



## 37 Street S.W. Streetscape Master Plan



Discovery Phase Public Engagement  
What We Heard Report  
March 2018



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## Executive Summary

The City is working to address the conditions of the existing public realm with the creation of a streetscape master plan for each of the identified, Council approved, main street corridors. Of which, 37 Street S.W. is one.

In March of 2018, approximately 215 stakeholders participated through both in-person and online engagement opportunities to explore improvements to 37 Street in areas of cycling, transit, parking, street furniture, pedestrian safety features and more.

When asked to share their stories of 37 street, **participants' descriptions of the welcoming** character and neighbourliness of their communities contrasted with descriptions of 37 Street as scary, too wide and too fast. Participants indicated a desire to use 37 Street as a connection to community destinations – but tended to avoid it unless driving.

Participant suggestions for improving 37 Street included:

### Bicycling:

- Creating bicycle lanes for safer travel and better connections between Edworthy and Glenmore Parks as well as a route to/from Mount Royal University.

### Transit:

- Providing bus lay-bys and making bus stops larger, more interesting and more inviting, particularly near 26 Avenue.

### Parking:

- Residents living near 37 Street felt parking permits or restrictions would help with on-street parking – particularly between 10 and 15 Avenues.

### Vehicle Traffic:

- Reducing speed
- Clear lane markings – particularly where there is confusion between travel lanes and on-street parking.

### Pedestrian Realm:

- **Creating a separation between the sidewalk and the roadway where there isn't one** – with a boulevard.
- Snow clearing – when the road is plowed – the snow piles up on the sidewalk, especially where the curb is directly next to the roadway (i.e. monowalks) making walking difficult – or impossible for those with reduced mobility. Participants also highlighted some areas where snow melt and freeze contributed to annual trouble spots for pooling and ice build up.
- Creating community gathering places near 17 and 28 Avenues – particularly to increase vibrancy and visual appeal where there are currently large, paved surface parking lots.

### Natural Elements:

- Many participants wanted to see more trees and other natural elements.

### Street Furniture

- Improving lighting along the corridor, particularly near 23 and 30 Avenues.

Information on stakeholder concerns and aspirations for 37 Street has been used to develop a vision for 37 Street, guiding principles for design and concept options for the streetscape plan.



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## Project overview

Streetscape investment projects are being delivered within the Main Streets initiative. The City is working to address the conditions of the existing public realm with the creation of a streetscape master plan for each of the identified, Council-approved, main street corridors. Of which, 37 Street S.W. is one.

A streetscape includes all visual and functional elements of a street that collectively form its character. Some areas we are exploring include:

- Sidewalk features (e.g. street trees, patios, street furniture)
- Crosswalks and street corner configurations
- Laneway and park connectivity
- Street lighting
- Pedestrian safety features

The 37 Street S.W. Streetscape Master Plan will provide a vision for future enhancements and development that unifies the street, provides gathering places, and enhances the pedestrian experience by focusing on improving the pedestrian realm.

## Engagement overview

The project builds on the prior Main Streets public engagement that started in 2015 and digs deeper into the look and function of the street. And, works with community members to answer three questions related to developing the right design for 37 Street S.W.:

- Discovery Phase: What is the vision for 37 Street SW?
- Concept Options Phase: What options are there for a future design of the street? Which is the best option?
- Report-back Phase: Can we tweak the final draft design to be even better?

The Discovery Phase of engagement took place in March 2018. The City of Calgary held stakeholder meetings with representatives from community associations and 37 Street local businesses, as well as open houses with area residents. From 2018 March 22 to 2018 April 5, The City of Calgary hosted online tools on its engagement portal at [engage.calgary.ca](http://engage.calgary.ca) to solicit feedback from Calgarians. Engagement opportunities gathered information on stakeholder concerns and aspirations for 37 Street and has been used to develop a vision, guiding principles and concept options for the streetscape plan.

This report back includes a high-level summary and the verbatim feedback from the in-person and online public engagement opportunities. Approximately 215 stakeholders participated.



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## What we asked



1. **Memory Tree:**  
Your stories and memories of 37 Street help the project team understand the lived experience of this Main Street – beyond just traffic counts and other statistics. Using the tag available, add leaves to our tree by sharing your memories and stories about 37 Street.



2. **Big Idea/ Map Activity:**  
How would you make 37 Street S.W. better for walking? Share your idea with us in the worksheet below and on the interactive map.



3. **Check-In on What We Heard 2014-15:**  
The Main Streets initiative collected input in 2014-15 and we want to confirm what we learned. For the comments below, please indicate whether you agree, disagree, or if you would like to modify the comment to better agree with it.



4. **Priorities Exercise:**  
Indicate where on 37 street these streetscape elements are “must-have,” “nice-to-have,” or “Probably not possible but...” Have we missed an element? Add it in.



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## What we heard - Overview

When asked to share their stories of 37 street, participants described their experiences of moving to the area and meeting their neighbours, as well as back yard weddings and raising families. Some described growing up in the area and visiting neighbourhood destinations (e.g. treat nights, **Bookmobiles, friends' houses, schools, etc.**) **by riding their bikes or taking the bus, which stopped "right outside [their] door."** These descriptions contrasted sharply with participant descriptions of a scary, wider, faster, and difficult-to-cross 37 Street that feels like an uninviting place to wait for a bus or navigate as either a pedestrian or a cyclist.

Participant suggestions for improving 37 Street included:

- Reducing speed
- Snow clearing – when the road is plowed – the snow piles up on the sidewalk, especially where the curb is directly next to the roadway (i.e. monowalks) making walking difficult – or impossible for those with reduced mobility. Participants also highlighted some areas where snow melt and freeze contributed to annual trouble spots for pooling and ice build-up.
- Creating bicycle lanes for safer travel and better connections between Edworthy and Glenmore Parks as well as a route to/from Mount Royal University.
- Improving lighting along the corridor, particularly near 23 and 30 Avenues.
- **Creating a separation between the sidewalk and the roadway where there isn't one** – with a boulevard.
- Many participants wanted to see more trees and other natural elements.
- Creating community gathering places near 17 and 28 Avenues to increase vibrancy and visual appeal where there are currently large, paved surface parking lots.
- Providing bus lay-bys and making bus stops larger, more interesting and more inviting, particularly near 26 Avenue.
- Clear lane markings where there is confusion between travel lanes and on-street parking.
- Participants indicated on-street parking is important in the area, however the project team heard that participants **don't feel safe parking on 37 Street and getting out of their cars.** Residents living near 37 Street felt parking permits or restrictions would help with on-street parking. While this comment arose the length of the study area, the blocks between 10 and 15 Avenues saw an increased frequency of comments on this topic.

▶ To read a more detailed summary of the input see the section: [What we heard – Summary of Input](#)

▶ To read all verbatim comments received see the section: [What we heard – Verbatim Contents](#)

## Next Steps

After the Discovery Phase of public engagement was completed on 2018 April 5 this What We Heard Report was **shared with Calgarians on the City's engage portal at [engage.calgary.ca](http://engage.calgary.ca)**, the Concept Options Review Phase will begin June 2018.



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## What we heard – Summary of Input

### Community Identity

- **The project team often heard about residents' pride in their communities, a high degree of neighbourliness** and about raising families in the area. Many participants felt the current environment on 37 Street did not reflect this nature of nearby communities and therefore encouraged undesirable behaviours and a higher number of shorter-term residents than in the past.
- Suggestions included adding community banners and historical interpretive elements to 37 Street, especially near 19 and 28 Avenues. It was felt that along with other improvements this would bring some of the community character onto 37 Street – identifying it as a destination, not just a pass-through.

### Bicycle, Transit and Parking

- Many participants felt that 37 Street provided a convenient bicycle route connection between Edworthy Park, Westbrook Mall, Mount Royal University and Glenmore Park and wanted to see bicycle infrastructure along the street.
- Several participants commented on making better connections between the Westbrook LRT (and library) to the west to 37 Street.
- Participants described conflicts between pedestrians, transit and vehicle traffic, particularly near the intersection of 26 Avenue; where cars pull out around stopped busses and nearly collide with pedestrians that they cannot see for the bus.
- Participants highlighted areas on the west side of 37 Street near Westbrook Mall, where permitted parking could help to manage on-street parking. Participants generally wanted to see on-street parking remain where possible. They highlighted they would like to see businesses required to have off-street parking, preferably underground or behind the store fronts as the current large, paved parking areas contributed to the area feeling unsafe, and unappealing.

### Vehicle Traffic

- Participants were very concerned about speed on 37 Street. Many comments related to ways to reduce speed – including using roundabouts for traffic control at all intersections, more traffic lights, speed bumps, curb bump outs and narrowing the street.
- A handful of comments noted concern that more traffic lights would mean more idling cars for nearby **residents and might encourage more intense speeding between lights as drivers race to “beat the light.”**

### Pedestrian Realm

- Participants repeatedly noted how unsafe they felt walking on 37 Street, as well as a great degree of discomfort due to the noise from speeding traffic, lack of separation from speeding traffic and difficulty crossing 37 Street unless there was an overhead, flashing crosswalk.
- Participants generally wanted to see increased separation from vehicle traffic, safer places to cross, including looking at more pedestrian overpasses (especially near Bow Trail and 17 Avenue), better lighting, **and snow clearing that didn't accumulate on the sidewalks.**



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## Natural Elements

- Many participants felt that 37 Street could be improved by including more natural elements. This was felt to be especially true to improve the visual appeal of the many large surface parking lots along 37 Street as well as the lands formerly taken up by the schools near the Westbrook LRT station.
- Trees were suggested often, though a couple of comments reflected concern that trees might compromise sightlines and suggested planters instead.
- A couple of suggestions for a bee corridor were raised – suggesting certain plant types good for pollinators, and logs for resting.

## Street Furniture

- There were a large number of suggestions for better lighting along 37 Street.
- Participants also noted a need for hedges or fences to separate private yards from the public sidewalk, for more places to sit and rest, and for public art to be incorporated into small plaza areas, near 17 and 28 Avenues.

## Business

- Participants felt it was important to support small, local businesses in the area. Hoping for more retail and restaurants with outdoor patios or located on plaza areas – similarly to how East Village is set up.
- Some business owners noted that it is hard work to get a successful business up and running and that too many changes to the street might mean too many changes to businesses – which might compromise the viability of a business.

## Other

*Note: While the following areas are out of scope of the Streetscape Master Plan – they are topics that came up regularly for participants and the project team is mindful of these concerns in as much as the master plan may indirectly affect existing conditions.*

- Redevelopment
  - A few participants noted a desire to keep certain areas (e.g. near 25 Avenue) residential. Many participants commented that currently vacant lots along the corridor contribute to a general feeling of abandoned or unkempt areas – which was felt to be an encouraging factor for undesirable behaviour. This applied to the area near the Westbrook LRT station, the North East corner of 17 Avenue and 37 Street, and commercial areas near 28 Avenue.
- Undesirable Behaviour
  - Many participants were concerned in what they perceive to be a rise in undesirable behaviour, described as, loitering, drug and alcohol use, littering, vandalizing property and sleeping in public areas. Participants felt contributing factors to encouraging this behaviour included large surface parking lots, a lack of lighting and comfortable pedestrian environment and the speed-through, rather than come-to, behaviour of traffic in the area.

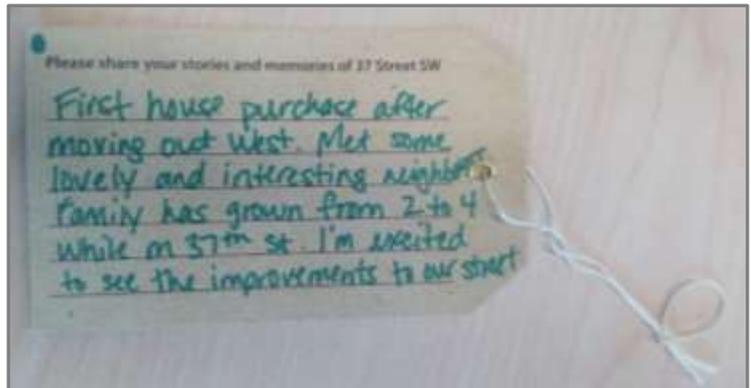
## What we heard – Verbatim Comments

Following is a record of the feedback captured during the public engagement opportunities.

