



Transportation Committee Presentation Against Bike Tracks. Larry Heather. 403-253-0676 jerusalem1@shaw.ca

I thank you through the Chair, for this opportunity. My name is Larry Heather and my father Ernie Heather was a Calgary Transit employee for many years until his retirement. In the late 80's

I speak today against both the implementation of the entire cycle track network of 22 bike tracks approved in 2011 and in particular the 1Street SE Macleod Tr. South Bound. proposal. It needs to be completely revoked for a much simpler solution.

I do acknowledge that the proponents for this cycling strategy are very knowledgeable individuals. It's just that so much of what they know, just isn't so. This is Calgary and we care to emphasize the most productive modes. Why regress to childhood levels of existence? Apart from the recreational paths, most Calgarian are living lives too complex to be comprehended properly by a central transportation planner in City Hall. And no one is capable of costing the loss of business, social, cultural, voluntary and recreational cost of drivers and trucks who are delayed or diverted.

This is an ideological anti-car Philosophy which issues not from just interest groups and their advocates embedded in the City Staff. This issues straight from the heart of the Calgary Transportation Plan of 2009 and earlier antecedent vision plans. The wild plans the public is alarmed by, keep invariably erupting, from these defective and unrealistic plans. And they are costing us dearly, so much that we are Decidedly Detroiting in the next 10 years. *** Reading on Intro of The Greatest Invention by Randall OToole.*

Bike Track Complications on 1st SE McLeod SB (Oldtimers would say 40 miles of bad road?)

1. First of all, the two way bike track is going to go on the worst side possible side for vehicles, the east lane
2. The east lane is better for cyclists, they will not wait behind buses and the drivers in right hand steering see them more readily. Still, this is the more valuable flow land there is taken away from vehicles.
3. Bikes will have their own actuated signals to hold up car lights when cycles approach
4. The City Study says it will only hold up traffic for 30-60 secs more, but wait, there is more!! Much more.
5. Bike Track steals more than 1 of 4 lanes, It impairs traffic on 3 other of the lanes Wasted time of up to 60 secs., which is a painfully low estimate will result in driving public of 17.000 cars per day is 283 hours of wastes potential in the aggregate.

Speaker 2

6. The bus lane on right will now have More traffic from missing lane squeezed behind buses
7. The remaining left lane by track barrier will have constant stops with new turn signals
8. As I understand it, the new left turn bike activated signals help bikes clear intersection before cars can turn left, cars which previously could turn without delay.
9. The cars not turning left will try squeeze into middle lane on bike signalled delays, which then makes all 3 impaired in some way.
10. So from a 4 lane road 1 impaired by a bus stopping, you now have 3 remaining lanes impaired in some way.
11. The two way north and south activated bike lights will delay the most at the worst time. Rush hour! The delays could be considerable.
12. The Real fun begins on the heavy snows. Bike tracks will have to be scooped completely, then sanded or salted. Build up during a continuous snow could leave the City Liable for injuries or property damage.
13. Ploughs cannot leave a Windrow by the left bike barrier, in case it ramps a car over.
14. The heavy snow will have to be trucked Out from Driving lanes or Windrowed to curb or sidewalk on right
15. The double large windrow on right will constrict already wide bus on a narrower lane along with wider trucks in all three narrower lanes. Each driving lane will be about 8 inches less in width, a total loss of 2 feet.
16. The constriction of 3 driving lanes will certainly cause more accidents, and constrict EMT/ Police/Fire access.

The McLeod Tr. Corridor Study calls for bus only lane on right when extended to Anderson Both North and Southbound directions.
17. McLeod Tr. Corridor Study calls for one direction bike tract north bound McLeod as well.
- 18 That leaves only one unimpeded driving lane here and one with LT signal waits each way.
19. Remaining driving lanes in Corridor study to be designated HOV with no single drivers!!
20. The Calgary Transportation Plan mandates similar Urban Boulevard corridors City wide.