



Verbatim comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here using “redacted”. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Open House # 1- Strathcona Christie Aspen Community Association – May 24, 2025

- SB on 45 to turn right sounds wall obstructs vision
- Can you limit ped crossings at new park access to minimize imma for new added signal
- If Sarcee an be lower it would reduce noise and maybe better for bow operations
- The underpass for bikes and pedestrians are AWESOME! Build all of them please. 😊
- Great designs. Access to Edworthy form Bow Trail awesome. 45 St interchange – great safety improvements for school kids etc. Would be great to see funding and approval by smaller projects.
- Bow Trail/Sarcee Trail interchange not as big at problem, with Stoney
- Proposal looks good expect should have access to Spruce Drive east from new Edworthy access road (Worcester Dr. S.W.)
- Please work the tunnel from Westgate to Edworthy into the plan. So many people with dogs and families (and cyclists) cross there.
- Looks promising!
- Tunnel from Westgate to Edworthy is great!
- On Day 0 – study done. On Day 0.5 – move atco utility lot. On Day 1.0 – consider any interim improvements possible once Atco is gone, because bridge construction will be 10 – 20 years!!
- West side of Edworthy direct access -connect the cycle path VS use the old one.
- Looks like a good plan
- Very important and critical – Underground walkway under Bow Trail, east of Sarcee!
- Appreciate the ped. Tunnels
- Love the bike/ped underpass! Much safety than current config.
- Please watch for noise in Wildwood when you move Bow closer.
- I'm pleased with the recommended plan! Good work



Appendix 1 – Verbatim comments

- EB – NB advanced left turn movement at 37 Street
- Please fence Edworthy off leash park!!

Open House # 2 – Rosscarrock Community Hall – May 27, 2025

- How is noise mitigated with elevated Bow Trail over Sarcee post construction?
- Please consider pedestrian bridge over Bow Trail for kids going to junior high. That would be safer than pinching 45th Street through lanes.
- Bow Trail Westbound to 45 St Southbound and 45th Westbound to Bow Trail Westbound needs to be drastically improved. 3 schools, 5 ball diamond, 1 community center.
- Why? – Your solution?
- LIKE pedestrian pathways around Bow and Sarcee interchange. Good = to make it safer for bike commuters. (check mark)
- Keep additional underpass # 2
- This plan has many positive for residents west of Sarcee, but at the expense of Westgate/Rosscarrock/wildwood. Increased traffic flow, yes, but 45 st has 4 schools surrounding it and the lanes have been reduced N/S. Weekdays @ 3:00 pm will be madness at the few sections that allow a left turn. Remember: density is increasing sharply as well.
- Access on 45 Street heading south at Bow Trail – when turning west on Bow Trail it is EXTREMELY DIFFICULT to see looking east because of the sound barrier (in front of the day care) (drawing of a map of the intersection and location of the sound wall included)
- Great job explaining boards! Thank you for keeping in/out Bow access from Strathcona Hill.
- Noise pollution with 3 traffic lights on Bow will be a huge problem for near communities.
- More park and ride parking for the c-train along 17th Ave would help with traffic into downtown.
- Without any traffic calming on Sarcee (@ Bow) the speeding hot rod cards will increase the noise in the summer.
- Cost? Who pays? What is the economic benefit? – Other than \$\$ contractor, other than \$\$ banks? Rec'tion -leave intersection as is, reduce taxes, reduce public debt
- Please increase Bow Trail East for Sarcee first and then re-review the plans/need for the interchange at Bow.
- Sound wall along Waverly complete to 46 st, big fan of pedestrian tunnel east of Sarcee on bow, consider advancing green on westbound bow to southbound 45 st
- Walking and bike ped over pass @ 45 st
- Bow Trail and 45 street s.w. – there are 4 schools and residents using 1 lane (n), 1 lane (s). This will not be good – it's already backed up with "4" lanes. Pedestrian safety considerations are appreciated though.
- Overall looks like a good plan in all the suggested locations. Like the turn into Edworthy Park from Bow Trail. My main concern is having the advanced green at 45 St S.W. to be able to turn from NB 45 St SW to westbound Bow Trail. Motorcycles/cars do speed in the

Appendix 1 – Verbatim comments

late evening from 45 st to Sarcee and along Sarcee to bow but that is probably more of the policing issue.

- Lose the islands on 45 st. 1 lane for left turns and going straight doesn't work. For pedestrians' safety we need an overpass.
- Prioritize a Sarcee overpass over Richmond as more important than this project.
- Heading West on Bow Trail then turning North on 45 St should have a right turn lane. (drawing of the map included).
- Why is there not a turn light on Bow Trail westbound at 45 Steet. (There is east bound). A difficult turn will be harder with 3 lanes. Already residents there!
- No third lane on Bow Trail from 45 st – 37 st because:
 - Right next to property line
 - No buffer
 - Even with dedicated walkway there would be no barrier from busy road

No more through traffic from 37 st going east on bow will create congestion on residential areas

45th st north needs 2 lanes, and it is already congested. Keep 40 St turn for flow (gas station etc.)

- Noise walls will be essential for all surroundings communities (Bow and Sarcee)
- 45th North-bound needs 2 lanes to go through the intersection not just one (+ 1)
- Add more parking (full day) at C Trains to help calm traffic.
- Start this interchange before the communities/traffic are built west of the city, to avoid traffic congestion. (+ 1) (+1)
- Pedestrian underpasses will feel unsafe for walkers, esp. @ night. Do not do.
- Noise wall south side of Bow Trail. (YES!)
- Westbound Bow to North Sarcee should be longer off ramp as exit to Southbound Sarcee is single lane on north side of bridges.
- Please add more left-turn space for eastbound traffic @ 45th st. Taking out some of the median would help as interim measure. (especially with the medical/ 5 vines plaza getting busier) Thanks.

Online feedback form

Tell us if you have any final thoughts about the recommended plan.

- Bow Trail is much busier than Sarcee Trail following the Ring Road opening. Sarcee Trail should be the road that has the traffic lights, and not Bow Trail. 2 sets of lights on Bow Trail will significantly increase traffic and congestion during peak rush hours.
- Don't like how much the sound wall on Sarcee trail is now encroaching on Westgate. Why does the road need to move this way and not towards the green space on the other side (Strathcona side)?
- Widen Bow Trail from Sarcee to 37th Street! The interchange is only 1/4 of N interchange and won't solve much and will just greater bigger backups with 2 lights, instead of 1

Appendix 1 – Verbatim comments

- This was an excellent process, which participated in at each step. I'm very happy with outcome providing the politicians don't cancel the pedestrian/cycling improvements. Well done & thank you.
- "Major Concerns: Unnecessary Construction: There is no tangible benefit, as existing infrastructure efficiently manages traffic. Community Disruption: Increased traffic noise will compromise the area's tranquility, negatively affecting residents' quality of life. Crime Impact: The neighborhood is already struggling with rising crime rates—break-ins, theft in homes and parkades, and mail tampering. Further development could exacerbate these issues. Residential Area, Not Commercial: Unlike Westhills, which is a commercial zone, this area is strictly residential and should not be subject to intrusive, large-scale infrastructure. Wasteful Spending: Infrastructure should serve genuine needs, not be built for the sake of spending funds. This interchange adds no value but instead reduces desirability, making the neighborhood less attractive. Funding to projects should improve and safeguard the well-being of its communities. No interchange should be built at Bow Trail and Sarcee Trail."
- "The bike tunnels are unsafe - this should be above ground. Tunnels will invite crime and unhoused individuals right into our backyards. Living close to the NW corner of Bow/Sarcee, I do not want additional bike traffic or car traffic (many people park on our streets and bike from here). The speeds at which the bikers fly down Coach Hill Road is way too fast (it's downhill going towards the Bow/Sarcee intersection), and the people on bicycles are often traveling much faster than cars. Living so close to Bow/Sarcee, what will be done to address the noise, especially since the loop ramp in the NW corner comes so much closer to homes than it is now. We paid a lot of money for our views and don't want to look at an interchange!"
- "Stoney Trail has diverted most of the Sarcee Trail Traffic away from the Bow and Sarcee Trails. There is absolutely no requirement nor need for any interchange in this area. The costs and damage done to the neighborhood significantly outweigh the benefits by a significant factor. Costs to the community: - disrupts the neighborhood's tranquility by increasing traffic noise -crime: currently, there are significant crime issues, with frequent break-ins and rampant property theft in homes, parkades and mailboxes etc. Furthermore, this area is all residential, not like Westhill's where it is all commercial. You cannot build REDUNDANT roads and interchanges just because the City / Province wants to spend money. This is an absolute waste of money. There is NO VALUE added to the community. Rather, you DECREASE desirability of the area with large interchanges that have an exceptionally large NEGATIVE impact on the immediate community. Don't build anything on Bow and Sarcee Trail."
- "I attended an open house & the virtual mtg, and heard that Bow can be widened to 3 lanes, all the way from Sarcee to 37 St, independently from the interchange at Bow/Sarcee. Additionally, the widening of Bow can be done much sooner and at a significantly lower cost than the interchange. Going EB on Bow, the backlog happens as soon as you cross over Sarcee where it goes down to 2 lanes; widening Bow will clear up so much of the backlog! The 1/4 clover being proposed at Bow/Sarcee is not an overall solution - all this addresses is WB Bow to SB Sarcee traffic, which isn't the major issue at this intersection. When asked about this at a mtg, the response from the City

Appendix 1 – Verbatim comments

was this was the only corner of the intersection with space! Why spend hundreds of millions of dollars on something that doesn't solve the major problems? Bow should be free-flowing, with no lights; where there currently is one set of lights, becomes two sets of lights. This is making the intersection worse!"

