



East Central Phase 2

Stakeholder Report Back: What we Heard

September 21, 2020

Project overview

The City is working on concepts to make 19 Avenue S.E. and 28 Street S.E. friendly for people who walk, wheel (bicycles, scooters, etc.) and drive. These concepts may include adding traffic calming measures (e.g. curb extensions, sidewalks and wheeling facilities) and improving crossings and traffic controls along the corridors. To refine these concepts, we gathered feedback from the community in August 2020.

Engagement overview

The engagement for this project was conducted online due to The City's restrictions on in-person events during COVID-19. Participants were asked how they use the roads focused on in the project and to 'pin' comments onto maps to highlight concerns they may have had with these corridors. We also contracted Action Dignity, a community based organization that facilitates conversations with Calgary's ethno-cultural communities (<https://actiondignity.org>) to assist in reaching out to ensure that diverse populations in the area could participate in the engagement and have their comments heard.

What we asked

We asked participants about how they currently use 19 Avenue S.E. and 28 Street S.E. and to provide feedback on how they see others use these corridors. We also asked participants if they have any comments or concerns related to travelling along either corridor, and any proposed improvements that they'd like to see. We asked participants to comment on two options we presented for wheeling infrastructure that could be implemented along the 19 Avenue S.E. corridor. The specific questions are included in the summary of input section of this report.

What we heard

We received a number of comments from participants that related to usage of the corridors. Participants indicated that there are many modes of transport being utilized, including walking, wheeling and driving. Participants also mentioned that Transit and connections to the local businesses are important factors to keep in mind for this project.

- For a detailed summary of the input provided, visit the [Summary of Input](#) section.
- For a verbatim listing of all feedback provided, visit the [Verbatim Responses](#) section.

What we heard, what we did

On 28 Street S.E., we heard that, while most modes of transport are used on this corridor, there is a need for more direct access to the LRT station and safer methods of walking and biking. However, some participants also indicated that some of the proposed improvements won't help at all.



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For 19 Avenue S.E., we heard that most modes of transport are used along this corridor and that a couple of key intersections require consideration. Participants also noted that, unless links between 19 Avenue and 17 Avenue S.E. are improved, there will be a negative impact on transit users. Participants also indicated that they prefer to have cyclists and pedestrians better separated from traffic to help them move along the corridor safely. We also heard that more lighting on some stretches of 19 Avenue would be beneficial to residents.

What we heard

28 Street S.E.

- More direct access to Franklin LRT
- Better separation for cyclists
- Some improvements will not help

What we did

The project is in the early stages of design. Corridor design and how the input was used will be available Spring 2021.

19 Avenue S.E.

- Better connections to 17 Ave S.E.
- Better lighting on the corridor
- Better separation and space for cyclists, pedestrians and traffic

The project is in the early stages of design. Corridor design and how the input was used will be available Spring 2021.

Next steps

- The feedback has been sent to the project design team who will incorporate as much as they can while designing the corridors of 19 Avenue S.E. and 28 Street S.E.
- Information on final designs will be shared in Spring 2021.



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Summary of Input

Online Survey Questions **19 Avenue S.E.**

Question 1

- How do you currently travel along 19 Avenue S.E. (e.g. walking, wheeling, driving)?

Summary of feedback themes

- Participants indicated that they drive, walk and wheel along 19 Avenue S.E.
- Additionally, participants use 19 Avenue S.E. to get to local businesses along 17 Avenue and to avoid traffic.

Sample feedback from participants

- To skip traffic lights on 17 ave, I take 19 ave.
- I use 19 Ave SE as a cycling connection from downtown/inglewood to Elliston Park and the Rotary Greenway pathways
- Bike and drive

Question 2

- How do you see other people travelling (e.g. walking, wheeling, driving) along 19 Avenue S.E.?

Summary of feedback themes

- Most participants indicated that they mainly see others driving and sometimes notice others walking or using other forms of wheeling.

Sample feedback from participants

- Mostly driving, sometimes walking, especially further east.
- Walking, occasionally an assisted mobility scooter, and driving.
- Walking and driving

Question 3

- When thinking of access and connectivity for people who walk, wheel, drive and take transit, what do you think about the proposed improvements to the 19 Avenue S.E. corridor?

Summary of feedback themes

- Generally, participants like the proposed improvements.
- Some participants raised concerns about other social issues that are not travel-related along portions of the 19 Avenue S.E. corridor. While we value all stakeholder feedback, these concerns are out-of-scope for this project and have been forwarded to the appropriate City department.



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Sample feedback from participants

- Thank you for separating out the modes so people travelling at different speeds don't have to mix.
- Unless access between 19 ave and 17 ave are improved, it doesn't help transit users a lot. For those who walk along there or bike, the separated cycle track option seems safest.
- Currently 19 Ave is a lot better than 17 Ave. 17 Ave has a lot of lights on it and I try to avoid 17 Ave by going along 19 Ave.

Question 4

- Do you have any other transportation concerns (e.g. access or connectivity) for people who travel along 19 Avenue S.E.?

Summary of feedback themes

- Concerns were raised about intersection treatments. In particular, participants are concerned about the intersection at 19 Avenue and 36 Street S.E. and how it will be managed for safety and four-way traffic flow.

Sample feedback from participants

- Intersection treatments will be critical, especially at 36 St
- Pedestrian crossing lights at 33 Street and 19 Ave would be nice
- Safety - from cars and from other humans. The corridor will need more lights and clear signage.

Online survey Questions

Wheeling facilities

Question 1

- Do you have a preference between these two options? If yes, which do you prefer, and why?

Summary of feedback themes

- Participants are fairly evenly split in their preference between the two options. Participants who preferred Option A indicated they support the option for pedestrian and cyclist safety. Those who preferred Option B indicated they support having additional space to allow people passing each other safely on the sidewalk.

Sample feedback from participants

- I think the separation between pedestrian height and cycling is necessary. When there is a physical division between a speeding bike and a human walking, they can differentiate where they need to be. High traffic pedestrian walk ways need indication more than a level between cars and bikes
- Option A. There's a huge safety concern for pedestrians and bikers. The cars drive fast. There needs to be speed bumps as well. Please beautify the street as well. Communities like Bridgeland



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and Inglewood gets large plant pots on their Main Street. Southview should have the same opportunities. This is also a family community.

- Option B but with the posts near intersections. The reason is that, unlike A, it provides more space for people on the sidewalk passing each other (try two parents going opposite directions with strollers - good luck!), as they can use the bike lane. The posts near intersections help make the crossing feel shorter for pedestrians and guides drivers into their lane.

Online Survey Questions

28 Street S.E.

Question 1

- How do you currently travel along 28 Street S.E. (e.g. walking, wheeling, driving, taking transit)?

Summary of feedback themes

- Many participants drive along this corridor, or drive and use an alternate form of transportation, whether it is walking, cycling or transit.

Sample feedback from participants

- Driving
- Walking and driving primarily.
- Walking (often with strollers), bus, and driving.

Question 2

- How do you see other people travelling (e.g. walking, wheeling, driving, taking transit) along 28 Street S.E.?

Summary of feedback themes

- Most participants commented that they see others using multiple forms of transportation along 28 Street S.E.

Sample feedback from participants

- Mostly driving, more wheeling between 12 ave and 17 ave. Many people walking or going through by bus.
- All modes are fairly popular on this stretch, especially near 17 Ave SE shops, Radisson Heights school, and the LRT station.
- Walking, biking, driving, taking transit.



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Question 3

- When thinking of access and connectivity for people who walk, wheel, drive and take transit, what do you think about the proposed improvements to the 28 Street S.E. corridor?

Summary of feedback themes

- Participants want more wheeling and safer walking facilities along the corridor.
- They also say easier access to Franklin LRT station is needed.
- Participants have concerns with parking and with proposed treatments along the corridor.

Sample feedback from participants

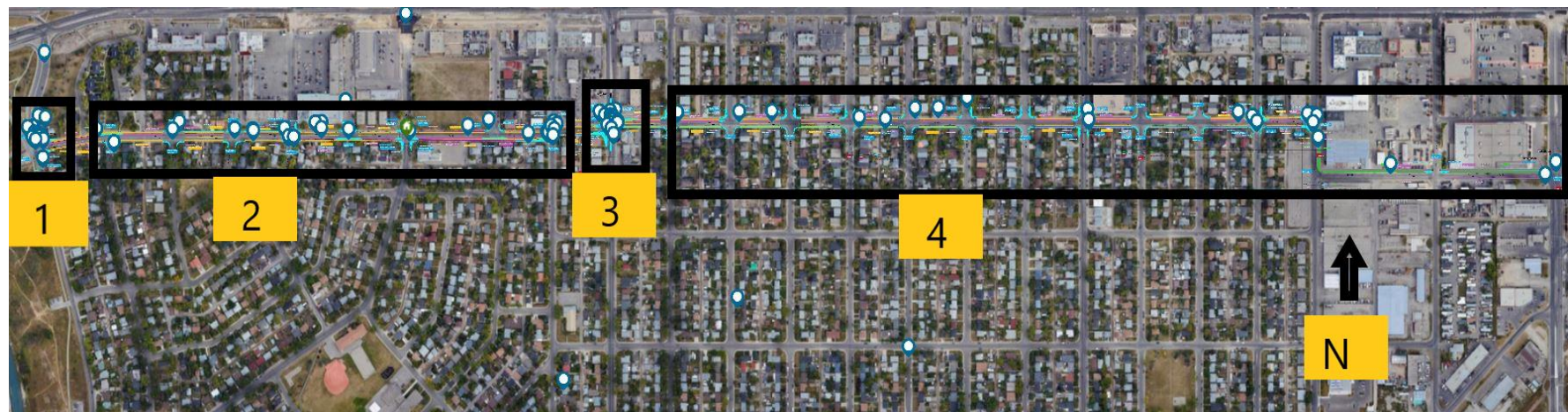
- I think curb extensions and separated bike lanes would be a good idea. I think traffic calming needs to be addressed because many drivers use 28th St as a cut-through in the community, and volume and speed are major problems despite the playground zone. I would like to see speed bumps installed along 28th. It becomes awkward to walk in a direct way to the train station.
- I see a lot of people use the alleyway on 9th avenue and walk through the church parking lot to get to the train station. There doesn't seem to be an emphasis on designated pedestrian zones. Furthermore, there may be opportunities for another signalled pedestrian crosswalk along 28th. Sidewalks in this area are desperate for widening
- The area is high density, many 4-plexes and multi-family residences. Removing parking will be problematic. Curb extensions are not necessary and will be especially problematic at the corner of 28 St. and 12 Ave. during winter. That corner intersection is bad in winter and an extension will make it nearly impossible to turn North onto 28th from 12 Ave. Overall, the improvements are anything but.