Please note: *Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.*

### Memory Tree

- It was hard work to get my business up and running, and keep it running. If you change the street too much you might change what makes my business successful.
- People walk in the Westbrook parking lot rather than the sidewalk which is very dangerous!
- V. Dangerous crossing! @ 10th avenue. 1. Witnessed a fatality. 2. Had an extremely near miss as a pedestrian.
- First house purchase after moving out West. Met some lovely and interesting neighbours. Family has grown from two to four while on 37th St. I'm excited to see the improvements to our street.
- Raised on 37th since age three and a half. Lived there for nearly 30 years. Went to Holy Name School, St. Michael's Jr. High and Bishop Carroll High School. Transit stopped right at door. Best memories was of taking my best friend (my 1st real bike) everywhere – parks, school yards, bookmobile, on Friday nights light on. 37th street and Richmond road. Simple Life!
- (37 Street SW & 23rd Avenue) When the Multi-Nova speed camera is by our house, the flash is so bright and frequent that we call it the "Fashion Show" in the house. Speed needs to be reduced 50km needs to be enforced.
- I've lived in Killarney for 22 years and have never walked down 37th Street.
- 37th Street is getting bigger, faster, wider and more "scary" to cross. We need to focus on softening the traffic and making it more walkable and an inviting road.
- North side of Bow at 37th – "splash zone" More than 1 near miss at the Bow Trail and 37th street intersection. The [illegible] lane east from 37th to Bow – poor site lines for visibility. Very uneven surface in the island. disconnected [illegible] lane. Sign north side to [illegible] to [illegible] south on 37th.
- When we first moved to 37th street 10+ years ago, our house was an awful aquamarine. First thing we did was paint. We had neighbours and even people at the paint store comment how much better it looked. It was a great way to introduce ourselves to neighbours and it encouraged neighbouring houses to improve their curb appeal.
- 1 - First house  
 2 - Traffic speed; fun left turns





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3 - Noise – semi trucks, busses, city work, etc.

(Live on 37th street)

- **We've moved to Killarney about 3 year ago. Love the feel of the neighbourhood and would love to keep the low profile after upgrades to the street.**
- Our first inner city home for wife, two kids and myself, a place for kids to grow up.
- We got married and had our reception in our backyard. Big beautiful trees.
- Since the expansion of the LRT Line, our community access to downtown and other areas of city has increased. We also have more people parking in our spots and causing congestion.
- I grew up in the area and remember walking to Ecole Holy Name Elementary. Fond memories brought me back 20 years later, however, I have a hard time imaging my kids walking to school on their won. I hope Main Street can change that!
- I grew up on 37th street in Killarney. Went to Holy Name School then St. Michaels Junior High (then Bishop Carroll High School) I remember going to the Bookmobile to get library books on a Saturday afternoon with my friends and sister. I remember taking the bus that ran on 37th street and bus stops near my house. **How convenient and simple it all was. (I sometimes wished the street wasn't so busy and to live on a quieter street. I also wished back then to have a fancier or pretty street name when giving my address to anyone. That that's ok!**
- We have raised our family living on 38th street in Glendale. We would like to retire and stay in the neighbourhood. Look forward / would like to have more businesses / neighbourhood conveniences within walking distance so we can have services easily available as we age.
- **I've nearly been run over by left and right turning vehicles so many times at the intersection of 37th and 17th.** I avoid the intersection entirely now.
- I lived on 37th as a little girl and in the hood for the rest of my life. 37 street was my route to everything as a **kid, friends. Threat night at Tony's, school and fun, library. As young parents, one of our first homes was on 37th - and my little boys loved watching the world go by.**
- Bought our forever home on 36th street because of community feel, families, schools, parks and proximity to downtown and public spaces (pools). We appreciate
- I've lived in Glendale since 2002, and I walk regularly along 17th Avenue and 37th Street. It's an area with a lot of potential. Use it!
- Nice to be thinking about design, but more important to think about what it's function is
- **Good memories living a Block from this intersection in the 80's. It felt safe there. Was just at the McDonald's yesterday. Scary**
- The 37 Street & Bow Trail intersection is dangerous for pedestrians. N. bound car traffic is also precarious with 2 lanes becoming 1 there.
- Lived on 37th for 4 years now. It has only gotten busier in both traffic & street parking. Often wake up to a shopping cart on the lawn.



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- Live in the area for the last 7 years, 37 St is our main rout to Bow Trail, 17 Ave and Glenmore. We use it multiple times a day
- Would love to see more pedestrian safety at intersection of 37 and 17th ave as well as 37 and bow.
- It is only one of the two ways out of Lakeview, its gets busier and busier with people trying to get around Glenmore traffic and Grey Eagle
- Looks run down in sections. Need to look more aesthetically pleasing, safe, easy to bike and walk. Traffic needs to slow down
- 37th and 17th street are main access streets and cannot take loss of a lane for parking. No bike lane is needed as there is the pathway.
- No need for "art" like the fake cobble stone look at intersections that has peeled and worn away after 2 winters
- 37th street doesn't feel like a safe community. It appears run down in many parts and not pedestrian friendly. Needs an upgrade!
- **The area has become quite sketchy. Most of the street consists of the back face of Westbrook Mall. I won't even go down that way at night.**
- 37 Street is not a desirable street to walk down, not enough light at night, commercial buildings are run down and needs more mixed use.
- **37 is a inaccessible to pedestrian traffic. It's dark and not friendly or welcoming. It needs upgrading with better store fronts**
- We have accessed the Westbrook on foot via 17th and 37th. Thoughts; sketchy, homelessness, drunk people, drugs, cars, ugly, uninviting.
- 37 street feels sketchy and uninviting. Too much garbage, rundown store/ appt fronts/ not enough light at night etc
- This street gives me the creeps. Completely neglected by the city despite being a busy street and so close to some great neighbourhoods
- safer crosswalk bow and 37 st. Safe route from 37 st to library/LRT. Park space along bow trail in front of tall condos at about 34st.
- I live in Wildwood just off 38th street and have lived in my home for 8 years.
- I regularly run along 37th street and the sidewalks are often right up next to the street which makes using them uncomfortable.
- Live on 37th & 4th with 2 young children. 37th has become a speedway for people avoiding bow tr. traffic & the school zones on Spruce :(
- dirty, dangerous, noisy, not somewhere you'd want to cycle or walk, only somewhere to drive through
- 37 Street feels open and relaxed, seeing the sky is important. 37 ST is where you feel like you could easily zip westover to the mountains.
- 37th is not inviting to walk. Very narrow pedestrian lanes, very close to the road. Nothing interesting to do on the street. Just transit.



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- Drumming at the aboriginal school that was there before the train station. Playing ultimate frisbee in the park that used to be there.
- Crossing 37st without pedestrian crossings is dangerous as it has become a speeding zone- most cars going 60 to 65 and don't want to stop
- For unobstructed visibility, Install pedestrian-activated OVERHEAD flashing amber lights on 37 st & 23 Ave intersection instead of SIDE ones
- Install pedestrian-activated overhead lights on 37 st & 23 Ave like the same it is on 37 st & 19 Ave for motorists to have unobstructed view
- Pedestrian access to the train station and westbrook mall from 37th and 17th ave is not ideal, it's not direct and it doesn't feel safe.
- I love a block off 37st, north of 17th Ave. The recent double murder is indicative of the people the affordable housing & comm. dev attracts
- Area between 17th-bow and 37th-33rd is dangerous. Full of drunks, homeless, loiterers. Not safe at night. Police presence not adequate.
- The intersection at 37th street and bow trail needs turning lanes in all directions! Too many close calls and not being able to see!
- Feels like a concrete jungle. Would be nice to see more trees and vegetation in the area. And allow mature trees to continue standing.
- I park my car on 37 street do shopping and eating, get car fixed. I also take the c train in and go downtown
- Just bought a house a block off of 37th. Would love to see it become a walkable and attractive street. It is pretty depressing right now.
- Would love some small businesses to walk to. An ice cream store and a coffee shop would be nice!
- We need to create a more pedestrian friendly area with restaurants coffee shops green space public art water fountains benches no big box s
- A pedestrian friendly area would be nice but it needs efficient traffic flow. Very busy with MRU, buses, 17 Ave, Bow Tr & Glenmore Tr access.
- Allow more opportunities for investment from small businesses. Don't gentrify this wonderful neighbourhood!
- 37 Street is an important artery road that feels like it's been forgotten and neglected. I use it to help me get from A to B.
- I drive 37th street and Bow trail regularly. Bow Trail is a major thoroughfare for getting to and from Downtown...Overpasses are essential
- Moved to the community 4 years ago, and get distressed about the large neighborhood trees that are destroyed when new infills are built.
- **As a pedestrian I think traffic lights should automatically change for the pedestrian "walk" sign, without requiring the button to be pushed**



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## Big Idea/ Map Activity:

	Map 1: 8 Ave to 19 Ave								Map 2: 19 Ave to 28 Ave						Map 3: 24 Ave to 35 Ave							
	Bow Trail	8 Ave	10 Ave	13 Ave	15 Ave	16 Ave	17 Ave	19 Ave	19 Ave	21 Ave	23 Ave	25 Ave	26 Ave	28 Ave	24 Ave	26 Ave	28 Ave	30 Ave	Kilkenny Rd	33 Ave	Richmond Rd	35 Ave
<b>Stickers</b>																						
<b>Bicycle, Transit &amp; Parking</b>																						
On-Street Parking	1	2	3	1	3	1				1				1	2	2	3					
Off-Street Parking					1																	
Somewhere safe to ride my Bike	3	1	2	3			1		2	1	3		2	1	2		3	1		3	1	
More room at the bus stop				1			1				1	1								2		
Improve transit service (incl. stop location)	1										1							1	1			
<b>Vehicle Traffic</b>																						
Traffic management	1		2				1			2					2	2	1			8		
<b>Pedestrian Realm</b>																						
Wide sidewalks			1	1					2		2	1	1			1		1	2			
Play Areas	1																					2
Informal Performance & or festival space					1								1									
Plaza area				1		1	1		2		1		2	1	1	1					1	
More people on the street			2	1		1						2	3						1	5		
Marked pedestrian crossing	3	2	2	4	2	2			1	3	1	1		1	1	1	3	2	4	1	1	
Pedestrian bridges	2																					
<b>Natural Elements</b>																						
Trees	2	6	5	3	1	11	18		6	2	3	7		2	1	2			2			
Boulevard											1				1		1					
Planters		2	3	1		6	13		2	2	3		2	1	1		1	1				
Hedge (separate public from private)		1									1											
Community gardens						1						1										
Community Permaculture						1						1										
<b>Street Furniture</b>																						
Somewhere to sit down	2	1	2	1		3	1		1	2	1	1		1	1	1		1		2		
Wayfinding signage		3		1		2	1		1			1			1					1		
Fences/bollards							1								1		1					
Little free libraries	1			1	1							1										
Fountains					3	4	2		4	1		1	1	1	2	1			1	1		
Waste receptacles					1	1			2	1	1		1			1						
Community identity	1	3		2		1	2		1		3		1		2		2	1		2	1	
More light		1				2	4		4		2	2	2		1		1	2	3			

Table 1 Big Idea/ Map Activity

## Map Activity Written Comments



### Bicycle, Transit & Parking

#### Cycle lanes/ tracks. Feel safe riding.

- Cycle track [21 Ave through 28 Ave]
- Bike [Bow Trail & 37 St]
- Protect bike [20 Ave & 37 St]
- Support bike lane on {illegible} [26 Ave & 37 St]
- Bus stops; bike lane [26 Ave & 37 St]
- **Kids can't learn to ride bikes to {illegible} unsafe? [23 Ave & 37 St]**
- Bike lanes [37 St]
- 2 way bike lane [37 St]
- NO! Bikes {illegible} on 38 St or 36 St {illegible} [ 21 Ave & 37 St]
- Bike lane with buffer [37 St]
- Bike Lanes [37 St]
- Bikers and walkers {illegible}
- 2 way bike lanes; divided [37 St]
- Two way bike lanes
- These curbs restrict bicycle flow [sticker – Glenbrook]
- Bike lane way
- Sticker: bike lanes on 36 or 38
- Bike access [Richmond Rd to 24 Ave along 38 St]
- BIKES!! [37 St]
- [Caution sign sticker] Scary to bike [26 Ave & 37 St]



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- No places for bikes (only turning cars) [26 Ave & 37 St]
- No bike lanes
- Bike lanes on 36 or 38th. Make 37th more attractive for walking
- By not allowing parking lots and large grey slabs of concrete this corner will clean itself up a lot. Plant some trees, put it some green space between pedestrian and vehicle zones. Also a bike lane up and down 37 would be good.
- Please add bikelanes along 37th St. SW! The lanes at the end of Spruce Drive have no connections south of Bow Trail, and it is very difficult to go N-S. We need the lanes to connect to 37 St. SW south of Glenmore Trail to connect Westbrook to MRU, Edworthy, and Glenmore Park.
- This intersection is really scary to bike through. When stopped at a red, vehicles will try to force their way around you with inches to spare. When going on a green, you'll often get cut off by right and left turning vehicles. The few meters of mixed lane on the east side of the intersection is downright hazardous.
- As this is a pretty convenient route, seems like great potential for a bike lane.
- This is my street. Its' already much busier than it used to be with people cutting through to avoid 17th Avenue (why they think this is faster, I have no idea, but they do). Please consider carefully what might happen with traffic here. It is also a bike route, which I think is fabulous, and it's well-used by pedestrians. I like that about it, very much.