- Grade separation for active modes around the entire area is appreciated, it's never a pleasant experience to travel through large auto interchanges as a ped/cyclist. Please ensure good lighting is in place for CPTED considerations
- It's fine, but it ignores a very critical part of nearby Bow Trail that is very much in need of improvement - the intersection at Bow Trail and 37th St. As a resident of Wildwood I can tell you that this is a very dangerous intersection and I am very disappointed that the two lanes coming out of Wildwood from the north into the intersection have not been widened to allow for a dedicated left turn lane, a dedicated through lane, and separate right turn lane. As it stands, this is a recipe for major accidents, especially with the also ridiculous driveway into the strip mall on the west side of this inadequate street exiting Wildwood. Is it going to take someone dying here for you to find an appropriate solution to this intersection? We have almost no in/out access into Wildwood and it seems the city really doesn't care to make Wildwood resident safety a priority at any of the "3" entrance/exit points into Wildwood along Bow Trail.
- "Disappointed but not surprised. Congratulations road planners, keep throwing money away to make the city a worse place for the humans. But maybe this time it will be different. One more lane oughtta do it!"
- "My concerns are 1) Safety of Pedestrian Underpasses 2) Ramps from Bow Trail to south bound South bound Sarcee creates a high risk collision area. It is similar to Crowchild Trail to south bound Stoney Trail. The angle to check for cars when entering the accelerating lane onto Sarcee Trail is in the blind spot on the cars. How does the proposed design effect driving habits from West Calgary to Downtown"
- "I feel that the interchange is far too much money and disruption. The widening of Bow Trail to make 3 lanes instead of 2 will ease the bottleneck from 45 St going E and W for those going to and coming from downtown especially during rush hour periods. It is a simpler solution which can be done almost immediately and be far less expensive."
- The benefits of the expanded construction and proposals of Bow and Sarcee do not outweigh the costs of such proposal - in terms of both financial, times saved, and intangibles. I drive through this intersection everyday for work and dropping my kids to school - there is no issues with the intersection in peak rush hours as the flow of traffic is very good already. The opening of Stoney Trail has alleviated the slow congestion and from talking to many friends and colleagues who live in the area, it's just starting to be used and recognized as a viable alternative. The construction and destruction in the green areas would cause material and irreversible damage to the wildlife and locals in the area.
- I would be in favor of widening Bow Trail westbound from 37 Street SW to Sarcee Trail as per the study. These improvements can be started very soon and would help alleviate present and future traffic issues with far less expense than the proposed new interchange at Sarcee and Bow. I am opposed to the proposed interchange because of the tremendous cost to taxpayers, the long timeframe of disruption of that intersection if

Appendix 1 – Verbatim comments

implemented, the destruction of habitat in the NW corner, and how it will adversely affect nearby Coach Hill residents, myself included. With burgeoning costs to taxpayers, I urge the City of Calgary to explore cost effective solutions to traffic issues such as the one under consideration here. We certainly do not need higher property taxes.

- These plans address all of the safety, accessibility and usage issues. Pedestrian and cyclist access to trail networks is much better. Traffic flow will be much improved for communities like mine which are undergoing rapid densification which will only increase pressure on this interchange. Safety for all will be increased as there are so many near miss situations between vehicles but also with pedestrians/cyclists. These improvements are desperately needed so please invest in the future of the west side of Calgary. **BUILD THIS INTERCHANGE AND BOW TRAIL EXPANSION PLEASE!**
- It looks great! I'm glad to see this project is progressing, it's badly needed for the area.
- Thank you all for the very engaging process over the last few months. My wife and I are both impressed and happy with the quality of work. We fully support the recommended plans. Hoping to see this progress further.
- The ped/bike connection to the west of Bow Tr. should include width for transit/fire/ems to facilitate faster bus routing between Coach Hill and the Sirocco LRT station. Currently service in Coach Hill is inhibited due to the time it takes buses to go into Strathcona, then return to Old Banff Coach Road, then re-enter the Coach Hill.
- Wish that the Bow Trail widening proposal has a pathway / multi-use pathway instead of just a walkway and the additional lane in section E-E. The addition of the other lane makes it more of a stroad and may deter people from walking on the walkway due to the traffic. Appreciate more pathways on section D-D.
- Bow Trail has and will become significantly busier due to the Stoney Trail access in the west. Increased density in the west means that Bow Trail must become a much wider major roadway to allow efficient access for commuters to and from work downtown. Limit traffic lights and road obstacles as much as possible. This is a critical project!
- I am okay with most of the plan. However, I am incredibly concerned that there doesn't seem to be any indication of a left turning arrow when heading west on Bow Trail SW and turning south onto 45 St. SW. With two lanes, it can already be very challenging to turn left there. Losing the possibility of turning south onto 40 St. SW will add to the difficulty. I can't imagine how challenging (and dangerous) it may be with three lanes of traffic to cross. I believe that we need left turning arrows in every direction at this intersection - especially if it is widened to three lanes in both directions. I like the idea of changing access to Edworthy Park, but I hope that it will still be accessible through Wildwood so that Wildwood residents won't have to get onto Bow Trail SW to access the park.
- Great Plan! Build it now!
- Mostly OK, but I have questions about encroachment along Bow Trail and Westgate. There needs to be better access into Rosscarrock and Westgate
- As a Westgate resident, I am concerned there is no plan to add a Left turn from Westbound Bow Trail to southbound 45 Street. A left turn into Wildwood (N 45St) off Eastbound Bow exists and is to be expanded but nothing the other way. This is a huge mistake esp in light of all the infill 8-12 unit places under development in Westgate. Why

Appendix 1 – Verbatim comments

not have both advance left turns running at same time. Terrible planning. The advance left turn off Bow onto 8 Ave st 37th Street is the only turn targeted at this time. The left turn by Dairy Queen is risky and unsafe during rush hour due to volume of East bound traffic on Bow Tr. the fact that the only other major intersection at 17 Ave SW and 45 is totally messed up really screws Westgate residents trying to get into Westgate. With the new buildings happening along 17 Ave/45 St - this is an intersection with long frustrations and hundreds of expected new walking residents from new apartment on corner that will certainly cause delays and accidents

- If you are going to mess with this intersection...please have a lot of crews involved and get it done fast...don't drag it on like these things usually end up...construction delays are a very real annoyance in this city
- "I have been a Wildwood resident for nearly 30 years and I believe that Wildwood would be one of the communities most affected by the recommended plan. I am generally in favour of the Bow Trail improvements. I am in favour of putting pedestrian tunnels under Bow Trail and Sarcee Trail as this will significantly improve safety and convenience for pedestrians and cyclists. I am not in favour of the proposed ""partial cloverleaf"" design for the roadways. My preference would be to keep the intersection at grade and put in longer exit ramps on north and south bound Sarcee. I believe the proposed design would be expensive and disruptive and would not significantly improve traffic flow on Bow Trail which would now have two sets of lights rather than one. I am also concerned about noise pollution. It is very likely that elevating Bow Trail will lead to more noise in my community."
- I really like the proposal and would be very happy to see these changes implemented. These changes would make it easier to use other intersections (like 17th ave) which would help diversify traffic flow. I would appreciate. I like the elements considering the pedestrian Network however I wish there would be changes made to try and widen sidewalks. The 45th st intersection updates are lovely
- Waste of money. Fix the Glenmore/Crowchild/14th mess first.
- Anything that decreases the space between the already noisy, filth polluted Sarcee trail and the residential area of Patina Drive SW is clearly a brainless and poorly thought out plan. Please keep in mind, the huge uninhabited area on the OTHER side of SARCEE TRAIL, on which construction will not further lower the living standard by bringing Sarcee Trail traffic, filth and noise closer to the densely populated community of Patterson. Also NOTE: Edworthy St leading down from Spruce Dr. SW has been lined with large concrete barriers, with no identifiable pedestrian walkway, pinning cyclists and other pedestrians into the winding narrow single, marking us as fair game road kill.
- "Absolutely a complete mess of a plan bringing traffic/pollution/noise and destroyed green space closer to the residential human inhabited side of Sarcee trail. This will devalue my property, not to mention my quality of life as a property owner on Patina Drive SW. Thanks again City of Calgary for escalating the filth, noise, and pollution in this city, and using my tax money to do it. Did it even occur to you that there's a BIG uninhabited area on the OTHER SIDE of SARCEE TRAIL???"
- News reports indicate traffic in this intersection is down significantly since the Ring Road was completed. I drive through here occasionally and, sure, it could be better, but it's

Appendix 1 – Verbatim comments

not that bad. Can you please stop spending money on improving perfectly adequate car infrastructure until we address the massive public transit deficit in this city? If we paused these kinds of projects for a few years we might be able to build the green line the way we want to, without the Province's overreach. Or do something on Centre Street. Or the Airport link. Cars (and all their associated costs) keep getting more expensive, and that trend looks like it will continue. More and more of us may not be able to afford to drive in the future. Better start building other types of infrastructure now (and I'm not talking about pedestrian underpasses). Thank you for your consideration.

