

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. 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.

Question 1: What do we need to know to make the concept design (shown above) work best along Spruce Drive?"

Edworthy to Wedgewood In Person

It's fine the way it is, as for prioritized for \$ - want sidewalk repair and water main repair. \$ spent on parks we have - the sidewalks, we have more than beautification tax \$ priority

Need to address School/ playground zones; Speed bumps?

All Options: Need bike lane/Walking lane on Edworthy Hill

Bi-directional bike lane -drivers not aware concern this will be unsafe. E-bikes coming faster. left hand turn off Spruce drive to north could be dangerous

Need to address for possible high density dev't. No pkg on Spruce except for public bldgs.

Misapplication of capital expenditure-want to spend to on higher priority like water + waste

Don't fix What is not broken

bump outs not needed + will take away potential parking

Educate: high speed biking is still on street

Draw in goat trail

Has to dismount to go around Ice Flow 1/2way down to Edworthy car park

Nobody parks on Spruce Drive anyway

Stop signs? Added, Problem intersection @ school UNSAFE

Improve gravel cleaning on line

Very concerned that motor vehicle traffic on crossing street will not have adequate visibility! I would opt for no change vs paved path on N side of Spruce.

People need to be able to park near bus stops - leave car all day + take bus mostly in front of CA+ School

wonderful plan, but expensive- only do if replacing sidewalk.

Pedestrians should use Edworthy park or douglas fir trail to walk down

By reducing speed on Spruce it may increase traffic on windermere for Edworthy

Need Full Block Parking along SPRUCE FOR HALL + SCHOOL

would like reduced speed along Spruce Drive

concern if bikes go on the road they will swerve around bump outs into cars on Spruce Drive

maintain some parking For overflow at Hall

concern about user safety w/bi-directional bike lane - Driver having to look both ways simultaneously

LOVE THE AT GRADE and SEPARATE BIKE LANES

extend pathway down the road to edworthy

45 + windermere is too big - not safe for crossing.

HGO parking on South Side needed - will we likely need parking?

have to implement reduced Speed on the White Oak playground

School safety needs proper X-walk- rapid flashing needed

Flooded area on road going down hill from Edworthy - 6 months of year flooded.

Pedestrian and cyclist access to Edworthy unsafe from the neighbourhood into the park. Douglas Fir Trail is a rough path/ unmaintained and often closed

Road down to Edworthy has NO room for pedestrians and cyclists *Needs at path

What happens with Spruce Drive will have impact on traffic and speeding if it gets cut off

FAQ: How much will HGO housing impact parking needs into future

Replace dead trees *yes please throughout neighbourhood

IDEA: lines on road in Calgary get so faint over winter that there should be more upkeep - neon crosswalks?

Parking lane to south because of expected housing development on south side

Can we get rapid flashing beacons (at school)

Massive flashing lights on 45th and Spruce

Create school drop off zone WW School

If this traffic calming comes into place and works then any option proposed for Edworthy could work as it "should" reduce any traffic cut thru

Wildwood curve to 42nd St In Person

Currently bikes going the wrong way In existing lanes - need directional arrows

2m sidewalk

37:SB LT @Bow Trail - not enough parking.

Concern-hitting bumpouts covered w/ Snow+ ability to snow clear the road FAQ

WHY WERE THE STOP SIGNS TAKEN OUT ALONG FEEDERS TO SPRUCE

Signs + educ here. (look both ways on the path)

Do the Edworthy entrance change to Option 1 first

URBAN FORESTRY would like trees in utility right of way replaced if dead

Little forts in trees like at confederation park

Access during construction-> after it's dug up, ugly + not accessible

#1 Bring streetlighting on Spruce Drive to current standards. Poles are currently dangerous.

Intersection control is good b/c safety for bikers

Traffic Donut

Need to address School/playground zones + speeding; speedbumps?

People use street parking here. *Yes - East of 35Asouth + west side

Pedestrian walk way hard to See when driving North- West on SPRUCE DRIVE

Overhead streetlights aren't always on at night --> hard to see pedestrians when driving from either direction! PS - Have reported to 311 many times & they still keep going dark

LOVE the separation of bikes from cars

Keep x-walk. Add x north + south

no one parks on Spruce Drive People speeding along to get to dog park so bike lane dangerous

40 km next to vehicles sharing curb and pedestrians

Spruce Cliff Section 2 from curve to Cedar Cres In Person

Dangerous curb

Any new traves- preference for spruce.

This later section with no line +amber causes drivers to cross into the oncoming traffic+ speeding

BUSY LEFT TURN FOR BIKES HERE

need to prevent x-over into other lane. Head on car - too fast

Need to address School/playground zones; speed bumps?

Spruce Drive Improvements

What We Heard Verbatim Report

April 2025

No bike path thru cedar Cr park - not needed - impacts other users
Loading zone Restrict Parking
I like this! Me too!
Education - cars only look one way.
Connect Side Wall Road Sold
EXISTING Xwalk Keep
Keep that x-walk
Keep x-walk Add x north + south
Keep X-walk (Well-used)
Long term care
X walk (pointing at Hemlock Crescent of Cedar Cr SW)
Move existing x walk at Cedar Cres on East end
Spruce Cliff Bow Trail to 8 Ave SW In person
Catholic School --> 45 (kids)
ADD FLASHING LIGHT X-Walk Lights Both ways (N-S+EW)
Block needs a buffer, very busy block
Move the fence east, might be poss
widen center +plant trees
shaganappi kids use this sidewalk to bike, street clearing dumps snow here
IS IT POSSIBLE TO CARVE OUT A COMMUNITY GATEWAY PARQUETE ALONG THIS STRETCH?
Need to address school/playground zones & speeding; speed bumps?
Drainage
Bus stop blocks cars?
sidewalk? w/barriers?
Safety concern biking across + left turning cars
Fast cars NB-EB
Join sidewalk
add a 4-Way stop. Busy, Busy intersection
Add a pin curb + plastic delineators - this is cheaper and not bidirectional so safer + narrow road
Emails from residents
as cyclists we use the cycling paths and appreciate them as they are currently. We commute downtown and often throughout the seasons and appreciate a direct route along Spruce Drive
speed at 40 km/h would be highly recommended even now

Spruce Drive Improvements

What We Heard Verbatim Report

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we appreciate having parking on the south side of the street for easier access to the community garden when we are carrying supplies and tools.

friends who have children going to the school require parking on the south side of Spruce Drive to get their kids safely out of the car and into the school or playschool

flashing lights at the crosswalks

We have thought of some ideas FOR THE GREEN SPACES over the last 22 years since we moved to Wildwood:

1. some more food growing space for neighbours ie garden boxes
2. garbage and recycling receptacles
3. public art installations
4. exercise stations like they have near Angels across the river
5. the garbage containers or enmax tanks could be prettied up with some local artists' art!
6. a nice touch would be shrubs such such as Saskatoons, bearberry, wolf willow, Seabuck thorn, honey berries, in amongst healthy and well mulched Spruce trees that offer shade. Native plants that are drought tolerant would be very nice, too.

I don't think we need a bike path through the park between Cedar Cres. and Spruce Drive. I live on Cedar Crescent, and yes, there is a lot of bike traffic, but a bike path though the park is not the answer. Perhaps widening the crescent to accommodate both parking and bikes is a better idea, or put the bike path on the perimeter of the park along the crescent and plant some trees along it to shade the path would be a good solution too.