## Cycling Network Connections

- Bike route connectivity [23 Ave]
- Bike access to downtown need to get here [Shaganappi]
- I agree (connecting to reservoir)
- Bike accessible access {illegible} marda loop {illegible} also {illegible}

## Transit service

- {illegible} So people don't get {illegible} LRT {illegible} in a gray City (Agreed)
- Street car {illegible} more to MRU [30Ave & 37 St]
- Consider street car [37 St]

## Bus Stops

- Intersection need improvement. Bus stops on corner should move – left turn [illegible] [26Av & 37St]
- Bus stops; bike lane [26 Ave & 37 St]
- Cars pull around the bus {illegible} curb lane. Not realising the bus is stopped for pedestrians [33Av & 37St]
- Bus pull out [33 Ave & 37 St]
- Move bus stop [17 Ave & 37 St]
- Bus pull out [26 Ave & 37 St]
- The chicken bus stop
- Such a weird spot; so narrow no place to wait [bus stop 30Ave & 37 St]
- This block, between 19th and 17th, is pretty depressing. I'd love to see some greenery here, a wider sidewalk, some more





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room for the bus stop. Across the street the pavement is nice and wide and I think you could do a lot to smarten it up, too. [17 Ave.]

## Permitted Parking

- Permit parking only [between 10 Ave and 13 Ave]
- Protect residential parking along 37 St [corner of 19 Ave & 37 St]

## Parking Restrictions

- (Parking sticker) max 2 hours [15 Ave & 37 St]
- (Parking sticker) 2 hour parking – LRT related [15 Ave]
- No parking on 37
- Is there anyway the city can join up with the mall to section off some parking for the creaking station and library? It may even bring much needed foot traffic into the mall as people stop in before or after work! Win-win!
- Is this City land? Is there an opportunity for a playground or something here? Even a small one? The one near Killarney Pool is fabulous and a real magnet for the community. I'd like to see something similar over here. No more parking lots, please. [35 Street]

## Parking Lots size and safety

- LRT Parking {illegible} cause fire access issues [16 Ave & 35 St]
- Empty lot – no parking here right now [Westbrook Mall parking lot]
- No surface parking lot; not main street compatible [Westbrook LRT parking lot]
- Is this even full {illegible} need this [LRT Parking lot]
- So much parking space so {illegible} [16 Ave & 37 St]
- **Never full parking lot [Wendy's, E-Mart block]**
- Smaller parking lots
- Way to {illegible} parking

## Passenger drop-off and pick-up

- Parent pick up at this crossing [A.E. Cross School & 37 St]

## Vehicle Traffic

### Traffic Management

- Confusing one way [8 Ave]
- Must keep some vehicle priority to avoid cutting through 37 St is also emergency vehicle corridor.[24 Ave & 26 Ave]
- Roundabout [intersection of Bow Trail & 37 St]
- Roundabout [corner of 8 Ave & 37 St]
- **Add traffic light (accident ...)** [10 Ave & 37 St]
- (Caution sign sticker) Roundabout [intersection of 17 Ave & 37 St]
- Feel safe driving
- Roundabouts [at 21 Ave / 37 St & 23 Ave / 37 St]
- Traffic circle [25 Ave & 38 St]
- (Caution sign sticker) roundabout [26 Ave & 37 St intersection]



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- (Caution sign sticker) Roundabout [Richmond Rd & 37 St intersection]
- Block traffic [17 Ave & 37 St]
- Move stop away {illegible} [26 Ave & 37 St]
- This is my street. Its' already much busier than it used to be with people cutting through to avoid 17th Avenue (why they think this is faster, I have no idea, but they do). Please consider carefully what might happen with traffic here. It is also a bike route, which I think is fabulous, and it's well-used by pedestrians. I like that about it, very much. [38 Street]
- The traffic leading up to this intersection behaves horribly. Vehicles in all four directions are frequently crossing the double solid lines. It's dangerous for both cars and pedestrians. [17 Ave.]
- Something here to assist with traffic flow [33 Street]
- Extend this eastbound merge? Most cars move into the left lane before 37th, lengthening the light [Richmond Rd.]
- There needs to be better visibility for traffic turning onto Bow Trail.
- Despite repeated agreements to introduce a physical barrier to prevent northbound cars from illegally turning left into the Shell. This is dangerous and also causes huge traffic jams. [Bow Trail]
- Inconsistent lane widths combined with a lack of road markings and only occasionally use of road side parking creates unpredictable and dangerous situations. Many vehicles in the right lane drive in what is the parking lane and then suddenly swerve into the left lane when they come upon a parked car.
- This intersection is really scary to bike through. When stopped at a red, vehicles will try to force their way around you with inches to spare. When going on a green, you'll often get cut off by right and left turning vehicles. The few meters of mixed lane on the east side of the intersection is downright hazardous.

## Traffic Calming

- (Caution sign sticker) 40km/hr [37 St]
- 40km/hr [37 St] x3
- Speed bumps [27 Ave & 37 St]
- (Caution sign sticker) 40km/hr please
- Speed bumps [25 Ave & 37 St]
- Traffic calming [corner of 30 Ave & 37 St]
- Slow Traffic [37 St]
- Traffic calming measure to prevent stunting/speeding of vehicles turning from spruce cliff down the straight a way to Bow.

## Traffic Congestion

- Traffic [intersection of Richmond Rd & A.E. Cross School]
- (Traffic light sticker) Worry that light means cars idling and congestion [23 Ave & 37 St intersection]
- [Caution sign sticker] Traffic {illegible} [17 Ave & 38 St]
- Keep room for traffic when ring road finished [37 St]
- Cars are still turning left into here from northbound 37th, despite signage, causing traffic backups into intersection. A barrier is needed. [Bow Trail]
- Despite repeated agreements to introduce a physical barrier to prevent northbound cars from illegally turning left into the Shell. This is dangerous and also causes huge traffic jams. [Bow Trail]



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## Vehicle Traffic Access

- Exit only [37 St to Bow Trail]
- Good access [Westbrook Mall & 13 Ave – at traffic lights]
- This intersection is a nightmare. So much signage and distractions, hard to even pick out the street lights! [Bow Trail]

## Travel Lanes

- Less lanes [between 30 Ave & Killarney Rd]
- Narrow the road to slow down traffic [37 St]
- Merge to one lane {illegible} east bound traffic bottle neck [Richmond Rd]
- Two lane {illegible} [Richmond Rd]
- The traffic leading up to this intersection behaves horribly. Vehicles in all four directions are frequently crossing the double solid lines. It's dangerous for both cars and pedestrians. [17 Ave.]
- Absurdly dangerous lane alignment for northbound traffic. [46 Ave.]

## Turning

- Turn [intersection of Richmond Rd & A.E. Cross School]
- Dual {illegible} turn [intersection of Bow Trail & 37 St]
- Uncontrolled intersection hard to turn from mall entrance onto 37 [Westbrook Mall & 37 St]
- (Caution sign sticker) Right turn [intersection of 17 Ave & 37 St]
- weird intersection for people turning south from 44th ave
- Cars are still turning left into here from northbound 37th, despite signage, causing traffic backups into intersection. A barrier is needed. [Bow Trail]
- Despite repeated agreements to introduce a physical barrier to prevent northbound cars from illegally turning left into the Shell. This is dangerous and also causes huge traffic jams. [Bow Trail]
- This cross walk needs to be safer. Especially for pedestrians crossing bow trail on the west side of the intersection. No left turn should be allowed while cross walk is in walk mode. [Bow Trail]

## Cut-through Traffic

- Cars always cut across this avenue {illegible} [10 Ave & 37 St]
- Must keep some vehicle priority to avoid cutting through 37 St is also emergency vehicle corridor. [24 Ave & 26 Ave]
- Cut through route [15 Ave]
- This is my street. Its' already much busier than it used to be with people cutting through to avoid 17th Avenue (why they think this is faster, I have no idea, but they do). Please consider carefully what might happen with traffic here. It is also a bike route, which I think is fabulous, and it's well-used by pedestrians. I like that about it, very much. [38 Street]

## Speed

- (Caution sign sticker) Speed danger to pedestrians [15 Ave]
- People not slowing
- (Caution sign sticker) Speed [17 Ave & 37 St]
- Speeding [17 Ave & 37 St]
- (Caution sign sticker) Speed issues [37 St]



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- Speed may increase due to {illegible} or hills
- (Caution sign sticker) Speeding [37 St]
- Speed cameras [23 Ave & 37 St intersection]
- Cars accelerate here can {illegible} dev {illegible} to speed [23 Ave & 37 St intersection]
- (Caution sign sticker) Speed & pedestrians [28 Ave & 37 St]
- SPEED [between 28 Ave & 30 Ave]
- (Caution sign sticker) Traffic speed camera & {illegible} [30 Ave & 37 St]
- Lights timing creates speeding on 37 St
- Cars too fast! (Lane too wide) [37 St]
- {illegible} Speed [23 Ave]
- Real safety issues especially at intersection Bow Tr- extend the E-W regional pathway on the N side that stops at 36 to 37 - the city owns the land on the NE corner - UPgrade crossing markings- faster traffic here!!!!- burry utilities & keep signage to a min. to reduce visual clutter - move the \*stop line\* markings further away from the crossing markings \* widen the sidewalk on the NE side so thru ped traffic (E-W) can pass those waiting to travel S so they are not forced to move onto Bow Tr to let them pass & can wait out of the splash zone of the fast traffic with side mirrors close to hitting you while waiting to cross. - the ped crossing at the SE side linking the island to S sidewalk - move further W to be more visible to turning traffic -the island surface is a major trip hazard with weeds & uneven patched surface - add posts along the street edge sidewalk at the Bow Trail interface for a small section on both north side walking routes east & west of 37th street. [Bow Trail]
- Traffic calming measure to prevent stunting/speeding of vehicles turning from spruce cliff down the straight a way to Bow.

## Back Alleys

- Make alley safer!!
- Pave all [25 Ave]
- Pave back alley [24 Ave]

## Goods Movement

- (Caution sign sticker) Night trucks [19 Ave & 37 St]
- Eliminate /Ban /Reduce heavy trucks going up and down 37 street. Make it so they HAVE to us Sarcee & 17 and Bow Trail (not a residential road)

## Pedestrian Realm

### Pedestrian Bridges, crossings

- Pedestrian bridge [Bow Trail]
- All routes crosswalk [intersection of 26 Ave & 37 St]
- Lots of kids cross here [A.E. Cross School / Richmond Rd]
- Bump-outs
- Great upgrade – thanks [crosswalk at 19 Ave & 37 St]
- [Caution sign sticker] Hard to cross [26 Ave & 37 St]
- Make sure there is a crosswalk {illegible} and 45

- The City gets a big thumbs-up for putting in a traffic signal here. Great idea. Not so great: the current buttons are far too high for anyone small (kids) or in a wheelchair, for example, to reach. It needs to be a more reasonable height. [19 Ave.]
- Flashing lights at this cross-walk would be nice. [23 Ave.]
- The 37th & Bow Trail cross walk is the only one along the road inside of Spruce Cliff. It's dangerous and no one should let their young children to cross there. Unfortunately, all the kids living east of 37th must cross there to get to anyone of 4 area schools. The 60 year old aerial power lines make putting up attractive multi-dwelling homes (RCG) will not be likely with unsightly power lines spanning the entire 37 Street to Spruce Drive. Burying these lines is long overdue. [Bow Trail]
- Would a pedestrian over pass in this area be possible? Many people cross to access the mall and train station, have seen so many people almost hit. [13 Ave.]
- This cross walk needs to be safer. Especially for pedestrians crossing bow trail on the west side of the intersection. No left turn should be allowed while cross walk is in walk mode. [Bow Trail]
- Install pedestrian-activated OVERHEAD flashing amber lights so that motorist can have unobstructed view for pedestrian safety, like the one currently installed on 37 st and 19 Ave intersection. The presently installed lights on the side pole on 37 st & 23 Ave is hard to see for motorists in one lane when vehicles like bus and SUV's moving in the other lanes. Also the pedestrian who has just entered the crosswalk cannot be seen in such case. As the intersection is small so OVERHEAD flashing lights on 37 st and 23 Ave is necessary for the safety of pedestrian. [23 Ave.]
- Pedestrian sign automatically changes without button being pushed. Then pedestrians don't miss a whole cycle if they don't get there in time to press the button. [17 Ave.]
- Real safety issues especially at intersection Bow Tr- extend the E-W regional pathway on the N side that stops at 36 to 37 - the city owns the land on the NE corner - UPgrade crossing markings- faster traffic here!!!!- burry utilities & keep signage to a min. to reduce visual clutter - move the \*stop line\* markings further away from the crossing markings \* widen the sidewalk on the NE side so thru ped traffic (E-W) can pass those waiting to travel S so they are not forced to move onto Bow Tr to let them pass & can wait out of the splash zone of the fast traffic with side mirrors close to hitting you while waiting to cross. - the ped crossing at the SE side linking the island to S sidewalk - move further W to be more visible to turning traffic -the island surface is a major trip hazard with weeds & uneven patched surface - add posts along the street