- I would really like to see a study or evidence the cloverleaf is not interfering with a wildlife corridor west of sarcee and Bow trail. Disruption of these corridors drives animals into the built environment and raises human animal conflict. Sarcee trail was constructed through one such corridor.
- The congestion seems to start at the intersection of bow trail and 33rd street. Leaving this segment out of the plan seems short sighted. The messy intersection at Bow and 33rd will leave traffic backed up downtown and negate some. Of the effort of putting in the interchange further west.
- "I am very disappointed that Wildwood will continue to have access to Edworthy. Living on the west side of 45 street sw, we see the speeders through playground and school zones going to or from the dog park or Edworthy. I did voice my concerns at the in-person session in March and am more disappointed that this modified approach wasn't presented to have people weigh in. Our community has been complaining about speeding for years. In my opinion, I don't mind non-Wildwood people coming through our neighbourhood, provided they obey posted speed limits. This is why I as well as other members of my household and neighbours wanted access restricted. We have bicycle lanes, schools (including a special needs school), and playgrounds, and despite lots of signage, this is not enforced. I don't even have any kids and am concerned that some day someone who is speeding through a school or playground zone is going to hit a child. Disappointed that nothing is addressing these legitimate needs."
- Bikes will still find ways to get into traffic
- I believe the current interchange is adequate, and does not require and upgrade. The addition of Stoney Trail has resulted in substantial reduction of traffic on Sarcee and Bow. Spend the money elsewhere.... [redacted], resident of Strathcona Park.
- " - It is a solution in search of a problem. Worse than that, it prioritizes vehicle commuters / pavement over parks and green spaces, and the interests of suburban commuting communities over those of inner city communities!
 - You need to invest in at least two more pedestrian overpasses over Bow Trail (at 37th and 45th Streets), so children from Wildwood and Spruce Cliff can safely access schools on the South side of Bow Trail!
 - If this monstrosity goes forward, you will need sound walls/barriers to preserve the quality of life for surrounding communities!
 - The only design feature you got right is the Edworthy Park access!
 - The plan doesn't appear to consider impacts on utility corridors, and ancillary impacts on neighbouring communities!
 - Bow Trail height build up is ridiculous!

Appendix 1 – Verbatim comments

- Traffic that currently backs up at Sarcee Trail and Bow Trail will now back up at 45th Street, dramatically impeding access to all neighbouring communities - congratulations: mission accomplished."
- Please ensure that the plan includes the grade separated walking and wheeling connection across Bow Trail SW east of Sarcee Trail SW and across Sarcee Trail SW south of Bow Trail SW, between Strathcona Crescent SW and Winston Drive SW.
- "NO NO NO!!! Citizens of Coach Hill and West Springs area are asking for an extension due to information that has not been updated leading us not only to think we re in phase 2.5 when we are really in stag 3 with very limited time. You have led us to think we have LOTS of time but we dont. We are not in phase 2.5 - we are in Phase 3 with limited time due to lack of updated information. Please please give us an extended Update of comments based on your lack of updated information on the internet."
- Concerned that there be adequate lighting and ice removal/mitigation for all of the proposed pedestrian/bike underpasses.
- This looks really good. I frequently cycle from Strathcona down to the river and crossing Bow Tr / Sarcee Tr is an issue. I'm glad to see that there is a plan for a free-flowing underpass for pedestrians and cyclists to easily navigate.
- I am very disappointed that this plan significantly cuts into a highly used park area for the proposed changes to Bow Trail, for what seems like a fairly minor traffic improvement. Additionally, I am concerned that the proposal to raise the elevation of Bow Trail quite significantly is going to have a big negative impact on how traffic noise travels into the adjacent neighbourhoods, which does not appear to have been considered in these plans.
- "I think the left turn lane onto 40st sw should remain, it relieves congestion on 45th Turing left and 37th.Crossing 45th while walking west/east on windermere as a pedestrian is very unsafe with all the current vehicles and with increased density this should be considered as an important intersection for pedestrians in the community. Crossing windermere while walking along 45th (many kids walk to school in Westgate this way) and crossing 45th on windermere to get to the underpass or edworthy. There is a lot of traffic, people doing U turns, people stopped, turning at the both the commercial buildings. Ensure no access to Edworthy from wildwood - it is not clear that Worcester drive will be blocked."
- Have you thought about traffic flow coming in and out of the the stores what Calgary Cycle etc. is? There is currently a out ramp onto Bow Trail, will that stay? And what about traffic coming into and out onto 45th street, this has always been very awkward.
- "I don't see the value of widening Bow Trail east of Sarcee to 37th St. It will only create congestion further down the pipe on Bow Trail and traffic will still be backed up the hill. With the construction of Stoney Trail accessing downtown via Old Banff Coach Road traffic from all quadrants of the city are congesting through neighbourhoods (Coach Hill, Patterson) to get to downtown. The problem is that bow trail seems to support traffic from west, south and north to downtown. That is the problem. No other access routes to downtown. Why create more construction for so little gain; mainly pedestrian and bike. I live in Patterson and there is very little pedestrian and bike traffic on these roads.

Appendix 1 – Verbatim comments

As for Edworthy Park, it is busy on weekends and holidays but on a weekday traffic is minimal. [redacted]

- Bus stops need to have pull out lanes so as to not interfere with the flow of traffic.
- Both northbound and southbound directions on 45 St SW crossing Bow Tr. should have separate lanes for going straight and for turning left. One lane for both actions will cause backlogs, frustration, and is a safety concern as vehicles turning will often assume oncoming vehicles also plan on turning. Similar occurrences happened at southbound 37 St and Bow Tr until the lanes were adjusted (one for going straight and one for turning left). Don't make the same mistake again.
- Good job! Love the design to access Edworthy, the Sarcee/Bow interchange design, improvements to Sarcee and Bow Trail. Thanks for a thoughtful engagement process!
- "Good that vehicle access to Edworthy park has been maintained on Spruce Drive. If lanes narrowed on 45th/Bow as proposed, this is likely to cause a lot of congestion. During peak hours, lights at northbound 45th street can back up to stop sign at 8th Ave. Similar in opposite direction in mornings. Only way to alleviate this is to lengthen light crossing Bow Trail (which would lead to more traffic building on Biw Trail also at peak times), or chose a design where there is a separate left hand and straight through lane - similar to 37th street. Many families are using that intersection to access schools along/near 45 Street. Other option would be for option 3 at Edworthy park access, which would provide another access point into the communities and maybe take some pressure off 45th Street intersection."
- This looks pretty much perfect now! It would be great if Bow Trail gets repaved between Sarcee and right up the hill to Old Banff Coach Road as well, that asphalt is nearing retirement age haha.
- Very happy to see this project coming to life. This intersection has been a huge issue for years and so much money has been wasted on little improvements that have not solved the problems. The plan looks very well thought out and the design seem very user friendly. There should be fencing on the edges of all the off leash parks that connect to this roadway
- Looks great!!! Can't wait to see it completed.
- The pedestrian/cycle path under Bow Trail east of Sarcee Trail is very important. Without this, accessing Edworthy Park for Westgate residents is very difficult as crossing of Bow Trail is very dangerous and/or disruptive for traffic. Since Bow Trail has to be elevated at this location anyway, the cost should be minimal.
- Appreciate the work put into this but it is disappointing as leaving the Spruce drive access to Edworthy Park open does not address speeding and traffic volume concerns on Spruce drive as park users will still be speeding along Spruce drive.
- The thing that jumps out at me is the amount of bike/pedestrian interaction in this plan which is a recipe for accidents and slowdowns. Interchanges like this should be making separate routes for pedestrians and bikes. They don't mix!! Also the use of roundabouts or traffic circles wherever possible rather than lights is much better and safer.

Appendix 1 – Verbatim comments

- There appears to be a dedicated free-flow lane loop from Westbound Bow Trail to Southbound Sarcee, but the majority of the left hand turns are from Eastbound Bow Trail to Northbound Sarcee. This is where a dedicated free-flow loop is needed.
- "1. The proposed design appears very expensive, no cost or economic justification has been put forward. Any marginal improvement in traffic flow accomplished cannot possibly justify the cost.
2. The existing intersection has two sets of lights, the new intersection has two sets of lights, only intersection rebuild designs with no lights should be considered. The city could cost compare (a) a standard clover leaf intersection, (b) a three level with traffic circle in the middle. Only those options would be of interest in a rebuild.
3. Leave the intersection as is, I would rather see a tax reduction and a public debt reduction.
4. Higher priorities than a rebuild of Bow and Sarcee should be:
 - an extension of the transit beyond 69 street for two stations.
 - a Sarcee fly-over across Richmond, leaving Richmond ground level roadways as is."
- "We recommend interim measures be taken to allow more cars to turn left into Wildwood from eastbound Bow Trail (by increasing the advance signal time and removing some of the median) and heading east out of Wildwood (by giving those cars an advance green like is done for cars heading west out of Westgate). Also, we suggest consideration be given to the potential for more traffic using the Edworthy south parking lot if there is to be paid parking in the north lot. Unlike the north side which is accessed off a main road, the south side requires cars to go through Wildwood and down the steep hill. There is already a lot of pressure on that route (especially on weekends) and it will become more dangerous with increased traffic. Thank you for considering our concerns."
- "We are concerned that N/S access along 45th St. between Wildwood and Westgate will be problematic. Cars heading south on 45th St. out of Wildwood are often held up by cars turning left, so have to go into the right lane. If that lane is only for right-turning vehicles, it will cause a major bottleneck. (A similar issue was seen at 37th St. and Bow Trail where the right lane next to the Shell gas station is now for cars heading south and turning right.) The medical building on the NW corner is getting busier and there is now a preschool on that corner. We are concerned that increasing congestion at the intersection with commercial / medical buildings on every corner (and cars needing to access them), any narrowing of 45th St. could in fact cause back-ups and more risk to pedestrians. Thank you for letting us comment."
- I don't think it's needed. Traffic is WAY down after stoney trail opened and it is never backed up like it used to be.
- The entire project is now unnecessary. Since the completion of the Stoney ring road traffic here has reduced a great deal. It's a waste of money and a waste of space and an unnecessary inconvenience for the duration of its construction. One never waits there for more than one light. Why not acknowledge things have changed and put the money to better use .
- There has already been so much lost green space and wildlife habitat due to development in Springbank, Aspen, Stoney, West Springs, etc. - the thought of losing the

Appendix 1 – Verbatim comments

green space on NW corner of interchange for ugly roads makes me weep, especially given the significant drop in traffic due to the opening of Stoney Trail.