Location-based feedback themes

When we reviewed and categorized participant feedback gathered via map pin-drops, we noticed themes emerging at specific intersections and corridor segments.

19 Avenue S.E. Map

	Location	Samples of participant comments
1	Intersection of 19 Avenue and 26 Street S.E.	<ul style="list-style-type: none"> • How will people wheeling cross the intersection to get to the pathway on the west side? • Please add wayfinding to get folks from the pathway system to the BRT and the rest of the wheeling facility.
2	Segment of 19 Avenue S.E. from 26 Street to 36 Street S.E.	<ul style="list-style-type: none"> • How will we pull over to pick up our mail (from car)? • Speeding cars. Unsafe for citizens.
3	Intersection of 19 Avenue and 36 Street S.E.	<ul style="list-style-type: none"> • I agree this intersection is dangerous. Something to help pedestrians and bikes and cars get across would be great. • Dangerous intersection. Needs traffic volume count and then a light perhaps? Agree reducing to one lane will back up traffic. Misery!
4	Segment of 19 Avenue S.E. from 36 Street to 52 Street S.E.	<ul style="list-style-type: none"> • Add more street lighting all along 19 ave to improve visibility and safety of pedestrians and cyclists. • This is how people avoid the cluster of 17th Ave SE please reconsider this is not helping anyone





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28 Street S.E. Map

	Location	Sample of participant comments
1	Segment of 28 Street S.E. from 17 Avenue to 12 Avenue S.E.	<ul style="list-style-type: none"> • Consider extending the cycling facility down to 16 Ave so that it creates a safer connection for people choosing to cycle in the area. • Improve access to Barlow from 17th Ave and encourage people to use it, and this intersection will become a lot less busy.
2	Intersection of 28 Street and 12 Avenue S.E.	<ul style="list-style-type: none"> • This whole stretch needs better lighting • Curb extension bad idea, glare ice in winter with cars starting and stopping on north south on 28 St. west on 12 Ave.
3	Intersection of 28 Street and 9 Avenue S.E.	<ul style="list-style-type: none"> • Make sure cyclists don't turn left into this the wrong way. Also, how would a bike go from the station to leave the parking lot? • Better lighting at the three way stop. It's very scary in the winter for cyclists and pedestrians walking to school and to Franklin station
4	Segment of 28 Street S.E. From 9 Avenue to Memorial Drive S.E.	<ul style="list-style-type: none"> • Why not use this path for bikes leaving the LRT bridge towards max bell. Keeps everyone away from busy intersections. • There should be a push button blinking pedestrian light here to help keep pedestrians safe but also to make sure cars can get through.

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Verbatim Comments

19 Avenue S.E. questions

Question 1

How do you currently travel along 19 Avenue S.E. (e.g. walking, wheeling, driving)?

- Wheeling (riding a bike)
- Bike, drive , walk
- Walking and driving
- I don't ever go there as there isn't great cycling infrastructure options.
- I walk, wheel and drive along 19 Ave SE.
- Drive
- Walk
- Drive between 31st and 36 st WB only
- Driving primarily with occasional wheeling
- Drive
- driving
- Drive. I wheel and on 17, too many hookers and creepy driving guys looking for the hookers on 19th. I dont like riding my bike because a few times a man in a pickup tried to run me off the road. :(
- drive
- Driving
- I drive along 19 Ave SE.
- Driving and walking
- Driving and bik8ng
- Never! This is the worst street in the area. I live here and I AVOID it because of the crime and activity. Good way to get jumped and robbed or approached by shady men.
- To skip traffic lights on 17 ave, I take 19 ave.
- I use 19 Ave SE as a cycling connection from downtown/inglewood to Elliston Park and the Rotary Greenway pathways
- Yes
- I live 1 block off 19th Avenue. I drive walk and bike along the Avenue.
- drive
- driving
- usually drive
- Driving
- Drive and walking
- Wheeling by bike.
- Driving
- Yes.
- I drive. I use that route to access Merv No Frills from Albert Park.



- driving
- Walk, bike, drive
- Wheeling
- walking, driving, and bicycling
- Drive
- Driving an automobile
- Vehicle
- I drive. I use 19th Ave since 17th Ave is so awkward to use with the extra traffic lights.
- Wheeling on my bike
- 90 percent driving 10 percent wheeling.
- Bike and drive
- walking, driving, biking
- Walking, driving
- driving
- walk
- Driving
- Driving.
- Drive
- walking
- Driving, rarely.
- walking and driving
- Walking, Driving
- walking and driving
- Drive
- Infrequently bike along this stretch because 17th is uninviting.
- Walking, cycling and mainly driving
- driving. 17th ave is too narrow to drive with a trailer.
- Driving.
- DRIVING AND WALKING
- Drive
- Walking & driving
- I drive on this road almost daily for over 45 years
- Driving
- drive
- driving
- Driving. It's a road. Designed and built to be driven on. That's what it is primarily for, stop ruining our roads.
- drive, but I'd rather take a train.
- I do all three: walking, driving, biking
- Drive
- walking
- Our household uses 19th Ave for walking, driving, and cycling. In order of usage: 1 - Driving, 2 - Walking, 3 - Cycling.



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Question 2

How do you see other people travelling (e.g. walking, wheeling, driving) along 19 Avenue S.E.?

- walking, wheeling and driving
- All modes of transport- bikes, wheelchairs, scooters, walking, driving
- Driving mostly
- I don't ever go there as there isn't great cycling infrastructure options.
- Walking, wheeling and driving
- Walking, bicycle, skate boards, motorcycles.
- People who drive down 19th avenue are usually speeding, and passing if one is going the speed limit.
- Driving only
- Driving and walking
- Walk, bike, drive, wheel (trolley)
- walking, pedal bike.
- driving and biking
- mixed = all kinds of transportation
- Walking, biking, driving
- Mostly driving, a few pedestrians, some cyclists.
- Driving walking biking
- Walking, driving, biking
- Yes, mostly hookers and drug addicts. Drug dealers.
- Yes, people travelling and also biking but sim like no rule. Now not much traffic, would be car parking on one side even day and odd day . Driver see clear on road.
- I see other cyclists on this route as it is quieter than 17 Ave
- "Cars picking up hookers in front of my house and In my back alley.
- Hookers strolling winter and summer"
- Walk, bike, drive, families with strollers. Dog walking.
- driving
- driving
- driving
- Walking, driving, by bicycle, motorized wheel chairs
- Walking, driving biking.
- Mainly driving too fast...but not that many drivists considering the considerable girth of this roadway.
- Driving
- Yes.



- Drive, walk
- walking and driving
- Walk, bike, drive
- Wheeling, walking, driving
- mostly driving, sometimes walking, especially further east.
- Driving
- Also driving an automobile. The few cyclists seen are usually breaking the law and acting as if they own the road and sidewalk.
- walking, vehicle, occasional bicycle
- There are lots of idiots who ride bicycles with complete disregard for rules of the road, and at night have no lights
- Walking driving
- walking, occasionally an assisted mobility scooter, and driving.
- Walking, biking, driving
- walking, driving, wheeling
- Walking, driving
- all
- walking wheeling and driving
- Biking, walking, driving
- Walking, driving.
- Drive, Walk
- walking, driving
- Mixed use. Many vehicles and pedestrians.
- walking or driving, I never see a large volume of people who are riding bikes to warrant the need for a separate bicycle lane
- All three, Walking Wheeling, Driving
- yes walking and driving
- driving, walking, biking
- Driving. Some walking
- Walking, cycling driving
- driving, drug dealers and pimps on bicycles, prostitutes walking
- Driving. With all of the hookers and johns in the area, very few people are brave enough to walk or bike.
- WALKING DRIVING AND CYCLING
- Walking and driving
- Driving biking walking



- I very rarely see a cyclist or other modes of transportation. There are a few people walking and a lot are forced to the south side of the avenue where there isn't any side walk because of the hookers on the north side
- Walking and driving
- Mostly driving
- driving very few walk on that road to many drug addicts hookers
- Driving. It's a road, designed and built to be driven on. It's used by normal drivers 99.99999% of the time
- driving mostly, aside from local foot traffic (residents walking down the block)
- I see a lot of women strolling back and forth aimlessly, even in harsh winter weather, until they are being picked by strangers cars.
- Most driving, some walking and some "strolling"
- walking, wheeling, driving
- 19th Ave is a major corridor on the East side. All three modes of usage are used. In the last three years we have noticed a lot of scooter traffic. Sidewalks are inconsistent the length of 19th. Sidewalks end on one side and begin on the other.

Question 3

When thinking of access and connectivity for people who walk, wheel, drive and take transit, what do you think about the proposed improvements to the 19 Avenue S.E. corridor?