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edge sidewalk at the Bow Trail interface for a small section on both north side walking routes east & west of 37th street. [Bow Trail]

- People can turn from west bound bow trail onto this little side street (8 Street) instead of 37 Street but there is no pedestrian control here. [Bow Trail]
- This cross walk needs to be safer. Especially for pedestrians crossing bow trail on the west side of the intersection. No left turn should be allowed while cross walk is in walk mode. [Bow Trail]

## Safety: Ice, pooling water, slip & fall, collisions, sightlines, sidewalk condition

- Sightline issues [10 Ave & 37 St]
- Slip and fall incident [Westbrook Mall & 37 St]
- Ice concern [Westbrook Mall & 37 St]
- Conflict; pedestrian / road traffic [intersection of Richmond Rd & A.E. Cross School]
- Drainage issue [intersection of Richmond Rd & A.E. Cross School]
- **Need barricade at A.E. Cross School (death there) because kids don't pay attention [Richmond Rd & 37 St]**
- Not friendly walk; disrepair; improve [Westbrook Mall]
- Pedestrian conflict [15 Ave]
- (Caution sign sticker) pedestrian fatality [37 St]
- Some sidewalks are in poor conditions [21 Ave & 37 St]
- Ice unsafe crossing both ways [intersection 23 Ave & 37 St]
- Drainage issue; puddling {illegible}
- (Caution sign sticker) Flooding [corner of 30 Ave & 37 St]
- **Close this access it doesn't {illegible} pedestrians [8 Ave & 37 St]**
- Useable accessible sidewalks [37 St]
- Busy/dangerous intersection during all school entry and dismissal times {illegible} [28 Ave & 36 St]
- I know the City recently did some work on the sidewalks in this area, and that's fantastic, but there's still too much ugly concrete. It's not pleasant to walk past any of these strip malls. I'd love to see the City require developers to include a certain amount of green space in their plans/properties, and I'd like to see the City do the same. [26 Ave.]

## Pedestrian comfort: feel safe and protected from elements

- Security concern, brings the wrong crowd.
- Feel unsafe to walk due to traffic. Not pedestrian friendly here. [19 Ave & 21 Ave] To the Mall
- Skid row – {illegible} alley [laneway 23 Ave – 26 Ave]
- Not friendly walk; disrepair; improve [Westbrook Mall]
- More walkable [Westbrook Mall]
- Improve for pedestrians [10 Ave & 37 St]
- **"Walkade" {walkable?} pedestrian friendly [16 Ave]**
- **"Ramp" area [17 Ave & 35 St]**
- {illegible} side streets, less noise, less exhaust, safer
- Make it attractive to bring people in
- Unfriendly pedestrian area especially for kids [intersection of Richmond Rd & 37 St]
- A boulevard might make it feel safer to walk on also
- (Caution sign sticker) Security issues [Westbrook Mall parking lot]



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- Open no-security [Westbrook Mall]
- [Caution sign sticker] unsafe from here [Westbrook Mall]
- Right now this is a windy area you run through to get to 17<sup>th</sup>
- [Caution sign sticker] Safety
- No shelter from elements [17 Ave & 37 St]
- I live in Glendale and walk to places like the Westbrook LRT station and the Sauce regularly. I purposely use 19 Ave instead of 17 Ave. The side streets are much quieter, less exhaust, nicer looking and cleaner. [36 Street]
- Just so, so, many parking lots along this stretch, with little/no greenery, little/no maintenance, it is a very unappealing area for pedestrians, and certainly not a street I want to walk down by myself at night. [34 Street]
- Unappealing area for pedestrians and for us people who have to walk to the LRT station. It is not a safe feeling area and could use some sprucing up to attract pedestrians. Patio space and shrubs/greenery would be fantastic. [Richmond Rd.]
- Enhance this intersection to be more pedestrian friendly and accessible by non-auto traffic. [Richmond Rd.]
- This is my street. Its' already much busier than it used to be with people cutting through to avoid 17th Avenue (why they think this is faster, I have no idea, but they do). Please consider carefully what might happen with traffic here. It is also a bike route, which I think is fabulous, and it's well-used by pedestrians. I like that about it, very much. [38 Street]
- We need a safe/pleasant way to get from 37st and bow to the LRT and library [Westbrook Mall]
- The library is great money spent, it's just too bad it's surrounded by a parking lot wasteland. I always walk through the community to avoid 33 and 17 ave.
- Install pedestrian-activated OVERHEAD flashing amber lights so that motorist can have unobstructed view for pedestrian safety, like the one currently installed on 37 st and 19 Ave intersection. The presently installed lights on the side pole on 37 st & 23 Ave is hard to see for motorists in one lane when vehicles like bus and SUV's moving in the other lanes. Also the pedestrian who has just entered the crosswalk cannot be seen in such case. As the intersection is small so OVERHEAD flashing lights on 37 st and 23 Ave is necessary for the safety of pedestrian. [23 Ave.]
- The interface from Wildwood to Westbrook/LRT+Library desperately needs to be improved, particularly now that the City's Affordable Housing development is being completed. People need a safe, convenient and pleasant way to connect to these services, and past Bow Trail widening did little if anything to improve that situation (arguably made it much worse). Requires investment in pedestrian realm, particularly pedestrian safety infrastructure, but also well-designed streetscape, public art, etc. [8 Ave.]
- Could there be a boulevard between the sidewalk and the busy road. Safer and more pleasant for pedestrians. Being so close to cars is not fun. Getting sprayed by cars passing through puddles is no fun. And potential for green space or public art on the boulevard then. [15 Ave.]

## Volume of Pedestrian Traffic

- Lots of pedestrian traffic [13 Ave]
- People Walk here (within Westbrook Mall parking lot, east side of 37 St)
- Inviting, friendly/ unfriendly
- Improved walkability [19 Ave & 37 St]
- Make walkable and inviting [25 Ave]



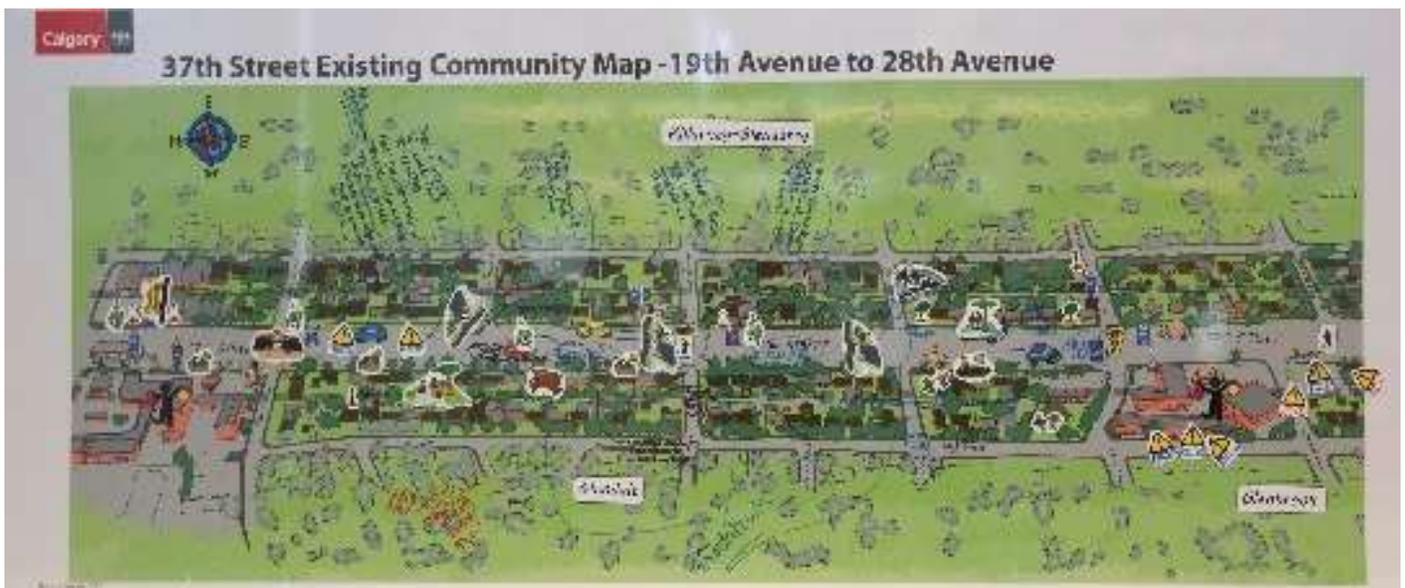
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- Lots of pedestrians cross [illegible] [10 Ave & 37 St]

## Boulevard, widen sidewalks

- Separate sidewalk, unsafe [30 Ave & 37 St]
- Widen sidewalks [30 Ave & 37 St]
- Wide boulevard with seating and trees [37 St between 10 & 13 Ave]
- A boulevard might make it feel safer to walk on also
- Wide sidewalks! [37 St]
- Wider sidewalks on west side
- This area is an eyesore and unpleasant for pedestrians, for a bunch of reasons. I'd love to see wider sidewalks here. I know the City can't really control what the mall does, but this area is a major problem in terms of getting people to gather and be out on the street. Some trees or something would be nice. Anything that isn't a concrete parking lot with loading docks and dumpsters. [13 Ave.]
- I'd like to see wider sidewalks along 17th Avenue, especially where there's retail. It's an unpleasant walk, especially with a dog or kids. Totally not pedestrian friendly right now. [38 Street]
- Better walking area [8 Ave.]
- Could there be a boulevard between the sidewalk and the busy road. Safer and more pleasant for pedestrians. Being so close to cars is not fun. Getting sprayed by cars passing through puddles is no fun. And potential for green space or public art on the boulevard then. [15 Ave.]
- Real safety issues especially at intersection Bow Tr- extend the E-W regional pathway on the N side that stops at 36 to 37 - the city owns the land on the NE corner - UPgrade crossing markings- faster traffic here!!!!- bury utilities & keep signage to a min. to reduce visual clutter - move the \*stop line\* markings further away from the crossing markings \* widen the sidewalk on the NE side so thru ped traffic (E-W) can pass those waiting to travel S so they are not forced to move onto Bow Tr to let them pass & can wait out of the splash zone of the fast traffic with side mirrors close to hitting you while waiting to cross. - the ped crossing at the SE side linking the island to S sidewalk - move further W to be more visible to turning traffic -the island surface is a major trip hazard with weeds & uneven patched surface - add posts along the street





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edge sidewalk at the Bow Trail interface for a small section on both north side walking routes east & west of 37th street. [Bow Trail]

- This block, between 19th and 17th, is pretty depressing. I'd love to see some greenery here, a wider sidewalk, some more room for the bus stop. Across the street the pavement is nice and wide and I think you could do a lot to smarten it up, too. [17 Ave.]

## Something nice to look at, play areas

- Street scaping [37 St]
- (Caution sign sticker) Open to community; paddle tennis
- Open {illegible} Paddle tennis
- (Caution sign sticker) Flooding [corner of 30 Ave & 37 St]
- (Caution sign sticker) Open paddle tennis {illegible}
- Get rid of the ugly chain link fence along here it only collects garbage and gets driven through [along Bow Trail]
- The chicken fountain [between 13 & 15 Ave]
- Plaza {illegible} art
- Artistic landscape engineer collaboration {illegible}
- Sky scape sculpture
- More public art
- Clean up and revitalise [Westbrook Mall]
- Giant waste of space
- Public space [28 Ave & 37 St]
- Public playground
- Is this City land? Is there an opportunity for a playground or something here? Even a small one? The one near Killarney Pool is fabulous and a real magnet for the community. I'd like to see something similar over here. No more parking lots, please. [35 Street]

## Community Gathering Places

- Best donuts! [Glamorgan]
- Plaza – Farmers market, parks, pubs and restaurants [Westbrook Mall parking lot & LRT]
- Gathering place [28 Ave & 37 St]
- This could be the hub [Spruce Cliff]
- I don't know who owns this stretch of land along 17th Avenue but it's wasted! If it's the City, it would be great to see something community related here, even a place to sit. Something! I don't know how much power you can exert over private developers, but if a private individual owns this it should not be allowed to sit vacant for six years. There should be mechanisms for pop-up or temporary community spaces in areas like this, as well as the vast wasteland at the other end of the block. There's too much empty, unappealing space along this road that's left over from the LRT construction. [17 Ave]
- This library is SO NICE. More things like this, please. More community-focused spaces we can all use together, that are pleasant to be in (or be around outside, for instance). [13 Ave.]
- This needs to be a public park -if it will be developed in the future, so be it, but grass, a couple pathways, a few trees and benches really wouldn't be so hard. The trash blowing around in the breeze is not a nice sight. [35 Street]



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- Would love to see this turn into a well-lit and maintained green space/community park. Or some coffee shops or other community-minded developments. [35 Street]

## Functionality

- Currently pedestrians are destination focused – no strolling [intersection 23 Ave & 37 St]
- Add pedestrian access
- **It's a long way around from 38 street to get to business on 17 Ave.** (e.g. Tim Hortons, Shoppers Drug Mart) [19 Ave & 38 St]
- Make holes in fences for pedestrians and cyclists

## Community Identity

### Banners, Signs

- Small banners [illegible] please [13 Ave & 37 St]
- Community Banner [37 St]
- Community Banner[28 Ave & 37 St]
- Community Banner [Richmond Rd & 37 St] x2
- Community banner [17 Ave & 37 St]
- Community banner [25 Ave & 37 St]
- Community banner [26 Ave & 37 St]
- Community identifiers [30 Ave & 37 St]

### History

- Add community history 23 Ave to 25 Ave]
- Add identity
- Historical [corner of 30 Ave & 37 St]
- Historical building [corner of 30Ave & 37 St]
- NBHD – seems more transient [Bow Trail]

### Sense of place

- The interface from Wildwood to Westbrook/LRT+Library desperately needs to be improved, particularly now that the City's Affordable Housing development is being completed. People need a safe, convenient and pleasant way to connect to these services, and past Bow Trail widening did little if anything to improve that situation (arguably made it much worse). Requires investment in pedestrian realm, particularly pedestrian safety infrastructure, but also well-designed streetscape, public art, etc. [8 Ave.]