- "I do not like three sets of traffic lights on Bow Trail. How does this increase east-west traffic flow on Bow Trail? How many cars per hour at 7:30-9:00am and 4:30-6:30pm get through the three sets of lights? and compared to the current traffic flow per hour at the same times? Too much attention to pedestrian traffic flow. How many pedestrians do we have now going east west across Sarcee and north -south across Bow Trail per hour 7:00am through 7pm now and after all the money is spent?"
- "45 Street /Bow Trail must have a left turn arrow when proceeding west. This is so important Westgate residents MUST have safe access to our homes. This has been an ask for 20+ years, constantly ignored - WHY?? As the plan is to close the access at 40 street SW, how can we access Westgate safely? By closing that access the City will be bankrupting the Day Care and Dairy Queen - has that been considered?? Do not narrow 45 Street at Bow Trail, the mess at Bow Trail/37 Street should not be repeated. Why is WESTGATE once again being ignored? There are 3 schools accessed from this intersection, school busses plus parents driving to the schools. Please rethink this disastrous plan. Above all listen to the residents of Westgate who have spoken out against this plan, if the ""What we Heard"" is truly heard you will change the plan. A left turn arrow at 45 Street/Bow Trail to enter Westgate must be included. No excuses we've had enough over the years."
- "Removing the left hand turn from bow trail onto 40th st sw is a major inconvenience for anyone living in Westgate or Rosscarrock it is often the easier and safer option to get into our neighbourhoods when travelling westbound on bow trail. There is no advanced green on 45th and bow trail making it hard to safely turn left there during congestion. A similar issue exists at 36th and bow trail. Current residents of established neighborhoods like Westgate, Rosscarrock and Wildwood are continuously negatively affected by development decisions in West Springs, Coach Hill and Wentworth. Now we will have to spend more time trying to navigate to our homes and mitigating impacts from increased noise pollution and traffic in our neighborhoods. Westgate has repeatedly asked for increased sound barriers, now there will be even more traffic and minimal adjustments to noise management"
- The pork chop islands at 45th Street intersection would have significant negative impact on traffic entering and exiting Wildwood, especially during rush hour and after morning school drop off. Need ability to still have SB-EB left turn and SB thru, as well as NB-WB left turn and through lane. Recommend a small right turn lane on SB and NB 45th St, with two lanes.
- The interchange may be appropriate as a long term improvement.
- The Edworthy park access should have been completed a long time ago. With the addition of the U-turn at a few years ago, this should have been included as a part of the plan. Folks in the wildwood community welcomes this addition to reduce the amount of traffic on Spruce Drive. A significant amount of traffic also drives into Windermere Road JUST to access Edworthy Park as it is shorter and skips a school zone. We need to stop that by allowing a shorter and more direct access into Edworthy Park. This needs to be built immediately.



Appendix 1 – Verbatim comments

- The Bow Trail SW widening is a medium term improvement that would be welcomed by the community on the hill. There are significant delays along this stretch as Eastbound Bow during the morning hours as folks comes from the West ring road to head into downtown. We are starting to see this movement getting busy, so this should be a medium term improvement.
- While the equipment is on site, consider fixing the low spot on the road to Edgeworthy dog park. Rain and snowmelt from both sides of the low spot run down the asphalt and pool at the bottom but cannot clear the sides of the road to drain. All the water sitting there soaks into the road base and freezing temps then create huge potholes that the city has to fix a few times each year. This could be solved in a few hours.
- "Happy the north turn into Spruce Cliff from Bow Trail east is retained, important to reduce lopping traffic on residential streets within Wildwood and Spruce Cliff. @ 37th more clarity needed on the intersection crossing from the south side pathway which dead ends @37th - path to link to the regional existing pathway on the north side of 37th to continue traveling east? Minor map error the sidewalk shown on the NE corner of 37th traveling east is now private section of 8th Ave to 36th Street . Street & sidewalk was sold by the city a couple of years ago and that land was merged to the property to the north. The east west sidewalk on the NE corner is missing a short section to link to the regional pathway, and a route for pedestrian/cycling residents of Spruce cliff is needed to get from the intersection to continue to/from home down 8th Ave east/west. Like the direct access from Bow Trail to Edworthy Pk (& the dog park) a route that does not involve 45th or Spruce Dr"
- I agree with having an interchange here. However given the large expected increase in volume of traffic along Bow Tr from all the new housing development I really think it would be better for Bow Tr to be free flow and for the traffic lights to go onto Sarcee Tr. This is especially needed during rush hour as the bulk of the traffic is on Bow not on Sarcee. I also agree with a pedestrian bridge over Bow Tr instead of the traffic lights and U turn signal. The u turn signal needs to go, no more need for it!
- It makes no sense to spend a lot of money building a free flowing interchange and then adding traffic lights.
- I have driven through this intersection multiple times a day for the past 5 years going every direction, I love the bow trail and sarcee trail intersection but have some feedback about the other additions. The new intersection planned for bow trail and worchester drive should only be an exit and entrance ramp for westbound bow trail. With the needed expansion of the left turning lane at bow trail onto 45th street there is no need for another traffic light constantly slowing traffic. Traffic light could also be removed completely due to the new tunnel under bow trail being much more easily accessible to residences.
- Looks good, like all the pedestrian access and walkability improvements. Still would like to see some additional improvements to parking, washrooms and trails inside edworthy park
- My concern is the the 45th street junction traffic turning left (west) or headed north from the south side of 45th Street junction. Only having one lane of traffic for cars going straight on and left is going to cause a huge back up. Do you have plans to increase the

Appendix 1 – Verbatim comments

left turn signal timing so enough cars can get through? Also if a car is waiting to turn left then cars going straight on have to wait behind them.

- The plan is solid. As a wildwood resident, I appreciate there being less non-local traffic cutting through our community to get to Edworthy.
- Looks like a death blow for my Dairy Queen.
- Excellent work on behalf of the city. Very impressed with the level of detail and significant opportunity for the community to contribute. This recommended plan seems fair and logical.
- Waste of money at this point. Opening the ring road has dramatically reduced traffic at this interchange. I drive it everyday at rush hour. Widening eastbound Bow Trail is a waste of time - there's not enough traffic to warrant it. The major traffic is between 33rd and the turnoff to Crowchild. Focus efforts to improve traffic flow there.
- If there is going to be another lane added to Bow Trail, I would BEG you to put up a noise wall/retaining wall on the south side of Bow Trail. There is already one on the north side of Bow Trail, but unfortunately the south side hasn't received the same courtesy. There are residential homes all along the south side of Bow Trail and they would all benefit from a retaining wall/noise barrier being put in place. Please consider the quality of life of all the home owners and residents in that area.
- Maximize turn lane-north bound Sarcee to east bound Bow Trail. Maximize turn lane-east bound Bow Trail left to Edworthy park. Consider extra right turn lane- Edworthy park to west bound Bow Trail. Evening rush hour west bound Bow has lots of traffic connecting to Sarcee. Both connectors are on the right side, hopefully the Bow traffic light interval is shorter to reduce traffic backup. Eliminating left turn at 40 Street-west bound Bow via 8 Avenue to Dairy Queen and strip mall. East bound Bow access Ok but when leaving may generate u-turns at 37 Street to head west
- "The plan is not consistent with long term planning for Westbrook LRT area. Widened Bow Trail and separated interchange will lead to increased volumes and speeds into this area which is meant to be higher density and pedestrian/transit oriented. Pedestrians at the Edworthy park entrance will be required to cross 7 lanes of traffic with no refuge in the median, increasing risk. The pedestrian/cycling crossing of Sarcee trail is indirect and adds significant distance, especially if you are traveling to/from the south side of Bow trail. There should be a crossing on the south side. The justification for this project is unclear. Significant development along the Bow Trail corridor west of Sarcee, or in those communities is not expected in the near to medium future. Most development is occurring to the east, which will be impacted by the traffic induced by the widened Bow Trail."
- "I agree with the need to widen Bow Trail but being a resident of Westgate, I find it very frustrating to get on and off Bow Trail as is. Trying to turn right at 46th Street onto eastbound Bow Trail is very difficult with the steady flow of traffic and the same for trying to get off Bow Trail at 45th Street as the eastbound traffic is often timed poorly. The light allows eastbound to go first and by the time the westbound light changes, the gap from 45th Street light and Sarcee Trail light is gone and the second rush of eastbound traffic is coming through. I feel that the new changes will cut off ways in and out of both Rossbarrock and Westgate. Perhaps some kind of roadway like the one on 17th Avenue



Appendix 1 – Verbatim comments

westbound where cars can get onto Sarcee Trail and off Sarcee Trail could be looked into. Thank you for your time. Please consider the residents of the neighborhoods on both sides of Bow Trail from Sarcee Trail to 37th Street SW."

- Bow trail going is already congested during rush hour. The proposal will increase the frequency of the light east of sarcee to turn red for traffic coming off the onramp. In addition, the added light west of sarcee trail will also cause additional slow-downs. So overall, I think this would actually make the intersection worse with more stop and go due to the traffic lights.
- Nearly all of Westgate is within the designated walk zone for Wildwood Elementary, yet I don't know of a single family that lets their kids walk across Bow Trail on their own to get to school, all due to safety concerns. Kids in Grade 5 and 6 should be able to walk independently to school. In the recommended partial cloverleaf plan, I see that a pedestrian/wheeling crossing underneath Bow Trail is marked as optional. A dedicated pedestrian and wheeling route to cross Bow Trail would allow kids that attend Wildwood to safely travel to school independently. Calgary's kids desperately need more chances to be outdoors, physically active, and independent. Also, the narrowing of the intersection at Bow Trail and 45th Street is a terrible idea. It's going to create more problems, not solve any. There needs to be dedicated left turn lanes on 45th Street, especially going northbound turning west. Traffic backs up in both directions on 45th Street constantly throughout the day already.
- Please make the Sarcee Bow intersection a full cloverleaf, with no traffic lights. There is a large backup of traffic left turning to Sarcee North from Bow going east. This major issue is not solved by the current design.
- As a home owner a long bow trail- i am deeply concerned about the widening impacting my residence, my property value, and my overall quality of living. The south side residence of bow trail have been in desperate need of a retaining wall at within the current state as the sound of traffic is already disruptive. To have a lane even closer to my home will increase noise. I support and understand the need and ask to widen bow trail but i beg you please do what is right for the home owners and commit to a retaining wall being built along with the expansion.
- Love this! Would be really amazing to add an additional lane to bow trial.
- This road is not as busy as it used to be with the completion of stoney trail. All this construction isn't really necessary now and will be an incredible nuisance and destroy the area for the wildlife that live in the area, not to mention it will make it more dangerous for deer and coyotes to cross.
- Edworthy park access proposed is a great compromise of local neighbourhood and broader citizen needs.
- Have Bow Trail be free flow traffic without lights.
- Do not add more traffic lights along bow trail, if possible it should be free flowing
- Perfect!
- "The one strongly desired feature that wasn't included is the completion of the gap in the sound barrier along the east side of Sarcee Tr. PLEASE BUILD IN THE SOUND BARRIER WALL ALONG THE FULL LENGTH OF WINSTON DR! Other than that, the

Appendix 1 – Verbatim comments

design looks good. Although there are other items we don't really favor, in the spirit of supporting Calgary's growth, we ""can live with"" those items. Many thanks!"

