

What Happens Next

No decision has been made yet. All of the submitted feedback has been provided to the Parks project team. When the conceptual design has been completed for the project, The City project team may be hosting a second round of engagement in the Summer/Fall 2015 dependent on findings of the open house data and geotechnical investigation. Project details can be found on the project page:

www.calgary.ca/quarryroadtrail

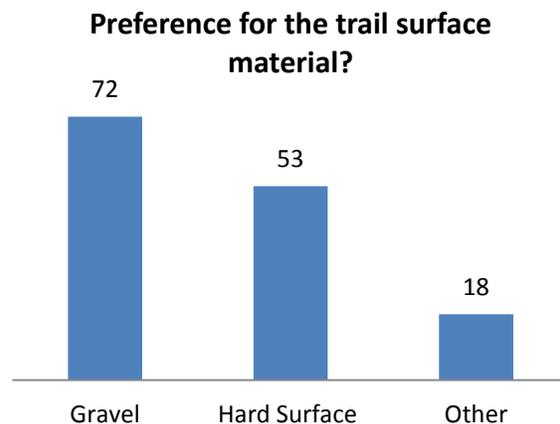
What We Heard

The preference charts and themes presented on here summarize all of the input that was received at the public open house on March 11th as well as from online feedback between March 11th and March 25th, 2015.

A graph is included to show the relative levels of preference for trails surface material (gravel or hard surface). The graph is a useful way to see the overall preference of respondents about the trail surface material; however, it is important not to view these results as a strict “vote” but rather an illustration of general levels of preference. The themes that are listed below are taken from all of the input that was received, comments concerning why respondents chose a certain trail surface material, as well as the answers to the question, “what else should we know”.

Do you have a preference for the trail surface material (gravel or hard surface (e.g. paved)? If so, why?

- 143 responses were collected to the question in-person and online.
- The majority of 143 responses indicated a preference for a gravel surface material for the trail. The ‘Other’ category contained responses where there was no preference identified.



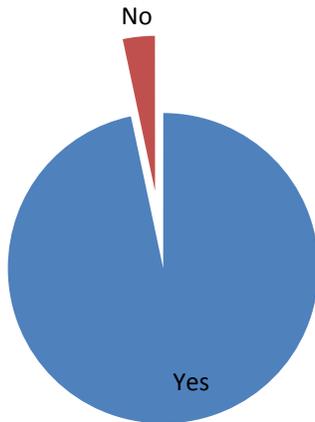
- The following themes were expressed in the submitted comments. Themes are listed in order from most to least commonly mentioned. The overview provides a summary of the themed responses. For a comprehensive list of responses, please see the Verbatim Responses.

Gravel Surface Material Preference		
	Theme	Summary Responses
Most Common ^ ^ ^ Least	Safety	Respondents suggest a gravel surface could: <ul style="list-style-type: none"> -slow cyclists down -reduce icing in winter -improve water permeability
	Maintenance	Respondents suggest a gravel surface could: <ul style="list-style-type: none"> -increase drainage -be used with Geo-cell -reduce maintenance and costs when compared to hard surface materials
	Aesthetics/Natural/Heritage	Respondents suggest gravel surface could: <ul style="list-style-type: none"> -maintain a natural look and feel -reduce environmental damage of improvements -maintain the historical nature of the area
Hard Surface Material Preference		
	Theme	Summary Responses
More Common ^ ^ ^ Least	Maintenance	Respondents suggest hard surface could: <ul style="list-style-type: none"> -allow for more efficient winter snow and ice removal -be more durable and require less overall maintenance -reduce erosion
	Safety	Respondents suggest hard surface could: <ul style="list-style-type: none"> - allow for more efficient winter snow and ice removal to make it safer for all users -reduce ruts from cycling
	Convenience	Respondents suggest hard surface could: <ul style="list-style-type: none"> -make cycling for commuters more convenient

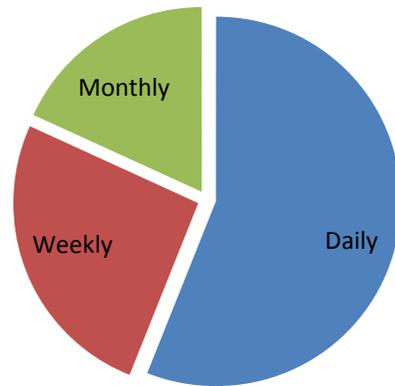
Trail Use Questions

In order to understand how the respondents currently use the trail, we asked respondents four questions. The results are below.

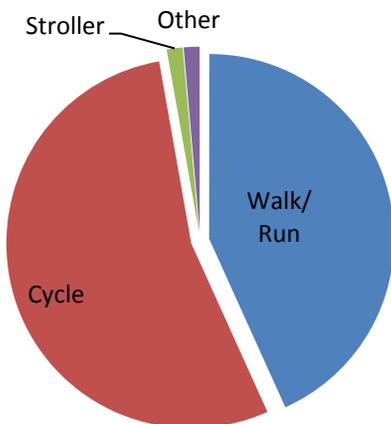
Do you use the trail?



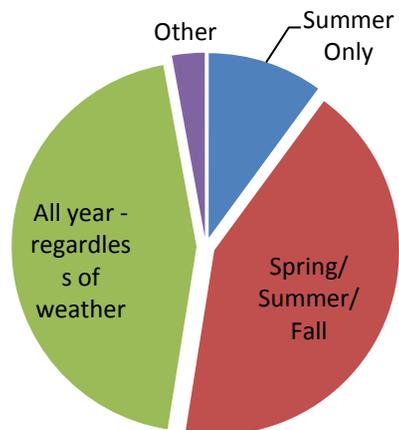
How often do you use it?



How do you use it?



When do you use it?



Question 1

Do you have a preference for the trail surface material (e.g. Gravel or a hard surface (paved))? If so, why?

- Gravel most likely the least expensive, and improvement would do the purpose. Also bikes might use it & travel too fast. Anything would be an improvement.
- Gravel. A paved surface would be difficult to maintain, and expensive. It's more important to control the erosion effects of the pathway.
- I don't think paving is a good idea. The Geo-cell looks good – keep the gravel effect without it going all over with the rain.
- "paved is useless...ask a geophysicist
 - - ground water freeze/thaws all the time, especially with Chinook weather
 - - you can't drain it because water expands when frozen"
- Gravel with a surface treatment to minimize erosion (calcium chloride)
- Preference for gravel-based surface if drainage is vastly improved (e.g. culverts of sufficient size for spring runoff), out-sloping surface where springs exist to prevent puddling, fully replace surface material and regularly maintain and repair.
- Gravel, but maintained
- The gravel is fine as is. It needs to be fixed/graded more often – too many washout points for bikes to wipe out. Gravel – better traction for winter cyclists as well
- Gravel with the geo-cell. Problem of path now is the erosion and loose gravel surface and not repaired after storm damage. Gravel will be better because the frequency of ice, & black ice that occurs on the paved paths where there is more traction with gravel
- "Gravel or natural state. I have been along the Douglas Fir Trail and it is beautiful, especially in the city. I expect this trail is similar and think it is important to keep these kinds of natural areas "as is" (or close to it). "
- Gravel / earth – this area should be preserved
- " Do not pave – too much environmental damage. Do not re-route, as would cause environmental damage to beautiful, wild area."
- Not paved – too much environmental damage
- Gravel – better connection with nature. Even if I fall into the category of daily bike commuter, I go there to experience nature and to get away from pavement.
- Gravel – I like the more natural feel. I know that the many speedy bikers would probably like other surfaces.
- Gravel – more natural but maybe not most practical
- Gravel – cyclists have 2 alternatives (Edworthy & Bow Trail) and I appreciate the wildlife that would likely avoid a paved surface.
- Please do not pave. Please keep the trail as natural as possible.
- Gravel, makes it more fun also feels more like nature using a natural material.
- "PREFERENCE: keep a "natural" appearance. Use of gravel infill – if possible – seems a good option in terms of drainage on and off side of path (cost?) - keep in mind erosion of trail due to bicycle use (I am not against bikes!) - improve switchbacks"
- "Gravel - prefer to retain natural landscape - steep slope, feel better traction if gravel vs. Hard surface - concern that loose materials (e.g. stones) or ice will create unsafe conditions - speed lane for cyclists?"
- Gravel – just possibly to reduce bike speed & interactions with pedestrians.

