to stop lying or actually walk along it sometime. After 30 years as a resident no one I know has ever told me that . 2) Travel time and traffic calming was never a big concern for most in the community imo after living here for 30 years, and those curb bulbs... the snow plows just smash them onto the sidewalk. How safe is that? 3) Speed humps OK where absolutely required but consult with ALL the residents in each exact location. 4) Wheelchair ramps are great. Thanks.
We want to make travel in communities safe for cars and also people. These measures are not taking into account vehicles, only people. As speeds in communities are reduced then over time I think the situation will resolve. Having ramps, that is great. Speed bumps, narrow intersections, wheeling lanes do not help things to move smoothly in a community and only cause more issues and challenges.
This seems to be a solution looking for a problem; and expenditure of public funds for a want as opposed to an actual need.
Please remove the bike lane. It is a complete waste of out taxes.
My biggest concern has to do with the intersection of Silvercreek Way and Silvercreek Drive. Due to the new Habitat for Humanity project, traffic at this uncontrolled intersection has increased significantly. In many respects, due to vehicles parked along Silvercreek Drive (south side), it is a blind intersection and this increases the risk of traffic accidents or "close calls" by a significant amount.
The streets were livable before. You think that you can make the streets safe for people, but there are dangers that will always be present where vehicles, bicycles, and pedestrians share space. Caution by all three groups needs to be exercised to be safe. Your attempts to enforce caution are misguided. Making someone "feel" safer on a city street does not guarantee their safety. If anything it may support less caution to be exercised by those most vulnerable (who are not behind the wheel of a car). People need to take responsibility for their own safety.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Reducing the onus on any one group to exercise caution is a mistake. City streets present a danger that will always be there regardless of the measures taken for "Traffic Calming". You haven't removed a danger, you are only masking it. Giving a cyclist the right of way over a vehicle attempting to turn right at an intersection exposes the cyclist to a very real danger of a visitor, not familiar with the area.
Our policy is, if it's not broken, don't fix it. We tell our children to pick up their toys, so they don't fall and trip. Now we have our street littered with obstacles that are a trap for older ones, and danger for cyclists. Please return it to normal.
We need more bike lanes. More wheelchair ramps, and more walkable spaces. Space needs to be taken from motorists and prioritized to pedestrians cyclists and other non motorists.
The wheelchair access ramps at intersections are understandable. I have noticed that the bumps on the yellow mats have broken off during snow removal. It seems that our community has a very vocal group who are the relatively few that support wheeling lanes. We live in a city that has snow for a good portion of the year. There is no need to spend money on these lanes. Ward Sutherland told me that they would cost very little as the city had the barriers in storage. They were paid for by we taxpayers. I can't believe the number of crews who have been adding and removing cones, repairing barriers and signs that have been hit, doing maintenance and now snow removal. Statistics show that during the warmer months, when we saw the counting being done, there was not a significant increase. Numbers of wheelers will go down now during the winter months. Please remove the wheeling lanes.
STOP WASTING TAX MONEY ON STUPID PROJECTS. Put in more useful parks if neighbourhoods want to have places to meet. Implement these changes in new developments. As older neighbourhoods start to see condo and apartment infills, reducing the traffic lanes is going to lead to congestion as Calgary transit is terrible. Stop prioritizing snow removal on the wheeling lanes and disregarding icy side streets and hills. Having the wheeling lanes scrapped down to pavement everyday is ridiculous when the main street and side streets haven't even been sanded.
DO NOT TOUCH NOSE HILL DRIVE. THE TRAFFIC ON THAT ROAD IS BAD ENOUGH WITH TWO LANES, ADDING A WHEELING LANE ON THIS STREET IS DOWN RIGHT IDIOTIC.
Only spend money on essential projects. Stop spending money as if it grows in trees.
silversprings road the section between silvercreek park and start of bowmont park has a light pedestrian crossing. can it have sound added or speed bumps approaching. cars often are approaching quite quickly here and feel a bit unsafe waiting to cross
The cement barricades have made the streets less livable.
Livable streets go beyond any single community, information on how our piece fits into the larger whole would be great and would help people focus on the positives.
Get rid of the bike lanes!
I'm all for it
Streets are not meant to be liveable, they are meant to move cars. The city should focus on having high quality, paved roads with no potholes, not a vanity project to encourage people in one of the geographically largest cities in the world to ditch their cars.
I think you are doing a great job. These changes need to happen. I would like to see traffic calming measures on Silvergrove dr as well to stop people from ripping through the playground zones.
I would like to see bike racks and better pedestrian access to the plaza at Silver Springs Blvd and Nose Hill Dr. in addition to some beautification of that entrance into the community (signage or landscaping).
Yes I want a Stop sign at silver valley dr and silver springs road
Would love to see similar treatments in Dalhousie.
If on-road wheeling lanes are wanted, change design to what exists on 85 St in Bowness.....painted lines on asphalt, no concrete obstacles. Install digital radar "Your Speed" signage at critical locations on SSBlvd and on Silvergrove Drive.....it works on 85St in Bowness and on main corridors in Tuscany. Speed data (#7) does not show statistical change before and after wheeling lane. Speed change (#7) and use of wheeling lane (10) does not justify cost&maintenance of wheeling lane. Furthermore, increased short cutting traffic onto other streets (volume and speed) due to traffic wanting too avoid SSBlvd creates more danger in the