- "Removing the ability to make a left turn from westbound Bow Trail SW onto southbound 40th St. SW is going to: Significantly increase the number of vehicles turning west from Bow Trail SW onto 8th Ave SW. Is that left turn lane also going to be adjusted? Significantly increase the number of vehicles travelling northbound on 45th SW, especially to make the left turn onto westbound Bow Trail. Will the traffic lights be appropriately adjusted to allow for more cars to make the turn? Instead of removing the ability to make a left turn from westbound Bow Trail SW onto 40th St. SW, is it possible to move the traffic light at Bow Trail and Rossbarrow Gate SW (which does nothing) to the intersection of Bow Trail SW and 40th St SW so that the left turn can continue to be made OR, can the lights be left where they are and alter westbound Bow Trail SW so that a left turn can be made onto Rossbarrow Gate SW?"
- Concerned that the proposed 45th St/Bow intersection plan will cause significant frustration and traffic, especially during school times. Narrowing and consolidating lanes will require longer lights to permit traffic flow across Bow Trail, thereby further slowing down Bow Trail. Please consider models like Bow/37th and 17th/45th where there is a dedicated left hand turn lane, we well as a straight through (and right hand turn) lane.
- Keeping neighbourhood access (wildwood and spruce cliff) access to Edworthy park is an important part of this plan. Thanks for seeking feedback from citizens and incorporating it into this plan!
- We completely dislike that you are creating a new entry/exit into Strathcona. The location of the entry/exit should be kept where the exit to Bow trail currently is. The new plan has the road too close to the homes, ruining the landscape and privacy that is already there. Why do that when the city has just been working on the landscape there recently? The positioning of the new community impact infrastructure is a big NO
- "I support this proposal--this is currently an horrendous junction for pedestrians/wheeled users due to width of roadways, inadequate islands for users to wait on, exposure, and the volume of wheeled/pedestrian users needing access. Recommend this plan is implemented WITH the optional pedestrian/wheeling access under Bow Trail to complete connectivity for SE pathway users--this area is currently very poorly served for bike connectivity. The Bow Trail tunnel will provide dedicated access/egress for the community, and much better access onto the whole pathway system, including into Downtown via Edworthy pathways. Note: the volume of wheeled/foot users on Edworthy pathways is already very high--pinch points especially next to Memorial need to be improved, AND additional feeder pathways out of the SE need to be addressed."
- I want a bike path on the east side of the ring road.
- Calgary doesn't need more car infrastructure and all of this is unnecessary. Please don't proceed with this plan.
- "Remove the traffic lights completely as it seems redundant to be doing all of this work to allow overall ease of traffic from all directions. The current setup with the traffic lights slow traffic during the rush hour periods it really breaks the flow of traffic. To me the current suggestion almost matches what we have now but costs way more. I believe having the entrance and exits to be free flowing as best as possible so all routes can

Appendix 1 – Verbatim comments

move as smooth as possible. I do like allowing pedestrians/cyclists to pass the interchange completely allowing them to cross safely as I usually witness unsafe behaviors attempting the intersection as it is."

- Re: Edworthy Park Access. The City will have to ensure that there are more than sufficient barriers so Wildwood visitors and in particular Wildwood residents actually will not be able to access Spruce Drive east bound from the new access road to Edworthy from Bow Trail. Human nature being what it is, you will always find people who don't care that they are not supposed to make a right hand turn on to Spruce Drive and shortcut their trip. They will do it anyway.
- Re: 45th Street - The island on the South side of Bow Trail (Northbound 45th Street) is absolutely NOT an option. During rush hour, the northbound traffic on 45th can easily be backed up to St. Michael's school especially those vehicles trying to make a left turn on to Bow Trail and that is with the outside lane currently open to allow traffic to continue northbound into Wildwood or make a right hand turn on to Bow Trail. Also, I cannot imagine Transit being agreeable to the island. The 93 comes northbound on 45th and continues north into Wildwood and if you take away the through traffic, transit would easily be facing a 3 - 4 light wait to come across Bow Trail. The island on the North side of Bow Trail is acceptable as it would stop traffic from clogging up the outside lane when they use that lane which is also the lane to turn right on to west bound Bow Trail so they don't have to wait for traffic turning left on to east bound Bow Trail to clear.
- Strathcona Hill S. W. is one of only two exits from Strathcona. Closing it would cause increased congestion on the primary. The other major problem would be no access for emergency vehicles if the primary was closed. This primary has been closed recently for a stabbing at the Elementary School.
- Wait Im confused I thought the interchange would get rid of the lights or at least make getting onto sarcee easier
- "I'm new to the community of Strathcona, and have been using the bike paths to access Edworthy park and the river valley a lot over the past 6 months. I think reducing cyclist exposure to car traffic at the Bow-Sarcee intersection is a fantastic way forward. The new design looks like it will flow well on a bike and make the connection from communities on the west side of Sarcee to the river valley a lot more approachable.
- For winter access, I would ask that planners and builders make sure that ice buildup in the pathway tunnels is accounted for so that ice puddles don't form and that snow clearing patterns don't cause snow mounds when transitioning into/out of the tunnels. Another danger I've seen on other pathways that transect a slope is ice forming on pathways as snow above the path melts and coats the flat pathway with a sheet of ice. I would love it if this was prevented with good construction planning. Thanks! [redacted]"
- "Please reduce the number of traffic lights required on Bow Trail. I like the access to Edworthy but it should be only from west bound Bow trail. We don't need a full intersection on Bow Trail there. Also the volume of traffic for morning rush hour from Southbound Sarcee to eastbound Bow trail. warrants the need for another overpass to eliminate the traffic lights. Some kind of bridge to keep that traffic flowing. Bow trail should have zero traffic lights. Widening Bow Trail looks good."

Appendix 1 – Verbatim comments

- No lights for bow trail, make a overpass for bow trail and underpass for Sarcee , lights hold up traffic very bad
- "There seems to be a discrepancy between #1 under the main plan image 1) ""community impact and infrastructure"" and the details under ""Bow Trail SW Improvements > Edworthy Park access."" The two seem to be contradictory? One says so access to Edworthy from Bow Trail, the other seems to indicate there will be access? I support having directly access to Edworthy from Bow Trail to reduce traffic through the neighbourhood to access the dog park and Edworthy Park"
- "While I think this interchange is necessary, I think more can be done to prioritize pedestrian and cyclist connections. Bow Trail already is incredibly uncomfortable to walk or wheel alongside, so I'd like wider sidewalks or like a properly separated MUP that isn't right up against speeding traffic."
- In the context of climate change, anticipating spending more money serving mostly drivers is deeply foolish. However, I am pleasantly surprised to see many of my concerns incorporated into the plan. The final plan does seem to have less impact on Edworthy Park, and the intersection that independently allows both regional access and local access to Edworthy is a great solution for vehicular traffic. Unclear is how pedestrians access the park from the proposed pathways. If this is built, it won't be the end of the world; just part of it.
- This has dragged on far too long
- It stinks!!! You are limiting Westgate access to suit the Hill people. Seriously it's a crock. No left signal on 45th the access from Bow Trail for us is not good enough. Oh and don't say take the train or bus city pulled our feeders out years ago
- Looks good. Our family would still like to leave Edworthy park and head home on Spruce Drive. Going out to Bow Trail means two left turns and leaving Wildwood completely only to drive back in. Right now we do not have any left turns - I understand that makes it harder to stop traffic from sneaking through the neighbourhood during morning rush hour on Bow Trail but was hoping for a way to stop thru traffic and still maintain our ability to access the park easily.
- Very happy to see the community access to Edworthy has been maintained.
- "Hello, I have some concerns with the widening of Bow Trail at 40th Street. The removal of the left hand lane will force more traffic through the community. Creating noise and safety issues for those in Rosscarrock. I would very much appreciate a response from Alderman Courtney Walcott regarding the impact on local businesses. [redacted] Thank You"
- I like the plans, especially the improvements for pedestrian and bike movement and the quicker access to Edworthy Park. It appears that Strathcona Hill will still have access to Bow Trail, despite it being a very dangerous merge with traffic needing to quickly move right off Bow Trail to merge with Sarcee and right off Strathcona Hill to merge with Bow Trail. On a daily basis, I see so many near misses at this intersection. Exiting from Strathcona Hill to Bow Trail should be blocked off. Residents in Coach Hill are not allowed access off Bow Trail and those in Strathcona should do the same (ie access their community by going up to 69th) to improve safety at this SW corner.