- I think pavement would cause for higher bike speeds, and more icing on hard surface.
- Good gravel is okay. I do understand that some cyclists do speed on this trail
- Gravel – a paved pathway is too slippery and encourages people to go way too fast on bikes
- Prefer gravel, but know lots of commuters + other users use the path or would like to if it is paved. Paving would cause bikes to be faster + upset pedestrians, speed bumps would be a hazard, but also potential jumps.
- Geo-cell, deters fast cyclists, yet safe, stable for others
- "*Gravel – easy for walkers, Cyclists slow down (sometimes), Cyclists paying more attention (sometimes)"
- Gravel to prevent high-speeding cyclists.
- Gravel – I have concerns about hard surface & speed.
- Not paved – concerned with safety issues of speeding cyclists, also concerned about creating issues of slope stability by impeding groundwater
- Not paved – winter icing, slippery when wet. - see paved trail, Shaganappi Park beside Bow Trail. Impossible for pedestrian, lots of bike crashes.
- Gravel – melting snow then freezing makes for very slippery/dangerous conditions on pavement
- "Geo-cell: - soft, visual impact - better drainage - paving would increase speeds"
- " Gravel: 1. It will maintain slower cycling speed – paved too dangerous – too much speed with cyclists already 2. It will alleviate all the “shopping carts” being pushed up into Spruce Cliff – already issues with breaking 3. Prefer some areas left natural – peaceful, birds, animals, etc.."
- "Gravel: - helps keep speed of cyclists down - also keeps some natural elements for cycling, & commuting in the city"
- "Gravel: -more natural - easier to walk on - more comfortable"
- No asphalt but well-packed gravel
- "Geo-cell - gravel 1) If you pave it you can expect the speed to double 2) asphalt – will heave due to freezing thaw cycles 3) concrete block – too expensive, frost issues - loosen & fall out"
- Gravel – please don't pave it!
- Gravel please
- Gravel
- I'm ok with paved, but probably prefer gravel
- Paved, because I use it primarily as a key commuter link to Glendale. It is too short to be of “mountain biking” interest, and while very pleasant (either paved or gravel) as a walking route “in nature”, there are many lengthier & lovely forest walks.
- Hard surface is better for cycling.
- Hard surface – to minimize damage from water run-off
- Depends. If hard surfacing made it “ploughable”, then that is my preference – but I'd be open to other materials if ploughing isn't going to happen.
- Need paving, or some other durable path material & proper drainage to stop continual erosion to current path that current infrequent grading does nothing to solve.
- Paved – easier to maintain / can be ploughed in winter months
- Paved. Something that can be cleared in the winter. But, in the thaw/freeze, the drainage around needs to keep it dry from run-off
- Hard surface to reduce erosion, allow for clearing in winter & extend use of bike trail in shorter seasons.
- Hard surface, to enable clearing in winter.

- Hard, easier to clean in winter.
- "Hard surface: - easier to maintain (clear) - safer because large holes would not appear after significant rain/wet weather - gravel washes away, creates huge ruts"
- Hard surface – if cleared in winter, better return on investment to have year round safe use
- Paved if maintained year-round but drainage may be an issue. Otherwise gravel is fine if applied properly. Throwing loose gravel on the trail is actually more dangerous than doing nothing.
- Paved, as I feel that a gravel surface would only be feasible if it absolutely could not be washed away. Gravel will form ruts which make cycling unsafe in all conditions.
- It would be safer for single women if paved and busier. Currently is not safe due to homeless people and drug users along the bottom portion of the trail.
- Hard surface – loose gravel is dangerous on bike (no turn, stop)
- Hard surface. It is too dangerous in winter and in the summer it isn't good for road/hybrid bikes.
- Some way of paving so it doesn't get so icy in winter & can be used all year.
- Paved trail. Both summer and winter present significant issues on current gravel due to erosion (summer) and ice/snow (winter). There's also a safety issue for children and walkers since the portion of path is often only 6-12" wide. The blind corners create a high likelihood for collisions.
- Paved asphalt would be significantly more resistant to rain ruts and other erosion, making it safer for the underrepresented winter cyclists, and encouraging bicycle commuting. Additionally, a yellow line would prevent collisions.
- Strong preference for paved. Safest for cycling, easiest to clear during winter.
- Paved – winter commuting, whether running or cycling. Winter ice/snow problematic – would like it ploughed/sanded for safety.
- Asphalt paving. Can be maintained (cleared/salted) by City more easily. Lack of clearing (snow) a MAJOR SAFETY ISSUE!!
- "Asphalt – coloured - Hard surface – I see the mud hole after rain, snow melt, refreezing & would not feel safe walking on it under those conditions."
- Paved & maintenance like the trail in the east side of the golf course. If so, more people could use it year-round.
- Preference is a material that does not leave with frost. NOT PAVED!!! Similar to aggregate used on Nose Hill.
- Natural dirt with armouring to protect wet areas. No pavement or gravel.
- Not really. What's key is to fix the safety issues (tight turns, low/poor visibility) & drainage issues that compromise the walking/riding surface.
- NOT PAVED – like traffic speed would increase. Speed bumps – walking issue for hikers of older demographic
- Most people I talk to do not want pavement – even cyclists – too fast.
- Anything that slows down bike riders
- Something safe to bike on. Right now the loose gravel ruts are dangerous year-round. I crashed hard last year and was out of commission for 6 weeks.
- NOT PAVED. It will encourage bike commuters to speed and that will scare off walk/run and stroller users.
- Not sure. Pavement would be nice for erosion control and elimination of mud and puddles. However, I have concern of the increased speed of bikes on pavement.
- Not sure the solution, but enough room for multiple users & a design that reduces ice flow & ruts.
- Paved or better maintained gravel – currently unsafe year round