## Natural Elements

### Greenway

- Greenway [17 Ave]
- Greenway [17 Ave & 37 St]
- Greenway; live [17 Ave & 37 St]
- Connect to Glendale- Westhill Greenway through {illegible} across 3 {illegible} [25 Ave]



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- Greenway [25 Ave & 37 St]
- Less concrete
- This block, between 19th and 17th, is pretty depressing. I'd love to see some greenery here, a wider sidewalk, some more room for the bus stop. Across the street the pavement is nice and wide and I think you could do a lot to smarten it up, too. [17 Ave.]
- I know the City recently did some work on the sidewalks in this area, and that's fantastic, but there's still too much ugly concrete. It's not pleasant to walk past any of these strip malls. I'd love to see the City require developers to include a certain amount of green space in their plans/properties, and I'd like to see the City do the same. [26 Ave.]
- Would love to see this turn into a well-lit and maintained green space/community park. Or some coffee shops or other community-minded developments. [35 Street]
- Need need need some streetside greenery, little parklets, or anything to freshen up this entire section of 17th so it doesn't feel like a wasteland. [35 Street]
- This should be landscaped as a park space. There should be a time limit on how long any land can go without development or landscaping! [Spruce Dr.]
- By not allowing parking lots and large grey slabs of concrete this corner will clean itself up a lot. Plant some trees, put it some green space between pedestrian and vehicle zones. Also a bike lane up and down 37 would be good.
- Just so, so, many parking lots along this stretch, with little/no greenery, little/no maintenance, it is a very unappealing area for pedestrians, and certainly not a street I want to walk down by myself at night. [34 Street]
- Unappealing area for pedestrians and for us people who have to walk to the LRT station. It is not a safe feeling area and could use some sprucing up to attract pedestrians. Patio space and shrubs/greenery would be fantastic. [Richmond Rd.]
- Could there be a boulevard between the sidewalk and the busy road. Safer and more pleasant for pedestrians. Being so close to cars is not fun. Getting sprayed by cars passing through puddles is no fun. And potential for green space or public art on the boulevard then. [15 Ave.]

## Trees

- Trees, trees, benches and trees [25 Ave]
- Meandering walkways with trees, native plants. Consider [illegible] row of trees similar [illegible] [26 Ave/ Glenbrook]
- Add Trees [along 37 between 10 & 13 Ave]
- Add trees [intersection 25 Ave & 37 St]
- Protect trees [25 Ave & 37 St]
- Trees down the middle of the road [37 St]
- More trees [26 Ave & 37 St]
- Fix [trees at 23 Ave & 37 St]
- This needs to be a public park -if it will be developed in the future, so be it, but grass, a couple pathways, a few trees and benches really wouldn't be so hard. The trash blowing around in the breeze is not a nice sight. [35 Street]



- Would love to see some vegetation (trees, potted plants, lights with hanging plants, etc.) integrated with bus stops and any new developments. Strip mall complexes are rather unattractive at the moment. [26 Ave.]
- Add some blvd and tree space to this intersection. [Richmond Rd.]
- By not allowing parking lots and large grey slabs of concrete this corner will clean itself up a lot. Plant some trees, put it some green space between pedestrian and vehicle zones. Also a bike lane up and down 37 would be good.
- This area is an eyesore and unpleasant for pedestrians, for a bunch of reasons. I'd love to see wider sidewalks here. I know the City can't really control what the mall does, but this area is a major problem in terms of getting people to gather and be out on the street. Some trees or something would be nice. Anything that isn't a concrete parking lot with loading docks and dumpsters. [13 Ave.]

## Community Permaculture

- {illegible} chicken
- Hi I am chicken J
- Bee Corridor [36 St between 25 & 26 Ave]
- Hi I am chicken
- We need more nature in the world
- Give me 1000000000000 chickens x2

## Type of planting

- Get creative, boring grass
- If we had just grass we would not be able to survive like all ox the grass {illegible} know
- I know the City recently did some work on the sidewalks in this area, and that's fantastic, but there's still too much ugly concrete. It's not pleasant to walk past any of these strip malls. I'd love to see the City require



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developers to include a certain amount of green space in their plans/properties, and I'd like to see the City do the same. [26 Ave.]

- Would love to see some vegetation (trees, potted plants, lights with hanging plants, etc.) integrated with bus stops and any new developments. Strip mall complexes are rather unattractive at the moment. [26 Ave.]

## Business

### Business Types

- Improve retail [37 St]
- Retail boulevard [19 Ave & 37 St]
- Make this a plaza with restaurants and parks [28 Ave & 37 St]
- Close 24 hour **{illegible} McDonald's**
- Local cafés, artisan shopping East Village, Kensington vibe [Westbrook LRT parking lot]
- More variety of retail **{illegible}** [37 St between 15 & 17 Ave]
- Solo business that need other shops around
- Create business hubs with local amenities **so you don't have to leave the community**
- The stated purpose of Streetscape is to improve the visual and functional elements of a street -- but what's the point of making a neighborhood more walkable if there's no place worth walking to? The local businesses need to be highly involved and vested in the process as well. The existing retail mix is extremely dreary (a paint store, McDonalds, auto parts, numerous cash stores, etc.) not to mention how depressing and ill-kept many of the store fronts look. Business revitalization needs to be addressed as well, otherwise streetscape is just a superficial exercise. [17 Ave.]
- Would love to see this turn into a well-lit and maintained green space/community park. Or some coffee shops or other community-minded developments. [35 Street]

### Business size, characteristics

- Local cafés, artisan shopping East Village, Kensington vibe [Westbrook LRT parking lot]
- **"THINK"** – East Village Market (Ditto) [LRT Parking lot]
- Think East Village
- Local independent business
- More small businesses
- Businesses improve area please!
- Solo business that need other shops around
- The stated purpose of Streetscape is to improve the visual and functional elements of a street -- but what's the point of making a neighborhood more walkable if there's no place worth walking to? The local businesses need to be highly involved and vested in the process as well. The existing retail mix is extremely dreary (a paint store, McDonalds, auto parts, numerous cash stores, etc.) not to mention how depressing and ill-kept many of the store fronts look. Business revitalization needs to be addressed as well, otherwise streetscape is just a superficial exercise. [17 Ave.]



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## Snow Clearing

### Snow Clearing

- Snow removal [corner of 16 Ave & 37 St]
- (Caution sign sticker) Snow clearing [26 Ave & 37 St]
- Issues with snow clearing {illegible} lack of {illegible}
- (Caution sign sticker) snow clearing [37 St]
- Boulevard would help with snow removal issue. City plows now on walks. Consider alternative slow clearing - removal off centre plowing.
- (Caution sign sticker) Snow {illegible}
- Think about winter maintenance and snow storage in design

## Street Furniture

### Lighting

- Add lighting [19 Ave & 23 Ave]
- More consistent light – no dark pockets – no {illegible} to houses [23 Ave & 37 St]
- New solar lights {illegible} to see [23 Ave & 37 St intersection]
- No lights [23 Ave & 37 St intersection]
- More light [26 Ave & 37 St]
- No pedestrian lighting [30 Ave & Killarney Rd]
- More light – increase {illegible} level all along
- Consider adding lights to alley [33 Ave]
- (Caution sign sticker) Make light bulb brighter watts
- Light posts in middle of sidewalk; not very walkable [Westbrook Mall]
- THERE IS A LAMPPOST IN THE MIDDLE OF THE SIDEWALK. I recommend moving it, and all the others like it. [13 Ave.]
- Would love to see some vegetation (trees, potted plants, lights with hanging plants, etc.) integrated with bus stops and any new developments. Strip mall complexes are rather unattractive at the moment. [26 Ave.]

### Fencing

- Fences? [33 Ave & A.E. Cross School]
- Ugly fence [Richmond Rd & 37 St]

## Other

### Redevelopment

- City owned corner lot [Bow Trail & 37 St]
- Keep it residential only [25 Ave & 37 St]
- Houses on the back are only {illegible} grade
- (Caution sign sticker) Keep it residential only! [25 Ave & 37 St]
- Concerned with land use!
- Concern with land use [between 26 Ave & 28 Ave]



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- Vacant lot {illegible} From 23Ave [28 Ave]
- (Caution sign sticker) Land use should be residential only [26 Ave & 37 St]
- Keep it residential ONLY! [26 Ave & 37 St]
- Redevelop [between 26 & 28 Ave]
- Keep commercial in this are only [between 26 & 28 Ave]
- High Density High rise [Westbrook LRT parking lot]
- 38 St – higher density zoning
- Support more RC-2 Development
- I favour lane way houses [38 St]
- Mixed use [37 St between 25 & 26 Ave]
- I favour lane way houses [37 St]
- Consider consolidation of lots [28 Ave & 37 St]
- Rezone ave {illegible} density
- Better guidelines on building aesthetics
- **Visually unattractive development [Block with: PharmaSave, Plato's, Touch of India, Dogma Education]**
- Could be a store or house [28 Ave & 38 St]
- This area is becoming a wasteland. I understood there were plans for ToD and I'd like to see them come to light, as well as some green space. I've heard about the soccer dome planned for this area and as a resident I say "No thanks." We do not need another parking lot, either. That will not solve the social problems starting to plague this area - we need things that get people out on the street, interacting and coming together as a community. [16 Ave.]
- I've heard about the rezoning along this stretch of 37th Street, and while I think mixed-use residential is a great thing, I think it needs to be done properly - that is, no high-rise developments here, no places that require a lot of parking. I live along 19th Avenue, and I'm already concerned about traffic mitigation in this area - what's going to happen when 37th is full of businesses people expect to be able to drive to? Managing traffic has be a huge consideration with redevelopment. [19 Ave.]
- This area is depressing. old, run down - doesn't feel safe. Rezoning to allow multi-use developments, coffee shops, patio's, greenery, etc. The strip malls are unattractive and could use updating. The empty lot by Wendy's is an eye sore and a waste of space. [17 Ave.]





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- This NEEDS to be developed into mixed use residential and business, with emphasis being placed on creating social and green spaces to compliment. What a waste of an underground transit hub if it were to be turned into a short-term soccer dome and parking lot... [16 Ave.]
- The strip malls in this area are very unappealing. Commercial redevelopment with some new businesses would be nice. [17 Ave.]
- I don't know who owns this stretch of land along 17th Avenue but it's wasted! If it's the City, it would be great to see something community related here, even a place to sit. Something! I don't know how much power you can exert over private developers, but if a private individual owns this it should not be allowed to sit vacant for six years. There should be mechanisms for pop-up or temporary community spaces in areas like this, as well as the vast wasteland at the other end of the block. There's too much empty, unappealing space along this road that's left over from the LRT construction. [17 Ave]
- The interface from Wildwood to Westbrook/LRT+Library desperately needs to be improved, particularly now that the City's Affordable Housing development is being completed. People need a safe, convenient and pleasant way to connect to these services, and past Bow Trail widening did little if anything to improve that situation (arguably made it much worse). Requires investment in pedestrian realm, particularly pedestrian safety infrastructure, but also well-designed streetscape, public art, etc. [8 Ave.]
- Would love to see some vegetation (trees, potted plants, lights with hanging plants, etc.) integrated with bus stops and any new developments. Strip mall complexes are rather unattractive at the moment. [26 Ave.]
- This should be landscaped as a park space. There should be a time limit on how long any land can go without development or landscaping! [Spruce Dr.]