community because those streets have higher speed limits. It seems that wheeling lanes are an extreme attempt to calm traffic on SSBlvd while other options could be more effective and safer....crossing lights, digital speed signage and/or speed radar camera, speed humps. I was an all-season bicycle commuter out of Silversprings riding streets/rod
I don't feel that you have had accurate representation from the people living in the community. During an online form it was clear that an organized group of bike enthusiast (some didn't even seem to live in the community) group controlled the meeting. Many changes were made that don't seem relevant to the community. Much of the feedback seems to come from vocal groups not a strong cross representation (Check out the Silver Springs Front Porch Facebook page for a better cross representation)
As it exists I no longer walk on the pathways along the river banks due to the high volume of cyclists most don't know the rules and if they do they don't follow them i.e. speed over 20 k and failure to use bike bells. Adding the bike lanes on the Blvd also impacts emergency vehicles as people do not know how to pull into the bike lanes. Any study done on impacts? When cost concerned I only heard the the city had the temporary assets to install but failed to mention labor costs. In this day, city priorities should be on the opioid crisis and housing for the poor. We in Silver Springs are pretty dammed privileged to live in what is already a great community.
Instead of the bike roads we should have had speed bumps
I do not like these changes at all as I feel they are a real distraction while driving
Traffic noise on silver grove drive is excessive. Especially between blvd and silver springs road east side of f st sylvester going up the hill. 4 way stops at intersections in front of at sylvester which is a major child pedestrian crossing and daily car commute crossing would slow traffic and make crossing safer for cars and pedestrians.
I am in favor of the wheeling lanes. I think they have made Silver Springs Boulevard NW a much safer street for both pedestrians and cyclists.
Take out the bike lanes and don't make and speed bumps are stupid streets.
Think about it also from a driver's perspective and try and balance safety, alternate travel options and ascetics.
This is a good place and please leave it alone.
Please give us back our beautiful tree lined Blvd in Silver Springs. Have a bike lane like Bowness road, Brentwood road, Charleswood Drive to name a few ....all have bike lanes without poles or cement blocks. Make sure pictures are being taken during the winter climate and what a mess it is right now Dec 14, 2021 on Silver Springs Blvd. Previously the road would dry off very quickly after being plowed. Can't imagine the increased costs now of maintaining road and separately the bike lane.
I am not against a bike bike lane but I do resent hijacking our neighbourhood as a school project with the university.
I do love the art along the Boulevard
4 lane divided roadways are safer than 2 lanes. All Silver Springs residents paid a premium for these safer streets. I am enraged that a minority feels it can deprive me of the safety that I chose and purchased in 1973. Woke is a four letter for stupid.
Yes, the intersection at Silverdale and 54th is super sketchy. It could use a four way stop.
Some traffic calming on Silver Springs road would be excellent. Parent dropping of at W.O. Mitchell and Church traffic is amazingly aggressive. Bump ours at corners or a Jersey barrier to prevent cars cutting the corner would be welcomed by a lot of residents.
No they where fine the way they were. But if these bike lanes have to stay I would like to see a concrete boarder of trees the whole way down the blvd and not at the expense of the community but all communities.
We live on a very small cut-de-sac near St. Sylvester and people often use our street to turn around on which makes our street busier than just the people living or visiting homes on the street. This would be fine except that the people who use it turn around on, drive very very fast to do so!!
It's possible that a traffic light would be excellent at Silvergrove Dr and Silversprings BV. It might make access to and from the strip mall less stressful. I've nearly been hit several times walking across the driveway with my dog.
Thank you for this investment and installation. It has been a joy to watch the flower planters flourish, the art work evolve in front of the school and individuals, families and friends enjoy this shared space!