- The current gravel path forms ruts whenever ANY water run-off occurs. I have fallen about once a year & I do not ride very fast. The drainage on the current path in spring is terrible. Right now (March 11) is a great time to go look at it. There are multiple places where the hill “seeps” & forms big ice patches. The lack of sun in the winter on the hill means that the ice is slow to melt. The gravel gives some traction in winter that I worry would disappear if it was paved.
- If paved, would need to ensure good drainage to prevent ice in winter.
- Ruts are a problem but not sure if paving is the solution
- "trail constantly shifts, cracks, erodes as-is. Material needs to be flexible -I would like to use if safe in winter. Ice and slope makes the steep drops scary"
- "I agree that paving will increase speed + make it more dangerous because there's limited visibility (i.e. corners, foliage) but something has to be done about the huge ruts that form after, heavy rains, spring melt-off – my wheel got caught in one and I had a terrible fall last summer (June '14)."
- Unusable if it's muddy.
- No LOOSE GRAVEL please
- Gravel – It's a lot of fun to ride my bike on gravel and dirt. When walking it is much nicer to feel like you are in nature, rather than walking on pavement like everywhere else in the city.
- Gravel – I like having a gravel path for part of my commute. If the weather is bad I can alter my commute slightly and opt for the paved path that connects to the Bow Trail pedestrian overpass. And in winter I think that a paved path would be more dangerous unless it was regularly maintained.
- Gravel – Primarily for aesthetics - there aren't many natural trails left in the city and it fits the character of the area and surrounding trails (Edworthy, Douglas Fir)
- Gravel – Pavement would go through substantial freeze and thaw resulting in extremely difficult / rough roads. I also prefer the gravel for picking up on black ice / ice and water. The majority of commuters ride in darkness and hence conditions would be difficult to see changes. I also believe that the springs and such would require significant drainage changes substantial distances from the actual trail.
- Hard Surface Treatment – In the winter it would be cleared of snow making the commute safer
- Gravel – Closest to natural, likely requires less winter maintenance to keep safe for cyclists
- Hard Surface Treatment – So it can be cleared of snow in winter
- Gravel – Like the gravel to run on. Also gives a feeling of being in nature...nice while commuting into work
- Hard Surface Treatment – Year round cycle use. Cuts 1km off my commute.
- Hard Surface Treatment – The natural surfaces was away with rain and springs. It is easier to remove snow from a hard surface. Changing weather conditions I winter make the trail treacherous.
- Hard Surface Treatment
- Hard Surface Treatment – Year round maintenance. Quicker ice dissipation due to solar heating..
- Hard Surface Treatment – better year round use for bikes
- Gravel – Provides better traction in the winter, but it does need more maintenance
- Gravel – Calgary already has a shortage of natural trails in the inner-city. One of the most appealing things about this trail is that it is natural. Paving the trail would increase usage causing more destruction to the surrounding plants and wildlife.
- Hard Surface Treatment – Soil erosion along the pathway creates large divots and channels that are easy to trap bike tires or roll ankles

- Gravel
- Hard Surface Treatment – A smoother ride. Gravel can be dangerous when there are unpacked sections.
- Gravel – Presumably keeps traffic down, more attractive.
- Gravel – Gravel. Less upkeep? Easier to maintain? More natural.
- Hard Surface Treatment – Safer and easier SNIC.
- Hard Surface Treatment – There's a chance I might take my road bike on this and it is not possible with the gravel surface.
- Gravel – the gravel pathway surface makes me feel like I've found a hidden secret. I was not aware of the historical significance of this trail, but now that only adds to the mystique.
- Gravel – It's an escape to nature in the city when it is just gravel. Less pave = Good.
- Hard Surface Treatment – possibility for winter use
- Hard Surface Treatment – the gravel is not good for my road bike tires. i am always afraid they are going to get punctured with the hard gravel.
- Hard Surface Treatment – Won't be as muddy, and I would feel more comfortable using the trail throughout the year
- Hard Surface Treatment – I'm generally on a road bike when using it
- Gravel – It's one of the last gravel trails to run on in the city. Gravel is more forgiving for runner's knees than pavement and it's also more fun. It simulates mountain trail running, but in an urban setting. We have a lot of paved pathways in the city, which is great, but Quarry Road is a treat as it is.
- Gravel – Keeps with the natural environment. There are melt points or springs in the area that will make pavement very dangerous during the winter.
- Gravel – I believe this to be safer, as you can get more traction when it is snowy and icy out. You can also hear approaching bicyclists or pedestrians.
- Gravel – The trail has a very natural feeling to it that will be lost if paved. Also limits downhill speeds due to reduced traction.
- Gravel – closest to a natural setting. better traction when black ice is present
- Gravel – We have so much pavement and cement all around us each day; we need to leave areas of the city natural and a connection to nature
- Gravel
- Hard Surface Treatment – Predictability/consistency of surface between pathways and this trail. Unpaved trail conditions are unpredictable and totally different from the remainder of the pathway system.
- Hard Surface Treatment – Under current conditions it is not an all weather trail. Would like to use it for commuting more if paved.
- Hard Surface Treatment – Pathway often has ruts from water run off during heavy rain. Would prefer natural only if it the condition of the trail can be maintained.
- Gravel – gravel gives me a country trail feeling. Gravel keeps the speed down on cyclists. Gravel discourages overuse allowing the nature we go there to enjoy does not get squeezed out.
- Hard Surface Treatment – Paved, Calgary climate and weather is always cold/thaw it is to messy and muddy and the mud ruins the trail. A paved trail would solve this
- Hard Surface Treatment – This would be easier to maintain and keep clear in the winter.
- Hard Surface Treatment – Best option for keeping it clear in the winter. The freeze thaw makes it terribly slippery now so it needs to be cleared.
- Gravel – in keeping with the "nature" feeling of the area
- Hard Surface Treatment

- Gravel – Preserves the natural aspect of the trail
- Gravel – I prefer it to be as natural as possible also I prefer to slow bikes down through here as they are not always considerate of other users.
- Gravel – More natural/ in keeping with environment. We have few unsaved trails left
- Hard Surface Treatment – Easier to climb up, better melt during winter
- Hard Surface Treatment – Less erosion, ability to clear snow/ice, less bike maintenance
- Gravel – The cells with pebble fill seem a good idea (cheaper?) and would preserve a more natural look. Also, might act to "slow down" speeding downhill cyclists.
- Gravel – a) average cyclist speed is already too high and dangerous -- paving this trail will undoubtedly encourage greater speeds by cyclists, increasing risks, especially of cyclist collisions with pedestrians, pets, families, children, strollers, etc.; b) gravel surface gives greater sense of connection to nature and history, which is the best thing about this trail! c) there are already other paved trail options close at hand for navigating from the top of the bluff to the bottom (one joins the Quarry Road trail at the bottom, for heaven's sake!).
- Hard Surface Treatment – All users stick to a single 1-2 foot wide track that is generally gravel-free. Beyond this single track there is loose gravel, soft mushy ground and deep water erosion channels. With the numerous blind corners it is unsafe for 2-way traffic. The gravel surface does not allow for safe braking on a bike, especially at the switchback corner - I always have to put my foot down or else my bike will skid out. Going uphill is a challenge on the gravel & mushy sand/gravel surface as it gives no traction - at times I end up spinning my wheels & end up having to get off & walk up until I can find a hard surface.
- Hard Surface Treatment – Safer, and put rumble strips down the middle to keep safety in the corners!
- Gravel – Paving would be big mistake. People will go too fast and there will be collisions at the blind corners. Paving will also encourage skate boards and inline skates, which have no brakes. Leave the surface as it is. After a rain erodes it, regrade with a bobcat and make sure to compact the gravel so bike wheels don't get caught.
- Gravel – its nice to get off cement. it's aesthetic.
- Hard Surface Treatment – Would also use it in winter. Currently difficult to cycle with snow cover
- Hard Surface Treatment – safety and it will increase usage.

Question 2

Are there opportunities, issue, questions or ideas we haven't covered – or should know about when considering improvements to Quarry Road Trail?