In-person written comments about parking question.

Question 2: Thinking about parking and landscaping, which option do you like best for the on-street space? We asked residents to share their opinion using bingo chips into a feedback frame pictured below.

- Planting: Replace parking with landscaping
- Parking: Keep all parking
- 50/50: Alternate on each block – landscaping and parking

50 /50 keep some parking for church, school, Community Association.

Agree keep for school / community

Take away parking, more bike lane over, then widen sidewalk on North side into road

Parking where there are reasons to stop, hall, mailboxes and such

60/40? Keep parking for church, community center -more trees to fill in for the big beautiful trees that might be nearing end of their lifespan

Very important to keep bike path separate from walking path- Agree!

Parking for community events will drive residents to park on side roads if you take Spruce Drive parking away

Would like parking maintained by mailboxes, alongside Park, Community Hall and school

Intersections around the school need safety improvements- flashing lights, bumpouts

Bike path becomes full of grit etc so bikes are pushed into road

Issues with HGO development along Spruce Drive - 45th Street SW re: parking

Leave parking around school up to community center this gets used daily
Any changes on Spruce Drive re: changing speed limit should be prior to the Edworthy access options from Bow Trail
Parking vital for school visitors and community events
Don't necessarily agree street parking is completely vacant most of the time - with the bike mobility, people have different options of travel- let's promote active living not cars and parking for the occasional large gathering
Bump outs are great for traffic calming
Separate bike lanes are awesome for bike/ ped/ traffic safety
Please keep Spruce Drive basically parking free except for perhaps by the Community Hall, tennis courts - would prefer to see more trees and landscaping as Calgary's tree canopy needs to be greatly increased
Solid metal posts not as desirable as plastic separation (eg 52 st in Montgomery)
Snow clearing - will parking be blocked? Will bike lanes be cleared?
50/50 but on required designated blocks (i.e. school, church and hall)
Spruce Cliff Community Association Pre-engagement session
Dangerous pedestrian crosswalk at Spruce Drive and 8 Ave SW
Dangerous pedestrian crossing at north end of Cedar Cres SW
Do not put paved pathway through Cedar Cres SW park- not needed, open area - already removed trees planted recently
Do not remove parking from east side of Spruce Drive South of 8th Ave SW to west side - lots of parking lots on west side - lots of traffic entering onto Spruce Dr on west side
Need sidewalk to join from Spruce Drive South from in front of towers to Bow Trail SW
dangerous pedestrian crosswalk Spruce Drive and Hemlock Dr SW in front of Bow Cliff seniors/ basketball court
Edworthy to Wedgewood Drive - online
Please keep the existing garbage bins along Spruce Drive.
agree on retention of garbage bins along the route, can these be moved closer to the roadway to reduce noise to adjacent residents?
Agree - please work with Enmax to bury the power lines.
For all north side transit stops, make sure there is connectivity from the stop to the pedestrian walkway so pedestrians will be less likely to walk in wheeling lanes.
If the city is looking at making major changes to the roadway surface, could this be a good time to work with Enmax on burying the electrical wires above, which would help to accommodate any future development along Spruce Drive as is called for in our Local Area Plan?
This is perhaps beyond the scope of this project, but increased foot or bike traffic along Spruce Drive would really encourage demand for a cafe or bakery along the street, perhaps near the community centre or school. It would be great if the city could make any vacant city-owned land available for that kind of commercial use.

How are bus stops being incorporated into the design?

Great design! How does public transit fit in?

Love the idea of bike lane raised to the level of sidewalk and the pedestrian path separated from bikes/cars by trees which will cool the temperature, absorb noise, and be generally beautiful. Bike lane on the road tends to get gravelled and snow dumped on it in winter. Variety of tree species, some with fruit would attract native birds and provide interest. Looks like a good design direction so far.

My wife and I are both avid cyclists and year-round cyclist commuters. Thank you for proposing this project, but honestly, we don't feel it's needed. The issue with separate bike lines is snow removal, which severely lags the snowfalls and snow turns into ice. In winter, we end up sharing the road with the cars, and it works just fine given the large lanes and relatively light traffic. If the traffic lanes become narrower, then this shared use of the lanes is no longer going to be well accepted by the vehicle drivers. In summer, the current bike lanes work great b/c once again, of the large width of the traffic lanes.

Great opportunity here to create a more neighbourhood looking street with a more landscaping and a residential block feel. On-street parking can be reduced as it is not a major issue here.

There is really nothing wrong with the existing allowance for bikes on Spruce Drive - what is needed on the North side of Spruce drive is NOT cycling infrastructure, it is a pedestrian pathway, designed and engineered to support a livable, walkable community!!! As usual, engagement about Wildwood is about making it a better transportation corridor for others, rather than improving life HERE. It is past due time for that to change.

Most Cyclists are continuing up to Strathcona. On the plans, the bike lane just ends here. Please make sure there is clear signage and road markings so drivers are aware cyclists will join the road, and turn to the off-leash area before re-joining the pathway up to the Bow/Sarcee Intersection.

Please retain vehicle and bike access to Edworthy Park from Spruce Drive.

Many residents also use green space along spruce drive for dog walking. Considerations should be given to ensure enough space for continued pedestrian use.

I'm all for increased walkability, bikeability and tree coverage. However, as a year-round cycle commuter, I have to agree with a couple of the other comments about the need for this project. The current bike lanes work really well, in my opinion, moving both bike and vehicle traffic in both directions with out major impacts on each other. In theory, i do like the idea of the raised crossings, but I think it actually makes cycling down Spruce Drive more subject to interruption, and car/bike interaction. From experience riding down the 37th St multi-use pathway, drivers seem less likely to see and yield to cyclists than if cyclists are in their own lane on the road.

I think the current bike lanes are sufficient. Would hate to see removal of any of the trees on Spruce Drive. The city tends to put in new "landscaping" but we already have many existing landscape areas which are not well maintained. Something new may seem like the way to go but unless there is a budget for proper maintenance it is simply a waste of taxpayer dollars.

There are a couple of spots on the south side of this block of Spruce Drive where curbs jut to the north into Spruce Drive, I think as traffic calming features, however, they currently are just areas that weeds gather and don't seem to have much traffic calming effect. If they are to stay, it would be nice if some intentional landscaping could be added.

Please consider increasing vegetation and tree canopy renewal along spruce drive, the trees are reaching end of life and not being replaced to maintain the character feel of the neighbourhood

The proposed design is very flawed.

Parking on wrong side. The destinations requiring parking are all on the south side of Spruce Drive: community hall, school, playgrounds, etc. The only possible reason you are proposing to put the parking on the north side is to make the lots more attractive for developers to tear down houses and construct large multifamily developments. The question then becomes: why are taxpayers making this donation to developers? If this is truly an investment in the community and not a handout to developers, put the parking where it is needed – on the south side of Spruce Drive. The bike lanes should be separated by direction. It is incredibly dangerous to have the eastbound bike lane going in the opposite direction of traffic, especially when eastbound cyclist are travelling downhill, reaching speeds of 50 km/hr. People will be killed and these are completely preventable deaths.

Putting the bike lanes and parking on the north will also result in the parked cars creating a shadow over bike lane for a lot of the year, preventing melt.

I am a cycle-commuting resident of Wildwood and I do not feel removing the bike lanes and moving to a new design will be helpful to cyclists. This will not make cycling or commuting easier in our community. I agree with the comment about adding better pedestrian infrastructure in the community, which I think would have a more significant impact on quality of life.

