

Social Media Summary

Throughout the month of June and July 2015, social media was used to direct the public to the Crowchild Trail Study website where they could learn about the project and study area and find information on upcoming public engagement opportunities. While social media platforms including Facebook and Twitter were only used to share information, comments received were recorded.

Below is a summary of the feedback received through social media as well as the verbatim comments that were shared. The number at the end of a comment (e.g. x2), indicates the number of times that comment was liked and sub-bullets are comments made in response to the original idea.

The following is a high level summary of feedback received via social media platforms:

- There were concerns raised about the sincerity and need for the extensive engagement process.
- Increasing free flow and reducing bottlenecks along Crowchild Trail by eliminating traffic lights and introducing over/underpasses was highlighted as a priority.
- Addressing other areas of congestion in the city (i.e. completion of Stoney Trail), as a means to reduce traffic volume on Crowchild Trail, was emphasized.

Facebook Comments

Study Process

- Hasn't this been studied to death, and recommendations made? Sometimes I think government just commissions a study to make it look like they're doing something. I don't think governments should be allowed to undertake studies unless they face some sort of penalty for not acting on the results in a specified time frame. (x1)
- Thanks for asking!
- You'll forgive us if we find your "democratic query" a tad hollow. Start with the bike lanes and work backwards. (x1)
- It is ridiculous and futile to ask for input until the engineers can develop something that actually works. For example, spend millions to build an interchange, as on Crowchild now, and place lights on top. And not just one, an entire series of them. Sure traffic moves along Crowchild Trail at these sections, but what about the other directions? It becomes futile. I'm sure the idea of building such structures is traffic flow. Not happening. Another example...building bike paths where there was once a lane for traffic. I have yet to see even ONE bike use it. Another example...eliminating the possibility of passing a left turning vehicle because the protrusion of a sidewalk corner. Like what purpose does this serve except to halt traffic completely for miles. Another example...putting lights for pedestrians on a major road. All traffic must yield and stop for 1 pedestrian. So backwards where do I begin? All these things and more are the fault and direct result of bad road design. It is also the direct cause of many close calls and sure accidents. It is not my opinion, it is logical. Something the City of Calgary engineers and planning seems to lack. Are you sure you want me at your workshop? Cause if I do go, I will be sure to have my fellow Calgarians up in arms asking...yeah, why is that?

Study Process (cont.)

- Thanks. But again, these studies are futile without first considering past engineering and the many flaws in this approach. To simplify, get simple. There is no need to do a study of that which is logical, that which already has answers in our front since the 70's and that which is most likely ignored by those who will do the actual plan. First fix the approach. While many Calgarians including myself appreciate the effort to inform and involve us, the end result is the result of the inherent flaws created by such a system. The approach should be simplified. Even just clicking on your link to RSVP is complicated. Why? Cannot just put a direct link here? I still must search for it and in the end still cannot find. So typical though.
- You already did a Crowchild Trail study a few years ago looking at various options. My husband went to the meeting, and was basically told, "But we're just looking at options - there's no money to actually do anything." Is this another one of those studies, or are you serious about actually making some changes to Crowchild Trail? (x17)
 - Studies only provide high level recommendations. Probably to get an idea of the proposed budget.
 - Apparently the study is a 6 step program = waste of money (x5)
 - The city has already decided what they want to do, they just hold these sessions to help our Mayor's office appear more "open". I guarantee you the next step will be a questionnaire, in which no matter how you answer, the results will reflect positively on the cities pre-determined course of action. (x1)
- How many years of studies have already been done? You have the worst traffic flow of any major roadway over the river in the city and yet the city has found money for a tunnel under a runway and an overpass at Canada Olympic Park and nothing for this issue that the city planning department is very much aware of. The city knows what needs to be done and yet the procrastination to deal with this issue has gone on for decades. Let them do their job and get this work started. (x2)
- We really don't need a two year, 6 phase study to determine that there are three sets of lights that should be removed and replaced by overpass interchanges. A few decent traffic engineers should be able to figure this solution out without hundreds of thousands of dollars in consulting fees going for "public consultation" that always winds up supporting what city staff wanted in the first place. (x2)
- Nice of you to solicit the opinions of the public on a project that is 20+ years overdue. A proper proactive improvement to Crowchild Trail could arguably cost a billion dollars. City planning is a joke in Calgary. I prefer to call it city reacting and even that is years too late. (x1)
- Don't waste money on studies. If the city officials drove Crowchild every day for a week, they would figure out real quick the issues. (x4)
- Let me guess.... In 2035.
- As if you'd listen. (x4)
- And how much is this "study" going to waste? (x1)