- Idea: Bike path along the north side of Bow Tr along Shaganappi Golf Course
- tie into other bike path (2 agree - different writing)
- paving will increase speed concerns
- address conflict between dog walkers & cyclists (leashing)
- how many trees will have to be cut down for pathway improvements?
- how much of the area will be affected by re-grading? How can this be minimized?
- pavement - able to be cleared in winter
- asphalt paving: best, safest, easiest to clear (regarding winter icing)
- PLEASE leave the trail in its current natural state. Do not make a paved roadway
- Today, I can't escape into nature daily. Pavement will destroy this, Thank you; a daily walker

- paving options - NO asphalt
 - Geo-cell with gravel infill is more ecologically friendly and takes care of drainage
 - less erosion on side of road
- good crust drainage important. The hairpin turn should be paved.
 - the rest - no loose gravel present, path okay except @ hairpin
- really concerned about speeding bikes downhill (bad enough now)
 - limit sign useless - please plan speed bumps or gates
- better drainage = less ice and washouts
- widen path at end of major switchback
- use chain link fence to stop short cut erosion
- dangerous to bike down right now - loose gravel, lots of people have crashed!
- paved & keep clear in winter, would be great!
- interlocking pavers suck! They're expensive and do nothing but heave and shift!
 - ("I agree" attached in different writing)
- 1) deal with water/ice erosion
 - raise trail above edge levels
 - install proper maintainable culverts
 - geo-cell with gravel
- 2) leave as a gravel trail - if you pave it the speed will double
 - ("ABSOLUTELY" w/ check mark written in different pen)
- surface that can have winter snow removal - best year-round way of investment
 - ("I agree" attached in different writing)
- separate lanes/paths for cyclists vs. walkers/runners
- no paving - City has enough hard surfaces; keep area as natural as possible
- simplest way to avoid collisions with fast bikes is a yellow line on a paved path!
- save the people - ban the bikes!
- 1) keep the area as natural as possible & provide a great paved bike route @ Bow Tr that bikers will love to use
- 2) bikers want to commute understandably, this natural area is not the best. Fast track Bow Tr!
 - "I agree" (included in different writing)
- phone or alarm button along the route
- winter commute hours - AM/PM main path - 'light the ground'
- please don't pave it! How about a bike route down the South Side of Shaganappi Golf Course?
- leave as is, put a bike path along North side of Bow Trail
- I've been told by an archaeologist (whose name I forget) that north-facing slopes in the Bow Valley, especially near springs/streams, are likely to have buffalo kill sites nearby - could any pre-quarry historic sites be affected?
- slow cyclists down, speed bumps, etc...
- Douglas fir trail - no bikes - some sort of footpath fence on leg
- I am afraid to walk in morning - too dangerous with bike speed
 - patrol on regular basis!
- homeless camps?
- I am glad to have an open house – Thanks
- trailway markers or location markers for emergency purposes - QRC's on markers?
- good drainage for year round use
- paved & maintained please! Any improvements will save people from a lot of crashes

- if paved then needs to be designed to avoid ice-flows in winter, otherwise still summer only
- I would like to see improvements that facilitate year-round cycle use.
 - the trail is the best way down to the river grade-wise, so it encourages cycle use
 - If that means separating the cycle + ped users - then so be it
- geocell type appears to have benefit of: slower speed, better drainage, soft visually
 - better traffic management would improve safety too.
 - especially dog leashes and rough camping
- trail erosion is bad - especially after rain - needs more work - not just grading
- not an off-leash area! ("I agree" written in different writing)
- if you pave it - will parks clear it in winter?
- even with pavement, erosion just off the edges of paved paths seems to be a problem elsewhere - what can be done? ("I agree" written in different writing)
- paved = faster bikes? Not sure this is a good idea ("I agree")
- There is a spot about half way down the trail that is always wet. It is the first place to freeze and get slippery in the fall and it is muddy all summer. Not sure if the golf course could water less or if a small bridge would be the solution. Overall I would not make a lot of changes. It is one of my favorite places in the city and my friends are jealous that I get to have such a peaceful section on my commute every morning.
- My primary concerns with the trail are drainage, erosion and in some areas, the grade and camber. All of these conditions can make it less than ideal for riding (not so much an issue for running and walking) year round. Obviously in winter these conditions make the trail especially treacherous, but I think with better drainage and slight routing changes it can be improved without having to resort to paving / artificial surfaces. Personally the steep grades aren't an issue - they are one of the challenges and attractions of the trail. Apart from the dangers caused by erosion (ruts etc). I don't think an artificial surface would significantly improve conditions. The trail would need regular snow clearing in winter (increasing the cost to the city) and would be still be subject to icing given the northern aspect. Any loose material on the artificial surface (leaves, gravel etc) would also pose more of an issue because of the contrast in traction. As it is, cycling speeds (and I am an offender) are probably too high on the trail with blind corners and poor visibility - an artificial surface would only exacerbate the issue and make it more of a danger to pedestrians.
- I would like to see a 1-way sign for certain hours (rush hour going East: 6-8:30am and rush hour heading home 3:30-6pm?). I realize the trail can be widen and trees taken out; however, to widen the trail the roots and all would have to be removed hence requiring additional fill and such. I also believe that it is challenging to maintain a speed limit of 10km/hr on a downhill, especially when most bikes do not even have brakes. I agree speed limits are required; but extremely challenging to ensure they are followed if there are no consequences.
- Better drainage so the trail doesn't have the large ice flows it currently has.
- What about putting up some signs to make it a bit of historical interpretive trail talking about the history of the "Sandstone Era" and shipping history of the Bow. Kind of a cool bit of history. Only other comment is that if the asphalt route is chosen there will likely need to be some kind of winter maintenance program to keep the trail safe for commuters.
- i use the trail on my commute to work and would love to see it plowed in the winter time
- More winter snow maintenance if possible? Lots of homeless camps in the woods, and garbage left behind, not sure how to stop/prevent that to make the trail safe for all.
- The trail drainage needs to be upgraded. There are currently huge craters down the center of the trail caused by heavy downpours. Also, as a regular user of this trail year-round, there is

considerable damage done on this trail during extreme wet conditions; primarily during the winter thaw and early spring months by bikes. I realize this is somewhat outside of the survey but I think if cyclists were given a paved option in the same area to easily assess the river pathway in the winter/early spring months, it would eliminate some of the wear and tear the Quarry Road Trail experiences in wet/thawing conditions and results in its poor condition. Perhaps a paved pathway could be developed through the Shaganappi Golf Course which could be used during the winter/early spring months (obviously when the golf course is closed for the season). The connection could start where the Quarry Road/Shaganappi Golf Course meet, continue through the Shaganappi Golf Course and join in close proximity to the 24th street pedestrian bridge?

- I love this trail and if there is no ice along it, I would use it every day year round for its beautiful and serene nature. The reality however is that the trail is not maintained so snow/ice is never cleared and the number of squatter camps along the trail ruin the beauty of it. This trail is my only way into downtown from the west (the hill into Edworthy in the winter is too dangerous due to ice pooling and the natural springs that run down it and freeze). I am therefore forced to ride adjacent to Bow Trail which is not always safe - vehicles seem to really dislike cyclists, even rule following ones. I had near wipeouts on the Quarry Park Trail due to garbage, clothes, sleeping bags that were discarded by the squatters. They were hands down the biggest problem last year and despite the numerous complaints, nothing changed. I hope this is also on the agenda for this trail. Thanks
- As a person whose home overlooks the trail, I have both met and seen inebriated persons in the less open portion of the trail where the footpath breaks off from the bike path, and also in the area from the train tracks up to Cedar Crescent. It isn't wise to walk the path alone outside of rush hour which is extremely unfortunate as a nice quiet walk is good for everyone. Also, rush hour in the morning during the work week is like going for a stroll on the Indy 500. There needs to be a way to keep it safe for bikers and walkers together. I like seeing the natural plants, birds and animals (even the coyotes as long as they aren't smiling at me - never carry sushi in your backpack). The stairs at the back of Cedar Crescent need some upkeep. There should be a designated maintenance path for vehicles coming in back of Cedar Crescent as the rose bushes have never recovered from the cable repair truck (not Shaw, a private contractor) driving through them. I love the crocus and other plants in Lawrey Gardens.
- I definitely agree that the gravel might look a bit better, but with all the bike traffic this trail is getting beat up. It saves cyclists from the SW time, so most are willing to ride it in the slush and mud, which is pretty hard on the trail.
- Make sure to include capital for drainage of natural springs. There are a few places where people have created short cuts through the woods for mountain biking. I'm not opposed to mountain biking but do worry about erosion and the potential for collision when these spontaneous trails reconnect with the main trail.
- Regardless of surface, improve drainage to prevent ice flows, and erosion is at the top of my list.
- Enjoy peace and quiet of the area compared to cycling beside Bow Trail or downtown. Icy conditions in the winter are a hazard - I have stopped to help 2 cyclists over the past few years who hit ice too fast and went down (one broken thumb, one likely dislocated shoulder), so some winter maintenance would be nice. Spring and summer pathway can be wet and get rutted badly. Trees and bushes grow into pathway over the summer. More summer maintenance would be nice too. Spring and summer squatters can be scary. I'm afraid if it gets paved/upgraded it will see more speeding cyclists, roller bladers, skateboarders, baby strollers etc. It might get more dangerous for we slow cyclists and the walkers and joggers. I can see