- thank you for separating out the modes so people travelling at different speeds don't have to mix.
- "Safer place for active transportation and is a necessary
- and easy connection point to the newly completed BRT on 17th Ave. 17th is a very busy corridor"
- I think 19th ave is too narrow to effectively accommodate all "improvements"
- I think they're a good idea, and would encourage me to go to the area.
- There is no sidewalk on the south side of the road, adding in a sidewalk there will improve the pedestrian experience. The road is wide, so some sort of bike lane will provide people wheeling with a designated space and will provide drivers with pavement markings so they know where they should be.
- I don't know what the improvements are if it is curbs that jut out I think that leaves more places for John's to pick up hookers. We already have enough of an issue. This activity since it seems to need to be in our neighbourhood needs to be over in the more industrial area. Is any of this going to cause further decreases in home values. Our area has taken a real hit to home values already.
- Do something to stop the speeding along this road, even big trucks on here all the time.
- Unless access between 19 ave and 17 ave are improved, it doesn't help transit users a lot. For those who walk along there or bike, the separated cycle track option seems safest.
- I think it would be a safer option and likely encourage more wheeling.
- Will make driving slower, but people who walk or bike will be accommodated better
- very much like idea.



- i like them, i often drive 19th to avoid 17th ave
- works fine without any changes --- waste of taxpayer dollars === do a pot hole program instead - some roads are not drivable
- Curb extensions will cause bottlenecks that will affect traffic on main roads(ie 36st)
- Currently 19 Ave is a lot better than 17 Ave. 17 Ave has a lot of lights on it and I try to avoid 17 Ave by going along 19 Ave.
- I don't like the proposed "improvements" removing parking and expanding the walk ways, leaves more places for people to participate in illegal activities like doing drugs, leaving needles, and prostitution which is already a problem.
- The area needs this kind of enhancement.
- I think you could of picked a better street, ie 8 Ave or even 14 Ave behind the co-op.
- I think a protected cycling connection on 19 Ave will be a great complement to the completed MAX BRT bridge and will provide better access between International Ave, inner city neighborhoods, and the Bow River Pathway. Narrowing this wide roadway should also improve pedestrian safety in the area
- All I care about is get rid of the hookers. If a female pedestrian walks on her own she is mistaken for a hooker. That is the stigma
- Good ideas.
- Where are the cars going to park? There will be only one side of the street for parking, in sections where there are houses on both sides, where are the cars going to park?
- silly idea
- it could use some aesthetic treatment, the backend of businesses between 30-32 street is not that attractive.
- Bike lane is a good however not sure about the three lanes of traffic. How would this work at the intersection of 19 Ave and 35 St. where it is a curves? There are a number of 4 way stops, will these change?
- Yes I think better sidewalks, bike paths and ways of encouraging traffic to stop at stop signs would greatly improve 19th Ave
- Improvements are required. The design of this roadway does not reflect any of The City's stated policies on safety or promoting transportation choice for Calgarians. This route is a bikeway, but one would not know that from the current design. Improvements will allow me to safely access local businesses and the regional Greenway pathway in the east.
- Massive improvement to walk and bike safety
- Since 17 Avenue S.E began construction of the BRZ, and to date (Aug. 10,), 19 Avenue S.E. & Birch Cres/22 Ave S.E.) have had vehicles on all types speeding through the neighbourhood in order to avoid the standstill traffic on 17 Avenue S.E. It is just a matter of time before someone is seriously injured or dies!
- I was not aware that they were working on 19th Avenue for that, only 17th Avenue.
- the improvements proposed are necessary, I support them
- I like them

- Top notch. Cycle tracks are necessary if we're going to get people on bikes that aren't comfortable navigating alongside traffic.
- I think that having multiple walkable and bikeable roads is super important and adds more depth to the neighbourhoods these roads touch.
- Good, wide road for this project. Will probably use this road for cycling after the improvements are made.
- It is fine the way it is. Start handling out summonses to scofflaw cyclists and things would improve.
- Good
- I cannot see any need for work other than a slight widening of the sidewalks to better allow pedestrians
- I think some of them are ok but would need more specifics. I don't like the sidewalk extenders I think in the winter they are dangerous
- I think that they are all terrible except for the accessible curbs. 36 st and 19 ave is a scary corner and heading west has a weird curve. It makes navigating this area dangerous already. By adding the bike lane and eliminating parking it makes going around the block from 17th access road to try and find parallel parking confusing. My transit routes require too many transfers to be useful.
- 19 Ave is a great option for cyclists, but many drivers currently use 19 ave as an alternative route during rush hour. Because many are using 19 ave to get to a 17 ave location, wayfinding will be critical. I know less about ideal routes into the communities southwards, but it's important to build a connected network.
- I think this will be great- often people drive very quickly and ignore the stop signs/lines making it feel unsafe as a pedestrian and biker.
- I am not sure. I'm not an expert, but as any change is, I'm sure it's better for some than others.
- I don't think we need it as there isn't that much walking or wheel done on 19th Ave. You have made lots of improvements on 17th Ave. S.E. to accommodate this type of transportation.
- I live on 19 Ave I do not want to lose our parking for bike lanes. Our complex only has 14 parking stalls for 40 units, many tenants have limited mobility. Taking away parking would limit us greatly.
- More stop signs to allow seniors and children to cross/more crossing
- "They are vague."
- I dislike the idea of corner bump outs or 'curb extensions'. Why remove the ability for traffic to flow down side streets? What is accomplished by having cars line up at stop signs, idling? Clean air is just as important as safe streets, especially to people with conditions like asthma or COPD. Please do not add curb extensions."
- This is not going to fix the main issue of prostitutes and other criminals who constantly use this avenue. How about cleaning that up first before trying to make "improvements".
- Improving access to transit and the pathway system is a good way to encourage alternate commuting and provides a safe(r) alternative.
- I do not think there is a need for a bicycle lanes as there is not enough people who are riding bikes to warrant the need for a bicycle lane
- It's a great idea
- maybe add some crossing lights up where the current 4 way stops are and at the major intersections

- they are not worth the money going into it. People (pedestrians, bikers and drivers) do not abide by the rules as it is. Improving infrastructure without traffic control lights or legal enforcement will not improve anything
- A needed improvement.
- During covid, I was cycling more but found limited safe options to cycle. Roadways on 19th Avenue are wide enough to consider cycling lanes for safety. The connection to 26th ave would be great since there are large paths for walking and cycling. 19th ave is high traffic for vehicles. Unsafe intersections at 19th ave and 47th street need to be looked at.
- hopefully it will increase visibility and safety for those who walk and wheel. At the same time I would like it to deter less desirable activities such as prostitution and drugs. Can you consult with the police for their suggestions?
- This will ruin the last good access point for getting East West in Forest Lawn. 17 ave is too narrow to safely tow a 102" wide trailer. The lanes on 17 ave are now 4-6" narrower than they were before the down grade work. The city planners promised better access on 17 ave. What they delivered is a narrow, rough road with an enormous amount of stop lights. 19 ave averages 40-50 kph speeds right now.
- IN ORDER TO SLOW DOWN THROUGH TRAFFIC CONCERNS SPEED BUMPS WOULD SOLVE THIS. OPPOSED TO THE CLOSING OF 36 ACCESS ONTO 19TH (LEFT HAND TURN). FURTHER, LESS CONCRETE AND MORE LANDSCAPING. TREES DOWN THE CENTRE.
- Nice but would like landscaping, better lighting, design elements and speed bumps
- definitely might clean it up which would be amazing
- I believe other than a side walk on the south side , the rest is a waste of tax dollars that should be used to fix our existing roads in the area.
- Indifferent. I was not aware of a need for a bike lane in this area, bikes don't seem to have a problem sharing this road in my experience.
- The improvement on 19 Ave is a bad idea transit is on 17 Ave there might be 3 bike riders a day there are more cars on the road people are afraid to walk on 19 Ave with all the prostitutes and drugs you at city hall don't have a clue you don't live out here these businesses need street parking not a stupid bike lane
- that why you spent 200 million dollars on 17 ave . For people to walk drive take transit
- Stop ruining our roads. You <redacted> up 17th av so bad the only way for traffic to move is on 19th. So don't <redacted> it up too.
- it's okay but if we had a train on 17th, that would encourage more people to take transit, ultimately increasing the need for transit improvement on 19th
- One recommendation to add to the proposed improvements to the 19 Avenue Southeast is: please pave the back alleys between 17 and 19 to make the shortcuts pedestrian friendly
- A good start, but you also need to think about the basic aesthetics of the street. roundabouts at 31St, 33St and 36St would be great for traffic calming and allow for some natural landscaping.
- Yes! This will be wonderful!
- Based on what is presented, our family is pleased.



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Question 4

Do you have any other transportation concerns (e.g. access or connectivity) for people who travel along 19 Avenue S.E.?

