

**Reflections on the Cycle Track Pilot Project since April**  
**(the 1 year pilot, that is bureau-stretched to 2 years)**

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Having been out on the Cycle Tracks very frequently, I have made many observations. Which I will now share to thee and thy kin and I will not with grin, but frowns to deliver, as I here sit aquiver. I dare to say that having been out with my protest signs, I have received visceral reactions from both pro and anti bike tracks citizens. In particular, those in distress and feeling ignored have been the most prominent.

Just yesterday I talked to building management on a large office tower on eighth, who reported to me that they are still receiving from 10 to 15 complaints a day from the blockage caused by the cycle tracks.

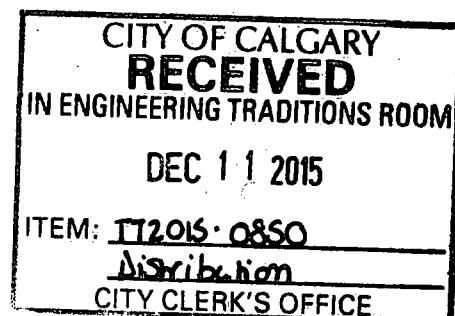
I observed first and foremost, the road plugs installed at 9<sup>th</sup> Avenue and Olympic Way. This major inlet/outlet into downtown Calgary starts as a multilane road in the west, and ends in two very constricted narrow lanes at the National Arts Centre. The width of the curb lane going east is wide, and designed for buses, while a super narrow and dangerous lane is apparently crafted for occasional visits from Mr. Bean and his mini-car.

I also note that the south track of 9<sup>th</sup> Ave is made by the installing of an asphalt skirt and serves perfectly as an off-road track. There are many such wide sections of sidewalk, especially on the west end of 8<sup>th</sup>, that could serve as tracks if so willed. Not of course to neglect the fact that a built in cycle track exists already on 13<sup>th</sup> Ave. Greenway from 4<sup>th</sup> Street West to Macleod. Deeming this a leisure and not commuter track, is both irrational and malevolent in spirit in view of the misery congestion and extra idling unnecessary incurred on 12<sup>th</sup>.

5<sup>th</sup> Street is a totally unnecessary and intrusive Track , which should be located on the quiet and safe 6St. West to 17<sup>th</sup> Ave passing the Lougheed House. The insistent on tracks occupying vital busy roads is purely ideological puffery meant to satiate a self-indulgent myopic generation.

Yesterday, I was encouraged by support from two lady lawyers coming from their jobs in the Court Centre on 5<sup>th</sup> Street SW. They were thoroughly disgusted by the hazards introduced by the Bike Tracks seeing frequent collisions between cyclists themselves, cyclists and pedestrians and cyclists and vehicles. Especially noted by them was the great danger of autos coming out of un-signalized alleys and turning left. They must be looking for traffic coming in three different sectors, bikes going south, bikes going north, and vehicles going south. Naturally, the most potentially lethal threats have to take the dominant attention.

Go to Other side -



I talked yesterday to the Iron Mountain shredding serviceman, who now with his large truck can no longer pickup at a client because of the track on 12<sup>th</sup> Ave. He has to in all weather, haul his cart  $\frac{3}{4}$  of a block to the opposite side, while leaving his truck at the Sheldon Chumir Centre.

I talked to the lady who is a home aide to many handicapped and elderly whose job has been made doubly difficult to keep on schedule because of the lack of or intermittent spacing of parking on 12<sup>th</sup> Ave.

I timed the north walk light for pedestrians at 4<sup>th</sup> St. and 12<sup>th</sup> Ave SW yesterday which allows a scant 7 seconds for pedestrians before flashing clear the way. It is truly for the handicapped, a choice of the quick and the dead. The other south walk is still at it's normal, non-bike track 25 second crossing time.

I talked to the Bagel shop owner on 7<sup>th</sup> St. whose business went down significantly when the track was extended beyond 8<sup>th</sup>, thus eliminating most parking for the stop and go customers.

I talked to the taxi drivers at the Ramada on 8<sup>th</sup> Ave. whose stand has been greatly reduced in stalls and their cars placed dangerously close to active traffic. Many attest to almost being hit numerous times as they exit from the driver side. When a tour bus now unloads there it is chaos.

I talked to a lady who has seen numerous medical ambulance and police calls to that busy area, entirely block off two way traffic for long periods because of the bike tracks. God forbid what would happen in the need for a quick evacuation of the core in a chemical attack. Many lives would be lost in exchange for giving cyclists symbolic triumphalism points on mostly empty tracks.

I talked to those who have seen 2 handicapped zones removed, one permanently and the other placed into the middle of 8<sup>th</sup> Ave. precariously close to the active traffic. Now they must negotiate wheel chairs & walkers between cement sign anchors, double curbs and green pylons.

I talked to those along 8<sup>th</sup> Ave. who often dangerously lose all sight of the road marking lines because of the excessive sodium chloride solution polluting the road and atmosphere and all aesthetics to keep the bike tracks melted.

I saw the Canada Post yesterday marooned on the corner blocking the south bike track parking spots full and no possible way to make his drop-offs without such a violation.

To summarize, this massive congestion plug called the pilot cycle track network is planned for every second street and avenue in the core. This is a move to anti-development retro primitivism and is contrary to the spirit, car-mobility and dynamism which built Calgary. I urge you to reject this report and plan for the immediate removal of this imposition on the citizens of Calgary. We now have 12<sup>th</sup> planned driver congestion for the convenience of 4<sup>th</sup> month cycling hobbyists.