overall there might be less maintenance for a paved path, and more measures may be needed for speed control. Should close off the short cut through the upper trees (already been tried a few times with wooden railings and orange snow fences - cyclists return to pathway on the steep hill and don't have much control.

- This project is long overdue. I've been bicycle commuting down this path, when passable, for 25 years. Occasionally, when the path is re-graded, that can be the most dangerous time as pockets of unpacked gravel are lethal to ride on. I think the paved path should have the lowest gradient possible, with good drainage either side of the path to minimize problems when thawing/freezing. Also, for extra safety, the path should be lit. In fact, ideally, the path should be lit all the way from Crowchild Trail to downtown.
- Efforts to smooth the trail and clear the snow would be nice, though I'm not sure if snow removal on an unpaved path is possible. Currently it falls victim to rutting and mud pits, so riding it in early spring requires a mountain bike (or a death wish). I worry that paving it will mean that a lot of road bikers will rip down the hill at warp speed, making it dangerous for everyone. I really enjoy riding or walking the path in its current condition. It is very beautiful and peaceful. Kind of feels like you're not in the city any more. It would be nice if the golf course weren't in the way of getting to the paved path on the East side of the course was much quicker. In the winter I have to use that path, which is a big time detour. Solution: sky bridge over golf course.
- Improved drainage to prevent icing.
- Some signage around corners would be good. (E.g. "slow down, tight corner" or "oncoming traffic".
- I typically commute by bicycle on the paved trail to the east of the Shaganappi Golf Course, which is also hazardous in winter/spring due to drainage issues/icing. I think it would be wise to learn from that trail to aide improvements of the Quarry Road Trail. Whether the trail is gravel or paved, proper drainage will be a major improvement. Perhaps drainage improvements to both paths could be considered?!?
- I commute daily, year round regardless of weather and live in Rosscarrock. I have the option to use this trail or the paved path up the ridge (to the east of the golf course). I currently choose the paved path since it also connects to the new pedestrian bridge over Bow Trail because it is more efficient. In winter Quarry Trail is not commuter friendly and any improvement, regardless of pathway surface, needs to include drainage improvements. But if snow clearing is not anticipated then improvements to the trail are not required and the summer graveled surface is fine even with current drainage issues. Ideally the improvements would include drainage solutions and snow clearing to make this a year round commuting option.
- Find a way to reduce snowpack on the trail in the winter, and sprinkle it with some gravel so we can have traction. Otherwise, leave it as it is.
- paved pathway please! i use this pathway to connect to other paved trails in calgary. this is the only pathway i have to make sure i pack a spare tube just in case i get a flat.
- I understand the appeal of the gravel surface as it's a more natural state. But this is not the Douglas Fir trail and it is a connecting trail between two areas with paved surfaces. If someone wants that full nature feel the Douglas Fir is a great option. This trail should be treated as it's used, a means of transportation.
- There is another trail at the east end of the golf course that could be paved as it is not under tree cover and can be connected to the new Bow Trail pedestrian bridge. Make the road to Edworthy safer in the winter and there would be no need for any change to the Quarry Road Trail.

- The soil-filled bags are a good retaining wall idea, they would maintain the nice natural look of the area. Signs indicating the historical significance of the area would be a great addition - I learned a lot simply reading the engagement document.
- leave the trail as is. build a pathway on the north side of bow trail around the golf course. this creates an opportunity to have community art .
- We have so much pavement and cement all around us each day; we need to leave areas of the city natural and a connection to nature. Calgarians love to get out in the forest and be in nature and it is a major asset to be able to do this in our own city without travelling out of the city to get there. Drainage seems to be a concern for most. This can be solved without paving a natural pathway.
- Please don't waste any of the money going to fund this trail on "public art". We don't need more 600k blue rings on the sides of our roads.
- Better signage at either terminus directing people to Westbrook Mall/LRT, Edworthy Park, City Centre/Prince's Island etc.
- Lighting. This trail is used day and night. It would be nice to have lighting on this trail as it would improve safety and perhaps keep some of the homeless people deeper in the woods.
- This north facing slope in a natural setting has issues with slope movement, water drainage, very little direct sunlight resulting in icing conditions. Asphalt won't clear the icing issue. Salting disrupts the natural area. Grade changes and Asphalt adds to increased traffic, more off path trails being created, litter. We don't need this sensitive area to become a commuter pathway with higher commuter cycling traffic. Commuter cyclists predominately want a fast and efficient way to get to work. Why not make a Commuter cycle track along the south side of the golf course and on the north side of bow trail. This would be easier to maintain on a year round basis, provide plenty of light for 24 hour security. there is a growing number of cycling commuters travelling down Spruce Drive, It would be a faster commute to ride a few more minutes south along Bow Trail but would be gained back by not going down this quarry trail with its slopes and corners. A Bow trail route would allow improved access to the LRT. It would assist the traffic flow at 33rd and Bow trail for vehicles making a left hand turn south bound on 33rd by allowing more cycling traffic to travel on the north side of Bow rather than having to Cross Bow to access the south service road , red pedestrian bridge and then back to the north side of Bow to get back onto the river trail into the core. If the present mayor succeeds in his push to densify our present R1 areas west of the core with secondary suites cycling traffic will also increase on a year round basis. Save money, leave the trail natural and give commuters a safer route along the north side of Bow Trail.
- The major issue for me is that the trail is effectively impassible for most of the winter because it gets so icy. If we can solve that, I'd be thrilled as it is by far the most direct route for anyone living west of the trail to get to downtown via run/bike.
- Safety is a priority, but there are many interactive and sometimes conflicting considerations. For example, today the path should be closed in my opinion as it is in a dangerous condition and requires that you walk in the brush beside the path in many places due to the accumulated ice build-up. Having attended the Open House on March 11th, I noted that there was a need to consider the following: - north aspect that prevents an early melt to accumulated snow/ice, and a constant refreezing of melting snow into a thick layer of ice. This condition also means that existing water drainage courses are severely compromised: the few culverts are undersized and full of ice in the spring and are not maintained sufficiently during the summer. - the area plan was divided into three sections and showed distance measurements. What was missing was a clear indication of elevation changes, where the middle section has the largest change and is