## Undesirable behaviour

- (Caution sign sticker) Bottle depot [26 Ave & 38 St]
- (Caution sign sticker) Get rid of bottle depot
- (Caution sign sticker) Close bottle depot
- No bottle depot [26 Ave]
- Drunks! Bottle depot close it! {illegible} small [26 Ave]
- Bottle depot close it [26 Ave]
- (Caution sign sticker) Homeless [28 Ave & 37 St]
- Graffiti issues [between 30 Ave & Killarney Rd]
- Does not {illegible} rental units [37 St]
- (Caution sign sticker) Close bottle depot [between 26 & 28 Ave]
- (Caution sign sticker) Move bottle depot [between 26 & 28 Ave]
- (Caution sign sticker) Move bottle depot [between 26 & 28 Ave]
- (Caution sign sticker) Squatters; loitering [28 Ave]
- [Caution sign sticker] Transient {illegible} [17 Ave & 38 St]
- Move the depot [38 St]
- Lots of theft / bottle picking, garbage dumping in the alleys related to the bottle depot. MOVE THE DEPOT – NOT YOUR BIZ (Response)
- [Caution sign sticker] evil house [corner of Kilkenny Rd & 37 St]
- [Caution sign sticker] Bottle depot [corner of Richmond Rd & 37 St]



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- This area is becoming a wasteland. I understood there were plans for ToD and I'd like to see them come to light, as well as some green space. I've heard about the soccer dome planned for this area and as a resident I say "No thanks." We do not need another parking lot, either. That will not solve the social problems starting to plague this area - we need things that get people out on the street, interacting and coming together as a community. [16 Ave.]
- I use the LRT regularly and I'm thrilled I can walk to the station. I am NOT thrilled that these stations have become the only viable shelter for vulnerable people in our city. "Pushing them out" isn't an answer - they need somewhere to go when it's cold that isn't the elevators or the platform, for example. Also, I think there's a missed opportunity here for some kind of newsstand or coffee shop. Walking across the parking lot to the mall isn't always viable. Not everyone wants to go to McDonalds across the street. I think there's a bunch of missed opportunity in this area to connect retail and the train more closely - if it's down to WalMart and CF not co-operating, that's a real shame - they're missing out on a great opportunity to elevate that entire mall from what it is, which is pretty terrible. I mean, it's functional but I only go there because it's close, not because it's a nice place to spend time. [16 Ave.]
- The rental market has made this area sketchy. Make it single family only. [25 Ave.]
- I've found needles etc. here. Is there a way to take away the nooks and crannies or add lighting so it's a less appealing site for drug use? How about some sharps boxes? [8 Ave.]
- This alley often has drug users (I suspect drug trades) and homeless people **sleeping**. It's also full of pot holes and angry drivers still using it as a two way road. How about a barricade in the middle so no through traffic at all can go there, lots of lights, and maybe some incentive for store owners to clean up their back entrances? [Bow Trail]

## Miscellaneous

- Car to go
- Include MRU
- Consider all the length {illegible} of 37 St.
- Fire hydrant only on east side of street [Westbrook Mall]
- Smart Cities 2030???
- Consider building down centre [15 Ave & 37 St]
- **Don't increase property** tax to do this project
- Alley {illegible} [30 Ave & Killarney Rd]
- (Caution sign sticker) Maintain issues on boulevard [30 Ave & Killarney Rd]
- Here/here
- More {illegible} programs in the library [Westbrook LRT]
- Reve {illegible}
- Beauty
- Telecommunication
- 5G – more towers shorter range
- Can you access {illegible}
- {illegible} City {illegible}
- Lets {illegible} some
- Public Private
- School grounds are not the proper age range for younger children (2+)



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- What are the plans for Richmond Rd between Crowchild Trail and 37 street? Vehicular traffic is too much – cut through traffic

## Big Idea Worksheet Written Comments

Describe your idea

### Bicycle, Transit & Parking

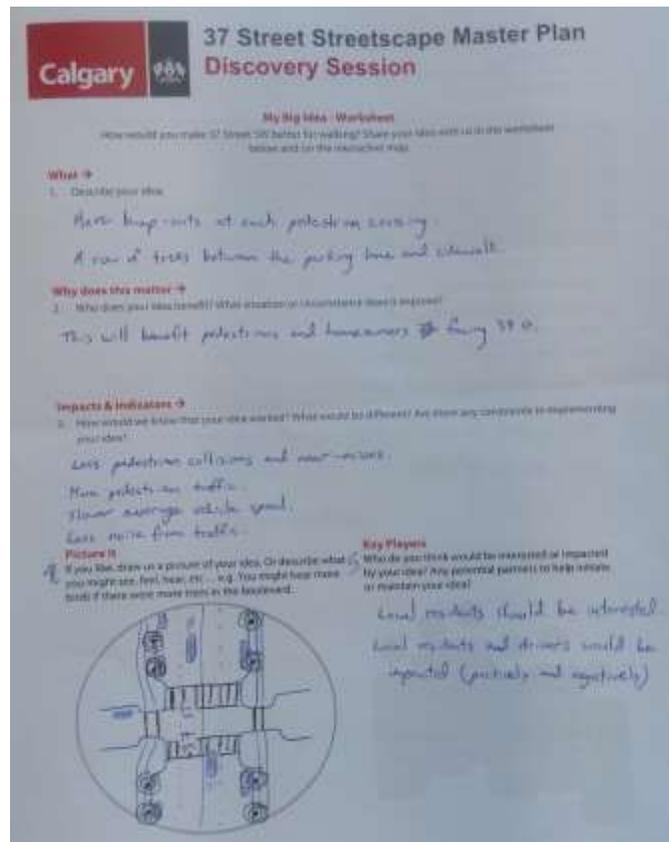
- (A) A parking lane, separated by curb
- (B) Reverse angle parking
- Better parking and safer
- Add [illegible] cord to divide parking and traffic, make street appealing.
- Separated bike lanes.
- Bike paths
- More bike lanes

### Vehicle Traffic

- Post speed limit
- Speed humps
- Limit trucks
- Roundabouts to slow traffic down
- Lower speed along 37 street for : Reduced noise & Safety (walking awareness of others; how close cars come to pedestrians)
- No trucks passing
- Have controlled speeds, too much speeding
- Add speed bumps
- Reduce lanes to two lanes

### Pedestrian Realm

- Wider sidewalks
- Safer / longer sidewalks
- Bump outs at all intersections and a 40km/hr speed limit to make crossing safer
- Landscaped boulevards.
- Wider sidewalks with trees
- Have bump-outs at each pedestrian crossing.
- Safer crosswalks.
- Improve side walks (even)
- Larger sidewalks
- More crosswalks
- Wider sidewalks





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- Not ugly Westbrook Mall streetscape
- Encourage more walkability
- Widen the walkways
- Adding a boulevard between sidewalk and street between 17th and Bow Trail on both sides
- Meeting places
- **Make this area another “neighbourhood” like Kensington or Inglewood.**
- Divide from 37th traffic
- Wider sidewalks
- Places where sidewalks can become plaza / [illegible] (example 37th and 17th NE corner)

## Natural Elements

- Planters, trees, more light
- Save the existing trees!
- Add large planters
- A row of trees between the parking land and sidewalk.
- Wide side walks with trees (with canopy, no more pines please) separating traffic.
- More landscaping
- Vegetation
- Tree / hardscape

## Street Furniture

- Decorative wall between sidewalk and houses
- Some benches to sit and rest
- I wish more overhead lights and speed cameras are installed
- Consistent street lights (dark pockets due to LED change)
- Add nice fence / wall on all homes along 37th street
- Better lighting of side walks.
- Add more lighting and

## Community Identity

- Signage to identify communities – banners

## Business

- Add Business (store front) along 37<sup>th</sup>

## Other

- **Redevelopment**
  - Close bottle depot
  - Close or move bottle depot
  - Only keep commercial areas where they already exist
  - Multiuse development (with businesses on 1st floor and residential on 2nd )



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- 37 Street is long so clustering of amenities with inviting extensions example medical clinics, eye care, ethnic sores, neat [illegible] pre school
- Miscellaneous
  - Invest in making the community worth the price tag

Why does this matter?

### Bicycle, Transit & Parking

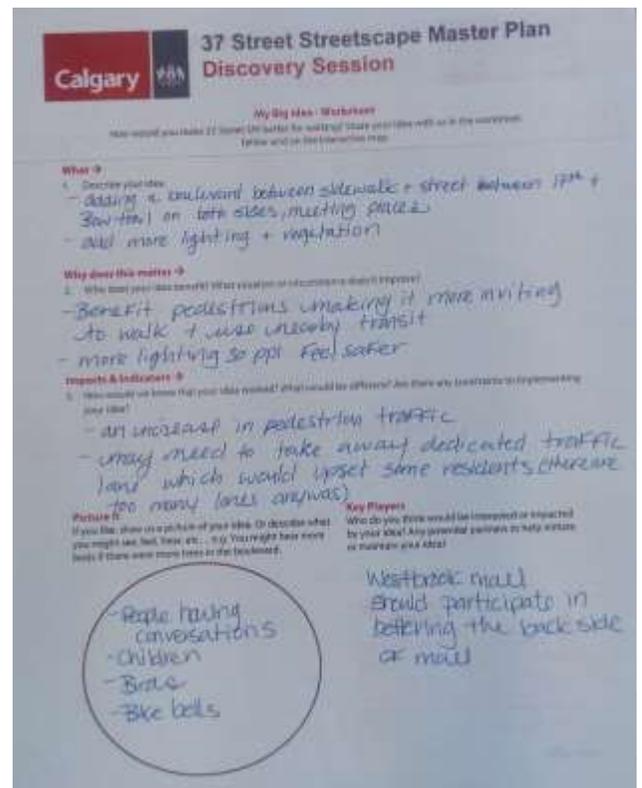
- (A&B) Dangerous to park now. You are getting out into speeding traffic
- Calgarians can only sit [illegible] at patios for 3-4 months of the year so don't plan a whole community based on LA weather including the ridiculous bicycle lanes – very crazy idea
- Bike lanes on East side walking on west

### Vehicle Traffic

- The speeds on 37th are much higher than 50km/hr. can we slow them down?
- More comfortable to walk, safer to bike and if done well, car traffic will be slower and have better visibility of pedestrians.
- You soon will not be able to afford driving.

### Pedestrian Realm

- Improves safety – impacts safe crossing
- Encourages pedestrian traffic because it becomes safer to do so.
- It benefits residents as it improves the walkability of 37th street and it provides a nicer space to walk with trees that give you shade and a barrier from traffic.
- It improves the pedestrians safety
- Benefits both homeowners and pedestrians
- Pedestrians and residents living on / around 37th street.
- Safety!
- This will benefit pedestrians and homeowners facing 37th street
- Everyone.
- People can move along as a walking Access route.
- Families
- Everyone
- It would make it more accessible for walking
- Benefit pedestrians making it more inviting to walk and use nearby transit
- Everyone –





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- Me and my dog
- Pedestrians,
- Local residents
- A simple sidewalk

## Natural Elements

- Bee corridor
- Bee hives – pollinator plants (logs for nesting)

## Street Furniture

- More lighting so people feel safer.

## Snow Clearing

- This is Calgary with 6-7 months of winter.

## Community Identity

- Community
- More character great for businesses
- Important to keep inner city vital, alive, engaging fun place to live

## Business

- Business on street make area more vibrant
- Local business

## Other

- **Redevelopment**
  - Less commercial, more residential means less traffic.
  - Edworthy Park is close by for recreational walking.
- **Undesirable behaviour**
  - Will stop homeless in the community and drug problems
  - We now have the problem of homeless people in our alleys going through our garbage. [illegible] up out door living rooms by cell phone tower on 28th and 37 or at the rice bowl.
- **Miscellaneous**
  - [illegible] do something [illegible]

## Impacts & Indicators

### Vehicle Traffic

- Less speeding – more walking



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- Trucks (semi's) no longer speed down 37th after unloading at the Mall.
- Speed limits reduced so that people are not afraid of walking on 37th street.
- Less traffic, slower speeds, more pedestrians walking with kids / pets.
- Slower average vehicle speed
- Less noise from traffic
- Traffic other than cars along 37th
- May need to take away dedicated traffic lane which would upset some residents (there are too many lanes anyway)
- Less single car trips, more happy people!
- Slower traffic speeds

## Pedestrian Realm

- More attractive sidewalks
- Pedestrians feel more welcome
- The residential areas will be more enjoyable.
- I have seen people waiting for long for cars to stop going, to cross. Sometimes you stand for a long time just waiting to get the change to cross.
- Less pedestrian collisions and near misses
- More pedestrian traffic
- If all goes well, there will be an increase of foot traffic and bike commuters.
- I would know my ideas worked if the area was cleaner and more people were out and about not in their cars.
- An increase in pedestrian traffic
- More people would be walking on street
- More people walking and using street furniture

## Street Furniture

- **At night usually people can't see you cross until they get close to you.**

## Business

- Coffee shops and small stores will be built and will become one of the trendy areas of Calgary (Even better than Kensington and the other part of 17<sup>th</sup>)

## Other

- **Redevelopment**
  - Keeping commercial areas in the BIG intersections where they are now (Glamorgan and Westbrook– 17th Ave) will mean less impact on existing residential only areas.
  - **There's no need for more commercial, time will prove that it is just right now.**
  - My ideas would be apparent in new clustered developments with inviting [illegible] and good parking.