Edworthy access removed from Spruce Drive will dramatically impact (improve) traffic safety. These efforts should be considered together and not independently to ensure coordination and best use of \$.

The bi-directional cycle way on the north side does not seem appropriate in application here: 1) the schools and playgrounds are on the south side, so it seem like the pathway and cycleway should be on the south side; 2) Keep the bike lanes on-street, per direction, as is today - separation may be nice, but if this project slows traffic as intended, separating the cyclists from road users won't be necessary - they can share the road; 3) A one-sided, two-way cycle way is discontinuous at the two ends - at Bow Tr intersection, the far-side pathway is on the west side of 33 St, and then at Edworthy St, the Sarcee pathway connector is on the south side of the road.

Agree with this comment regarding no improvement in cycle commuting by spending a lot of \$\$ on separate cycling infrastructure. Should access to Edworth by restricted and volume of traffic on Spruce drive subsequently reduced, money better spent cleaning existing cycle lanes and enhancing pedestrian experience.

I see very few people actually parking along Spruce Drive except when there's an event at Wildwood School. Parking in that area would be good and otherwise a 50-50 split along the whole length of Spruce Drive seems like parking overkill.

Pretty much nobody parks on the north side of Spruce Drive. This was the case even before the current bike path was installed. Any planned parking should be targeted for the south side of Spruce Drive.

Can we get some sort of area to pull over to for the Canada Post mailbox?

Some on-street parking (but not a lot) is needed for community events - this is not commonly required.

I've rarely seen any cars parked along Spruce Dr except near the School / Community Centre. I think parking is only required in this area (Between 45st and Wedgewood Dr). All other blocks should just have greenspace and no parking.

Please leave parking here - there is an 8-plex going up on this corner which will have limited parking so residents will need to park here - these developments should need the additional parking

Parking is needed here for community and school events

Parking along south side of Spruce Dr should be retained as overflow for the community center parking lot

Close vehicle access from Spruce Dr. to Edworthy Park, as it brings speeding and congestion into neighbourhood. Retain pedestrian and bicycle access to Edworthy.

Continuing the bike path and sidewalks down the hill all the way to Edworthy should be part of this plan. This hill is extremely dangerous for anyone not in a car and it is the only paved access to Edworthy. It's especially treacherous in winter.

Ensure road/vehicle access from Spruce Drive to Edworthy Park is maintained from the community.

The hill down into Edworthy Park can be a significant/dangerous walking or biking access point for families with young children.

Without vehicle access from the neighbourhood, residents will need to access the park via BowTrail which would add additional congestion/delays at the same time the city is trying to improve traffic flow on Bow Trail.

Add pathway from top of Spruce Dr. to bottom of Edworthy Park for safety reasons. Pathway should be for pedestrians and uphill cyclists. Downhill cyclists should use road.

Please add a pedestrian sidewalk, this road is sketchy.

Hello, while the bike path would be nice for families, I do not anticipate the bike commuters using this path, they would have to stop each time to let cars through, being slower for them.

Cut off edworthy from spruce drive and we will have a safer community

The downhill: Bikes easily travel 30km/h+ down this hill. The proposed path has several bends at every intersection. These bends with raised crossings will be difficult to negotiate at speed. A straight path would be better. Also note that fast moving downhill cyclists will be in the blind spot of left turning vehicles (not great). Personally, with proposed design, I would probably ride the street when southbound to remain visible and to coast further down the hill.

Would be great to widen and mark a pathway space on Edworthy St to connect to the pathway connector at Sarcee.

Please create a pedestrian path all the way to the entrance to the dog park. It's nerve-wracking to traverse this section due to the number of cars entering Edworthy Park.

The new pathway stops here, like the sidewalk does today. Wouldn't it make sense to connect it to the path 100m to the west? I can't imagine roads for vehicles designed and built like this 🤖

Retain the existing sidewalk and green strip on the north side as that is quite nice and comfortable. The existing sidewalk adjacent to the schools and playgrounds on the south (and west further down on Spruce Dr) side are narrow and could use widening (i.e. put a wide multi-use pathway on the south and west sides). That way kids can comfortably use the pathway, and cyclist commuters can continue to use on-street bike lanes in each direction.

Love the overall concept, especially the raised crossings of side streets.

Opportunity here to repurpose all this pavement to either provide more Edworthy Park parking, stormwater/natural space, or other outcomes.

Looks great

Speed bumps or other traffic calming here please. Cars rip onto the road to Edworthy at high speeds and are a huge danger to cyclists and pedestrians (and the dogs they're walking)

Disagree - the amount of vehicles speeding through the playground zone/ school zone/ side streets to access the park is totally out of control. Adding access to edworthy/dog park without closing access from spruce would make this issue exponentially worse. People would cut through the community to avoid lights/traffic on bow during busy times. Please consider that a small detour might be best for the kids in the community.

If roadway/vehicular access to Edworthy Park from Spruce is closed, most residents will be in the ridiculous situation of having to exit the community by vehicle to Bow Trail to access the Park. Adding access from Bow Trail makes sense - eliminating access from the community makes no sense.

Once a road from Bow Tr. is completed linking to Edworthy Park, CLOSE access to Edworthy Park from Spruce Dr. This is barely an inconvenience to residence driving in their cars to go 1 extra minute.

This alone would significantly decrease the traffic along Spruce Dr., 37th St., 45 St., and especially Windermere Dr. 100s of cars a day cut through theses streets to access the dog park and Edworthy Park.

i like the idea of raised crossing to temper traffic and promote safe crossing however please implement in moderation/ at targeted locations. This remains a main through road for residents

In addition to narrower road, please add traffic calming such as raised crosswalks with flashing lights to alert drivers to slow down. Speeding is a problem in this playground zone.

I have a radar gun which I use to measure the speed vehicles travel on Spruce Dr, in and out of Playground zones. Average speed in playground zones on Spruce is 36.4 km/h, average speed out of the playground zones is 54.7 km/hr. Anything the city can do to calm traffic on Spruce Dr will be great. This is especially true in the playground zones (in particular between White Oak and Wimbledon Cr).

This intersection needs to be re-thought -- either 4-way stop or a roundabout to slow vehicular traffic, which is a significant risk to children and families accessing the school, playground and community centre.

4-way stop, and tighten curb radius so drivers take this corner slowly.

I am in favour of adding either a 4 way stop or a roundabout to slow down both vehicles and cyclists. It is 30km here and we witness numerous vehicles and cyclists speed through this area and have witnessed near misses with both.

Has the city considered blocking off Windermere Rd at Spruce Dr and installing a bus trap so people going to Edworthy take 45st to Spruce Dr instead of speeding through this road? Then the Bus route can remain.

This intersection needs to be a roundabout, with narrow lanes and protection for pedestrians, especially kids crossing from the school. Drivers speed and make reckless turns here. The crossing widths are key, they should be as short as possible, and raised to slow drivers.

Spruce Drive Improvements

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Please consider a single lane traffic circle in this location. There is room with the extra large corners. Currently visitors to the area think it is a four way stop while residence know it is not. Residence speed through. A four way would allow continuous flow of traffic and bicycles would not have to stop coming down the hill.

Traffic-calming needed around this park. There are a lot of speeders.