also the one with the poorest sightlines and two switchbacks. A paved (asphalt) surface would increase bicycle speeds. Infrequently, I ride this trail after dark and my bike light dramatically exposes the places where sightlines are compromised. - there is no consideration for separating the user groups, given the physical constraints. There are times during the day when this path is mostly a bicycle commuter route and other times when it is a dog walking venue. Increasing the width of the path would assist in reducing conflicts between user groups. See also the drainage discussion as additional width beyond the path wide would be required. - drainage is probably the most important and necessary improvement and the plans showed some slope retention methods in support of widening options. Consideration should be given to not collecting surface water over long distances and whenever possible not having this water cross the (gravel preferred) path. Ground water and it's source(s) should also be studied. For example, there is probably some groundwater influence associated with the golf course above. I have noticed that even in the cold of winter there is some evidence of water courses that are active. And what about the irrigation of the golf course: has this been evaluated? - in the middle section there is a major ravine perpendicular to the path that is presently serviced by a defective culvert. The path at this location includes a steep descent (eastbound) with a fairly sharp left curve at the point of the ravine. There is a sidewall past this point where bikes have created a packed slope, which indicates the cyclists are travelling at a high rate of speed here. I would suggest that a wooden structure be built here to straighten out the curve and eliminate the need for piped drainage for such a large ravine. A lookout could also be incorporated. - cross slope of the path should be minimized. At present there are sections where the cross slope is excessive and is such to transfer surface water across the path. This creates side slope erosion beside the path. While walking on the path on March 12th I nearly slid off sideways due to the very slippery/icy path condition. - asphalt surface as it relates to the "overnight visitors." I have seen much evidence that people are setting up longer term residence in the area and although I have never felt unsafe on the path, I have encountered people pushing shopping carts with their belongings.... Now that the west LRT is operational, and given the proximity of the retail outlets that offer shopping carts to my mind invites more of these "visitors" if this path is converted to an asphalt surface. - alternate biking route in the winter was not presented at the Open House. I contacted Calgary Transit about the lack of a pathway connector on the north side of Bow Trail (against the golf course fence) when the West LRT was being considered and it was indicated that there was insufficient space. I note however, and confirmed this on a recent cycling excursion, that there is a fairly direct way to get onto Spruce Drive from the River pathway system without using the Quarry Road trail: use the paved path up the escarpment on the east side of the golf course to the residential street and cross Bow Trail on the new pedestrian/cycle bridge. From this bridge there is a paved path that connects to a dedicated bike lane on the service side road which runs parallel to Bow Trail opposite the golf course. In my opinion this information should have been part of the Open House information. In summation: this is a very challenging project. For example, cutting down trees to provide better sight lines and increase pathway width will compromise slope stability. It seems to me that the debate on the type of pathway surface is the most vocal. I heard both sides use "safety" to defend their position as to asphalt verses gravel. I think the difference is between its summer verses winter condition. With better summer maintenance of the gravel surface (the City is not using the correct materials, in my opinion) and some winter snow removal practices, the gravel surface would be acceptable to more path users. I do not suggest that winter snow removal be to the standards or frequency of the paved major pathway system. Indeed, the Bow Trail side road alternative is valid for the few weeks each spring when the Quarry Road path is in poor condition. The minimum Construction Plan in my opinion is to improve the drainage. As part of this study, I

think there should be one winter experiment with some type of "minimum snow removal." I don't think simply plowing the snow off to the side will have a positive effect - perhaps blowing the snow off the downside slope so it doesn't accumulate. And thank you to the City employees who staffed the Open House.

- 1) Develop a paved bike path on the north side of Bow Trail SW between 33 street SW and 26 street SW on the grass area that is between west bound Bow Trail and the Golf Coarse. Benefits: 1) reduces bike traffic on Quarry Road; 2) reduces risk of bike - pedestrian accidents on Quarry Road; 3) bikers will have better visibility on Bow Trail at dawn or dusk which is not available on Quarry Road; 4) provides safe alternative for bikers who do not feel safe on Quarry Road which is isolated. 2) Personal safety needs to be improved on Quarry Road. The City's lack of responsibility to fence off illegal bike paths, the City's lack of responsibility to repair the Golf course fences, the City's lack of responsibility to clear out campers on a timely basis encourages people to camp in the Quarry Road Area. If these personal safety issues are not addressed on a sustainable basis we will end up with a more expensive area that encourages people to camp out. 3) In the OPEN HOUSE presentation there was no information addressing the issue of people camping in this area. It appears not to be important to the City. Citizens safety is not even being considered.
- Culverts in the areas where ground water runs over the path. Improved bridges along the walk only area near the top. Improved steps in the same area.
- I think paving the surface would take away from the natural beauty/charm and would also encourage even more speed from cyclists. I use the trail to commute to work, but I think the emphasis should not be on the commuter aspect but rather preserving as much of the natural state as possible.
- I would love to see a dirt trail link reestablished between edworthy and the golf course. This would be a good time to do this with the quarry trail upgrade and flood repair. The current gravel roads paralleling the bike path can be used as well as the old Douglas fir
- I love this trail and would use it twice/day all year round if it were safe & passable. My biggest concerns are with drainage & passability year round. Poor drainage causes erosion which makes the effective width of the trail much less (unsafe for a trail with many blind corners), washouts, potholes, ruts and ice. In the spring, the dirt trail is very soft and messy. The dirt also wreaks havoc on bicycles. My dream come true would be an asphalt path that is cleared in the winter (priority 2 would even be okay). I am very excited. Thanks!
- As a walker, I am very concerned about speeding downhill cyclists. They will not care about a speed limit. Even with today's bike 'unfriendly' surface, you have to keep your wits about you when walking. Please, could you ensure that there are meaningful speed control techniques installed - e.g. speed bumps, or staggered gates. Will the path be wide enough to segregate the foot/bike traffic? Even if just for downhill - that is where the danger is. Thanks.
- I have had personally experienced threatening confrontations with individuals camping on that land, so it would be nice to see additional measures to reduce/eliminate camping of homeless people in the parkland the trail runs through; for example, more regular sweeps of squatters/campers by Calgary Police Service (have yet to see CPS cycle patrols on this pathway, but that would be a great use of that method of patrol) or Bylaw Officers. Campers light fires (creating a fire risk), litter the trail (ie. shopping carts, liquor bottles), etc. and, more importantly, create a sense that some people are staking a private claim to public space and the public feel like they are 'intruders/trespassers.' The trail would benefit from more benches, interpretative signage and tasteful/appropriate fencing and/or patrol by Bylaw Officers to reduce/prevent off-trail biking by those who mistakenly feel that this is a mountain-biking park.

If a gravel surface for the trail is retained (and I hope it is), improved drainage will benefit all trail users and minimize erosion, which is a problem on this whole slope. I believe that there is a sewer drain towards the bottom of the trail that is inevitably stinky every morning -- isn't there something that can be done about that? Finally, better connection to, integration with, and signage to the Douglas Fir Trail would add value to the trail by expanding public understanding of the size and utility of the green space.