Appendix 1 – Verbatim comments

- Is a separate ramp from eastbound Bow to southbound Sarcee needed? At the lights there, drivers could also just turn left and use the new roundabout. That would be a cost saver for sure given the tight spacing by the electricity substation and result in one less merge onto southbound Sarcee which improves safety. Not sure what impact that volume across Bow would have on the traffic cycle duration, perhaps an extra 30 seconds? This would be similar to eastbound Mount Royal Gate / 50 Ave. where vehicles turn left (north) to get onto the on-ramp to southbound Crowchild trail as vehicles on westbound 50 ave also take.
- Closing access to Rosscarrock from eastbound Bow at Rossmere Road and Rosscarrock Gate would increase safety on Bow Trail similar to closing access to Wildwood at 42 Street achieved when that third lane was added with the sound wall. Closing 8 Ave access from Bow and 37 Street would also be very helpful safety-wise. 5-way intersections are challenging for pedestrians and vehicle traffic to ensure needed visibility / care. Limiting the number of access points into the parking lot between 37 and 38 street on westbound Bow would also be very helpful, especially the Shell access closest to 37 street. There's confusion when approaching 37 Street. Folks will have their right signal on intending to go to Shell gas station, but will proceed through across 37 street intersection first. Folks turning right from southbound 37 Street need to be extra cautious there because vehicles on eastbound Bow may not actually be turning right, which makes for higher probability rear end collisions there.
- I applaud adding the third lane to eastbound Bow. There is currently a separate lane for folks to slow down in if turning right onto 46 street and/or u-turning onto Waverley Drive. Concern there with impact on Bow Trail traffic flow. Does 46th street access need to stay open? Is there room to still keep that right turn lane as we have currently with 3rd lane added to eastbound Bow? Turning right from westbound Bow onto northbound 37 street at 45 Street impedes flow. Can right turn lane be added there similar to what is present turning right from northbound 37 street to eastbound Bow trail? Turning right from southbound 45 street to eastbound Bow has really limited visibility given adjacency of the sound wall to through traffic, which impacts safety as drivers put their vehicle hoods too close to oncoming traffic.
- If left turn from Bow Trail westbound onto 40 street is to be removed, please consider adding a left turn signal from Bow Trail westbound at 45 street. 40 street is the most convenient way into Westgate from Bow Trail westbound and convenient access can be maintained with a left turn signal at 45 street.
- Please re-consider the plan for the 45th and Bow Trail intersection. I think it's very important to consider pedestrian safety, especially with the strange angles of this intersection and proximity of 4 schools. Having left hand turners mixed with drivers going straight through will lead to extreme back ups into both Westgate and Wildwood, particularly at busy times for the schools. This will also significantly impact buses as they navigate north/south through the intersection. I can envision confusion, frustration and dangerous driving behaviors as drivers try to navigate their way straight through this intersection, similar to 37thSt and Bow. My suggestions would be widen and define left, and straight/right turn lane (like 45th and 17th), have pedestrians only on one side, and remove the street parking on the east side of 45th north of Bow.

Appendix 1 – Verbatim comments

- "2 things that stick out.
 - 45th street now appears more narrow not allowing 2 lanes to either go through to wildwood or turn left. That currently backs up now and to make it more narrow will make the congestion much worse I am not sure why you are installing large triangle shaped barriers. Please leave it alone as majority of cars at certain times are going through or left giving more volume to get through the light.
 - problem in 1) will be made worse if you eliminate left turn at 40th .. now more cars will be using 45th. We need to widen 45th if that is the case as this will be a traffic nightmare at being the only access point."
- The 45th Street changes make no sense. The amount of backed up traffic (especially for parents from other communities that drive down 45th to get their children to Wildwood School) will be exponential. It already gets backed up to the 8th Ave 4 way stop during peak times. This is a bad plan! Clearly made by people who DO NOT live in the area!
- This plan seems very well-planned and suitable for all feedback. If possible, improve pedestrian access to the park via Spruce Drive, as between the church and the entrance to the park has no sidewalks and pedestrians and dogs need to walk alongside vehicles. Adding a pedestrian sidewalk or path would be much safer and accessible for all.
- Love all of the pedestrian overpasses that will make green spaces and travel by bike more accessible!
- The 45th street intersection narrowing is going to cause problems for congestion and cyclists. Recommended following the model of 17th and 45th where dedicated left hand turning lanes significantly improved traffic flow.
- We need overpass for Bow trail with no traffic lights. Stop saving pennies and losing the long term sight.
- "All of your direction arrows on the streets in the large overview diagram are wrong and it took me a bit to figure out what is happening. Other than that it looks great."
- "Hight amount of traffic in the morning/ after school from 45st N to bow trail westbound (turning left) and, westbound onto bow in the morning. Traffic gets very backed up at this time on 45 street. Narrowing this intersection will make this issue worse. closing the left turn off bow westbound onto 40th makes getting into the back part of rosscarrock and westgate difficult. blanket rezoning will have a negative effect on traffic from the increased density. More occupants/more cars. Westgate has limited access to homes with 4 direct entry/exits - two from one direction only (one east, one west). Access in/out of this community is important. Turning left off westbound bow to 45st into westgate is important- for residents and for students who go to the three schools in the area. The density planned for both access points off 17th ave at 45/47 st will make the only other major access to the community hard. Only 5% of the community uses LRT most of them students going to school."
- Please put in lots of trees so residents in area fir expanding our tree base in Calgary around roadways for environmental air quality.
- "I think the recommended plan makes a lot of great improvements. I am hopeful that the city will fund the recommendations separately and that the access to Edworthy Park from Bow will be first and soon. The Bow Trail widening and improvements at 5 Street would also be much appreciated by the adjacent neighborhoods and commuters alike.

Appendix 1 – Verbatim comments

The much more expensive Sarcee interchange is a good design however given the reduced traffic in Sarcee since the ring road opened it seems to be a lower priority for this area."

- "Thanks for this. The portion of Bow Trail west of 45th street is actually a fairly dangerous slope - particularly in the winter with snow and ice conditions. I think that having traffic lights on this section of road is ill advised - particularly west bound. Getting started on a snowy uphill road is just not practical - but usually not dangerous. Getting stopped on a snowy downhill road is also not practical and is also dangerous. I don't have a solution but having Bow Trail be a continuous flow road would seem to be pretty important, maybe even more important than having Sarcee Trail be a continuous flow road."
- The recommended Plan in my opinion checks all the boxes. I love it.
- Regarding the proposed Edworthy park access: I like it, but please be aware of the potential folks doing U turns where the road heading down the hill meets Edworthy street. Maybe some design can be undertaken at that location to stop folks from doing a U turn there. If the wildwood access was removed, this would probably be less of a concern. As a wildwood resident, I would rather have to drive out of the community to get to the park access, than keep allowing folks to have access through Wildwood.
- On 45th at Bow Trail, we require defined left turn and through lanes with left turn advance at the start of the light both directions, then straight with walk signal for pedestrians. I cannot see any way that the proposed single lane situation is going to work as someone wanting to left turn blocks the traffic when it is green and someone wanting to go straight blocks the traffic when the light is left turn advance. It is already too hard to get out of Wildwood to head towards downtown on both 45th and 37th. The only reliable way out is to drive all the way through the community past multiple school and park zones to get to 33rd. When driving north on 45th to from Westgate to get into Wildwood the traffic is backed up so bad with all the folks trying to turn left. A defined left turn lane and a defined through lane would help to fix this. Please try to make this intersection flow better, I've already had to wait multiple lights here to try to get out of my community.
- One concern is bike transit during construction. Will east - west bike traffic flow be ensured across the area? Detour to 17th would be very inconvenient for commuting cyclists who pass through every day. Thank you!
- I love the addition of more bike access. I ride my bike along these areas and having more pathways would really help me get around through the city and especially my commute from Glendale to other places.
- "I particularly like the improvements to intersection at Bow Trail and 45th, which has a lot of bike and pedestrian traffic including many children. Here's some additional things I'd like to see to make it safer and better for both pedestrians and drivers:
-On Northbound 45th, lanes at the intersection should be one lane to turn left (onto Bow West), and one lane to go straight or right. A lot of traffic turns left here, especially at school start/finish times, and when vehicles use the left lane to go straight, it causes waste in the green left arrow filter.

Appendix 1 – Verbatim comments

- Install green arrow filter for turning left from Bow West to 45th SB (especially if removing 40th Street access).
- Red light camera(s). This is a fast, open road, and people regularly speed through.
- Bus lanes? The city has done well in many places with bus lanes. This route has many buses, 111, 26, and 70, to connect to downtown and to Westbrook.
- Functional Sidewalks on Bow. Current are thin and scary to walk on beside traffic."
- With the removal of the left turn into westgate at 40th Street, we will require an advanced green light to be installed at westbound bow and 45 Street intersection. It is currently almost impossible to turn there even with the 40 Street access as it currently is. Westgate needs better access from westbound Bow Trail.
- I'm actually pretty excited about this overall! Seems to be well thought out. I love the pedestrian tunnels, I wish we had more of those.
- "Hello. I would really really really like you consider a free flow connection from Northbound Sarcee to Westbound Bow Trail. Please do not recreate the nightmare on N Sarcee to W 17th SW. Please look to N Sarcee to W 16Ave NW for inspiration. I beg of you [redacted]"
- "Hi, We live in Westgate and we use the left turn off Bow Trail on 40th st very often. Would not like the proposed left turn restriction in that location. Can something be improved on 45th street to better access Bow Trail? During the morning rush, traffic is backed up for blocks because there is only room for single lane traffic flow so it is difficult to turn either direction onto bow trail."
- "Hi there, Since the full ring road has been opened there is never really any traffic at this intersection. Is it still necessary for the upgrade? I've never waited more than 1 light going through, I drive through at least daily. Thanks, [redacted]"
- "I have concerns about the proposed narrowing of 45th Street, particularly in terms of traffic flow during peak hours. As one of the main access points in and out of Wildwood, reducing the roadway to a single lane may create significant congestion. Specifically, vehicles attempting left turns could easily cause backups, affecting the overall functionality of the intersection. Additionally, I haven't seen or heard community concerns indicating that the current width poses safety issues for pedestrians, either in terms of crossing distance or general safety. Given the importance of 45th Street for neighborhood access, I believe further study is needed to assess the potential traffic impacts before moving forward with lane reductions. Maintaining efficient traffic flow at this intersection should be a priority."
- "What does ""optional"" for the pedestrian/wheeling connection under Bow Trail? Is it in the proposed plan or not? There will be significant security concerns by making is go under Bow Trail, is an overpass not feasible?I completely disagree with expanding Bow Trail, add the additional lane. More roads equals more cars, this will only make matters worse. The plans do not indicate the elevation in section D-D, this could be a concern for noise and sightlines. Surely this is in the plan, why is it not provided? I like design for Edworthy access, allowing direct access from both Bow Trail and Spruce Drive while preventing vehicle traffic from using this as an access to Wildwood."