Please keep bike access to Edworthy but remove vehicle access from Spruce Drive. Those in the neighborhood who want to drive to the park can easily park at the entrance/church and walk 50 steps to the park. Anyone who lives along the roadways to the park are the ones suffering from the traffic and they should be prioritized, not someone who won't walk 50 steps to the park.

Speeding through this playground zone is a huge problem. There are at least 15 kids under 5 that live near this park and more needs to be done to slow down or stop non local traffic in this area for the safety of the neighborhood kids and adults who use this pedestrian crossing and play at this park.

If an access point direct from Bow Trail to Edworthy is added here, non-local traffic moving through the neighbourhood to access the park would be reduced. Removing access to the park from the neighbour would counteract any benefit to the neighbourhood by harming more neighbours than it would help.

Once a road from Bow Tr. is completed linking to Edworthy Park, CLOSE access to Edworthy Park from Spruce Dr. This is barely an inconvenience to residence driving in their cars to go 1 extra minute.

This alone would significantly decrease the traffic along Spruce Dr., 37th St., 45 St., and especially Windermere Dr. 100s of cars a day cut through theses streets to access the dog park and Edworthy Park.

As an active commuter cyclist a separate cycling pathway as proposed seems to me to increase anxiety/risk of accidents at each of the many road intersections.

This downhill section (Eastward) is high speed. Eastbound bikers won't use the cycle track if there are many bends as shown in the schematic

I am a daily biker and driver of Spruce Dr, and believe the proposed changes will worsen safety. The visibility of the current setup allows drivers and bikers alike to see one another well in advance. As a driver who regularly turns onto the side streets & alleys north of Spruce, I always feel prepared to yield to bikers. As a biker, I also feel seen with the current setup, and have never experienced issues with drivers failing to see me as they turn onto side streets. This visibility will be compromised with parked vehicles.

This is a very busy intersection during the walk to and from school. Please ensure that there are prominent crosswalks on all sides.

Raised crosswalks at all intersections within the school zone to keep drivers speeds low.

I'm surprised but this omission, but I think that the South side intersections also need the curb extension and raised crosswalk treatment. This should be consistent across the whole corridor.

Add additional access to Edworthy Park from Bow Trail to reduce traffic on Spruce Drive, while still maintaining access from Spruce Drive

A four way stop would help to slow down traffic

42nd St SW (Wedgewood Dr) to Curve south past 35a St SW - online

Narrowing the street will contribute positively to reducing traffic speed. Spruce drive is a drag strip in the late evenings. Separating the sidewalk and biking lane from traffic will positively contribute to safety and make bike commutes / neighbourhood walking more enjoyable. The addition of trees is nice too.

In general quite supportive of the proposed plan. As some residents given HGO zoning changes long-term parking may be a concern if parking is completely eliminated long-term. But would believe there is adequate parking space on other surrounding streets.

One consideration for this project is the risk of ice and snow melting and then freezing again, making the path more dangerous for everyone. At present, the road is plowed quite quickly, which is helpful for cyclists and drivers, but the snow piles often block the bike paths, and there are piles of gravel everywhere. Still, it's an OK system for the shoulder season months. I worry about the removal of the bike lanes, as I've observed that many paths in the city are not as well-cleared as the roads are. Are there provisions for drainage along this route? How will the city clear the path?

Don't take the pathway off the road. Commuters who travel by bike are trying to get to work as fast as they can, just like vehicles. If you are slowed down because of speed limits on pathways this isn't a very well thought out route. If you keep the cycling route on the road cyclists can travel as fast as they can pedal. Also a simple solution to reduce the speed limit and create a cycling route is to swap the bike route and parking lanes. Put the bike route against the curb and the parking lanes next to the bike route. This creates a narrower road for the vehicle traffic, make it safer for the cyclists. Due to the perception of a narrower road automobile traffic naturally slows down. Just like the cycle tracks down town. Cycling pathway beside the curb and parking next to the vehicle traffic.

I would support a wide lane for bikes but not if they intend on setting a speed limit. I commute downtown on a bike and being able to ride as fast as I can pedal is a factor for the routes I take. I shouldn't be penalized for riding as fast as I can to get to work on a bike. Design routes that can accommodate cyclists who want to commute instead of leisurely Sunday rides. I don't ride my bike for a leisurely ride, I only commute.

Generally agree with cycle path separation...however cycle path must allow for continuous safe cycle movement or cyclists will revert to use of road. Juncture at each back alley must also be level and cars must know clearly that they are crossing cycle path. Recent 37th Street cycle path feels dangerous as a cyclist as cars do not know what to do at each intersection when cyclist is coming by.

Raised crossings for wheeling and walkers is a great idea. It should reduce the approach speed of the motorists, many of which are more concerned about vehicle cross traffic while completely ignoring those not in a protective metal box

This would be a great opportunity to reduce the radius of the curb on this intersection, making it safer for pedestrians.

We do not need more pavement in this community, for bikes or cars! We need more natural spaces, trees and vegetation.

Hard to tell if this is already incorporated from the images provided, but the cycle track should be straight and flat through all these road crossings. The road should be raised up to the cycle path level (like a speed bump) to signal to drivers to slow down and look for cyclists. Bikes should not have to drop down to street level at these road

crossings. Cars should be stopping at these intersections anyway, so the raised crossing will emphasize drivers natural instincts.

Separated bike pathway is a great idea for safety.

Back Lanes: Gravel spillover from back lanes causes an obstruction for cyclists. Vehicle traffic tends to push the gravel from the street towards the gutter. I'm not sure how to address this with the new segregated lane, but this hazard should be considered.

Westbound bus stop is missing here as all other bus stops are every two blocks, but here is a gap of four blocks.

I love the plan and can't wait for it to be implemented!

Can the wheeling lanes be continuous without constantly weaving back and forth from intersection to intersection? There is no reason to force wheeling users to continually change direction when other street users, ie. drivers have continuous lanes.

How will the street parking and bike lanes impact the bus stops on the north side of the Spruce Drive? Will those buses have to stop in the middle of the road to avoid parked cars????

Bike lanes going in both directions along Spruce dr are heavily used and deserve enhancements.

Raised crosswalks and 4 way stop at 45th street to slow down all the vehicles that race down spruce drive including cyclists who ride faster than 30km through playground zones

Add a traffic circle slow down 37th St and Spruce Dr drivers as well as to discourage. commuters that travel through Spruce Cliff and Wildwood in order to avoid Bow Trail Traffic lights.

Traffic donut?

This road's speed needs to be reduced to 40!

The parking lanes are rarely used and switching to expanded walkways is desired.

I agree, too many racers on the street. Narrow may help but the friday afternoon and weekend nights the heavy gas pedals are annoying. Please add some speed bumps or a small traffic circle

Westbrook LAP has HGO in the plan for both sides of the street - long term solution to more street parking needs to be considered - narrow Spruce Drive - speeding is nasty

Very busy intersection. Would be nice to get a marked crosswalk with flashing lights.

The middle bollard for the stop sign for cars heading North is constantly being hit. An alternative solution is needed.

This is a great concept that would do so much to improve safety for all types of travel. Please keep the raised crossings in the design

Given increasing neighborhood densities maintaining parking along one side of Spruce Drive seems to be a good idea. Likely the south side is better access to playgrounds and the school.