- Perhaps a small clearing at top turn to place a look out there. Nothing too invasive, but a bench or two to look over the river
- Make the Sovereign Crescent trail, just east of Crowchild up the hill to 24 st overpass have a MORE GENTLE switchback. At the moment it is extremely steep. Keep the original track, but for winter riding an adjacent switchback up that hill would be great! Given the Quarry path may not be plowed in the winter, this is THE alternative for winter biking. For summer walkers, the hill is also extremely steep, and not safe given the speed at which bikers come down. There is enough room for a well designed gradual climbing path there. This is combined in the quarry path discussion as a viable alternative for seasons.
- Please cut back the vegetation routinely to improve visibility around blind corners. Thank you.
- I am not sure that this path requires a major overhaul. it requires some drainage to prevent washouts during wet weather, but other than that the path is great. It would be a treat if the snow/ice could be removed during the winter, but i'm not sure if that requires a paved surface. in the winter it's too dangerous for me to ride, but I have other options to get me to the river pathways.
- I like the suggestions for widening in tight spots. Too many cyclists pass on blind corners; a bit more space would help safety.
- Pave the trail for increased safety.
- I like the close nature and forest feel of current path. There is something to be said for being able to stop at the side of path and eat saskatoons. Would not like to see a wide, "Deerfoot Tr" path through the forest.
- Separate pedestrian and bike lanes. I walk other parts around the city and it's already a competition with runners sharing the paths. Having cyclists on the same path makes it even more challenging.
- "consider neighbouring path routes - more signage - erosion control - tree trimming for blind spots - there is other nearby alternatives for those desiring hard surfaces - mirrors for blind corners - consider if bridge would make sense for high erosion area"
- " - Not off-leash (& bikes) - fewer steep switchbacks - improve drainage - clear in winter – lighting - removal of "hobo" camps - surface improvement - widen path - better grading"
- Widening in the steep & narrow section of the trail – show on the map marked "S".
- This is a connector to Bow River. My experiences with upgraded trails over Bow Trail at Jacques Way 24th Street, the slopes are not good. I see an upgraded Quarry Trail as we move to walking. The City is focused on bicycles, which would be ok if the City could actually regulated speed & behaviour. I have encountered a bicycle policeman only once in all these years – where Quarry Trail becomes Douglas Fir Trail. THINK CONTEXT FOLKS!
- Corners should include a centre line to control traffic. For blind corners or high speed sections, consider cyclist/pedestrian-specific options.
- Greater sight lines on sharp hairpin. Pedestrians going up at danger from speeding bikes going down "speed bumps"?
- Ban bicycles – cyclists ride far too fast and are a danger to pedestrians and strollers.
- Potential for lighting to improve safety. Remove squatters in the trees.

- Better drainage, to avoid slippery re-frozen ice as well as rain ruts. Underground drainage would make it easier for both runners/walkers and cyclists.
- YES. The south end of the Shaganappi Golf Course, adjacent to Bow Trail is a perfect place to pave that unfinished boulevard. It is a wide and more direct route.
- Re-grading some of the really steep spots and maybe eliminate the hairpin turn.
- Do an alternate trail for bikes only, along the edge of golf course.
- Increase awareness education (environment, courtesies, community at top is not public land)
*Concerns: homeless camps, speed, dogs
- Something to reduce the speed of cyclists.
- This trail is not widely usable in winter, early spring or late fall in its current condition: snow, mud, ruts, poor drainage. Paving would enable pathway clearing of snow, & traction material application. Speaking of traction, this trail is indeed paved and Parks wants a traction product that does not affect the trailside vegetation, consider "Eco Traction": available in 1kg (stores) and 1 tonne bags (from Ottawa-based supplies & local distribution). It is volcanic rock, no salt, no chemicals. When it breaks down under wear & tear, apparently the (natural) earthen material is claimed to be beneficial/nutrient-rich for plants. Good luck!
- Could have separate bike & pedestrian paths. Thank you for your efforts to upgrade this trail. It is a vital commuter route and currently is very dangerous in the winter. The existing bike commuter trails south of Bow do not serve the westerly communities of Wildwood, Rosscarrock, Signal Hill, etc. This upgrade would be excellent much appreciated. Thanks City of Calgary!
- Better visibility, wider
- I think looking at the cycle routes from Crowchild @ the Bow River to Spruce Cliff/Wildwood more generally might help with finding a solution that works well across user groups. The other cycle options are poor from a grade perspective, plus the Quarry Road environment is nicer. So – an additional bike "route" might work. The Crowchild grade is too steep & quite discouraging/unpleasant.
- I think the best solution will require a major re-alignment at middle section, resulting in more gradual grades and elimination of the undesigned trail. There are also some challenges of icing on the paved trail leading from Corcicign(? Messing writing) to the railroad crossing. The melt/thaw pattern leaves morning cycling pretty dangerous. Most days I walk down at least a portion of the trail. Thanks!
- Create an alternate route as commuters route along golf course to 24th St S.W.
- Put culverts where the creek or springs cross the trail
- Realign trail to climb hill more efficiently
- I am afraid to walk along and AM (morning commute) is too dangerous with bikes going down. Narrow walking trail that is not paved at least?
- Separate the people who bike to commute with those who want to enjoy the natural area.
- Widen path keep shrubbery trimmed as it feels unsafe to have greenery encroaching on trail. May be that way you'd get more women (like me) riding this trail to get the vehicles off the road. Why not put a bike path along the side of Shaganappi Golf Course (I believe the City owns that land too) & connect with the paved path that leads up to Bow? That way that path could be maintained & used in the winter.
- "bikes want to go & go fast with the best way downtown. Understandable. So give them a great bike path down Spruce to Bow Trail. Keep this area as natural as possible, and way cheaper. I do not feel safe when bikes are coming up behind me. if you still think that paving is a good idea then use speed bumps, obstacles to slow bikers down . Do not make it So that bikes can go faster, this is not safe for anybody"

- I think it needs to be safe & bike & pedestrian (walkers) needs should be carefully considered. I try to use it in “non-rush” times. I think that the trail needs to be continued & improved. Perhaps an alternative bike path could be built.
- Better trail design so that spring water does not pool
- Sorry, haven’t used it yet. Maybe by next open house.
- "bike speed needs to be addressed - better define off leash dog areas - homeless people are confronting not the person who disturbed them, but the next person who comes along - construction vehicles for adjacent houses – control with permits? - path drainage is a big “frozen” problem - open fire pit @ stairs has become a big party spot"
- "1. Need to improve drainage to reduce/eliminate erosion of travelled surface 2. Need to reduce amount of loose gravel, particularly in the sharper radius curves"
- "Yes – better monitoring of the illegal camp sites - as soon as it is dark, the pathway becomes dangerous - better monitoring of people walking their dogs off-leash - off-leash owners don’t clean up after their dogs, and endanger other people using pathway"
- "wide as possible - slow down cyclists somehow – signs, speed bumps - deal with springs"
- "like the soil filled bags in native vegetation - minimum impact to surrounding environment - if paving could be done properly to protect the natural area & proper drainage, but area is restricted & cannot switchback much more to allow for better grades. But still find speed a factor. * if it could be gravel, but maintained in such a way that commuters would be able to bike in winter & drainage was achieved to limit icing of pathway, would be most preferred option for walkers, riders & other users + protection of natural area. The site is hard to make accessible by wheelchair"
- At the Cedar Crescent entrance, lots of ice forms because grassy slopes on either side drain onto trail. Regular Bylaw enforcement of off-leash dogs. Interpretive signage at Bow River lookout point, and sandstone quarry. Please maintain wildlife trees along trail. More garbage/camp cleanup.
- I can see merit in the concerns that paving will speed up bikes. (I bike and already feel for pedestrians when bikes speed by). But bikes go fast now – too fast for loose gravel. The biggest issue I’ve encountered is a woman jogger, who badly twisted an ankle in a rain – formed rut in the gravel. Paved – Trail East of Golf Course is nasty with ice, currently.
- I love the trail the way it is but the ruts are hazardous P.S. I keep hearing people talk about adding speed bumps, please don’t add speed bumps, that will cause more problems than it solves!!
- Drainage is a key concern for year-round use, especially for melt/freeze that would flow across the path.
- Use IMBA standard trail maintenance and building standards.
- If paved (no colour please), I suggest putting in low speed bumps to deter downhill speeders
- " - drainage, to avoid soil erosion - reinforce trail etiquette - trail marker in km. If EMS services needed to provide accurate info - further public info sessions *I don’t want this to be the Tour de France daily, like it currently is. Thank you!"
- "trim sight lines for traffic and preventing random camping - maybe a couple of lights or warning lights in tight corners"
- Emergency call boxes. Is there any method other than asphalt/gravel for redoing surfaces? Maintain walking environment vs. cycling super highway. Thanks!
- Have a second trail for cyclists. Connect the Scarborough Trail with the one on Shaganappi
- "Use CPS / peace officers? Keep ice-free"
- "Lights?? - Policed??"