- safe crossings for all modes
- Often turns into a shortcut road for users trying to beat traffic on 17th. Traffic calming measures would be appreciated. There is a "do not turn between 3-6pm" sign directly at 19th and 26th Street but it tends to be missed and not sure how much enforcement exists of this rule
- It's a pain to cross 19th ave you can't see oncoming traffic when walking or driving because of parked cars. nobody stops if they do see you trying to cross there need to be more 4 way stops or better yet traffic lights as everyone tries to avoid 17th by taking 19th.
- N/A
- There are a lot of intersections where people driving cannot see people walking who are trying to cross 19 Ave SE because of shrubs overhanging the sidewalk, retaining walls and/or parked cars. As a pedestrian, I often have to walk out into the street so drivers can see me.
- Don't put transit there ever already to narrow for all the forms of transport.
- To many big trucks on their road.
- Few curb cuts, no markings in crosswalks, lengthy crossings, high speeds, that awkward intersection at 35st, the 36st intersection (make it the same as 16th ave, right turns only, but with lights for pedestrians and wheelers...?)
- Crossing 26 St from the path and crossing 36 St are both dangerous.
- Some parking space is taken away, I hope people will not fight for parking as in downtown. How do you address parking issue?
- would this effect parking?
- not at this time. Is there anything you can do about the prostitutes? And tge men who try to proposition you when you walk down the ave or the jerks who try to run you over.
- no
- Currently 19 Ave does not appear to be broken, I hope it can stay as is.
- With the changes to 17th Ave SE 19th has become a work around. I would simply add more stop signs a more affordable and effective option.
- There is a lot of social disorder along this street. Will improvements help address this, both in design and in constructive solutions for those who are vulnerable in the area?
- Dangerous! No one should walk here alone ESPECIALLY at night. I don't see anyone using this new route because they'll be too scared.
- Intersection treatments will be critical, especially at 36 St
- "Yes. My concern is Bookers running their business under the city and police nose along 19.
- No one is willing to do anything about it because we are not affluent community like Mount Royal"

- I live on ash crescent at we get a lot of cars trying to access 17th ave from 19th. Would be helpful to have a "no access to 17th ave" sign or something at ash and 19th.
- For the safety of drivers, why haven't barriers been put up at 19th Ave and 36th St like they did on 16th avenue? There are signs at that intersection limiting going through the intersection during rush hour, but drivers daily see they only as a suggestion. I have been hit while driving on 36th St by a driver that didn't care that there were restrictions.
- nope
- no
- There are residents who park on 19 Avenue, how would this be accommodated? Will this change the sidewalks so that they are accessible for those who use wheelchairs or strollers?
- Stop signs are consistently ignored in the area. Creative approaches need to be considered to encourage drivers to stop at stop sign needs and increase safety for all
- Please make this roadway (and all others in Calgary) safe for all users.
- No
- Yes, as mentioned above in question # 3, 19 Avenue S.E. & Birch Cres/22 Ave S.E. have become an additional corridor for 17 Avenue S.E. (1A highway). The modification to include the BRZ on the 1A highway (17 Avenue S.E.) made traffic in the residential area considerably worse.
- No
- safety of people there, I often see Police cars in the area during daylight. Property damage - I expect there is a high probability the improvements will need to be maintained regularly to keep up with vandalism in the area.
- "Can you build in some sort of crime deterrent for 19 Avenue? We have problems with thieves on bicycles. Perhaps lighting?"
- Also, there are mailboxes at 19th and 35th. We pull over to pick up our mail. Looks like we can park though."
- Nope
- Safety - from cars and from other humans. The corridor will need more lights and clear signage.
- Turning West onto 19th Ave from NB 35th St has site issues. Cars coming from 36 St come fast and you have to pull out far to see what's coming.
- That it will be ruined for those who drive in favour of the few scofflaw cyclists.
- "My elderly mother has a driveway facing the street. How will the sidewalk, bicycle lane and parking affect access? Will she have a handicap spot for parking? Also with the sidewalk where can we put the snow as she has a fence running along the proposed sidewalk. Can't shovel it onto the bike lane.
- Will street lights be added and speed limit changed?"
- Do not make it more complicated for people who use the community mailboxes
- The intersection of 19 ave and 36 st se could use something to help the flow of traffic
- I live in Erin Woods and use 19th ave as an alternate to 17th ave where the upgrades made the lanes to narrow. I have a huge concern on the painted lines, they are erased very quickly both for cross walks and



bikes lanes. Having so many lines is very confusing, These ideas on paper look good but putting boots on the ground shows all the flaws. Moving crosswalks away from the corners is not good

- Many cyclists on 19 ave have trailers. Car doors are also a concern. Snow clearing is important, and preventing pooling or flooding (summer storms or spring freeze/thaw). Rain capture should be incorporated where possible.
- improved stop signs (XL?) so many people blast through here hardly stopping!
- Not that I can recall
- no
- Speeding
- As much as I'm against bike lanes I think it makes sense here and I'm pleased that they aren't being added to 17th Avenue SE.
- I live on 40 street and 19 ave. S.E. It has become a speed way for some vehicles because there is no stop signs from 36 street all the way through 44 street. Traffic does not want to stop for pedestrians. I would like to see more 4-way stops along this route.
- Many community members avoid that avenue on foot or bike due to the criminal activity on that avenue. Clean that up first.
- the intersection at 19 Ave. SE and 36 St. SE requires a proper, flashing light crosswalk, crossing 36 Street. The situation is too hazardous - running across is often the only way to get across, traffic on 36 street is too heavy, too fast.
- No
- To get the transit I now have to walk a longer distance to catch the bus. The bus lane in the middle of 17 ave should be used for emergency traffic as well so they don't have to deal with the traffic, I find the improvement has not helped as people cross anytime not going to the corners which was predictable. Where the transit stops are I find the road narrow with the barriers up there
- pedestrian crossing lights at 33 Street and 19 Ave would be nice
- yes STOP making more changes we just went through the 17th ave changes that were to make it more pedestrian friendly and it has caused more problems on 19th ave. We have seen an increase of traffic that causes more damages and near misses daily as they try to avoid 17th ave. I live 6 houses off 19th for many years and if you want to fix something fix the storm drains that are growing trees
- needs more law enforcement and traffic control
- Getting run over by vehicles
- The intersection of 19th ave and 47 st SE has an accident on a biweekly basis. I would be scared to ride a bike crossing past that intersection. The problem is that it is hard to see 19th ave (East bound) traffic with cars parked so closely to the edge of 47 st. You cannot see on coming traffic and accidents and T-boned occur on a regular basis. That intersection needs to be reviewed for safety
- There is a high volume of cars parked between 46th and 47th st on 19ave. This is a high collision area due to lack of visibility for traffic crossing 19th ave at 47 st. With expedited cycle lanes, I worry pushing cars parked



further on to the road will reduce visibility even more making it unsafe. No parking within 10 meters of intersections would increase safe crossing of traffic and pedestrians

- "It is the only safe driving route to my house when towing a trailer. I am concerned I will lose that if the road is made too narrow.
- Also, please do something with the intersection at 19 ave and 36 street. It is way too dangerous for vehicles, bikes, and pedestrians because of vehicles turning left or going straight through on 19 ave."
- Yes. If this road is changed it will ruin the last decent access from East to West between 36 street and 48 street. Those of us that live here do not want any changes done to this avenue. I have lived here since 1988!!
- AS ABOVE.
- Connection to 19th from Southview to FL is crucial. Also do not support left turn off 36 St being removed. I wouldn't be able to get my pets to the vet without driving down the street to turn then have to travel through the or pull an illegal turn at 21st
- My concern is how are the large commercial trucks and Semi Trailer's coming off 36 St going onto 19 Ave to serve the store's on the corner they will have to drive around in the residential area and my other concern is what about the Fire trucks you never think of businesses the damage you can do they have lost a lot do to covid they struggle every day to keep their stores open
- yes i have a business on 19ave 36 st how will commercial trucks get in to the 10 business on 36 st with no access on to 19 ave then they have to go to 36 st which is a truck route to get out. If the bike lane is there they can't turn corner on to 36 st Commercial trucks can't drive in residential area. The fire truck that's going north 36 st can't turn on 19 ave corner to tight
- Yes. Leave the road alone for drivers. It was designed and built for drivers. So leave it alone
- only just bussing it around during the winter really sucks cause you have to wait forever in the freezing cold for a late bus. when you have roommates that don't drive, they try to mooch a ride off of you. it would be better to be like "take the bus to 17th and wait for the train in the warm station." but oh wait we can't cause Calgary neglects the east side.
- "Street lights is another concern at night. Many of the lights go off for lengthy period of time and take the city long time to fix them all the residents call in and fill the service request with 311.
- Burned out street lights and dark back alleys encourage every kind of sketchy activities including prostitution and drugs. I recommend paving the back alleys and have lots of Light all over 19."
- "You also need to consider the fact that you have greatly reduced the potential ideas that one could provide you with your limited ideas about how to enhance 19Ave SE.
- Need to have recycling bins next to the Canada Post mailboxes. Encourage businesses to have garbage enclosures (these are mandatory for new shopping centres). Regular litter pick so that it doesn't look like a back alley. Get rid of"
- It's too busy with vehicle traffic that 60% forget that they are driving in a residential community.
- Shortcut for 17th Ave and speeding. As someone who uses 19th Ave frequently and lives three doors in, the road is a wasteland.



East Central Phase 2

Stakeholder Report Back: What we Heard

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Wheeling Facilities

Question 5

Do you have a preference between these two options? If yes, which do you prefer, and why?

- Prefer physical separation. With the height of some larger trucks and SUVs raised platform does not always appear to make it obvious that there is separation between lanes
- I think both options suck the people in this neighborhood typically wheel in the middle of the road.
- I prefer the raised cycle track at the level of the sidewalk. It is less visually obtrusive and better fits the streetscape.
- I think that along 19 Ave SE having a physically separated wheeling facility using curbs and delineators will be the safest option. It will be easier for people driving to see where they are supposed to be within the ROW. If the wheeling facility is slightly raised with no physical separation people driving will park in this space.
- Lower
- Option B but with the posts near intersections. The reason is that, unlike A, it provides more space for people on the sidewalk passing each other (try two parents going opposite directions with strollers - good luck!), as they can use the bike lane. The posts near intersections help make the crossing feel shorter for pedestrians and guides drivers into their lane.
- Option b is preferred. It allows for easier snow clearing and wheeling and pedestrian use. Plus wheeling above would help shorter wheelers be seen.
- I think A is the safest option for the cyclists because the green stick markers alert the drivers there is a lane separation.
- I like option B to keep pedestrians and bikers safe from cars and no barriers on the street- Better if you can make it the same level as side walk so that we can use it interchangeably.
- prefer level path, i feel having bikes on raised path will give more of an opportunity for bike to leave path into traffic. Kids / grown adults not paying attention and whoops down (off) the path into traffic.
- I like option b because it feels more like a separate space like a sidewalk and drivers would feel less like a chunk of their road was taken and more like the sidewalk was expanded and jerks would be less inclined to yell bad words or road rage at you...both of which I've had happen on the street & I present as a white woman who bikes safe & wears a helmet. I imagine it's much worse for ethnic men.
- a --- but there really is not the wheeling traffic to justify spending the money --- is the thought is to build it and that will attract traffic? --- who is asking for this in the community?
- Bike traffic is minimum on this road and this is not needed.
- Which ever one you choose, I would think that you would want it difficult for cars to enter a bike lane. Probably option A, as it would mean a flat surface along the street and intersections.
- No I dislike both options
- Option B sounds safer to me
- A
- "I prefer option b
- It seems more safe"
- I prefer option A as it provides separation between pedestrians and cyclists. Keeping the cycling facility at street level also makes for smoother transitions at intersections for cyclists
- Option b, bikes often ride with traffic. I would think that if a bike lane was similar to the walkway the bike lane would be utilized as a bike lane. This would also have improvements to walk ways