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Please dont do anything stupid. We need our vehicles to get around. We live in canada average yearly temperature is cero degrees.
When are you going to fix the intersection at Silver Springs Road and Silver Valley Drive? It's ranked as the #1 concern and you seem more concerned about street art than safety. Put up a bunch of no parking signs and problem solved.
They seemed pretty awesome before all these changes! I had no idea that we had a speed or congestion issues and drive that road daily. I hope you can find what you're looking for!
Create more signage to the existing pathways and parks within our community to eliminate the need and expense to reduce our roadways. Increase education in the schools to teach children about road safety and then trust individuals to follow the rules of the road without having to spend thousands of dollars making it "simple" for everyone.
Keep the bike lanes! We do not need double lanes streets in Silver Springs! Plus so have noticed people slow down since they cannot pass others as easily with one lane.
We have a great community just as is
I agree with the traffic calming on the internal streets the accessibility measures. The City should be spending the money used for the wheeling lanes to repair the uneven double wide sidewalks on either side of the boulevard and replacing our trees; this would make our streets more liveable.
Bravo to the team on these bike lanes. An AMAZING project! Phenomenal idea!! I am so sad our community received such negative attitudes toward this project from other people. It is truly amazing an amazing , worthwhile, and beneficial project that we will benefit from for many many years to come. Thank you!!!
Wider sidewalks (I realize this isn't possible)
The sidewalks in the entire neighborhood are quite narrow. Perhaps something to look at in the future?
Pave Silvergrove Bay and add wheelchair ramps to the curbs. The street is difficult to have children play on since there are 10 kids under 5 in the cup de sac
Intersection of Silverdale and 54 Ave should have a traffic calming circle
More trees, lower speed, more bike lanes.
They are all perfect. Leave Silver Springs alone.
Thank you for making our communities more livable and safer for everyone. I am sure there are lots of haters and maybe you are just a BA collating all these comments and they don't really mean all that much but whoever is running this program and to everyone involved - thank you!
The streets are amazing as they are - one of the reasons our community is so good already. Quite trying to fix a problem that doesn't exist. Your time would be better spent in the suburbs where the streets truly aren't liveable.
By allowing Value Village in the area, you made a problem. More cars, caused the traffic problems. It was fine before. Plus this whole survey does not mention cost, and how much these changes will affect our property tax.
Creating liveable streets means for everyone. Not just change as a trial for the community. I aplaude the wheelchair ramp install, for young families and wheelchair access. I don't think making roads less usable makes liveable streets, not does painting road ways beautify the community. Planting more trees, building connecting pathways, cutting back on overgrown 40 years old trees that block line of sight, fixing existing infrastructure (like heaving or root cracked sidewalks) would be things I would like to see to make my streets more liveable.
You should lower the speed limits on some of the busier streets or those with blind corners.
I dislike the stop sign and the south end of Silver Springs BLVD.
I do hope the City will consider adding traffic calming measures to the Silvercreek Drive --> Silver Grove Drive NW route between Nose Hill Drive and Silver Springs Boulevard. Vehicles frequently drive above the posted speed limit through here, and there is no designated crosswalk to access the pathway system at this intersection.
Put in more flashing cross walks and take away the wheeling lanes.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Take out the wheeling lanes. Lower the speed limit to 40 and enforce it. Put bright flashing lights at crosswalks (like the one in front of the Bownesian in Bowness, on Bowness Road). Put flashing reminders of the speed limit in the school zones. Clear the sidewalks in winter, and keep them ice-free, and do not put the money and staff into clearing bikepaths used by the privileged few who are fit and can look after themselves.
I am very thankful for the City and SSCA's engagement and action on liveable streets in Silver Springs. I love this community and welcome the changes and improvements so far, hopefully with more to come in 2022.
To me, livable streets means safety first! The more we can do to calm traffic and allow pedestrians to feel and be safe and more visible the better. Also, if you make community roads more accessible to different modes of transportation, more people will consider different modes, which in turn benefits the environment, people's mental and physical health and well being, and the attractiveness of a community! Traffic calming in our neighbourhood also benefits drivers, keeping them and their vehicles safe!!
I believe residents should have mail in surveys rather than internet Not enough initial engagement was provided. Also no data has been collected for winter weather. That needs to be assessed first.
Crosswalks at major intersections. Too many drivers speeding and/or not paying attention (blowing red lights)
I have never felt the streets were unliveable. I think the curb ramps should be a part of any community and am glad these were upgraded. Additional traffic calming measures may be necessary to decrease speeds but I think the community should have a bit more input. It has been difficult to keep involved during COVID restrictions and I know the city feels that the community association is the voice of the community but I think the residents would have liked more input in the wheeling lanes for example. I have not heard any positive comments about them especially at intersections. Thank you
In the near future something is going to be needed to be done about car density as more members of growing families have automobiles (likely electric) but no place other than the street to park them as back lanes and garages can longer handle the volume.
I am disappointed that the survey did not try to find a balance between needs of the driver and the needs walker. The BLVD is a only major connector and it is now more difficult to use. I now drive through a playground zone to take the "Back way"to get out of the community as the blvd is a less usable option. I don't think that was the intent of the project.
I am VERY concerned that nothing has been done to control the traffic of St-Sylvester school onto our back alley. My kids have to cross the backalley to get to their bus stop and I cannot let them go on their own as people are speeding in our back alley to drop their kids off to the St-Sylvester school. I would love to have at least speed bumps in our alley or to redirect traffic. Also at certain periods of the year, it is even more dangerous because the sun shines in the drivers face and limit their vision. We are now a lot of families with children living on Silver Springs. I wish our children could be more safe in our back alley. Please assess in mornings 8:00-8:45 and 14:50-15:45.
More flashing crosswalks areas
The cable fence along the sidewalk along Silver Springs Blvd is on the wrong side of the sidewalk. It blocks access between the sidewalk and the calm/slow/community streets that have homes, and allows access to the faster/busier Silver Springs Blvd that has no homes.
I am not in favor of speed humps, I do not find they are helpful, as drivers will brake suddenly in the middle of the street and a driver behind them will not know why. Then beyond the speed hump drivers are forced to accelerate in order to get back up to the speed limit, but usually end up going over the speed limit. I think is is better to just stay at a constant speed. Other calming measures are more effective.
There is a school bus stop at Silver Ridge Drive/Silver Ridge Green green space, parents dropping their kids off at St. Sylvester drive at excessive speeds past this spot. If the reduced speed school zone could be extended further to the north to include this bus stop that would increase safety.
Stop allowing biking in Bowmont park. They always go very fast down hills and cause problems. In the very least there needs to be speed bumps or bike lanes in bowmont park.
Love it - keep going.





# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I see the wheeling lane as a good first step & hope that it will connect to nosehill drive. For example I would like to safely ride my bike to crowfoot shopping area. I really appreciate that trail is plowed in winter. Also needed is secure parking at crowfoot & value village/big sky lot.
Please provide some type of calming measures at the intersection of 54 Ave nw and Silview way nw. So many cars fly around that corner. Dangerous situation with the park being there. Reduce speed to 30 km around Bowmont park.
The City should follow the lead of other major city's in the world and drop speed limit on residential streets to 30 km/h.
Need police enforcement to stop speeders on the Blvd. Keep the bike lanes!
Leave our SS community alone- it was perfect the way it was. Remove the Bike Lanes.Improve the sidewalks & kids parks
Reduce speed limit coming down the hill from St. Peter's church, school, past the Firehall & on to Silversprings Blvd.
Please don't cave to opposition. There is nothing but upside from the changes
This has been a great project for the community. Hopefully just the beginning of making our streets accessible for everyone.
The overall speed in the district is still pretty high. There still seems to be a lot of cut through traffic on Silver Springs Road to Nosehill from the Blvd. and from Nosehill to the Blvd.
Five decades ago I came to SS. It was scenic acerages and horses and a few homes. The Planners , surveyors and engineers did a beautiful job to design and build SSB as the community grew. The road has been safe for all for decades and to this date. Now the new generation has made absolute crazy changes throughout the entire city streets, all lanes have become one lane . IS there less traffic in Calgaruy today??? Horrible planning and at a terrible cost to taxpayers. Its become far more dangerous and costly to all drivers. People will certainly die in accidents from thgese one lane roads. think hard about it. Samefull!!!
You might want to consider that the main intersection at Silver Springs Gate & Silver Ridge drive does not need the 4 yield road turn corners anymore. We should close these four parts off and expect the traffic to turn at 90degrees (as there is two lanes there) at this intersection to allow for reduced speed around these turns and the double places for vehicles to hit any pedestrians crossing. Especially with bike lanes, these are not needed. Please also look at crosswalks at the median which are clearly intruding in the middle of the crosswalk forcing people to up over in the middle? or have to go around and outside of cross walk!
Life and mobiltly was much better before you started , the wheel lanes and changes to silver springs , put it back to was .
The way that the wheeling lanes have been designed make Silver Springs Boulevard uncomfortable to drive on and the concrete dividers are a driving hazard. Unless the design of the wheeling lanes is changed significantly, we are not in favour of them remaining and using speed bumps or other traffic calming measures would be a better action to take.
Where there are playground zones, make those signs electronic. I believe much of the speeding in those areas are because people don't see the signs. Electronic signs will help that.
I feel like they have missed the point, streets aren't more liveable for the average motorist.
A waste of taxpayers dollars
Please engage the police traffic division to randomly monitor compliance with the new 40km speed limit on side streets in Silversprings. We really appreciate the added beauty the planters on the Silversprings Blvd. created. Thank you for all you are doing to make our community safer and more aesthetically beautiful!
If people stay walking on the sidewalks and cars driving on the roads, I can't see what the problem is and no different than anywhere else. People must be responsible for their actions or there are consequences - tickets, fines, death etc.
Silver Springs is not race city. If concerned about speed on boul. put photo radar on and catch the speeders, but keep our community user friendly without speed bumps, bulbs and wheeling lanes.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