Appendix 1 – Verbatim comments

- Does this plan include improvements to the road down into Edworthy? The current road is inadequate already and with improved access to Edworthy from Bow Trail, traffic will increase. A dedicated walking sidewalk is needed along with an improved road.
- Why was this plan picked? It doesn't work for PM Rush-Hour Traffic on Bow Trail at all (which is Westbound), and you're making WB Bow Trail back up even worse than it presently does now. WB Bow traffic that wants to take SB Sarcee will need to be in the far-right lane with WB Bow traffic that also wants to take NB Sarcee...so when the lights turn red you have WB Bow (wanting SB Sarcee) blocking the entire right lanes and preventing the free flow of WB Bow wanting NB Sarcee. This is going to worsen afternoon rush-hour traffic on WB Bow due to this design flaw. Right now, we don't have this issue because WB Bow wanting to go SB Sarcee are in the TWO existing far left lanes and those two turn lanes accommodate that traffic volume and cause no impact on the overall backup of WB Bow. This new change of moving that volume of cars to the far-right lane will worsen PM rush hour on WB Bow. Your other option (the diamond) which keeps the turn lanes is better as you don't stop the free flow
- Please make merging from Strathcona hill drive onto bow trail safer by moving the the road a bit more up the hill, or by moving the exit lane on to southbound Sarcee trail more down, so there is more time to merge onto either road. This will give drivers more time to merge safely and reduce the chances of collisions, and help the flow of traffic to Sarcee trail from bow trail and Strathcona hill drive, and reduce back up traffic on Strathcona hill drive. I'm sure there is a better way to plan the access road and merge and exit lane on bow trail to Sarcee trail than the current road. In my 10+ years of driving on that road by myself and with other people driving, I have witnessed more than 30+ accidents and near misses on that one tiny merge lane. Making it longer will greatly reduce the risk of accidents and near misses on that road. Please consider this in the planning. I can't wait for construction to start to help improve this intersection!
- As a Project Manager with the largest civil contractor in Calgary, I think this is a great start. I have lived in this area for 10+ years the access from Strathcona park should be removed entirely. The "zipper" maneuver does not work out of this community. This creates the majority of the congestion from bow trail to Sarcee as most drivers from strathcona block traffic. If the bow trail to SB Sarcee trail ramp was started back from the intersection of Bow Trail and Old Banff by taking up some of the available green space to the south of Bow trail, a large on ramp would be created allowing for better flow and less zipper congestion and free flow from bow trail to SB Sarcee. The Strathcona residents will be upset, but with Stoney Trails completion the amount of drivers heading into downtown outweigh the inconvenience of Strathcona residents. The residents block traffic for their convenience and this proposed solution does not resolve this problem.
- Definitely need overpass, should have been done originally, rest looks good.
- Important AA BB CC has a sound barrier and space off bike path for people and dogs to walk! Very busy
- Section AA, BB and CC appear to have the natural area beside pathway is gone? You need to show if more than a cement pathway is all you are planning for? There needs to be natural area for walking and off leash dogs for future use- this is heavily used by all on the west side? Your diagram appears as though only a small cement bike path will be

Appendix 1 – Verbatim comments

left? I find this unacceptable. There must be natural areas beside the pathway for use. Also there will be a fence or cement wall along Sarcee I assume - Also a natural sound barrier? Assume this will still be a hill with Sarcee lower so that helps with sound.

- "Integration of better cycling infrastructure, incorporating a bicycle lane using Worcester drive and Windermere road for better separation. Turning Sarcee and bow into even more urban freeways- is this really the direction the city wants to go in the long term? Once this is all said and done, and this road and intersection is 10x louder and takes up much more space, will anything to do with citizens quality of life be genuinely improved except slightly better traffic flow during peak rush hour?"
- Too many sets of lights on bow trail!
- RE: item 4 in the "Pedestrian and Wheeling Accessibility" category: please please include this connection under Bow Trail, so that cyclists and pedestrian in the southeast quadrant don't have to cross at the lights on Bow Trail. As a cyclist who crosses Bow Trail at the U-turn light just east of the Bow/Sarcee intersection on a daily basis, I've seen vehicles run the red light on 4 occasions. And I'm concerned that the designated elementary school for kids in Westgate and Rosscarrock is Wildwood, which requires kids to cross Bow Trail during the morning rush hour. I'm hopeful that clarifying the lanes around the intersection of 45th street will be helpful to calm traffic and reduce confusion about where the lanes are, but I still think local residents need more options to bypass Bow Trail altogether, whether by tunnel or bridge. So, I reiterate my plea: please include option 4, don't treat as an optional feature, but treat it as essential. Thank you.
- We appreciate that access to Edworthy park was maintained via Spruce Drive as this is a very important aspect of our livability in the community.
- Is there space to have a right hand exit that underpasses Bow to enter strathcona? Would save on traffic @ bow/69th and increase access to strathcona.
- Great plan, love the idea....was only wondering whether you could fit more clover leafs into entrance/exit from bow/sarcee to remove the lights....will allow traffic to flow!
- Do it :)
- I'm still not sure another set of lights on Bow Trail will do anything to reduce the congestion. It seems that it will only increase the delays during times of heavy traffic. It also appears that anyone wanting to access Edworthy will have to use Bow Trail, increasing the traffic on that street. Or traffic will divert to 37 Street to access Spruce Drive meaning increased traffic on Spruce Drive. I know that is probably the route I will use.
- As a resident of Wildwood I am not in favor of the 45th intersection addition of the intersection islands. I like the design concept of the increased turning lane. The problem is adding the islands would restrict and slow the flow of the intersection. I am a pedestrian that uses this intersection as well. My recommendations are; 1.) keep the intersection similar to existing, without the islands. This would mirror the 37th street intersection. 2.) Review the traffic / pedestrian times to ensure the pedestrian walk time by adding the new 3rd east bound lane is increased. 3.) I do not see the need for a dedicated right turning lane on both north and south bound; this is never an issue within the intersection.

Appendix 1 – Verbatim comments

- I am not in favor of the island design as this will make the intersection flow restricted as slower. I would look at increasing the pedestrian crossing times in lieu of this. Pedestrian traffic at this intersection already functions great and your simply adding 1 east bound lane addition.
- I like the design concept but I am not in favor of the new bump out on the north east side of the intersection (beside the dental office) because in the afternoons during rush hour traffic west bound; when you are turning into wildwood on a pass through green light the traffic speed is typically around 70km/h. Making this turn radius smaller will make you have to slow down to a slower speed increasing your chances of a rear end; which is highly possible as the amount of traffic is high in the far north lane. I would leave this design width the same as existing to avoid this problem
- "Overall I am in favor of the design concepts; however I do have some input on the 45 Street Intersection. With the shortened the crosswalk distances and added islands this poses a few challenges of the intersection running north and south. In the morning and early afternoon there is a large number of vehicle traffic to access the Wildwood school. Previously left hand traffic would yeild, and there was a second lane to run north and south on. (unofficially) With this design and the added islands, this removes this concept and will add lengthy wait times. At the same time; the east and west bound lanes on bow trail already have a very long light time (1-2 mins i would guess) this could cause residents to wait 1 to 3 times longer in the morning to go east on bow trail."
- I am a cyclist who has used this junction, crossing NE to/from SW and NW. I fully support all accessibility options (1 through 4) included in the plan for cyclists and pedestrians that will allow for easier, faster, and safer access between the communities surrounding the junction. In addition, it would encourage more people within the affected communities to consider active transportation into the downtown core.
- There needs to be sound attenuation along the south side of Bow Trail especially considering that there will be 3 lanes
- "I don't like leaving access to Edworthy park via spruce drive at the church site. If you leave that open to traffic there will still be too much traffic on 45th street, to spruce drive to park. I would like to see direct access to and from the park only from bow trail. No more cutting through via 45th street. 45th street is already heavy flow with traffic. Let's try to reduce that. An exit off new road at church going east would be ok. Thank you."
- "Concerned that proposed plan for 45th street intersection will result in significant congestion. Similar to 37th street intersection, it will be important to allow for straight through and left hand turn lanes for traffic crossing Bow Trail. Should the proposed pedestrian crossing prevent a "through" lane, it will result in significant traffic and delays as left hand turning traffic and straight through traffic will be forced to use the same lane. Recommend using the same model as 37th where there are straight through and left hand turning lanes."
- Conflict free crossings of Bow and Sarcee, for cyclists and pedestrians, into Edworthy is fantastic! Only comment is to include the crossing under Bow from Westgate, instead of having it listed as "optional". Seems like a no-brainer.
- This plan is going to cost lots of money and reduce traffic flow significantly by adding more lights to bow.