- Option B seems safer and further away from cars
- Option A - Cost.
- option a please
- A, it creates more distinction
- I prefer option A. I am not a fan of raising the wheeling facility.
- Option A please. For Option B, while generally also safe, vehicles, especially trucks etc. will easily hob the curb to park, or pass turning vehicles, and generally do it in an unsafe manner - unless it's a hard right-angled curb. The Option A curbs and delineators do a good job keeping vehicles out. But ultimately, either can work *if snow removal is provided*.
- If those are rolled curbs in option B then it will become an expensive parking lane for drivists. Physical separation (upright curb or parking curb+plastic thingies) is required.
- Option B. More durable.
- B. The concrete barricades is a horrible idea!
- Same level so you can see the bike beside you when your driving. Different layers in the pavement would create maintenance issues, and would be difficult to grade and shovel in the future, plus would probably cost more.
- Option A - seems simpler solution and offers flexibility to shrink/expand on the size of the road should the need change. Also seems easier to maintain in winter
- Option A. It is "clear" cars are not to be in this lane. I am wondering about snow plows though...
- Eith is okay as long as I am separated from the vehicles.
- I prefer option a mostly for safety reasons. I have cycled down 19th and have been treated very poorly by people driving by. I also think that from a community building and placemaking perspective, it makes it easier for parents to walk with their kids riding bikes and makes it easier for many different kinds of cycling abilities to feel welcome to use it.
- Option B sounds safer
- Neither are acceptable. Cyclists can start obeying the law.
- I like option B, curbs can be dangerous for cyclists
- On paper either of them look ok, but when combined with traffic, snow removal, pedestrians using the bike lanes instead of the sidewalk, wheelers using the sidewalk instead of the wheeling lane, confusing to understand, where the cars cross the wheeling lane who has to stop for the other. Bike lanes were added to Erin Woods Boulevard SE and the majority of wheelers use the sidewalk after 2 years
- Option B It seems to have a lower visual impact. Cleaner, less cluttered.
- Option B. It creates space for wheeling and walking.
- I think the vertical green posts are important to prevent people from hitting the divider in snowy conditions and a visual reminder for people exiting a car to check before opening their door. Lowered tracks: Do they accumulate snow and ice more? Do pedestrians not wander into them as much? Do raised tracks slow traffic exiting from an alley or parking area?
- Although I prefer option A (I appreciate the protected bike lanes as a biker), I am not sure enough people use this as a bike way for it to warrant the full protection piece.
- I do not
- Option a is better I feel like it is more safe
- No what is going to happen to the on street parking on 19th Ave. We really do not need to encourage more traffic on and in this area.j



- neither
- B
- "My initial preference is towards whichever design will cost me less as a homeowner and taxpayer. I'm tired of cyclists not having to pay for the infrastructure they solely benefit from.
- Option B is a better design that allows for vehicles to move around accidents, other barriers when/if absolutely necessary. Option A creates more congestion in such scenarios. I prefer option B."
- I prefer -A because I have witnessed a lot of passing on the right side of vehicles...this would help.
- It is a terrible idea all around. If this affects parking on 41st between 23rd & 26th Avenue there will be many opposed as we can't even park in front of our own house as it is due to the many illegal suites on the street. What do you consider for people/seniors who require adequate parking in front of their house due to disability. Are you going to take their parking away??
- I prefer to keep bikes, etc. at the level of vehicles and keep a specific area for walking. This seems to create harmony bettered faster and slower moving people (works well in east village where bikes and pedestrians have separate spaces)
- No I feel we do not have enough wheel traffic in the area to warrant a bicycle lane, these are narrow roads as it is around here as it is an older district I have been in the area for over 50 years and this is definitely not an improvement
- I think either is good but my preference is to have the wheeling traffic be the same level as the cars
- Option A. There's a huge safety concern for pedestrians and bikers. The cars drive fast. There needs to be speed bumps as well. Please beautify the street as well. Communities like Bridgeland and Inglewood gets large plant pots on their Main Street. Southview should have the same opportunities. This is also a family community.
- neither there are not enough bicycles that use 19th ave to justify the cost and construction headaches for us the people that live there. How will we be able to access our community mailboxes since we no longer have door to door service especially for your seniors.
- B, it is very hard to track wheelers and their sudden movements in heavy traffic. As a driver, I am always concerned about those around me, and it makes me ill to know a simple mistake/accident on their part may make my car fatal to them. In this area pedestrians and wheelers are often intoxicated, which leads to more errors
- So long as it's not just paint.
- Whichever is safer for the "wheelers".
- I think the separation between pedestrian height and cycling is necessary. When there is a physical division between a speeding bike and a human walking, they can differentiate where they need to be. High traffic pedestrian walk ways need indication more than a level between cars and bikes
- Prefer option A so bikes can't wander into pedestrians and to deter bikes from crossing the road where they shouldn't. This is a current problem with bikes meandering across the road.
- Both are a terrible idea
- B
- B because looks nicer
- Option A. I prefer wheels on the same level as the cars and not able to easily move into the walking area. It is similar to how I have seen bike lanes already in use like downtown.
- None
- cars only you have 17 ave



- Neither. Because it will ruin another road for a useless bike lane. Stop ruining our roads.
- well it would be nice to have the railings or whatever to prevent an accident but truthfully that shouldn't be on the street!!! it's already cluttered enough and there's too much snow in the winter for that to make sense. there should be a raised walkway if you really want to include wheelies. stop wasting money on this and focus on trains!!
- B
- "Option B
- Wheeling Safety from vehicles"
- The explanation and diagram is somewhat confusing. If we have deciphered correctly, then Option B is the preferred choice. Need better explanation or two separate diagram renderings.

28 Street S.E. questions

Question 1

How do you currently travel along 28 Street S.E. (e.g. walking, wheeling, driving, taking transit)?

- wheeling and taking transit
- Yes I drive along 28th Street
- I do not visit this street due to the lack of safe bike infrastructure. A painted line would not encourage me to visit the area, as it is unsafe bike infrastructure.
- Drive
- Walk, bike and drive.
- Driving, but rarely. I used to bike through here before moving to Forest Lawn.
- Driving some wheeling
- driving
- Drive
- drive, walk
- car
- Walk drive and transit
- Biking and driving
- Drive, walk, transit
- Driving
- Drive and walking
- Everyday using my stroller with my infant daughter, kids
- Drive
- Drive
- Driving or riding my bike.
- I have not cycled on this stretch, but for the sake of area commuters I would support separated cycle infrastructure (instead of paint) for the safety of all road users.
- Yes
- Walk but mostly drive. I leave Franklin and cut across the Church parking lot and walk all the way down 27th street directly to Albert Park Condos. It is quieter than 28th Street.



East Central Phase 2

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- Cycling
- Walking, wheeling and driving
- Cycling
- Walking and driving
- i walk, drive and take transit.
- Cycling
- Twice a day
- Driving
- Driving
- Walking, driving, and transit
- Walk and bike
- Walking and driving primarily.
- Walk, bike or drive
- Driving, walking, and rollerblading
- Driving
- driving
- Walking (often with strollers), bus, and driving.
- Walking, transit and Driving
- DRIVING
- Driving
- Driving & walking
- Driving like a normal ROAD user. Designed and built for driving so that's how it gets used.
- Drive
- driving but I'd rather take a train
- Wheeling, driving
- mostly driving or biking
- Our family uses this route daily. 1 - Driving, 2 - Walking, 3 - Wheeling. Transit - rarely.

Question 2

How do you see other people travelling (e.g. walking, wheeling, driving, taking transit) along 28 Street S.E.?

- walking, wheeling, taking transit and driving
- All of the above.
- I do not visit this street due to the lack of safe bike infrastructure. A painted line would not encourage me to visit the area, as it is unsafe bike infrastructure.
- Driving, walking
- Walking biking driving
- Mostly driving, more wheeling between 12 ave and 17 ave. Many people walking or going through by bus.
- Walking and driving
- driving
- Drive
- driving, walking



- mixed - school and playground - mixed - train station
- walk, drive, and transit
- driving
- Drive, walk, bike transit
- A little of all 4
- Walking, School bus, drive
- Bikes, scooters, rollerblades, strollers ! Need more safety awareness for pedestrians and drivers. I have been almost hit with my baby.
- Yes, mostly cars, only people on foot are junkies, homeless and prostitutes
- Drive
- All modes are fairly popular on this stretch, especially near 17 Ave SE shops, Radisson Heights school, and the LRT station.
- NA
- Yes
- All of the above.
- Driving, cycling, walking
- Walking, wheeling and driving
- All the above
- Walking wheeling and driving
- walking, biking, driving, taking transit.
- Cycling driving walking
- Car, bike, walk
- Driving
- Driving, walking
- Walking, biking, driving, transit
- Very minimal amount of people walking
- Many walk and drive. I see a number of bicyclists, definitely more since the bike lanes were put in.
- Walk, drive and some biking
- Driving, walking
- driving, walking, biking
- driving and a few walkers
- Scooters, bikes, cars, bus, walking.
- all methods of transport along 28 Street
- ALL
- Driving, biking, and walking
- All - Walking wheeling driving transit
- Driving like a normal person. Using the road for its purpose.
- great, there is not much street parking there so it is easy to see pedestrians
- driving, transit
- Walking, wheeling, driving, transit
- There is some pedestrian traffic, lost of vehicle traffic and some bike traffic.
- All modes. The East Calgary corridors are heavily used for walking.