The new separated wheeling lane is excellent. Please keep it. I can now ride to my office downtown from my home on safe biking infrastructure the entire way. This is amazing.
Travel times in and out of silver springs are not significantly affected by slowing traffic down in the neighbourhood. Ensure that easy access for pedestrians and cyclists is a priority as it does not negatively affect drivers in any way.
Please keep the wheeling lanes! They have drastically improved the quality of life for our kids and give them so much more freedom to move around the community by themselves, safely!
Remove bike lanes. Do not put speed humps on major roads. Put flashing lights on Silver Springs Blvd intersections (i.e. same as on Silver Springs Gate). If needed, widen and divide sidewalks on SS Blvd to separate pedestrians from wheelers.
Fix the Sidewalks & kids parks. Remove the Bike Lanes
Liveable streets is what kind of a word, we use the streets to get to work and the like, making it harder for us to do that is not needed. There have not been a large amount of bike accidents so why create a solution to a problem that's not there. Stop wasting taxpayer's money.
Travel on the boulevard can feel dangerous. The visual distractions of all the barriers can give more spots for pedestrians to be difficult to see. Many users of the wheeling lanes do not follow rules of the road. Traffic measures should still take into consideration vehicles. The wheelchair ramp improvements are very welcome. Enforcing existing rules would be a big benefit to having liveable streets.
It a wonderful neighbourhood. Remove the bike lane and leave the rest of the neighbourhood as is.
The streets are just fine. Spend money on fixing and upgrading the existing pathways instead. There is no need to have bikes and skateboards on main roads when they can easily use the side roads where there is barely any traffic. Do not do to our community what was done with Bowness road. I'm a biker and I avoid that road at all costs. I bike through the neighborhood on the side roads.
I had a bit of trouble processing some of the questions. Without a map it was hard to visualize what the statistics meant...
Again, too much emphasis being place on biking in our suburban neighborhood. The vast majority of people are driving and the numbers of wheel-lane users doesn't appear to justify the costs (both financially and negatives including shortcutting and congestion). Our community is older and has the benefit of wider roads and sidewalks that new communities don't have. We should focus on improving the already wide sidewalk areas and keep the road ways for vehicles. Request more police presence near/in school zones where it is needed to deter speeding. Also, the timing of stop-lights has changed and drivers are smart enough to know that if they speed they can make the next light and reduce their travel time. Smarter light timing (not just in SS's but city wide) would reduce the need to speed and "calm" drivers more than these other ineffective pilots.
I believe the bike lanes were a city council-driven project. The traffic calming measures outside of the blvd most likely reflect the true feedback from residents, and it is nice to see they are planned for 2022. The concept of improving the community by engaging the residents is a great one; however, the bike lane project was pushed through under the guise of community engagement. It has frustrated many of the residents. Seniors do not benefit, and have increased stress about driving in the community. New drivers and learning drivers (learner's license) are very confused. The cement blocks along the blvd are unsightly and dangerous - square vertical profile (as opposed to rounded), intermittent, buried in snow - create high risk of bicycle and/or vehicle damage. Extremely hostile design which will hopefully be removed in 2022.
No concerns or needs for further traffic calming
The wheeling lanes should be much narrower, no allowance for 2 bicyclists in the wheeling lanes. No planters where the wheeling lanes are.
Remove the wheeling lanes, reduce my property taxes. This was a huge waste of money with little value to the neighborhood.
The angled parking has created an overload in traffic and has made it inconvenient for those who live right beside that lookout. Including putting a stop sign at that corner was not necessary. It should have been a tiled at most. It is