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- **Undesirable behaviour**
  - Because when bottle depot opened and become a vandalised community & drug addicts also once LRT moved in – it allowed the homeless to move into our area.
  - When [omitted] have moved on and we can have available pedestrian population.
- **Miscellaneous**
  - There should be no constraints if you implement it now.

## Picture It

### Bicycle, Transit & Parking

- (A&B) Parkers are safer drivers not interrupted
- Bike bells

### Vehicle Traffic

- Traffic circle – flowers, fountains, board signs with community events, etc.

### Pedestrian Realm

- Pedestrians feel more welcome. Home owners feel safe from the public.
- Residents
- Kids
- Seniors
- Any pedestrians
- All residents in area
- Children

### Natural Elements

- More trees, more birds, peace and quiet.
- Birds

### Street Furniture

- Public art and usable public space above C- train?? right off way at 17<sup>th</sup> and 37<sup>th</sup>

### Community Identity

- People having conversations



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## Check-In on What We Heard 2014-15:

Comments From 2014-15 Main Streets Engagement	Agree	Disagree	Modify
1 Curb bump outs so pedestrians are more visible, put some trees into the bump outs to narrow the street	47	20	5
2 Bow Trail Pedestrian crossings need some major improvements - more visible, surface texture and colour	62	5	7
3 Bow Trail pedestrian crossings - when the cross button is activated have it trigger some kind of at grade lighting	54	10	3
4 Pedestrian unfriendly crossings at 17 Ave and 37 Street	51	15	8
5 Pedestrian intersection landing areas and ramps - a larger area and a more gradual ramp would make it safer for all	52	9	1
6 Widen sidewalks and add trees, more pedestrian crossings, narrow sidewalks do not feel separate or safe from high speed traffic	59	9	9
7 Walkways that are direct but not "straight", alcoves to step out of the walking traffic to chat, benches not on the walkway but out of the street splash zone	46	14	4
8 Keep curb parking where possible, even if it is oily in sections of a block or one side	57	8	7
9 Eyes on the street increase safety. Eliminate windowless back side of large retail stores	69	9	1
10 Dual left turn lanes from 37 St west to 17 Ave and Bow Trail; to stop short cutting through the adjacent communities and the time that pedestrians & bikers have to wait at the lights	48	17	12
11 To support expanding business base, provide more on street and off-street parking	56	13	9

Table 2 Check-In on What We Heard 2014-15

## Check-In on What We Heard 2014-15 Written Comments

### Bicycle, Transit & Parking

#### Cycle lanes, tracks. Feel safe

- To support expanding business base, provide a safer and more convenient place for people to walk and bike.

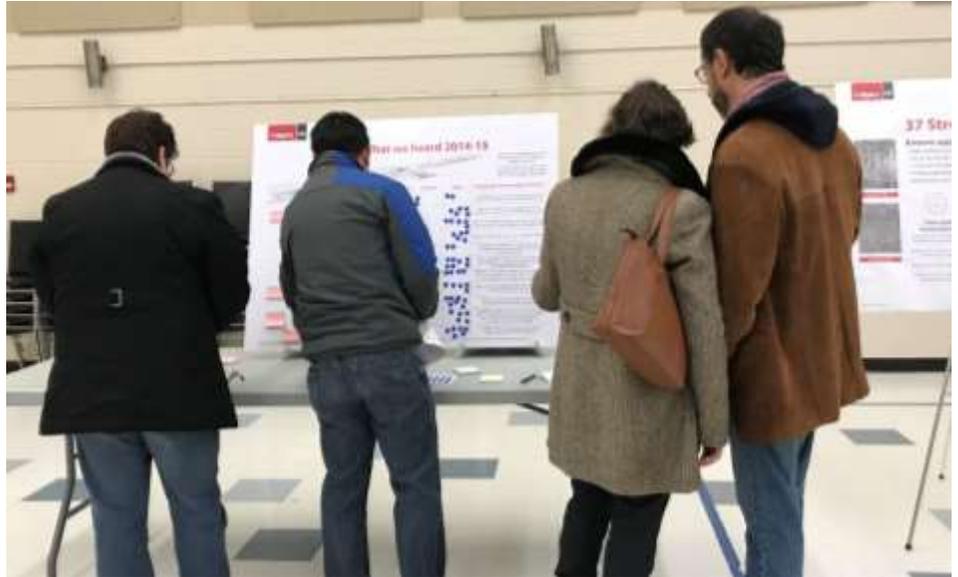
#### Transit

- Street car on Bow Trail to MRU

#### Parking

- Curb parking is good as long as it does not impede 2 lane traffic on SNOW PLOWS.

- Have dedicated parking lane with curb to separate traffic with parked cars. Very dangerous to park on 37th street. Maybe make it diagonal parking or reverse diagonal parking, ??? sections of parking is good.
- To increase parking explore option of making diagonal parking.
- Keep all current curb side parking on 37th street.
- To increase walkability, I do not think on street parking increases will compliment. At some point we need to balance density of population with business support. One cannot occur ?? The other. Don't use parking as a stop gap.
- Off street parking please!
- Off street behind business to keep front inviting and accessible to pedestrian traffic.
- Businesses should be off-street only.
- Cars at new Westbrook Mall site underground. Walmart underground as in Washington DC
- Don't narrow street I use it for parking
- "... while maintaining curb parking, where possible."
- Add trees and crossings but widening sidewalks will only take up parking space that will only become more scarce. Demand is increasing and there is no need to reduce the supply.
- Make the businesses accommodate parking on their sites. There are TONS of lots around, heaven forbid someone has to walk. Stop taking space from humans to give to cars.
- parking between bump outs along the west side would support the business (vet) and crowd the street a bit to slow traffic
- Parking along should be on one side or the other. It could also alternate along the route. NO PARKING within 2 car-lengths of controlled intersections for turning areas.
- Get parkade for ctrain parking. Always need more parking I have park here as 69 and sirocco are full. There is empty space between Walmart and ctrain station
- WE do not need more parking lots - ie, large stretches of asphalt, as we have now. And we need to think about neighbouring streets when we talk about on-street parking, as well, so they don't become unofficial parking lots.
- OFF street, below building. There are too many surface lots already - which is what makes this neighbourhood super unappealing and characterized as dingy by the surrounding neighbourhoods
- I think for the businesses that exist, there is ample parking at this time.
- Is the business base expanding? There are already a lot of parking lots... these are an eyesore along 37th street.





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- On street parking is fine but would like to reduce the number of off street parking lots. make it more pedestrian friendly
- there is ample parking at the mall.
- or even underground parkade closer to the Westbrook train station - helps with transit and mall visitors.
- change "provide" to "require"
- not on 37th
- Choose one: cars or pedestrians. If pedestrian focus, condo/apartments with street access close to the train station are required. If you want cars - parkade, like the one in Banff, or corner of Kensington and 10th st SW
- provide OFF street parking to residential areas and businesses
- Real danger isn't pedestrians. parked cars for residences and bad lane divisions
- Remove all curbside parking so traffic can actually flow
- There is currently an too much off street parking and street parking should be second to improving the active modes along the street if there are space constraints

## Parking Restrictions

- 2 hour parking limit on 27th street between 17th Ave and Bow Trail. right now congested with parkers using LRT.
- Residential Parking on 15th Avenue and areas surrounding school. LRT users parking making walking dangerous.
- 2 hour time limit and immediate ban when plows are running.

## Vehicle Traffic

### Traffic Management

- Roundabouts at major intersections.
- This is a dangerous site for cars and pedestrians. Northbound traffic into Spruce Cliff goes from 2 lanes into 1 creating confusion. Pedestrians are at risk of not being seen by cars turning left trying to watch for oncoming traffic on 37th.
- Or how about just a longer turn light that allows more than 2 or 3 cars to get through???
- I don't think it's necessary at 17th Avenue, but during evening rush hour, it would definitely be helpful at Bow Trail
- Dual turning lanes are a scary possibility.
- this would reduce congestion, not sure about cutting through the neighborhood though.
- Strike "both 17th Ave and" - I have never experienced significant traffic backup northbound on 37th St SW at 17th.
- Modify timing to improve traffic flow based on day and time of day. Dual left turn at bow trail seems feasible.
- Possible to have the pedestrians go over or under so traffic can flow freely without pedestrian interference?
- Put overhead **crosswalk so traffic doesn't slow down when somebody has to cross the street**
- Someone crossing the street can make traffic back up significantly at this intersection



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- Any way this can have pedestrians go up and over or under to allow traffic to flow?

## Traffic calming

- Use some bump outs appropriately, too many is a pain!

## Travel Lanes

- This is a dangerous site for cars and pedestrians. Northbound traffic into Spruce Cliff goes from 2 lanes into 1 creating confusion. Pedestrians are at risk of not being seen by cars turning left trying to watch for oncoming traffic on 37th.
- Put more streetlights for pedestrian visibility - the street is too busy to narrow it further, especially with the snow build-ups in the winter which effectively create one-lane either way.

## Turning

- This jumps to solutioning. The issue is shortcutting or time spent waiting at lights. I do not think dual turn lanes is the best option.
- Ensure clear visibility when coming on to 37 street from side street (some of the shrubs on Glendale side really reduce visibility for drivers). Better Lighting for Pedestrians at crosswalk
- This is a dangerous site for cars and pedestrians. Northbound traffic into Spruce Cliff goes from 2 lanes into 1 creating confusion. Pedestrians are at risk of not being seen by cars turning left trying to watch for oncoming traffic on 37th.

## Cut-Through Traffic

- **Can't narrow such a busy roadway** - you would just push more speeders down side streets

## Speed

- **Can't narrow such a busy roadway** - you would just push more speeders down side streets

## Goods Movement

- FedEx plans drivers routes for No left hand turns

## Pedestrian Realm

### Pedestrian crossings, bridges, overpass, amenities

- Create all points crossing like in Banff and downtown
- Consider a pedestrian bridge to help with traffic on Bow Trail
- Ensure clear visibility when coming on to 37 street from side street (some of the shrubs on Glendale side really reduce visibility for drivers). Better Lighting for Pedestrians at crosswalk
- Traffic calming devices are expensive and it is a busy road, built that way, trees will make the pedestrians less visible. Overhead crossing notifications are best
- A pedestrian Bridge would make it safe and better for vehicle traffic.
- the pedestrian entry locations are weird in a couple of spots. further offset from intersection then expected.
- Surface texture is too expensive for upkeep with our climate. Pedestrian crossing lights work best
- Because the Bow Trail and 37th St. crossing is so wide I would like to see Islands for the "slower" walkers (Seniors, Handicapped) to get part-way before the lights change.



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- Surface Street Heat is a waste.. 33rd and 17th literally only lasted a year. Roadway is too wide and busy for pedestrians crossing in the roadway. Elevated walkway required
- The pedestrian crossings need work. I agree they need to be more visible and have surface texture. I disagree with color. The "color" of the 17th/37th intersection is already faded out.
- Overpasses since this is a very busy intersection
- There should be a flashing light to warn about pedestrians being allowed to cross at all intersections. ALSO some enforcement against "jay-walkers".
- overpasses since this is a very busy intersection
- it is better than the one at Bow Trail but could use some adjustment - move the stop line further away from the cross walk markings
- Add a pedestrian bridge
- This intersection was upgraded about six years ago - the crossings at Bow Trail and 37 St are worse as that intersection is not square.
- The crossings themselves are ok. The intersection is ugly. Lane signage for cars needs to be better.
- Too many crossings and people ignore the yellow flashing sometimes
- overpasses...
- overpasses
- I think more pedestrian crossings would help (depending on location) but I feel like this has already taken place. The sidewalks only don't feel separate from traffic in and around westbrook mall. There is a buffer zone south of 17th ave.
- This needs to done particularly on the NE corner of Bow Tr and 37th St.
- Overpasses
- Overpasses for pedestrians
- Possible to have the pedestrians go over or under so traffic can flow freely without pedestrian interference?
- **Put overhead crosswalk so traffic doesn't slow down when somebody has to cross the street**
- Someone crossing the street can make traffic back up significantly at this intersection
- Any way this can have pedestrians go up and over or under to allow traffic to flow?
- The pedestrian crossings need work. I agree they need to be more visible and have surface texture. I disagree with color. The "color" of the 17th/37th intersection is already faded out.
- There should be a flashing light to warn about pedestrians being allowed to cross at all intersections. ALSO some enforcement against "jay-walkers".