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Question 3

When thinking of access and connectivity for people who walk, wheel, drive and take transit, what do you think about the proposed improvements to the 28 Street S.E. corridor?

- PLEASE IMPROVE SAFETY FOR PEOPLE WALKING AND WHEELING. this connection is so important to get to Franklin LRT
- "I don't think we should be investing in bike lanes here.
- REMOVE parking close to or within the intersections!"
- I think that a painted bike lane is insufficient. It's essentially doing nothing at all. You might as well not even put in bike infrastructure if it's simply a painted line. It's dangerous, and insulting to the people who live in that community that they should receive such underwhelming and useless infrastructure. Why are more affluent areas getting legitimate infrastructure, and this area isn't?
- I'm concerned that nothing is being proposed for 16 Ave. The intersection is off-set and it is confusing for all users, especially drivers who aren't sure when they are supposed to go through the intersection.
- The hills need to be flattened. They are too steep for elderly or wheelchair use. It takes all I got to ride my bike up that hill, lol.
- It will be more welcoming and connect better to the nearest train station. It would be great if there was better connection between 28th and Barlow for wheeling.
- It's so busy here with short cutters, safety improvements will be a huge benefit.
- waste of money
- Will slow down traffic
- again a great idea for bike paths as there is nothing currently in place. would have to be creative work done from 17th ave se - 16th ave se as there is 4 lanes traffic in this block distance and all four lanes work well since the change when 17th se was done. plenty of room for bike lane on east side of 28th from 16th st - 12th ave se, but many people speed in this area even though school.
- more pedestrian cross walk lights by schools and train station
- Unnecessary and a complete waste of money. The city loves trying to find problems where they do not exist for some reason
- good about time
- Cool
- Better Access to Franklin station other than driving is a great idea. The extended curbs are not.. they are horrible in Erin woods in the winter
- If the junior high will lose access to have busses drop off/pick up students in front of the school.
- Needs more pedestrian crosslights, especially across from Franklin train station near the school UPGRADE ... add more lights at the 3 way of 28 street and 12 avenue SE to promote pedestrian safety. The school painted pedestrian walk way isn't safe enough at night.
- It will make it safer for the junkies and hookers



- People speed
- Without protected wheeling facilities and concrete improvements to pedestrian realm, you're just burning political capital and annoying residents + drivers by reducing parking availability / changing road configuration. Please reconsider. Painted lanes don't add safety and are near useless in winter.
- Improvements to safety should be made regardless of what the public input says.
- It is terrible! Go back to the drawing board and include people that live in the area and use it as well!
- Okay.
- Good, but a physical barrier between car lanes and driving lanes is much safer and prevents (most) use by cars, minimizes danger zones
- I like the improvements.
- I think it is a win for the neighbourhood as well as for all modes of transportation.
- I think it should stay the way it is, no issues just wasting money
- I think anything to make this road more walkable and bikeable is a great idea! I currently bike to work and prefer taking 27th street because the traffic does not make me feel safe and the bike lanes do not start until one is much further north. They are kind of arbitrary bike lanes, and even though 27th street is a bit dicey with its intersections it still feels safer than 28th currently.
- I like these suggestions
- Good. A dedicated bike lane is good.
- I like
- "The area is high density, many 4-plexes and multi-family residences. Removing parking will be problematic.
- Curb extensions are not necessary and will be especially problematic at the corner of 28 St. and 12 Ave. during winter. That corner intersection is bad in winter and an extension will make it nearly impossible to turn North onto 28th from 12 Ave.
- Overall, the improvements are anything but."
- I'm curious about the connection between 19th Ave SE & 17th Ave SE. It appears to go straight across where there is currently a gas station. Is the gas station being bought/taken out and if so, what mitigation measures will be put in place to ensure that piece of land is properly reclaimed prior to construction?
- I think it's great to make it easier to flow to the 17th Avenue BRT from 28th Avenue
- There are many who short cut through the area to reach Barlow (11 Ave SE) - traffic calming and creating safe areas for those not driving will be an improvement. It can get busy during peak traffic times with commutes, short cutters and transit.
- I think the proposed changes will make the corridor more friendly to the mix of users
- "Smart to invest in the area in general.
- Along the 19th Avenue section, I'm not sure how much cyclists and pedestrians will use it over 17th Avenue.
- Traffic is already backed up on 17th Avenue when turning into 28th Street so this might make that worse. Safety is a concern around the C-train station."



- I don't think people will use them any more or any less. People around here walking/biking do whatever they want all over the road anyways. They don't have any legal enforcement of rules, so organizing this for more accessibility will not improve compliance (school zone in mornings when school is in, people walk in the street, do not use crosswalks. 4ways dangerous uncontrolled with bad drivers
- 28 st is all ready nearly the entire proposed length a school or playground zone
- It becomes awkward to walk in a direct way to the train station. I see a lot of people use the alleyway on 9th avenue and walk through the church parking lot to get to the train station. There doesn't seem to be an emphasis on designated pedestrian zones. Furthermore, there may be opportunities for another signalled pedestrian crosswalk along 28th. Sidewalks in this area are desperate for widening
- It is good overall but there is an ongoing problem intersection at the 4 way stop at 28 st and 16 Ave SE. The staggered 4 way stop causes friction between drivers with wheelers and walkers having frequent close calls due to driver aggression.
- COMMUNITY SIGNAGE AND LANDSCAPING
- The bike lanes are a good improvement for this road. It isn't clear how this will connect to 19th or to Max Bell
- We would need to see the measures to understand how they are going to impact the corridor.
- Stop screwing with our roads for less than 0.01% of road users.
- I have no opinion other than I see no issue there.
- there needs to be less things cluttering the road (bike lanes, Street parking etc.). there just needs to be a new train line from Franklin down 17th all the way past 52nd st, busses to connect to stations along 17th. this city gets too much snow for bikes and scooters on our streets. plus those people who ride those are inconsiderate and cause accidents.
- I think curb extensions and separated bike lanes would be a good idea. I think traffic calming needs to be addressed because many drivers use 28th St as a cut-through in the community, and volume and speed are major problems despite the playground zone. I would like to see speed bumps installed along 28th.
- I think 28th st is used as a route for drivers to get from 17th Ave SE to Memorial Dr. Providing access for drivers to use Barlow instead of 28th st might help with getting some traffic off of the local roads. I think speed bumps and a dedicated bike lane are a good idea.
- A big improvement. While we use this road frequently, we live South of 17th. So, immediate resident concerns should be first and foremost.



East Central Phase 2

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When thinking of all modes of transportation, are there other improvements you'd like The City of Calgary to consider for the 19 Avenue S.E. corridor?

Note: The comments shown in this table were provided by participants when they dropped a pin on the map. The addresses shown in this table simply indicate the location where the participant dropped a pin on the map prior to making the associated comment.

Submission	Address where pin was dropped
I'd like a protected crosswalk as cars drive too fast here	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
Wayfinding to direct folks to the bus stops and shops on 17 Ave from the wheeling facility on 19 Ave	3720 19 Avenue SE, Calgary, Alberta T2B 0X5, Canada
Please add wayfinding to get folks from the pathway system to the BRT and the rest of the wheeling facility	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
The retaining wall and shrub here make it very difficult for westbound drivers to see pedestrians crossing southbound.	4201 19 Avenue SE, Calgary, Alberta T2B 1C4, Canada
Will anything be added to help pedestrians and people wheeling safely cross 36 ST?	2002 36 Street SE, Calgary, Alberta T2B 0X6, Canada
How will people wheeling cross the intersection to get to the pathway on the west side?	2724 19 Avenue SE, Calgary, Alberta T2B 0A3, Canada
Please don't remove the stop signs at this intersection. Without them it's difficult for pedestrians to find an opportunity to cross.	1839 44 Street SE, Calgary, Alberta T2B 1H9, Canada
Does this work?	1839 38 Street SE, Calgary, Alberta T2B 0Z4, Canada
working	2431 39 Street SE, Calgary, Alberta T2B 3H7, Canada
Need a crossing bump out at 40 St SE	4201 19 Avenue SE, Calgary, Alberta T2B 1B4, Canada
Wayfinding to show transit station and connection to SB pathway	5147 20 Avenue SE, Calgary, Alberta T2B 2Y5, Canada
Allow parking on south side of 19th	3201 19 Avenue SE, Calgary, Alberta T2B 0S5, Canada
19 Ave needs to be better aligned at this intersection.	1839 35 Street SE, Calgary, Alberta T2B 0W6, Canada
Agreed to what EVB said. So let's add stop lights or at least flashy yellow lights.	2002 36 Street SE, Calgary, Alberta T2B 0X6, Canada
Can't we just complete the bike path network all the way to 52st?	4729 19 Avenue SE, Calgary, Alberta T2B 1L9, Canada
Can't we just finish the wheelie path to 52St?	4729 19 Avenue SE, Calgary, Alberta T2B 1L9, Canada
Can't this be done without removing parking? Parking spots will help narrow the road resulting in slower traffic, no?	3201 19 Avenue SE, Calgary, Alberta T2B 0S8, Canada
Yeah, keeping parking along here will narrow the road which will help lower speeds	3201 19 Avenue SE, Calgary, Alberta T2B 0S5, Canada