I am a homeowner in Wildwood and often use Spruce Drive for cycling. I'm a pretty confident rider myself, so I'm not too worried about bike safety on Spruce Drive for myself, but I do worry about kids and less confident riders contending with piles of snow and big trucks on Spruce Drive itself, which are allowed to drive up to 50 km/h in some areas. I think a separated bike path along Spruce Drive would be great, especially if the road was narrowed

and it was separated from the road by new landscaping (e.g., trees, flowers, shrubs) where possible. People are much less likely to use the path if it doesn't feel pleasant or separate from the road, so working with local organizations to coordinate planting and care for new landscaping along the road and bikeway would make a huge difference to how likely people are to use it.

Walking path along north/south of this section of Spruce Drive would be appreciated.

With parking removed, all bus stops should have a pull out for safety of passing stopped busses, and keeping traffic flowing.

Other than in front of community center, and parks, parking is seldom used on Spruce Dr. west of 35a St. and should be removed to narrow the street and calm traffic.

I live on 38 St SW and I can tell you that there is plenty of free street parking in all these neighbourhoods, so I definitely think there's scope to remove parking from the entirety of Spruce Drive to accommodate additional landscaping and plantings, which would help to beautify our community, improve the cycling, walking, and driving experience for everyone. Having said that, it will be important to ensure that there remains sufficient space for busses to stop, including by making provision for a future in which the 93 route isn't just served by the small busses.

A four way stop would help to slow traffic and add a crosswalk please as limited cross walks along this stretch of road

Slowing traffic at this location in some manner would likely reduce traffic speeding for several blocks and perhaps reduce overall traffic by encouraging Bow Trail.

Spruce Dr is used as a straightaway for racing during summer months. This can be eliminated with a couple of speed bumps. Would love to see a couple.

Without the parking lane, the bike lane would be restricted due to snow removal deposits along this stretch of road. Plus, the city is already stretched for cash, how is this project even being proposed? There is a wide green way on the north side of the street that is not kept well as it is so I think the city should prioritise. What we need here is better street lights that don't crap out several times per year and better drainage as some intersections are completely iced over in winter and long into spring.

would be nice to have a couple more waste bins along Spruce.

Reduce the speed to 40km if vehicle traffic is sharing the curb with pedestrians

This would be a good intersection for a 4-way stop. It will slow down traffic and make it less desirable for people to use this route as a shortcut when Bow Trail is backed up. Also, lots of people are making turns at this intersection, so it will make it safer for left turns etc.

The decision to keep street parking needs to consider future plans for density and removal of parking minimums for new construction.

Traffic coming down the hill towards the bend in Spruce drive goes FAST making it dangerous for families on bikes wanting to cross at the marked crosswalk at the bend. Incorporate lighted crosswalks, stop signs and other traffic slowing measures.

Would be nice to have a completed footpath along this section. Or if not that, then add a cross walk across 37th Street on the southern "leg" of Spruce Drive or across Spruce at 35a St.

Access to the great bike path on 37th south of bow trail would be nice. Would also make it more feasible to use a bike to do some shopping at Westbrook mall

The entry into 37st is very narrow and with increased cars parked on the street both a reduction in speed limit on 37st to 40, and speed bumps along this portion of 37st would be desirable. Many vehicles daily open their throttle and speed towards 37st. 37st is significantly narrower than the rest of the roadway beyond (south) of Bow Trail. It should be treated as such with a reduction in the speed limit.

This plan is a complete waste of money. Simply widen Spruce drive at areas like the community centre and schools and ban parking on the rest of the East/West section of the drive. Expand the bike lane going westbound and move the driving lane centre back to the south. The westbound bike traffic was safer (particularly for children) before the current lane layout was created. Pull out for busses would be an attractive option too. Commuter cyclist will not use that bike lane as proposed in the drawing. The speed in which some cyclist travel down Spruce will be far too dangerous for the number of road and alley crossings this plan. The commuter cyclist would then just ride in the car traffic lanes creating another hazard.

A connection with a raised bike path to the new path along 37th street by Westbrook Mall would be nice. It's tough to use the bike paths when there is no easy way of connecting between different pathways.

As a year round cyclist I generally agree with the need for improvements as well as concerns about two-way bike path conflicts. Currently the gutter bike lanes are unusable for about 6 months of the year due to piles of snow/ice/gravel. There is also constant conflict with leapfrogging buses. I like the idea of a north side separated pathway on the east-west segment as it will be more useable year round. For the north-south segment, agree east side most logical with fewer school and driveway conflicts but will need to see details regarding buffer space and delineation at remaining conflict points.

raised crosswalks are needed along 37th at the engineered walkway points - dule purpose to slow traffic vs ramp cuts in sidewalks on this street that is now planned HGO on both sides - ie front doors to street deserving a safer space - change to 40km at a minimum.

Spruce Drive S at Cedar Cres towards 8 Ave SW - Online

seating

The sidewalk magically disappears in this section and needs to be built.

this looks like a road median to many however it is "park space" for Spruce Cliff - adjacent traffic speeds are noisy and dangerous - especially as they enter a curve in the road - 30km speed for safety is needed along this section

As a bike commuter, I like this plan overall. I think the number one principle though, should be pedestrian safety and mobility. I love the raised crosswalks, narrowed road, and other built signals for drivers to slow down. I also like the placement of the separate bike path on the East and North sides. The biggest issue currently with the painted bicycle gutters is that they are unusable for 5-6 months of the year because of snow, ice and general road debris. I don't think that speed needs to be a priority for bikes here, just safety from aggressive or inattentive drivers. First and foremost though, it needs to be safe and easy for anyone to walk across the road. With that I mind, I would also like to see the driving lane width reduced to 3.0 metres. 3.5 metres is excessive, and the smaller width would further signal to drivers that this is a slow residential street. The excess can be given over to a planted use to reduce the impermeable surface area. Narrowing the lanes would also reduce the long term liability cost for maintaining and resurfacing the roadway.

Worn trail along here exists today - from those who walk - make it safe for them please.
raised crosswalk - traffic calming as vehicles traveling east enter the corner at speed
This blind corner needs advance pedestrian lights or something so that cars whipping around the corner know that someone is crossing. Either advance lights around the corner or perhaps a raised crosswalk are needed to get drivers to slow down here.
What consideration is being made for homeowners along here from blocking the pathway with their recycle bins? Today they often leave them on the bike pathway, forcing cyclists to move out to the road in the middle of the corner.
position of bike lanes and park cars. consider car doors open loading passengers / kids into car seats .
This corner is pretty bad - cars often cross over the centre line and don't see pedestrians. Would love to see some sort of traffic calming measure here. Also would love to see Spruce Drive reduced to 40 km/h.
This corner is bad- people cross the centre line on a blind corner all the time. Many years we have waited for a sidewalk on the east side - very thankful to see this in the plan
Retain curb parking on the south & west side- east of 35A street (between the curb extensions) - this section has front doors to the street - and parked cars act as a protection for pedestrians
add centre line poles to keep vehicles in their lane - reduce the legal speed
Many cars slide thru this corner on icy winter road days.
Crosswalks on either side of this turn are not well seen by drivers and drivers speed around the corner in both directions. Consider traffic slowing and lighted crosswalks.
Agree with comment - crosswalks on this curve are not well seen by drivers as they speed through this area - consider lights, traffic calming or moving these crosswalks to better placed locations
how will cycling speed be controlled - the history of a speedy street does not need to be expanded to a speedy pathway through a residential neighbourhood - pedestrians are the most vulnerable and deserve better /safer conditions
This is a very popular cycle commuter route to quarry trail...however the left run from spruce to cedar is often unsafe with cars increasing speed around corner heading north after school zones end.separate cycle lane on north/east side of spruce should help but this intersection will need careful design.
design the bike route headed to Quarry Road Trail to stay on Spruce Drive to the south entrance to Cedar Cr SW- Cedar Cr Park is a "free" community park space in short supply in Spruce Cliff for our population density today - not even considering the planned growth- we don't need more conflicts between cyclists / pedestrians / dogs etc to accommodate cut through commuters
North bound traffic here often jumps the lane into oncoming traffic. Improve lane markers, signage and traffic slowing measures
This roadway should be narrowed to make a shorter crosswalk, and also make it raised. People tend to speed up around the curve and turn left here at high speeds. Moving the bike lane will make it less dangerous for riders, but it will remain a sketchy crossing on foot.