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

a co-effort to keep streets safe. Minus the parking, every change has made the route for cars an inconvenience as well as more unsafe for driving conditions.
Again, I appreciate the bike lanes and feel that they are well-marked, so I suspect that the small but vocal number of people who keep driving over the green markers and getting into accidents are suffering from poor driving skills or a lack of attention while driving rather than any issue with the road itself. Thanks for your hard work!
This assessment should come out again after winter. The design is going to cause traffic issues when we finally get snow.
Great community. But with the addition of parking spaces along Silverview Drive there are way too many people driving in from outside the community to use Bowmont Park and they are not very respectful of the neighbourhood. i.e. garbage, not picking up their dog's business, lots of loud traffic. If there is no parking spaces available, people are now parking on residential streets creating more traffic concerns.
More speed enforcement by the police on the through streets. Flashing lights at all crosswalks across Silver Springs Boulevard within the Playground Zone.
Not sure if this is part of this survey, but I am so happy with the new ramps put in on the sidewalks. I would love for even more to be installed, especially along Silver Springs Rd, as there are some ramps on one side of the street, but once you cross a side road to continue on Silver Springs road, there isn't a ramp on the other side.
Please consider lowering the speed limit on Silver Springs Gate. Both Eastbound and Westbound traffic should be limited to 50 kmph on the stretch that runs east/west (currently, it is 50 kmph west bound only). Traffic leaving Silver Springs often ramps up to 70 kmph before making the turn by the Bowmont Park parking lot (near the old bus trap access to Varsity Estates), making pedestrian crossing at the curve a precious gamble. Not sure that 70 kmph should even be encouraged south of Crowchild Trail.
And thank you very much for the repairs to the boulevard sidewalk! No more wacky heaves! Accessibility achieved!
Our streets in SS have always been livable. Our children were raised here and now two of our grandsons are being raised here. It's a great community but many cyclists I know have said cars and bikes have always shared the road and these "wheeling" lanes were a waste of time and money. Never saw any other "wheelers" use the lanes, only cyclists
Turning/ merge lanes for vehicles along bike routes, remove the lanes in the snowy mid winter months. The bike lanes get cleaned but the sidewalks don't as quickly or as well. Way more people walk than cycle- many cyclists are not from this community but most pedestrians are
Please use different posts on the barriers. The green blend into the background and are not easily visible.
It has been livable for years why now has it become unliveable it is a joke just another waste of tax dollars.
Love the direction being taken and appreciate any continued work to improve safety and calm traffic. I still find people speed through the school zone on Silver Springs Blvd. My suggestion would be a speed sign to indicate the speed at which your vehicle is travelling. I've found these have greatly helped calm traffic in other places I've lived!
Keep the bike lanes.. more bike lanes encourage more cycling& help our environment
remove the lanes
Try getting people to park in their garages instead of using them for storage and get them off the street.
They are perfect the way they are right now.
You can't afford to pave the road so it is smooth so leave the streets and the speed limits alone until that is fixed. We don't need lower speed limits or speed bumps or traffic calming measures. Just fix the timing of the lights to be more sensible and pave the roads so they aren't all potholed.
Remove the pilot wheeling lanes, it is a complete waste of time and money.