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I agree with Lisa-need a crossing bump on 40th or 41st St. Too many close calls especially kids trying to cross. Would help slow the traffic	4201 19 Avenue SE, Calgary, Alberta T2B 1B4, Canada
4 Pitbull attacks on kids within a few blocks of this street last summer alone. Do something about that pls.	2228 38 Street SE, Calgary, Alberta T2B 0Z8, Canada
Please leave it open. Can add traffic light. We already had limited thoroughfare on north side of 17 Ave (16 Ave & 36 st. had been close)	2003 36 Street SE, Calgary, Alberta T2B 0X5, Canada
i have only indicated one marker however perhaps a few trees along ave & streets.	3201 19 Avenue SE, Calgary, Alberta T2B 0S8, Canada
I was hoping to open up 2 lanes of traffic between 26th Ave. Also already an awkward right hand turn SB 36 St to 19 Ave to get to shops.	2003 36 Street SE, Calgary, Alberta T2B 0X5, Canada
i agree this intersection is dangerous. Something to help pedestrians and bikes and cars get across would be great.	3603 19 Avenue SE, Calgary, Alberta T2B 0X5, Canada
I agree, needs to be straight.	3603 19 Avenue SE, Calgary, Alberta T2B 0W6, Canada
All of this, cars go to fast. It's hard to safely cross. If these intersections along 19 were solved I would ride it to work over 17th.	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
going all the way to Elliston and the Stoney Trail Pathway would be great!	2008 48 Street SE, Calgary, Alberta T2B 1L9, Canada
Extending the curb here is a terrible idea. It is already so busy this will back up traffic in all directions.	2003 36 Street SE, Calgary, Alberta T2B 0X5, Canada
This is how people avoid the cluster of 17th Ave SE please reconsider this is not helping anyone	4727 19 Avenue SE, Calgary, Alberta T2B 2K1, Canada
Larger Stop signs with flashing lights or some other method needs to be put in place to encourage drivers to stop	2002 44 Street SE, Calgary, Alberta T2B 1H9, Canada
All of these intersections should be tightened up, and include centreline hardening. This is one lane in each direction (apparently)!	2736 19 Avenue SE, Calgary, Alberta T2B 1N8, Canada
How do bikes cross this intersection? Not detailed here but is critical.	3603 19 Avenue SE, Calgary, Alberta T2B 0X5, Canada
MUP are less safe.	5004 20 Avenue SE, Calgary, Alberta T2B 2S8, Canada
Remove the snow zone signs. The bus route was deleted and is no longer applicable.	1814 33 Street SE, Calgary, Alberta T2A 0R2, Canada
Alignment is not good and dangerous for pedestrians especially. 19 AV traffic picks up speed here too.	2003 35 Street SE, Calgary, Alberta T2B 0W6, Canada



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When cars, especially trucks, are parked on 19 AV SE corner, it is difficult to see oncoming traffic from 36.	2003 35 Street SE, Calgary, Alberta T2B 0W6, Canada
Dangerous intersection. Needs traffic volume count and then a light perhaps? Agree reducing to one lane will back up traffic. Misery!	3603 19 Avenue SE, Calgary, Alberta T2B 0X5, Canada
How will we pull over to pick up our mail (from car)?	3429 19 Avenue SE, Calgary, Alberta T2B 0W5, Canada
I will be very grateful for wheelchair ramps at these corners. Thank you!	2003 35 Street SE, Calgary, Alberta T2B 0W6, Canada
This is a reasonably busy intersection due to Co-Op, etc. but seems to work well with 4-way stops so far.	3237 19 Avenue SE, Calgary, Alberta T2B 0T4, Canada
Cars turning left have a hard time due to volume of traffic here. Cars turning right don't have issue but will if reduced to one lane.	2724 19 Avenue SE, Calgary, Alberta T2B 0A3, Canada
Crossing here at rush hour is going to be very challenging without a light.	2724 19 Avenue SE, Calgary, Alberta T2B 0A3, Canada
Hard to get across with a vehicle let alone a cyclist or someone on foot.	2002 36 Street SE, Calgary, Alberta T2B 0X5, Canada
the way the road curves here is difficult as a pedestrian and bicycling.	3603 19 Avenue SE, Calgary, Alberta T2B 0W6, Canada
Bob - planning and construction work need to be mindful of retaining walls here	2001 Birch Crescent SE, Calgary, Alberta T2B 0S8, Canada
Need a three way stop sign so traffic can turn left and right off 19 Ave onto 26 Street	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
Heritage tree on corner property of Ash Crescent hangs close to edge. Rare Horse Chestnut needs protection	1914 Ash Crescent SE, Calgary, Alberta T2B 1N8, Canada
this is the scariest intersection ever. Have almost been hit on numerous occasions	1603 26 Street SE, Calgary, Alberta T2A 0Y4, Canada
this intersection needs extra consideration because it needs eyes on to see what really happens not what looks good on paper	1603 26 Street SE, Calgary, Alberta T2B 0A3, Canada
These setback crosswalks have cars blow the stop sign to see the road especially when combined with a bike lane.	3417 19 Avenue SE, Calgary, Alberta T2B 0W5, Canada
Add a 4 way stop at the corner of 35 St SE and 19 Ave SE	2412 35 Street SE, Calgary, Alberta T2B 0X3, Canada
Cars turning left onto 19 Ave often cut the corner. Wayfinding to the BRT bridge is important.	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
If I wanted to go from 19 Ave to 17 Ave, I wouldn't want to cross 26 St and cross it again to head east.	1603 26 Street SE, Calgary, Alberta T2B 0A3, Canada
Planters, landscaping, or rain capture would be great to use this space instead of have it just be pavement.	3217 19 Avenue SE, Calgary, Alberta T2B 0A5, Canada



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Not sure what the solution is, but I find 4-way stops can be awkward and cause tension with cars, confusion over who is supposed to go.	1840 33 Street SE, Calgary, Alberta T2B 0T4, Canada
A dangerous spot to cross and you can wait a very long time to do so safely.	3603 19 Avenue SE, Calgary, Alberta T2B 0W6, Canada
I misplaced my marker, put it on the intersection to the west: this intersection is the dangerous one that needs priority improvements.	1827 36 Street SE, Calgary, Alberta T2B 0X5, Canada
Possible to acquire this lot for the purpose of straightening out the intersection?	3603 19 Avenue SE, Calgary, Alberta T2B 0X5, Canada
Could parked cars block pedestrians from sight in locations like these? Will the crosswalks be marked with paint and verticals?	3720 19 Avenue SE, Calgary, Alberta T2B 0Y4, Canada
Grass is better than nothing, but how about a bioswale or more natural vegetation?	2008 48 Street SE, Calgary, Alberta T2B 1L9, Canada
People are most certainly going to try to cross here, must be safe. Also, wayfinding north to BP Cycle?	1832 52 Street SE, Calgary, Alberta T2B 2Y5, Canada
Wayfinding really important here: behind the shopping centre isn't inviting or legible, hard to tell where it goes.	2008 48 Street SE, Calgary, Alberta T2B 1L9, Canada
Why are these here but not elsewhere?	3720 19 Avenue SE, Calgary, Alberta T2B 0Z3, Canada
Most cyclists will be crossing 26 street, but most drivers turning left or right. Just a thought, drivers don't expect that maneuver.	2724 19 Avenue SE, Calgary, Alberta T2B 0A3, Canada
Wayfinding to Unity Park (here and next intersection East)	2002 Aspen Crescent SE, Calgary, Alberta T2B 0S5, Canada
This might be a good place to connect up to 16 Ave because it's a quiet street on either side and a signalled crossing	1839 42 Street SE, Calgary, Alberta T2B 1G1, Canada
BIA adamantly opposes closure of left hand turn as this will obliterate business access and ruin long standing businesses in the community	2003 36 Street SE, Calgary, Alberta T2B 0X5, Canada
Add whatever traffic measures will help to move the prostitutes along to somewhere else. Also, remove the sidewalk extensions everywhere.	4203 19 Avenue SE, Calgary, Alberta T2B 1C3, Canada
Why does the phase 2 map show wheeling facility down 41st south. WE DO NOT WANT THIS ON OUR STREET. Parking is bad enough as it is.	2401 41 Street SE, Calgary, Alberta T2B 1C8, Canada
<redacted due to personally identifying comment>	<redacted due to personally identifying comment>
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I think 36 st should have had an island thru the middle N to S 19 Av years ago.Horrible intersection. Cut down motorbikes & cruisers on 19.	1840 36 Street SE, Calgary, Alberta T2B 0X5, Canada
This street is filthy! There needs to be change from The City. There are garbage cans on City property. Tons of garbage.	32 Street SE, Calgary, Alberta T2A 0R1, Canada
Beautify this area. Tons of garbage.	3205 19 Avenue SE, Calgary, Alberta T2B 0A4, Canada
Speeding cars. Unsafe for pedestrians and bikers.	3205 19 Avenue SE, Calgary, Alberta T2B 0A4, Canada
Speeding cars. Unsafe for citizens.	3413 19 Avenue SE, Calgary, Alberta T2B 0A7, Canada
fix the crosswalks with better signage/lights and leave the sides alone people need places to park as not all homes have driveways.	2002 27 Street SE, Calgary, Alberta T2B 0A3, Canada
This intersection has high volume collisions and need to be revisited for signage and parking control so close to the edge of 47 st	2002 47 Street SE, Calgary, Alberta T2B 2K1, Canada
Add more street lighting all along 19 ave to improve visibility and safety of pedestrians and cyclists.	4729 19 Avenue SE, Calgary, Alberta T2B 2K1, Canada
Adding too many vehicle restrictions will cause southbound vehicle traffic to turn left on 21. Suggest lights here.	2002 36 Street SE, Calgary, Alberta T2B 0X5, Canada
there needs to be a crosswalk light or overhead walkway to make this safe for wheeling and walking	1975 26 Street SE, Calgary, Alberta T2B 0A3, Canada
Make a middle lane on 36th that is a bi-directional turn lane to access 19th instead of preventing turning.	1827 36 Street SE, Calgary, Alberta T2B 0X5, Canada
Limiting parking to N side only this block will squeeze VO church to compete with residents.This Church already has insufficient parking.	3720 19 Avenue SE, Calgary, Alberta T2B 1A2, Canada
Locale is at the crest of 19 Ave at 27 St. Crossing 19 is deadly. Cars heading West do not see you when you cross. Snrs home located here	2715 19 Avenue SE, Calgary, Alberta T2B 0A3, Canada
Corner does not offer visibility for cars or peds. 26th Street should be 40K and policed.	2006 26 Street SE, Calgary, Alberta T2B 0A3, Canada



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When thinking of all modes of transportation, are there other improvements you'd like The City of Calgary to consider for the 28 Street S.E. corridor?