This would be a great opportunity to reduce the radius of the curb on this intersection, making it safer for pedestrians.

Keep this marked crosswalk - popular route along Cedar Cr to the Quarry Rd Gate

Trees needed along west/south edge of Cedar Cr

Flashing cross walk needed here. Or a speed tracking to show speeders just how fast they are going. We also need better lane markers, even a median as cars heading northwest sometimes run off the road or make the corner in the wrong lane.

I do not like the idea of putting a bike path through Cedar Crescent Park. It would be just another opportunity for cyclists to disregard pedestrian safety and since they're cycling anyway the bit of extra distance to go around on the road is not a big deal.

keep the human scale buses (smaller) for the route through this - active mode community assigned a point five parking ratio - less intrusive, less noisy, and less vibration - increase frequency of service if ridership warrants.

The redeveloped school site is adding significant parking via this intersection to a Poplar Rd access point - 3 way stop here?

remove the chain link fence that wraps the corner of 3rd and Spruce Dr. - it serves no safety purpose and makes landscaping maintenance difficult with weeds / grass growing up the links.

The current bike lane narrows to an unreasonably narrow width along here. Will the new pathway maintain the full width?

pathway through the park - would enable slower moving people with walking aids to access the park on a more even surface, however this I think is setting up for conflicts - with fast moving cyclists, those walking, kids playing in the park, dog walkers = restrict this path to walkers only?

given the planned developments - multi with height buildings that will likely crowd the west edge park property line - move the multi use pathway along the curb edge of Cedar Cr SW.- hard surface here will also allow better access from the existing sidewalk on the east side for those that walk with mobility aids.
the path would be on top of utility / gas lines that do not allow tree planting - other area of the park need more tall trees especially on the west line to buffer tall buildings in the future plan

A pathway North-South through the park is a great idea!

Have the bike path the parking long at ARBI and align with the road behind Spruce Cliff Downs, that way it is least disruptive in the center/side of open park area where dogs usually are. Also, if it could connect to the parking at CSPD or the lane on the NW side SCD that would allow people to shortcut through the park easily.

A pathway to cross the park and connect Cedar Cres to Spruce Drive would be ideal to shortcut to the bus stops.

Bus zone & loading zone for school - restrict parking

The proposed pathway through the park should hug the parking lot on the north end, and the alley on the south end to give the maximum greenspace possible without a bike path cutting through the middle. Also when the bike path reaches the south end of the park, have it curve towards Quarry Tr with a diagonal raised crosswalk directly to the trail so bikes have a clear right of way crossing the street.

A pathway through this park is a great way to move cyclists away from dangerous car traffic. Bicycles can stop and change direction quickly which inherently reduces their danger to pedestrians. It is great to see a pathway through the park allowing all users including those requiring mobility aids to safely travel away from deadly car traffic.

New high school will bring a new /different crowd of people - actively moving about not tied together with a rope.

The parking lane switches from the east to west side of the road here. This is confusing and dangerous in the winter when the paint on the road is covered by the snow. This would be a great time to fix this and keep the parking lane on the same side to the road. Surely the seniors can walk 5m to get to their car on the west side of the road.

Trees needed here - to screen the parking lot

seating

If the parking spaces will switch side make the median raised / planted - something more than road paint

I do not want a pathway through this park. Spruce Cliff has very few green spaces (the lawn bowling site was once a public baseball diamond and now it is fenced off and limited to those members over 50 wishing to play lawn bowling.) This park is an open space that many use as an unofficial dog park, others use it for kids play. If a pathway is put through this lovely green space it will just be used by bikes to save a minute to get to quarry trail. This will create conflict between people and cyclists. Cyclists can use the roadway to access quarry trail. I don't want to see this spot covered with concrete. Spruce Cliff needs MORE greenspace. Not less.

Is a drop/delivery zone possible for the sr's complex site - maybe on the Cedar Cr side?

density development along Hemlock Cr need safe access to this park - many dog walkers - also shield on the west side as future 6 stories have been discussed as the adjacent land use - consider winter cast shadows from that building height.

Quarry Road Trail: Most pathway users here are likely to/from quarry trail but the design proposes the crosswalk at Hemlock Cres. Instead, can the new bike path curve to east, then cross the street directly at the Quarry Road trail?

Large scale canopy trees at the back of walk scaled to the 6 story building discussed at an open house for this site

trees needed here

Remove the truck gate - replace with a more aesthetic post? - the pinch point is way to narrow in peak travel times setting up conflicts between cyclists and those walking.

Signage is badly needed at the entrance to Quarry Road Trail, maybe something about the historic significance - but the type of signs to mark the river pathway system would be a good start. Google GPs has people wandering around on Hemlock Cr trying to find this important city asset access point.

The City should pave Quarry trail all the way to the connector paths near the river. This would allow more people to use a route that is not amongst traffic and pollution. Currently with it being a gravel pathway this makes it unsafe to travel on for young families. New mothers are unable to push baby strollers on gravel and little kids have difficulty biking on gravel. Currently the only option to get down to the river without a vehicle is via steep steps down to the river(which are muddy and unsafe) or the gravel pathways on quarry trail. If you are wanting to bike on pavement the only option is down the steep hill to edworthy which cars speed down and there are many blindspots. The other option is to go down bowtrail. Which both options are not feasible for a young family. This essentially means you have to drive down to the river if you want access to it and want to bring your kids. This would alleviate bike traffic

along bow trail and spruce drive and give access to the surrounding communities without needing a vehicle to gain access to the river. Paving this pathway would also make it more safe for elderly who are wanting to go down to the river.

Please pave this gravel trail all the way to the riverside. A paved pathway would improve the safety for young families and elderly to gain access to the river through a nature walk/ bike ride. I would much rather take my kids on a bike ride though nature over biking/ walking alongside busy spruce drive.

design to control cycle speed on this trail

Don't destroy this historic park path feature - at time of last engagement - slope stability was reason given to not pave it - "roads" also stated they do not clear snow as it is not paved - solution for all year safe use by all modes needed

This route is not just used by dog walkers and people out for a nature walk. This route is also used by commuters. Can we improve this route so those who commute down town and take this pathway, all year long, can do so on a wide path that can handle cyclists, joggers, strollers, wheelchairs and slow walkers? I try to use this every work day to commute downtown to work but due to weather it's a challenge. Can we really rethink this route or come up with a new way that has commuters in mind and not just leisure path walkers?

Create a multi use pathway that can accommodate cyclists who want to commute at a decent speed, motor scooters, joggers and walkers. Don't make it just for people who want to take a leisurely stroll. Design it properly for people who want to use it to commute and recreate, all year round. Make short cuts through the trees for people who want to get from point A-B as efficiently as possible and make longer routes for people who want a nice stroll. Make sure it can be reasonably maintained all year round.