- Remove exotics but keep the planting tight to the trail to keep the forest feel.
- "look at what ski resorts do to help reduce erosion with mountain bikers - International mountain bike Association may be a good resource on trail building & erosion - paving the trail would only be best if the proper foundation is done & pavement is maintained year-round"
- "The slope of the "big hill" is pretty steep & the curve right at the end of it is really sharp & forms big ruts that cause crashes (I got down with 1 foot on the ground because I am a wimp). I really enjoy the path & I am interested in the City improving it but I am a bit leery of changing it. I also use the path when walking (not on your map) that goes off to the West at the bench at the end of the "big hill". Could some of this path be incorporated into the cycle path? (it is the path that has 2 wooden bridges on it & might be part of the Douglas Fir Trail)."
- "Issues- ice at top of trail @ Cedar Crescent (maybe this part should be paved & cleared in winter) - water seepage - some bicyclists – most are great!"
- Edworthy Park Heritage Society has written Councillor Woolley RE: an alternate route along south side of golf course just north of Bow Trail – could you consider this??
- "1) improve drainage to prevent ice flows 2) maintain culverts"
- trail is not direct for commuters – is a more direct trail possible?
- We need an alternative route, e.g. south side Shaganappi Golf Course. Please refer to Edworthy Park Heritage Society letter to City Council, Alderman Woolley.
- Some way of keeping bikers off Douglas Fir Trail. Currently just off Cedar Crescent with a week of putting down fresh gravel, it's gone. Do something else!
- Wide trail at switchbacks so it is less dangerous. Address melting/icing over or it will not be good for winter.
- Consider paving a path along Shaganappi golf course if people are concerned about bikes & connect to the other paved switchback. Thanks!!
- Trimming the path or putting in methods to slow speeding. I was hit by a biker who lost control on the second hill going into the city.
- Separate sections for pedestrians/hikers
- Lit up in the early morning and for afternoon winter commute.
- Good consultation process – encourage dog walkers to leash their dogs to decrease conflict between cyclists & dog walkers.
- Current drainage is poor. Need better concepts on high side & culverts.
- Place a mirror on blind corner (hairpin turn)
- Install chain link fencing to stop erosive short cut trails. Investigate better drainage
- Slope sideways to promote run-off. Leave Douglas Fir Trail route as is
- "DO NOT MAKE THE TRAIL BIKE ONLY. THINK OF WALK (RUN) STROLLER SAFETY - I notice many cyclists in this group tonight - Speed is a big concern. How will the city enforce 10km/hr limit - Cyclists should use the easement on the north side of Bow Trail along Shaganappi Golf Course. Then that cyclist route will tie into Jacques Home redevelopment site."
- "Some water diversion/management and grading for potholes/ruts. I also have concerns that paving it will lead to speedy cyclists."
- "this is a main cycling artery to downtown, please do not overly restrict passage with excessive gates & barriers. - no off-leash dogs! - better drainage"
- "homeless or gang activity in the bush area. Drugs, alcohol, fire - Cyclists are usually fast and reckless. I have been assaulted without care while running by a cyclist - ice takes a long time to melt in the spring due to low sun exposure - have seen police, ambulance, and fire vehicles go down path many times - I have run into Deer, Elk, and Coyotes on the path - signage is always vandalized with spray paint - I have seen police & HAWKS take down gang activity on the path -

Railway track looks old & decrepit, makes me feel afraid CP is neglecting the rail safety - CPS is doing an amazing job but need significant more support "

- "speed bumps to slow bikes - is it really necessary to reduce grades? - please do not use asphalt, it is too intrusive in a wooded area"
- Problem of the path is the mixed use. Slow walkers and fast cyclers are going to be at odds and likely someone will get hurt. The path needs to be divided (walkers/cyclist) or separate paths. The path currently has informal walking paths and these could be included in the scope of the study. There are some spots with poor visibility where brush needs to be cleared, path widened or clear dividing lines provided.
- Provide improvements to entice cyclists to take different routes
- "The reason this trail is being used as a commuter route is because it is the most direct route from Bow Trail / Sarcee intersection down to the river valley and downtown. If a comparable route can be provided, this will reduce a large number of cycle commuters on the route.

Suggestion for comparable route:

- North side of Bow Trail next to Shaganappi Golf Course. Potential for a barrier separated 2-way cycle track to connect to the pathway of 24th Street S.W.
- New pathway along the North fence of Shag golf course.

Over-all comment:

- Don't pave it for the cyclist. It's not a fantastic route. Provide alternate route for them.
- Pave it if Parks wants to attract parks user."

Online Discussion

Please comment if:

1. you have a general comment, question or concern.
2. you have specific locations or areas of the trail you want to comment on - use the map below (click to enlarge) as reference, to ensure as much clarity as possible. For example, "I would like to see a bench placed at location '3', or, better signage at location '2' for people looking to take Quarry Road Trail instead of Douglas Fir Trail." Are there opportunities, issue, questions or ideas we haven't covered – or should know about when considering improvements to Quarry Road Trail?

- The trail should remain unpaved. There is already limited "natural trails" in Calgary - this one should be preserved as such. Regardless though, drainage issues need to be addressed. Also, the City should consider an alternate paved option in the area linking to the 24st street pedestrian bridge. Perhaps along the north side of Bow Trail or even a route that can be used during the winter months through Shaganappi Golf Course (while the golf course is closed for the season).
- From #2 the secondary path north that links to #4 could be fixed by gravel fill - this route offers a walking option separate from the bike route at least for part of the journey to the river path @ #8
- Commuting - walking traffic needs a short route - when path conditions are currently bad, people leave * to go around* through the bushes and adjacent meadows - doing significant damage to the park. Fix the main path so that people of all *modes* will stay on the path. Surface it with whatever is required to be able to remove snow in winter - a lot has been invested - year round use is a better payback on that investment.
- I agree with below that narrow crossing can get pretty hairy when there is more than 1 rider exiting/entering the area. This needs to be opened up for 2 way traffic. There must be a better system. Also this pathway needs to be paved. Riding this pathway with any smooth tire is rolling

the dice asking for a punctured tire. Many of us use this pathway to connect to other roads/paved surfaces, riding with stubby tires is not an option, this is the only pathway that it seems you need to mountain bike type tires. Please pave this!

- Lots of bike and pedestrian traffic year round. I say leave it unpaved. During the winter with snowfall the trail gets a packed snow path that is very walk-able/run-able/ride-able. During thaw/freeze weather cycles (typical in Calgary during the Winter and Spring) consider adding gravel/sand to improve traction, as the ice does build up. When/if the trail gets too slippery, there are alternate routes to the Bow River Pathway, although they are longer. Consider grading the path more regularly. It gets pot holes and poor drainage sections that do create hazards. For alternate routes, why not a pathway along the North side of Bow Trail from 33rd Street down to the new pedestrian overpass near 24th Street? This would provide a nice alternate route, links up nicely with the existing Spruce Drive bike lane and doesn't require users to cross Bow Trail, then back over again later. There appears to be plenty of space between the golf course fence and Bow trail for such a paved path. This would be a great way to avoid Quarry Road Trail in the Winter when conditions are poor.
- @ 1 - gate - replace the swing truck gate with individual posts (lockable) so that everyone is not forced through one narrow opening.