## Boulevard, widen sidewalks

- There are areas where the sidewalks are too wide, no trees, and areas where the sidewalks are RIGHT up against traffic and you get spewed by the sludge every time it melts or rains. Give proper separation to the spaces throughout and all along 17 and 37.
- This needs to done particularly on the NE corner of Bow Tr and 37th St.
- The sidewalks on the west side of 37th St. do need to be wider. No more trees or bushes as these "hide" pedestrians who are already difficult to see (particularly at night).
- This is applicable in certain places. 37th Street from 19-26th Aves are fine and have wider sidewalks and trees
- Surface Street Heat is a waste. 33rd and 17th literally only lasted a year. Roadway is too wide and busy for pedestrians crossing in the roadway. Elevated walkway required



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- Walkways need to be straight - otherwise I feel like I'm zig-zagging around obstacles simply put there to be in the way.
- Traffic is too noisy along 37th St. to stop and talk anyways. Some areas need to be widened.
- Straight lines for easier access for disabled
- Create more separation between vehicle traffic and pedestrian traffic.
- To support expanding business base, provide a safer and more convenient place for people to walk and bike.

## Pedestrian comfort: feel safe and protected from elements

- To support expanding business base, provide a safer and more convenient place for people to walk and bike.
- Always prioritize people over cars
- On street parking is fine but would like to reduce the number of off street parking lots. make it more pedestrian friendly
- Choose one: cars or pedestrians. If pedestrian focus, condo/apartments with street access close to the train station are required. If you want cars - parkade, like the one in Banff, or corner of Kensington and 10th st SW
- Traffic is too noisy along 37th St. to stop and talk anyways. Some areas need to be widened.

## Look & Feel

- Do NOT make it look like 37th and 17th or 33rd and 17th. This was a huge waste and did not last long.

## Natural Elements

### Trees

- Bump outs, yes but planters only, not trees for visibility.
- Trees make it hard to see cars leaving community onto busy road.
- A wide, concrete, ugly intersection. Break it up with a Blvd and some trees/planters. Something that makes it less formidable.
- More big beautiful trees, every other city seems to have figured this out. Even Winnipeg.
- Add trees and crossings but widening sidewalks will only take up parking space that will only become more scarce. Demand is increasing and there is no need to reduce the supply.

### Types of plantings

- Ensure clear visibility when coming on to 37 street from side street (some of the shrubs on Glendale side really reduce visibility for drivers). Better Lighting for Pedestrians at crosswalk

## Street Furniture

### Lighting

- Put more streetlights for pedestrian visibility - the street is too busy to narrow it further, especially with the snow build-ups in the winter which effectively create one-lane either way.



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Other

## Redevelopment

- To increase walkability, I do not think on street parking increases will compliment. At some point we need to balance density of population with business support. One cannot occur ?? The other. Don't use parking as a stop gap.
- Affordable housing everywhere
- High Density retail ground floor Bow Trail to Glenmore Trail. Street friendly - Both sides of the street
- Re-develop Westbrook Mall and place outdoor air mall along 17th (where bare land is)
- Please help Westbrook mall with there ??? Please and thank you!
- Westbrook Mall and train station is sketchy! Developing both sides of Walmart, Mall, Safeway, etc. will help!

## Undesirable behaviour

- Clean up Westbrook Mall so it is safe
- Westbrook Mall and train station is sketchy! Developing both sides of Walmart, Mall, Safeway, etc. will help!
- Clean up and increase policing at Westbrook LRT Station
- Getting a lot of transients in the neighbourhood - benches might make it worse.
- No benches, too many people would sleep on them/ vandalize

## Look and Feel

- Clean up Westbrook Mall so it is safe



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## Priorities Exercise

	Richmond Road				26 Avenue				19 Avenue				17 Avenue				Bow Trail			
	Must Have	Nice to Have	Is it possible to? (In-person)	Not Applicable (Online)	Must Have	Nice to Have	Is it possible to? (In-person)	Not Applicable (Online)	Must Have	Nice to Have	Is it possible to? (In-person)	Not Applicable (Online)	Must Have	Nice to Have	Is it possible to? (In-person)	Not Applicable (Online)	Must Have	Nice to Have	Is it possible to? (In-person)	Not Applicable (Online)
<b>Bicycle, Transit &amp; Parking</b>																				
On-Street Parking	17	20	1	8	21	18		8	23	19		9	20	21		13				
Off-Street Parking	18	20	1	5	18	21		5	21	22		6	21	23		8				
Somewhere safe to ride my Bike	20	18		10	20	16		10	18	22		10	21	18		14	1		1	
More room at the bus stop	10	24		10	10	25		10	9	30		10	10	32		12				
<b>Pedestrian Realm</b>																				
Wide sidewalks	29	14	1	3	31	15		3	33	14		3	39	18		3	2			
Sidewalk ramps to crosswalk	40	5		1	37	6		1	39	8		1	41	10		1				
Plaza area	11	25	1	9	12	25		9	16	25		9	17	31		10	2			
Outdoor patios	11	25		8	11	25		8	16	24		8	17	28		10	2		1	
<b>Natural Elements</b>																				
Trees	38	8		1	39	9	1	1	40	9		1	43	12		1	1			
Rain Garden	7	26		12	7	25		12	9	8		12	8	32		14			1	
Boulevard	12	22		11	13	23		10	16	11		10	17	25		12			1	
<b>Street Furniture</b>																				
Somewhere to sit down	14	18		12	15	19		19	17	19		12	13	25	1	14			1	
Wayfinding signage	12	25		7	12	26		25	13	26		8	13	29		9				
Bike racks	13	23		8	12	24		25	13	25		8	16	26		10				
More light	32	10		3	34	11		10	34	13		3	38	11		4	2		1	
Something nice to look at	15	17		13	13	18		17	17	17		13	18	21		14	1			1

Table 3 Priorities Exercise

## Priorities Exercise Written Comments

### Bicycle, Transit & Parking

#### Cycle lanes/ tracks

- I take the bus in winter, bike in the summer [Somewhere safe to ride my bike]
- Have bike lanes between street parking and the sidewalk. Not just painted.
- A bike lane, more lighting, multi-use buildings, plants & trees



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## Bus Stops

- Lighted bus stops and a more friendly pedestrian environment with trees [19 Ave]

## Pedestrian Realm

### Pedestrian Bridges, crossings

- Room to wait with others for the crossing light
- Pedestrian crossing lights
- Safe crosswalks and visibility [Sidewalk ramps to crosswalk]
- Overhead crossing signs and at grade? [Plaza area]"
- More city-planted trees, pedestrian overpass over Glenmore, safety near MRU
- Walk through neighborhood and cross streets without risk of being run over

### Pedestrian comfort: feel safe and protected from elements

- Safer and more inviting [Plaza area]
- Lighted bus stops and a more friendly pedestrian environment with trees [19 Ave]
- Make this area more visually appealing. It is currently run down and dumpy. [19 Ave.]
- Make it more friendly and a destination for people
- Create a street that is a destination, not just a way to get places.

### Boulevard, widen sidewalks

- Walk down the sidewalk and not get splashed or have to dodge utility poles [17 Ave.]
- Lighting, storefronts, wider sidewalks.

### Something nice to look at

- Public art of some sort, functional or otherwise

## Vehicle Traffic

### Traffic Management

- I personally think this road is fantastic for the size of the area.

### Turning

- Have wider lanes to turn left from 37th at lights.

## Natural Elements

### Trees

- Makes it more inviting [Trees]
- There are lots of parks in the area, keep that in mind
- **Sturdy not too big trees that don't need much water and withstand heavy snow**
- More city-planted trees, pedestrian overpass over Glenmore, safety near MRU

YOUR STORY | IDEA MAP | CHECK IN | **STREET PRIORITIES**

In question one, please tell us if you would like to give input on elements for all of 37 Street or one of the specific sections identified. Then, please tell us which of the following streetscape elements are must-have, nice-to-have, or not applicable.

**1) Please tell us if you would like to provide input on all of 37 Street or a specific section?**  
Select only one answer below

- All of 37 Street
- Richmond Road to 26 Avenue
- 26 Avenue to 19 Avenue
- 19 Avenue to 17 Avenue
- 17 Avenue to Bow Trail

**2) Bicycles, Transit and Parking**  
On-Street Parking:

- Must have
- Nice to Have
- Not applicable

**3) Bicycles, Transit and Parking**  
Off-Street Parking:

- Must Have
- Nice to Have
- Not Applicable

**4) Bicycles, Transit and Parking**  
Somewhere safe to ride my bike:

- Must Have
- Nice to Have
- Not Applicable



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- Get some more green trees in the area.

## Types of Planting

- Add some vegetation around business frontages!!

## Community Permaculture

- "Create a bee corridor? Could do something at Westbrook, a beehive. And pollinator plants and logs for resting [natural elements]"
- "Better interface with mall and residential. Use aesthetics, not an ounce of concrete [Something nice to look at]"

## Business

### Property upkeep

- Require businesses to keep up their properties in a way that is inviting.

## Street Furniture

### Lighting

- Lighting, storefronts, wider sidewalks.
- More lighting. Area (26Ave-17Ave) feels unsafe once the sun goes down.
- Add more streetlights to the area so it doesn't feel deserted.

## Other

### Redevelopment

- Rezone businesses to items that appeal to pedestrians [17 Ave]
- A bike lane, more lighting, multi-use buildings, plants & trees
- Lighting, storefronts, wider sidewalks.

### Undesirable Behaviour

- Homeless gone [On-Street Parking]
- Homeless gone [Off-Street Parking]
- Move bottle depot [Wide sidewalks]
- "Not until the [homeless] problem is addresses [Somewhere to sit down]"
- "We are almost inner city...need to learn to live with [the homeless]. [Somewhere to sit down]"

### Miscellaneous

- Reach this project all the way to Richmond Road which is very unattractive [Richmond Rd.]

### Property upkeep

- Give this area a face-lift in order to counteract the broken window effect [17 Ave.]
- Make this area more visually appealing. It is currently run down and dumpy. [19 Ave.]
- Better up keep of properties



## Evaluation: About the sessions

### 1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	16	5		1	
<b>Format of today's session</b>	14	7		1	
Opportunity to provide my input	20	3		1	
<b>Opportunity to hear others' input</b>	16	4	1	2	
Session location	21	2		1	
Session time	22	2			

### 2. What worked for you about the workshop format and activities today?

- More interaction – easier to understand than the last meeting that involved a demo / map including Lego...?
- Hope to stop homeless creating a bad environment in the community
- Being able to voice my concerns about the homeless situation and the problem of the bottle depot.
- I found it open and friendly.
- Liked drop-in format.
- Presentation of items (Boards)
- Interacting with City to hear our ideas
- Everything
- **Pretty much “nothing”. “The Reps” encouraged me to document my concerns. I went to the first presentation a couple of years ago and asked why no consideration was given to the portion of Richmond Road from Crowchild Trail to 37th Street. Based on what I see today, the City is not at all concerned about the traffic on that stretch and yet the residents along that stretch are most profoundly impacted. Heavy traffic in summer the exhaust from vehicles for the most part extends from 2a Street to 37th street between light changes. How are you going to discourage traffic using Richmond road between Crowchild and 37th street. Crossing that stretch of road as a pedestrian is risky! It would be nice to see more or healthy vegetation in pockets where available today but the “City’s” commitment to upkeep is pitiful today!**
- Adding notes to specific locations and being able to see other opinions and ideas.
- Pictures
- Grading the priorities
- Info on phasing
- What worked is City presenters were willing to listen to ideas
- I was impressed with the layout and the thought put into it
- Ability to see big picture of area and to give input



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- Lots of opportunity to have a voice
  - Talking to the facilitators and City reps
  - Face to face interaction
  - Signage of concepts
  - I really enjoyed the large format of the 37 St with stickers and markers to mark up
  - Interactive!
  - The post-it notes with changes on the map stickers!!!
  - **Really like the “animated” maps of the street**
3. Is there anything we could do differently to make it better?
- Instruct facilitators to interact with all people, not just a few – encourage them to also stick to relevant **matters not mission, Julio’s Barrio and drinking. (While I enjoy a good conversation, there’s a time and place and an expectation of professionalism {I feel})**
  - Relocate the bottle depot. Streetscape in the other communities affected.
  - Do a streetscape at Killarney / Glamorgan & Glenbrook Community halls.
  - It would be nice to get the opinion of residents and take it into account on a more specific basis.
  - Not all feedback is considered by The City if Council is already fixed on an idea.
  - **Notification of “session” by BOLD SIGN on Richmond Road west of 37th street would have been nice if location provided – if not full address – at least the street and avenues. I DON’T have GPS!**
  - HOW DOES OUR LITTLE SEGMENT get the Planners attention!!
  - More timeline info on the photos, projections for construction to start
  - Group discussions after the main event for interested parties
  - Nope
  - The City Planners could take charge and not always approve ugly inappropriate development just because they might increase density
  - All good
  - **It’s fine!**
  - “Existing conditions” poster boards not super helpful