This road section linking Hemlock & Cedar Cr was sold to adjacent land owners years ago- link this sidewalk /pathway east and west.

I live in Wildwood and am a seasonal bike commuter, which means I either bike or drive along Spruce Drive every day. In my opinion, the biggest gap in the biking network in this area is the Quarry Trail that connects the Spruce Drive bikeway with the Bow River Trail near the Crowchild Trail bridge. I think paving and widening that trail and making it safer for cyclists would make a big impact on how much it's used. One good option would be to leave the current gravel trail for pedestrians and build a gentler grade paved AAA-style trail down along the ridge just north of the golf course. Combining this with upcoming improvements to the Bow/Sarcee interchange and Edworthy Park could create a seamless bike new connection into not just our neighbourhoods of Spruce Cliff, Wildwood, Westbook, and Westgate, but also with the further west communities like Patterson and Cougar Ridge.

Please pave the Quarry Trail. Or add another paved route for bikes down to the river path. Its not very safe to ride a city bike on the gravel surface on the steepest part of the path from Wildwood to downtown.

keep this marked x walk - route for densely built sr homes to bus stops on the west side

this is not a street

make this a full width (long) cross walk east west between Cedar Cr and Hemlock Cr and move it back into the 30km zone now that the currently used parking lot space has been rezoned to a park space land use.

the curb cuts across the sidewalks here are way to steep of a slope for safe walking especially in the winter- route to bus stop

this is community park space - it should be green on the map?

What features on the pathway in this high pedestrian area will control cycling speed?
Who clears snow from the pathway in-front of residential properties?

this is not a street

Bus Stop: This is a busy bus stop. It would help to put some space between sidewalk and bike line to separate cyclists from groups of pedestrians.

Trees please

dead end sidewalk - route to the marked crossings at Spruce Drive -(Neighbourhood Activity Area) Hemlock is a higher density developed street with lots of people walking. ..exiting /entering between parked cars - if not a marked crosswalk a no parking section on both sides of the street. - got to get to the new pathway safely!

very busy bus stop collects from Hemlock Cr and the Boardwalk campus development to the east / South

raise this south side existing crosswalk - this crossing was " earned" with the death of a 2 year old on his way to the play structure - speed here is still an issue.

Create an alternative commuting corridor for cyclists, walkers, joggers, motorized scooters that hooks up with the riverside pathways. A corridor that is open and maintained all year long.

this marker is in the wrong spot - move to Wildwood CA adjacent street
there is significant all day vehicle traffic in Spruce Cliff

I cycle to work each day. If you try and put the bike lines on to the side of the road across from the school, I will absolutely not use it. I dont want to be crossing ~10+ streets on my way in to work - that is dangerous or at least highly distracting at minimum. I will be on the road, for sure. I am not at all sure what problem we are trying to solve here. There is little traffic on Spruce - outside of school time - so I am unsure why we are looking at doing all we can to ensure parking for nonexistent cars. Is this perhaps part of the broader plan to make it easier for converting homes in Wildwood close to Spruce to multi-family units thus the need for onstreet parking?

seating

access point / route to the kids play structure on west side of the Wildflower art Centre

back of walk trees

There is an existing curb extension here that was placed due to a pedestrian hit- a needed crossing spot in a very long block to get to an intersection - raised crosswalk ?

This crossing is important for access route to the kids playground on the west side of the Catholic School board lands / Wildflower Art Centre building - a playground in part sponsored by the Boardwalk development /property on the adjacent east side.

more trees

this marker was for 8th Ave SW

This is the access point to the park and kids play structure - in-part due to extensive chain link fence blocking other access along Spruce Dr. The 8th Ave intersection needs marked (raised?) crossings in all directions.

trees

route to Alberta Health Services Regional centre (old library site) & day care that teaches life recreational skills by walking the neighbourhood with their flock.

this entire block north of 8th Ave on the west side has been redeveloped with RGC or higher - waste & recycling pickup is street edge/ sidewalk because the lane to the north is not graded to accommodate city trucks (can this be fixed - access from Poplar Rd) - the street side bins often impede the current bike lane - what happens when the drive lane shares the curb with the sidewalk?

Visibility in this intersection is extremely poor. Would like to see parking set back further from 8 Ave to increase sight lines.

From 8 Ave to Edworthy Park the onstreet cycling lane should stay on the road. As a cyclist commuter are you asking us to slow down at every street crossing intersection along the path? When commuting I also want a direct and efficient route. If you are merging the bike route with the pathway then are cyclists being asked to slow down? Why would you restrict cyclists who are trying to commute like vehicles? The bike routes should be designed with efficiency and speed in mind if you expect cyclists to use these routes to commute to work and back. I would keep the bike route on the road but swap the parking stalls and bike route locations. Like the cycle tracks downtown, if you put the bike lane inside of the curb and the parked cars against traffic, vehicles will naturally slow down because of the narrowing of the lane.

Spruce Drive at 8 Ave SW to Bow Trail SW - online

4 way stop is required here. It is a very dangerous intersection for pedestrians, bikes and vehicles

raised crossing here may have vehicles overhanging it - trapped trying to exit 8th Ave SW. need a 4 way stop.

This intersection is a problem.

Pedestrian visibility and vehicle access to & across Spruce Dr traveling west from 8th Ave (east side) in particular

Raised crosswalk - route of kids from Social housing site/ daycare to the park/ kids play structure . Vehicles accelerate to fit between traffic at 8th Ave & Spruce Drive and navigate the road incline.

curb extension to shorten crossing distances in e/w & n/s directions - also to stop parked cars from crowding the corner, blocking needed ramps, and the fire hydrant no parking zone. Sightlines are currently horrible to exit / enter 8th Avenue.

Spruce Cliff with density redevelopment on private parcels has lost significant tree canopy - add as many trees as possible.

For some reasons on mobile I can position the marker on Bow Tr. + Spruce Dr. There's currently only a beg button to cross Bow Trail - would like to see automated pedestrian crossing timed with the lights, especially on the side closest to the train. This becomes particularly important with bikes in the mix.

Enmax needs to move to underground the above grade utilities on between 8th Ave and Bow Trail that run down the east side of Spruce Drive - this might help with tree planting as well as significantly improve the active mobility space for pedestrians and cyclists inside the 600 m TOD / LRT zone. Enmax - a great linear park space opportunity for you to sponsor?

there are significant utility conflicts in this area (we have been unsuccessful with requests to plant trees in the past) - take the road parking space if there are no other spaces to plant trees



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west side sidewalk south of 8th Ave to Bow Trail needs to be wider - to at least allow two big wheel strollers with groceries hanging to pass without one having to move to the street

kids here (lots of them) are under 14 and use the sidewalk to cycle.

The golf course fence is in poor condition (Bow to 8th Ave.- time to replace it with at a minimum a less visible black coating; but other more modern fence design options seem appropriate/desirable for a TOD residential adjacent location.

school bus loading / unloading zone

Make the centre island bigger and plant trees.

This portion of spruce drive down to bow trail in the winter is terrible. The sidewalks on the east side (golf course side) are never cleared.

The bike 'lanes' are just a painted gutter, which is quite scary to cycle down, especially being between parked cars and traffic.