Appendix 1 – Verbatim comments

- Really like the considerations for bikes/pedestrians. All crossings for roads like this should be protected.
- "Great to see inclusion of loop ramp in NW quadrant and dedicated bike/walking tunnels under the interchange and safer path alongside road to dog park Bow/45th intersection. Combining straight and left turning lanes for both north- and south-bound traffic will cause major traffic back ups, especially at school pick up and drop off times (these volumes won't decrease with Sarcee/Bow interchange updates - note there are 4 schools close by). This is already an issue and will be much worse if cars going straight are stuck behind cars turning left. Better to assess options to keep straight / left / right turning lanes separate.
I do like the aim to make this intersection safer for pedestrians, but if drivers become frustrated with long waits, it will make it more dangerous. Sarcee/Bow Interchange Northbound (Sarcee) to eastbound (Bow) - need to have a long lane for right turning traffic, otherwise will get caught in the two lanes of left turning traffic"
- "Hi there, This is a tremendous amount of work and we are thankful for the thoughtful process that includes commuters of all types. Very nice work in my opinion. My question is small, but important to many of us cyclists. Will access through this intersection be maintained for cyclists and pedestrians during the construction phase? There is no practical alternative to this route and I suspect this could take a couple years." "Isn't Edworthy Park a community reserve? Why are you taking out one light and putting in three? Why three bike/pedestrian overpasses, two would suffice."
- Really like the pedestrian & cycling connections, including the optional Bow Trail underpass.
- "to be honest, i'm surprised with the option chosen. I know it's difficult to please all but my concern with option B is that it largely impedes our Coach Hill dog walking space. It's an area used daily by myself and many other residents in the area. I could probably get over this but the main reason for concern is the clover leaf proximity to homes in the area. It's way too close and will add a lot of noise. It's already really bad on Bow Trail with loud vehicles roaring up the hill at night, waking up my child. With the raised ramp and a clover just down below, I fear the noise will be much worse. The worst part of this is, there are still two traffic lights on my commute down bow trail over sarcee, so all this added infrastructure still impedes the natural flow in the morning. I'm just struggling to see any benefit here for the Coach Hill community. At least option 1 doesn't impede as much space. Thank you!"
- Love it! Go for it
- Please keep 45th street north bound a 2 lane access. I live houses away from this intersection and I see cars back up over 2 city blocks during peak traffic hours... having this down to 1 lane would make it even worse. I do like the idea of improved walking - as this is used by many school aged children, but you have to keep the traffic moving!
- Hi, I live at (redacted) and am concerned for the noise from making a clover closer to the neighbourhood. This green space is nice for our community and to access Edworthy park. I suggest moving the clover to around the utility complex on the southwest side of bow trail.

Appendix 1 – Verbatim comments

- "Put in a full interchange and do this properly. Please don't have two lights on bow trail at the end of this project. If you aren't going to do a full interchange, then add the lights on Sarcee rather than bow trail."
- This plan seems to prioritize traffic flow on Sarcee and looks like it would slow traffic flow on bow trail EB and WB with the access to Edworthy. Would the u turn lane remain? Otherwise it does not address the difficulty and long wait times to turn from EB Bow Tr to NB Sarcee. It also does not seem to improve flow of traffic from NB Sarcee to WB Bow Tr.
- I don't know why we are not making this an additional access/exit point for the entire community. 37th Street and 45th Street are so backed up all the time. 37th Street is a dangerous intersection. There should be access to/from Spruce drive to Bow Trail. That would alleviate a lot of traffic going through the playground zone by the school on 45th.
- I like the idea of better access to Edworthy Park from Bow Trail rather than forcing all park access through the community.
- "This recommendation does not take into account much of the feedback received in Phase 2 and is incredibly poorly thought through. Sarcee Trail should not be free-flowing at the expense of Bow Trail. There is 90% less traffic on Sarcee Trail now that Stoney Trail has been opened. If anyone on the committee performing this study had visited the intersection during this study they would know that and modify their plans accordingly. Bow Trail now backs up East and West throughout the day for multiple light cycles, for traffic going to/from the Ring road. This engagement was started before the ring road opened, and likely based on old traffic data. Can you prove that new, post ring road traffic data was considered? Further to this, why wasn't access to Edworthy considered from the less busy road now i.e. Sarcee Trail, instead of Bow Trail. This latest iteration will solve absolutely nothing. You're creating a north-south freeway that just duplicates the ring road, less than 3 km away."
- Significant concerns about the change to no longer allowing left turns from west bound Bow Trail onto 40th St SW. This would significantly increase the amount of people driving through 8th Ave SW from west bound Bow Trail. This would then back up the intersection of 37th and Bow Trail as this is already difficult to cross given must clear 3 lanes. This would be a horrible idea!! Would back up Bow trail and additionally make traffic down 8th ave very bad. There is a school on this street where numerous children walk to school on. There are also green spaces where people walk their dogs. Influx of traffic would make this dangerous! Consider allowing left turn as previously from bow trail to 40th street- or more preferably close entrance to 8th ave from bow trail. This would divert traffic better.
- "Interested to hear about spruce drive updates. Also still concerned about the road down to edworthy park and the lack of a bike path down to the river. This absolutely should be done at this time. Also concerned that you are opening 40th St to Bow trail. This will just funnel all that dog park traffic you are trying to avoid back into the community. Thus undoing all this work. People will absolutely cut through wildwood via 40th to spruce from Bow."
- My first time learning about the plans. I think this plan discourages transit use and encourages driving. If there was a dedicated bus lane that'd be cute

Appendix 1 – Verbatim comments

- "I like what you've done shortening the crosswalks at 45th. Thank you. I am content with the Edworthy access for Bow trail and spruce Drive. Thank you, we've been asking for this for a long time. I don't really like the amount of green space you are taking at Sarcee and Bow but MY community is more important than that space. And we know the city doesn't listen anyway. Please don't touch the rest of Spruce Drive. I don't want construction for another 10 years."
- "It is great to have direct access to Edworthy from Bow trail, this hopefully reduce traffic within the Wildwood neighborhood. One aspect I strongly would like the City to reconsider is to restrict access from Spruce Dr to Edworthy, this still allows the use of Spruce and Windermere Rd as a cut-through. Currently the traffic on Windermere RD between 45th Street and Spruce Dr is awful. People speeding, not paying attention - there are a significant amount of children on this street and it is dangerous. Please restrict access to Edworthy Park to Spruce Dr."
- "I appreciate the focus on pedestrian and bike safety with underpasses at the Bow Trail/Sarcee intersection. The Bow Trail widening on the other hand is not something I support:
 - this will impact eastbound access to Bow Trail from 37 St SW. Where now you can just turn right as it becomes its own lane, it would require a stop or yield, which may cause backups on 37 St SW.
 - no left turn onto southbound 40 St SW (by the Dairy Queen) if you're west onto Bow Trail. This means that the only ways to turn left into Rosscarrock would be 37 St SW and 45 St SW. I've personally often used this left turn during rush hour when the line up for the 37 St turn is long, and there is minimal eastbound traffic.
 - Depending where you live, Wildwood School is the designated CBE school. Adding another lane will make it (even) more dangerous to cross Bow Trail."
- I would like to keep the sound wall in section-c of Sarcee Trail rather than remove it.
- Very disappointed about the direct access remaining from Spruce Dr to Edworthy/dog park. It's unfortunate that the expectation of privilege and entitlement, of a few Wildwood residents, that could not be bothered to be inconvenienced for 2 minutes to access the parks from Bow Trail, were put ahead of the safety of pedestrians/children with the aggressive speeding that occurs down Spruce Dr. The only positive is this is an improvement from the status quo, but MUCH WORSE than blocking off access entirely. Disappointed in the complainers and the City for listening to them and giving them what they wanted.
- Bid out and award on a lump sum (no reimbursable) basis with stage gated progress payment and I might support it. Otherwise, firmly opposed
- Try not adding the traffic lights for North bound to Sarcee from East bound Bow Trail with a smaller LOW speed clover leaf turn.
- "Please install a left turn arrow at 45 Street/Bow Trail for west proceeding vehicles. This is long over due and has been an ask for 20+ years. It is a safety issue. Why is Westgate Community being ignored? Forget bike lanes, they are a waste of taxpayers funds and only used by a few and not all year. Currently the 37 Street/Bow Trail access

Appendix 1 – Verbatim comments

is crazy, one lane for all vehicles, larger vehicles have trouble turning there, open it up to two lanes and forget the Main Streets stupidity. Way too much traffic for one lane at this location. Do NOT close the 40 Street access, without a left turn arrow at 45 Street/Bow Trail our only timely safe access is at 40 Street SW. Why would you narrow 45 Street when there are Transit busses, school busses, parents driving to and from the three schools, plus residents accessing their homes. The proposal is ridiculous and does nothing to ensure safe access to Westgate at 45 Street SW. Who decides on these ridiculous proposals? Re-think the proposals."

- Looks great - lets do this!
- Only concern is the road coming down Strathcona Hill onto Bow Trail. Understand an egress is necessary from old Strathcona but drivers coming down often don't check other drivers needing to merge right for access to south Sarcee. This is been labelled as "temporary access" for decades.
- Love the designs! Looks like the traffic would be improved in all directions. As someone that travels on Bow Trail each day to work and home this would vastly improve my commute.
- Pedestrian underpasses must be well lit for safety. There are many encampments in edworthy park and pedestrians may feel unsafe using them if people are sleeping/loitering in the underpasses. Consider a pedestrian overpass instead, this would be much better.

Via project email

- Hi, Can you also modify some intersections as part of your project? Specifically these two on eastbound Bow Trail:
 - Approaching 45th Street Intersection: Left turning lane is too short and always causes backup on the left lane. Left turning lane needs to be much longer and left turning traffic light should be made a longer duration accordingly.
 - Approaching 37th Street Intersection: Left turning lane is nice and long, however there's no left turning signal. Only solid green light and this backs up traffic on the left lane during rush hours. Which makes the turning lane useless as cars just sit there and can't turn because of heavy traffic flows on westbound Bow Trail. Left turning light needs to be added.
- Thanks [redacted]