Note: The comments shown in this table were provided by participants when they dropped a pin on the map. The addresses shown in this table simply indicate the location where the participant dropped a pin on the map prior to making the associated comment.

Submission	Address where pin was dropped
consider a raised bike path or pathway to support kids getting to school actively so they don't have to be on the road	1310 28 Street SE, Calgary, Alberta T2A 0Y8, Canada
The westbrook LRT station is a disaster. Its been a disaster for 7 years. It is surrounded by a 10 acre lot of mud and weeds.	1224 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
Parking should not be allowed here. The visibility at this intersection is poor.	2842 16 Avenue SE, Calgary, Alberta T2A 5E1, Canada
It is difficult for drivers to know when it is their turn to go at this 4-way stop because the intersection is off-set.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Consider extending the cycling facility down to 16 Ave so that it creates a safer connection for people choosing to cycle in the area.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
This is a difficult intersection for people on bikes, especially if they want to turn left onto 11 Ave.	Albert Park Community Center, Calgary, Alberta T2A 0Y6, Canada
Visibility is poor here for drivers, parking shouldn't be allowed.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
This area very steep.	1224 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
This intersection sucks badly, whether I am biking or driving here. Make it a 3-way stop and eliminate access to 15 ave from 28st.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Stop parking in this intersection. It reduces visibility for people crossing 28st to 16ave.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
I bike through here and go straight SB to get down to the bike network and avoid bus stations. Can we make it safer for wheelers to do this?	1605 28 Street SE, Calgary, Alberta T2A 0M7, Canada
Provide a safe wheelie facility or something like that between here and Barlow. At least for the up-hill journey.	2840 9 Avenue SE, Calgary, Alberta T2A 7M2, Canada
Make the main drive through here one-way and narrow it in order to provide a pathway through the middle to the road and increase stalls.	2734 Radcliffe Drive SE, Calgary, Alberta T2A 6K9, Canada
crazy intersection but seems to work well. will need some C of C creativity at this location.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Agreed, this downhill is popular for cyclists wanting to get downtown via pathway at Maxbell.	2837 9 Avenue SE, Calgary, Alberta T2A 7M2, Canada
Parking does not block the intersection, leave parking alone.	2842 16 Avenue SE, Calgary, Alberta T2A 5E1, Canada



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It is already illegal to park within 5 meters of a curb, why would you make it illegal to park here when it is already illegal?	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Extended curb is unnecessary. Why is the city trying to get these installed in every neighbourhood?	1420 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
Curb extension is unnecessary. Why does the city keep trying to install these in areas they are not needed?	1420 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
Consider no bike path because it is not needed.	1310 28 Street SE, Calgary, Alberta T2A 0Y8, Canada
Curb extension not needed	2912 12 Avenue SE, Calgary, Alberta T2A 0Y6, Canada
No curb extension	1237 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
Busses pick up/drop off students. Adding bike / extending side walk or transit. Will make it really narrow	1420 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
This area is really bad in the winter and losing the space is not a good idea with only allowing parking on the uphill.	1237 28 Street SE, Calgary, Alberta T2A 7G4, Canada
This whole stretch needs better lighting	1420 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
Add a wheeling friendly method to get over memorial. Train station bridge or 28th st. Lots.of.offices just north of memorial	2836 Memorial Drive SE, Calgary, Alberta T2A 7X9, Canada
Riding straight across from the Esso parking lot onto 28th Street can be harrowing. Maybe an advanced green might help.	1605 28 Street SE, Calgary, Alberta T2A 0M7, Canada
Better connectivity from Southview Ridge bike path to 28th Street would be ideal.	2818 17 Avenue SE, Calgary, Alberta T2A 0P8, Canada
Better connectivity from Southview Ridge bike path to 28th Street.	2830 17 Avenue SE, Calgary, Alberta T2A 0M7, Canada
Curb extension bad idea, glare ice in winter with cars starting and stopping on north south on 28 St. west on 12 Ave.	1228 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
better lighting, raised bike lanes so that children can bike to school safely	1310 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
Remove parking at this location.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Turning left into the train station may be tricky. Maybe a bike box would work?	2734 Radcliffe Drive SE, Calgary, Alberta T2A 6K9, Canada
Make sure cyclists don't turn left into this the wrong way. Also, how would a bike go from the station to leave the parking lot?	2734 Radcliffe Drive SE, Calgary, Alberta T2A 6K9, Canada
Cyclists carrying speed down this hill might be at risk from turning vehicles	2839 10 Avenue SE, Calgary, Alberta T2A 0Y5, Canada
Need wayfinding here to connect to the BRT bridge pathway: instead people will follow and take the sidewalk over Deerfoot.	2830 17 Avenue SE, Calgary, Alberta T2A 0M7, Canada
I hope there is at least a painted buffer area, but vertical delineation is important where possible.	1420 28 Street SE, Calgary, Alberta T2A 0J9, Canada



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I would like a curb extension here, but adding vegetation to it would be great.	1420 28 Street SE, Calgary, Alberta T2A 0Y7, Canada
Wayfinding here to connect to pathway at Max Bell.	2839 10 Avenue SE, Calgary, Alberta T2A 0Y5, Canada
No curb extension is needed. If you can not get out of the tire tracks it is impossible to get up this hill in the winter.	1228 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
Why not use this path for bikes leaving the LRT bridge towards max bell. Keeps everyone away from busy intersections.	2631 Memorial Drive SE, Calgary, Alberta T2A 6L6, Canada
Too many cars try to access Barlow through the neighbourhood. They block 28th street.	1605 28 Street SE, Calgary, Alberta T2A 5E1, Canada
No one parks here. They stop to pick up the school kids.	1420 28 Street SE, Calgary, Alberta T2A 0J9, Canada
If you plant grass you should mow it.	1420 28 Street SE, Calgary, Alberta T2A 0J9, Canada
Should have made the center turning lane a u-turn and the outer turn lane onto 28th st.	2830 17 Avenue SE, Calgary, Alberta T2A 0M7, Canada
More bike traffic around here will increase crime. Many shady people around here on bikes.	1420 28 Street SE, Calgary, Alberta T2A 0J9, Canada
Why aren't we ticketing and towing people who are parking in this intersection?	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
The area has many multi-family dwellings. Removing parking will cause problems by further congesting side streets. Do not remove parking!!	1205 28 Street SE, Calgary, Alberta T2A 0Y5, Canada
Do NOT add a curb extension. As noted by many, this corner is bad enough in winter. Adding one will adversely impact right turns onto 28 St.	1237 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
Adding curb extensions here will create traffic congestion, slowing commutes and adding air pollution from idling cars waiting to turn. BAD!	2912 12 Avenue SE, Calgary, Alberta T2A 0Y6, Canada
Wayfinding to bike path across 28 street or BRT	2736 19 Avenue SE, Calgary, Alberta T2B 0P7, Canada
Left-turn should be marked here with a sign.	Barlow Trail SE, Calgary, Alberta T2A 0P6, Canada
No curb extension needed, winter is a challenge to move through this intersection.	Albert Park Community Center, Calgary, Alberta T2A 0Y6, Canada
Better lighting at the three way stop. It's very scary in the winter for cyclists and pedestrians walking to school and to Franklin station	575 28 Street SE, Calgary, Alberta T2A 6W9, Canada
This intersection is a huge problem in winter. The icy hill has cars spinning out and sliding backwards. A curb extension will make it worse	2912 12 Avenue SE, Calgary, Alberta T2A 0Y6, Canada
Cars are often confused by the dog-leg of this intersection, no signals, wrong signals, left-right, right-left. Needs to be safer for bikes.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
This intersection is really bad in the winter, on days with new snow it is nearly impossible to drive through here.	1228 28 Street SE, Calgary, Alberta T2A 0Y6, Canada



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Why are cars allowed to park here? Blocks vision and is unsafe for peds crossing and cyclists.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
There should be a safer way for bikes to turn left to access the max Bell bike path.	1224 28 Street SE, Calgary, Alberta T2A 0Y6, Canada
There should be a push button blinking pedestrian light here to help keep pedestrians safe but also to make sure cars can get through.	2618 Radcliffe Drive SE, Calgary, Alberta T2A 7M2, Canada
Consider making access to 15th Ave one-way WB or something else so that this is not an awkward 4-way stop.	2840 15 Avenue SE, Calgary, Alberta T2A 0J8, Canada
Volume of traffic cutting through here to access Barlow needs to be reduced. Local access only.	1605 28 Street SE, Calgary, Alberta T2A 5E1, Canada
The lanes narrow here and the traffic increases b/c shopping and Barlow access. Separated bike lanes are a must to keep cyclists safe.	1403 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Improve access to Barlow from 17th Ave and encourage people to use it, and this intersection will become a lot less busy.	1603 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Better access to Barlow would reduce traffic through this intersection. it is really quite dangerous now.	1605 28 Street SE, Calgary, Alberta T2A 5E1, Canada
Allowing a U-turn and signing it access to Barlow might keep some people off of 28th st.	2830 17 Avenue SE, Calgary, Alberta T2A 0M7, Canada
This crosswalk is one of the least used crosswalks I have ever seen. Move the light further south on 28th St and it would be way better.	2805 Radcliffe Drive SE, Calgary, Alberta T2A 6K9, Canada