

## Hilford, Bonnie

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**From:** Brent Clark <brentclark@yahoo.ca>  
**Sent:** Monday, November 26, 2018 9:35 PM  
**To:** Hilford, Bonnie  
**Subject:** [EXT] One Calgary 2019-2022 Service Plans and Budgets

Dear City of Calgary Council,

Please accept my comments with respect to the *One Calgary 2019-2022 Service Plans and Budgets* proposal.

### Transportation

With the majority of people in my household journeying daily by means other than driving, it is essential for us to be able to travel conveniently, efficiently and safely year-round by walking, cycling and transit.

*Sidewalks & Pathways* – We depend on sidewalks, pathways and street crossings that are safe and accessible for walking. While physical infrastructure is in reasonable condition in some cases, there are areas where pathways are overdue for lifecycling, missing links exist, crossing markings faded or crossing signage inadequate. In winter, effective snow and ice control is essential, and the City's commitment to enhancing the amount and quality of snow and ice control, particularly at intersections, including curb ramps and sidewalks/pathways crossing channelized turn islands, is appreciated. I encourage the City to continue to allocate sufficient funds to ensure walking infrastructure works for Calgarians, including maintaining and adequate pathway lifecycling and pathway/sidewalk winter maintenance budget.

*Streets* – I mostly commute by bicycle and my family sometimes travels similarly to nearby amenities. Depending on need, we may do more trips by bicycle in the future. While we can access pathways for portions of our trips, many places we need to go requires riding on streets. I would like to see the City maintain adequate funding to provide Calgarians safe, efficient and inclusive bicycle access to our streets through continued expansion of the protected bicycle lane network and by ensuring that project funding includes pathway-street interfaces that promote predictability and safety for all travel modes.

*Transit* – One Calgary suggests limited capital funds may lead to less reliable service, including gradual reduction from four- to three-car LRT. In my experience, even four-car trains are difficult to board in peak hours. Reduced capacity would make it even more difficult for Calgarians to access transit for work, school and social trips and would ultimately have a negative impact on productivity and families. With growing population and increased densification along transit lines, it is essential to continue to improve service so that Calgarians can get around the City efficiently and cost-effectively.

### Planning

My final comment is directed at how our City has been growing and the costs associated. With what seems to a bias towards expansion at the edges of our City, if fear we are faced with every-increasing servicing costs in road, transit, fire, EMS, etc, which takes away resources from established communities. While I recognize that there are arguments that development entirely within our existing boundaries is impossible, I would appreciate greater balance towards revitalizing our existing communities, so that we continue to have the amenities that attract the diverse demographic necessary for vibrant communities and so that we can leverage capital efficiencies in providing the services Calgarians need.

Thank-you for your time,

Brent Clark

Dalhousie, Calgary