The worse part is these bike 'lanes' are used as dumping grounds for snow in the winter, they are completely covered and inaccessible. It is very scary / impossible to use them in the winter. Forcing the use of quarry road trail instead. However quarry road trail has been closed this year for maintenance, thus I have not cycled this winter. There are many winter I choose not to cycle anymore because of the spruce drive bike 'lanes' being too dangerous, never cleared, and not separated from traffic.

I would love to see the proposed traffic calming measures implemented, and separated pathways to have good access to good cycling and pedestrian infrastructure. I like to interact with my community and access to downtown by walking and cycling. Seeing improvements to these methods of transportation is wonderful. Thank you.

Mr. City,
Tear down this wall!

The fence along Shagnappi Golf Course has been an eyesore for decades. It detracts from the entire neighborhood and is a poor entrance way into Spruce Cliff. It looks like a fence for a junkyard.

there are way more pedestrians along here than cyclists - sidewalk needs to be wider

If you're going to separate the bike lanes from the roads, especially around the large condo buildings and right after bowtrail, I think it's a good idea, as much as I don't want the construction. Cyclists in the bike lanes are dangerous, especially as they insist on not following road rules. I have on multiple occasions had cyclists riding down the wrong side of the road in the bike lanes, crossing from them into traffic without warning, etc. it will be safer for everyone if either a) those bike lanes are removed or b) the bike lanes are moved off of the road as proposed.

need maintenance policy clarity - if the sidewalks are being changed to asphalt pathways - the snow clearing bylaw needs revision so the timelines match the concrete sidewalk time lines

If utility conflict prohibits tree planting use art /sculpture trees and other perennial growing things to be green.

make this a raised crossing - traffic from Bow Trail needs a big reminder to slow down as they enter the highest residential density of anywhere along Spruce Drive.

marked ladder cross walk here - route to the walking cycling bridge over Bow Trail

Can we create a wide pathway that can be used by all users, bikes, motorized scooters, wheel chairs, walkers and joggers. This stretch is a major corridor from Bow Trail and there would be an opportunity to make a good pathway to accommodate non motorized modes of transportation. This is also a major route for kids to walk to and from the LRT and bus routes for school. This sidewalk isn't maintained regularly in the winter. The bike route on the road is usually plowed over with snow and ice and isn't well maintained in the winter. If we combined it on the west side of the golf course we could have a great pathway year round.

If pedestrians are going to be sharing the curb with moving vehicle traffic reduce the speed to 40km. Speed to /from Bow trail is bad as people floor it to the lights or adjust poorly leaving 60+ km of Bow Trail

add road features to discourage short cutting through the community when destination is further west - that could use 38th and 45th Ave SW to access the lower density neighbourhood area.

Design - Spruce Drive needs to be less high way and more residential street as per the adjacent existing and planned higher residential density. Quality of life for those living adjacent - safety , noise reduction with slower moving traffic, walking to LRT / Library needs to be priority.

large canopy scale trees to match scale of the 6 story land use of this site - shield pedestrians from drive lane - figure out where to put the winter wind row of snow that is not on the sidewalk

linear park

move the fence east and put art on it

when the current painted line bike lanes were installed in 2012 it was done by removing street parking - impact to this date is a perceived widening of the street = vehicle speed - what ever solution is found with this project >reduce the perceived width of the street - hope that is with trees against moving vehicle traffic and a greater pedestrian set back from traffic

Make Spruce Dr more conducive as a residential entryway. A separate cycle way seems to detract from fostering a more residential feel and gives the look of a commuter road - which we want to slow traffic given the families, kids, schools, and playgrounds that line Spruce Dr. Widen the pathways/sidewalks on both sides, encourage shared modal use on the road, and add more trees! :)

Design for the near future - a more active mode community with a significant population in the soon to be developed lands around the LRT site that will travel this way for river pathway /park space access/Quarry Road Trail route

Connect this sidewalk - 11th Ave was closed as a street and the lands sold in 2016 - this spot collects water /ice all seasons

Add large evergreen trees along the big, ugly, rusty golf course fence.
This eyesore has detracted from Spruce Cliff for years.

The adjacent land owner of the old 11th Ave road has indicated the assembled land project is not going to be built - the community has been waiting since the sale of the road in 2016 for the connecting section of "access to parking lot" sidewalk link. Time for the city to complete this sidewalk crossing even if it is a single lane curb cut.

in not a sidewalk - a raised crosswalk

extend the road median north past the "closed" 11th Ave spot - drivers ignore the no left turn signs
visual and physical cues are needed for vehicles leaving 60km Bow Trail - into the highest adjacent residential density with lots of kids.
A large landmark sign that says SPRUCE CLIFF (like the one on Memorial Dr, for Bridgeland) would be great.
move this sloped bike ramp access to the regional bike path along Bow Trail to the south side of the "pork chop" pedestrian crossing (island access point).
move the waiting area at this bus stop off the walking /cycling space
wider sidewalk protected from moving traffic at the shared curb
This portion of the corridor needs more traffic calming. The roadway encourages high speed, people need physical cues to slow down from Bow Trail.
community gateway sign - entering a residential community ! Art work.
Connection needed between Spruce drive and 24th cycle tracks without crossing Bow Trail
As a summer commuter I don't like taking the quarry park trail. Tires are too skinny for the gravel path. So I come this way and then have the least favourite part of my commute. Crossing Bow Trail with cars turning east bound from Spruce Dr and not looking for bike/pedestrian traffic. Then on to 12th Ave which is okay but not great and then another lousy crossing at 26th st to finally get to the red pedestrian bridge to cross over bow trail and get down to the river pathway. A better connector would be awesome. Perhaps a long the golf course
We need a year round connected on the north side of Bow Trail to the 24th Street path. Quarry is unlikely to get paved and would be challenging to clear in the winter. A paved path should have been put in when they widened Bow for the LRT; let's fix it now.
Make sure the the nice new pathway doesn't just end with no proper connections to go in different directions. Often there is a new pathway built and once you are done that section you are dumped into oncoming traffic. A pathway along the North Side of bow trail would be a great way to connect from westbrook mall to the river pathway system.
A way to connect from the pedestrian bridge to westbrook mall to this new pathway would be great. Right now you end up in the housing complex.
Add as many traffic calming elements along Spruce Drive to discourage short cutting through Spruce Cliff due in part due to Bow Trail traffic light delays.
Can we create a public pathway that travels down the north side of Bow Trail, or through the golf course that connects with the riverside pathways. A trail that would be usable for all modes of travel, bike, wheel chairs, motorized scooters, walking and jogging? Right now there isn't a 12 month designated multiuser pathway that connects Wildwood and Sprucecliff with a safe and convenient route into downtown. The City talks about alternative transportation and multi-use pathways are one way to accommodate all modes. The only options we have in Spruce Cliff is to take the Quarry Trail or Edworthy Road, both turn into luge runs in Spring and Fall.
Be great to have cycle/pedestrian path along n Side of bow trail in park like setting along golf course rather than on south side of bow trail.



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April 2025

Need better transition for bikes heading south onto 12th Ave SW -- currently, they often try to turn with traffic, causing significant risks of accident/injury. There is very little bike traffic moving north from this intersection -- most bike traffic heading west comes onto Spruce Drive from the Old Quarry Road Trail.

shield the traffic lights so they are not visible from 8th Ave SW - people speed to make a green light or arrow.

5 way stop is required here. It is a very dangerous intersection for pedestrians, bikes and vehicles