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

Fix the sidewalks. To my knowledge there has only been one deadly accident on the blvd about 25 years ago. If there was more radar the speed would come down. The Blvd used to be used for a short cut to scenic acres but not any more. The people speeding are the people that live in the community so if they were issued their speeding tickets they soon would learn the speed limit. Get rid of the wheeling lanes a waste of money.
It's very disingenuous to ask for feedback on this highly contentious project, at this time of year, when citizens are focused on the holidays. We had a more liveable and inclusive community prior to the lanes, which no one uses; they are ugly, a safety hazard, expensive, unnecessary, etc. Sidewalks abound, parks abound. If we need some speed bumps or traffic circles or crosswalk lights etc, let's do that. Widen a sidewalk on the Blvd to make a bike lane, if you must. But tear out these useless, confusing, dangerous-monstrosities. Also, please change your engagement practices to be more authentic and ask more direct questions. The current line of questioning really seems to be designed to Avoid asking the central questions at hand. REMOVE the bike lanes PLEASE! The ten people who say they want them, never use them, as you can plainly see by the vast emptiness of the lanes every day (even in summer), and we haven't seen a change in speeding, just more short-cutting.
Better snow removal and sanding off main boulevard.
Get rid of the wheeling lanes
Leave the streets alone, other than the entrance to the plaza at Nose hill and Silver Springs Blvd. Plant more trees along the blvd, modernize the parks. Put in a decent skate and bike park either by the community center or by the tennis courts. My family has lived in Silver springs since 1982, this wheel lane is by far the worst change the city has made to this beautiful community.
Looking forward to the change from temporary to permanent reconfiguration of Silversprings Blvd
STOP what you are doing...it is not helping us!
I felt more comfortable with things the way they were, this does nothing for me but irritate me!! Unfortunately the survey would not take my answers...STOP and TAKE out the [removed] you have put in place, it is a WASTE of MY TAX DOLLARS! The plans in place has caused more accidents since the spring...i have noticed! TAKE OUT THE "calming measures" and bicycle lanes! They are a menace and create accidents. I saw an accident right as i was turning left from ss blvd at the lights....take out the planters, and the lane divisions...the calming Which only frustrates me...so no calming happening! Give us the right away....
I would like to see safe streets for pedestrians, cyclists and motorists. I believe dual sidewalks is in better alignment in safety than the ugly cement blocks along SS Blvd. Making right hand turns from the left lane is foreign and dangerous for both cyclists and motorists.
The work that was done was just to appease a small number of people in the community and the "woke". I typically walk three times a day using pathways and sidewalks, most of the people are seniors and mothers with small families. Many times I have seen themselves and myself terrorized by cyclist speeding on the pathway , down hill going around corners in the wrong side of the pathway. We have been forced off the pathway because cyclists think once they ring the bell the person walking should move over so they can speed down the pathway. I have phoned 311 many times asking for enforcement and for some one to call me and no one ever does, the only enforcement I saw was a bylaw officer hiding in the bush watching for dog owners not picking up the waste. I and others in the community feel that city staff have decided they know more than anybody else about what our community needs and will do it no matter what we think or say. Because of this thinking our family is moving out of the city
All this stuff actually makes it worse---Used to be a nice safe area, with no incidences ---Now with all this waste of money, things are worse---Stop the madness



# Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

There are parallel streets along almost all of SS Blvd. Why not use them instead of taking a well established 4 lane boulevard and making it into a confusion of cycle lanes, barriers and crash barriers and hazardous intersections where cycles at higher than 40 km/h have to interact with vehicles that don't expect an idiot flying by on the right hand lane, when the vehicle is in the right lane. I have personally witnessed the aftermath of vehicle-crashbarrier collisions when entering the SS Blvd.
Pay attention to your (un?)intended consequence of cut through traffic especially when the official speed limit is 50 (if there is a centerline) and 40 km/h (if there is no centerline). It is much easier to cut through Silver Springs to go to Scenic Acres than to travel further to Nose Hill Drive and navigate the intersection and multiple lights and lanes. Use the technology you have to follow car-routes to see what is happening with individual travels.
How about more snow removal
The wheelchair ramps are great, IF the snowplows don't create a 40 cm high burn at all the intersections that make it difficult for ambulatory people, let alone the ones with mobility issues. If you keep these ramps clear and the bus stops accessible that would be a far better use of money than a wheeling lane.
Also I like the expanded parking at Bowmont Park
Please remove the wheeling lane as my fear is the danger to pedestrians has increased
Our neighbourhood is exceptionally "liveable". Spend money in areas that NEED it, please. The one area I would like a flashing pedestrian light could be where Silver Springs Road crosses the Boulevard- but I've never seen an accident there- never even close.
It was perfect before. Now its a total waste and has ruined the boulevard.
Take the Bike Lanes out & go back to to the 2 lanes of traffic each way
It's amazing! Keep the lanes!
Consult the community not the community association before making major changes to the road. The community association did not represent the community with bike lanes.
I do a lot of community walking when not working. I am a fan of the rubber like pavement being used to replace the heaves from root systems. I'm so very glad the trees are not being removed.
Please sort out the signage for the playground zone - having multiple sets of signs causes confusion (mostly for people who miss the first sign and tailgate people in front of them).
Do it right or don't do it at all. What a waste. Cycling in silver springs is scarier now. So I'd driving and being a pedestrian.
Extend the temporary wheeled lane along Silver Springs Blvd into 2022 to understand it's effectiveness during a 'new normal' period of time (post pandemic).
If anythng, the city could repair/replace the heaving sidewalks to make walking easier along the boulevard.
Overall they are a big improvement, although the initial installation and communication could have been better.
Speed bumps or larger signs along silver springs boulevard in the 30km/hr zone!
Playgrounds, playgrounds, playgrounds. Too many times has speeding been an issue and near misses with kids and pets along these vital parts of our community. Prior must be to make them as safe as possible. One child hurt. Let alone killed is 1 too many.
My family likes the bike lanes:
The wheeling lanes have been a great project that I would love to see replicated across the city. As someone who uses both a bike and car it's been nothing but positive.
Speed bumps along silver valley drive by the playground would be my next priority!
I love that you are trying new things - keep the ideas coming!!!



## Neighbourhood Streets – Silver Springs

Phase 3: Evaluation

What We Heard – March 2022 (updated Dec 2022)

I believe that a coalition of cyclists has been the driving force behind these "wheeling lanes". I have lived in this community, in the same house, for over 45 years. I do not approve of these changes and feel they were put in place to placate a few area cyclists.

Leave the Roads- No bike-lanes. Improve the side walk & kids parks which are Very Outdated