Pedestrian/Cyclist Connectivity

Bike Lanes

- Bike lanes right down the middle, both directions, segregated walking lanes and room for power walkers, more expensive bridges over the Bow and spare no cost or schedule or fit, tofu shops every kilometer next to yoga palaces. Just kidding. Make it smart and cheap and remember vehicles are going to be around for a few more years. (x53)
 - Privileged people whining about first world problems, ahhh you're the best. (x2)
 - If I wanted to become a Calgary city councilor, all I'd have to do is answer all the questions with either "bike lanes" or "art work". (x6)
 - What do you think should be done about Calgary's no vacancy problem? Bike lanes. (x6)
 - When will the taxes stop going up? Art work. (x8)
 - Need to add in dandelion corridors
 - What if we painted the bike lanes with art work? (x4)
- The only problem with Crowchild Trail is the terrible bottleneck at Bow Trail and Memorial Drive going northbound. Adding a bike path alongside Crowchild Trail could be very encouraging as well.
 - There already is one (look under the bridge over the river). There is a path that already goes north south in that area. There are many side streets as well that can be used.
 - I was sarcastic with the bike path part. Because it has barely any use. And that bridge creates the biggest jams in Calgary.
- Probably needs a couple more useless bike lanes like you put down 12 Avenue and 5 Street, yet cyclists still choose to ride down the middle of the lanes on each street and avenue around those. Definitely worth it for the 2-3 months they get to ride their pedal bikes. (x3)
- Start giving out tickets to cyclists too! Some are notorious riders and don't follow simple traffic rules. If you want to ride on the road, FOLLOW THE RULES OF THE ROAD. (x2)
- NO CYCLE TRACK ON Crowchild under any circumstance!! (x1)
- Let's add bike lanes down the middle to appease the urbanite hipsters and their 1955 schwinns. (x1)
- Last time I checked this is a Canadian city. Winter seems to have 7 to 8 months of priority where riding a bloody bike is done by .002% of the population. Get the hipsters out of the decision-making process!!
- Fix congestion. Get rid of the bike lanes!
- Tear it down and build a huge bike lane
- No bike lanes!
- Still better than the garbage bike lanes.
- Well obviously the entire length needs a rainbow walkway and 4 lanes for bikes. In fact screw it. Just remove the road and replace it with an environmental dog park and land preservation eco system...and make sure you tax us as well. Input - yah right. (x3)

Bike Lanes (cont.)

- NO BIKE LANES!!!! This should be a major thoroughfare to move vehicles as quickly as possible north/south on the west side of the city. Use the side streets for bike lanes and such. That was the whole point of 10th Street. Crowchild is already too narrow for the volume of traffic that uses it, there is no room for Bike lanes through the core. It would be fine if it were as wide as it is north of the University of Calgary, but that is not the case, and there is no need for bikes on a roadway that should be built for 80 km/hr throughout its entire length. Bikes should be on feeder streets where they are not impediment nor a safety risk. (x2)
- Also, DO NOT ADD BIKE LANES, honestly, the city needs to stop removing vehicle lanes for the addition of bike lanes because it's a huge pain in the ass, causes congestion and even in the summer months have seen one cyclist using them, one, during the summer, great use of tax payer money there. That and no one likes cyclists. (x2)

Traffic Flow/Congestion

Speed Limit

- The speed limit at Crowchild Trail needs to be increased especially after passing through 24 Avenue N.W. heading north. 80km/hr for a three lane highway is absolutely stupid to say the least. We know it is definitely not for safety reasons! Even Glenmore Trail in the S.W. with two small lanes have a speed limit of 80 km/hr! We know the speed limit is a way for cops to give us a ticket to generate revenue for the city but come on, 80 km/hr!? At least 100 km/hr like Deerfoot Trail is reasonable.
- Personally I think the speed limit should be increased to 100km/hr. (x26)
 - Speed kills...your pocketbook.
- If you could raise the speed limit to 100km/hr in the 80km/hr zones. That would be awesome. (x4)
- Let's up the speed limit to 100km/hr. (x4)
- Change 80 km to 100 km. I speak for everyone. (x3)
- Increase speed limit, decrease congestion. (x1)
- I mean the speed. It must be increased.
- The speed limit should be 90km/hr or 100km/hr.
- Increase the speed limit to 100km/hr
- From Shaganappi Trail on, increase the speed limit from 80 to 90 or 100km/hr. (x1)
- Change the speed limit to 200km/hr
- Change the speed limit on Crowchild to 90 km/hr. No one does 80 on there anyways.
- I go 110km/hr.
- Fix some bottlenecks and slower moving areas, make speed limit 80 at least all the way through, 90 where possible because let's face it I have never seen anyone doing less than 90 where it is 80.

Over/Under Passes

- Overpasses, no lights anywhere. 3 full free flowing lanes the full distance. The river to the University of Calgary is a bottleneck joke. Glenmore flyover needs to prevent cheaters from slipping in further up front. Talk about causes of road rage. (x42)
- Get rid of the lights and build over/underpasses with feeder roads. The lights clog up the roads! The Bow Trail flyover/merge lane also desperately needs a rework - not enough lanes, terrible merge options, and no traffic moves there. Terrible! (x14)
- Fix the bottlenecks, you know where they are. Solves all the problems. Remove the lights just before the north bottleneck and just after and no more problems. Going south you need to fix the flyover bottleneck. Fix the 14 Street on Glenmore flyover dash under bottleneck and that fixes that bottleneck; eastbound Glenmore at Sarcee lights (new over/under pass) and Richmond Road at Sarcee lights and that solves the eastbound bottleneck. Haven't you ever driven on these roads? Try it at 4 p.m. on a Thursday. Start at Blackfoot Trail and drive to Westhills, take Richmond Road and 33 Avenue to Crowchild Trail and drive to the University take the 16 Avenue east exit and go to Shaganappi Trail north to Crowchild Trail and head south on Crowchild Trail and drive back to Blackfoot Trail. That should make clear where all the problems are. (x25)
- It would be nice if overpasses were put in and eliminated all the lights. Especially coming from 14 Street, Heritage and the hospital. Anywhere there aren't overpasses, there should be.

Lanes

- I time my drives from the S.W. going north around the bottlenecking beginning at the 17 Avenue exit all the way past Kensington Road and onto McMahon Stadium. I'm not sure how Crowchild could be expanded from 2 lanes during this stretch over the river and through residential, but this is where traffic slows painfully. Once we have 4 lanes again it's free flowing and moving.
- There is a huge problem just below the University of Calgary in both directions, where the 4 lanes become 2, and get badly clogged with traffic every day. Also the Crowchild Bridge is much in need of renovation, and or replacement, as it is part of this whole problem.
- Crowchild Trail is one of the worst constructed roads in Calgary besides Deerfoot Trail as it consistently changes with the number of lanes there are for every mile you drive forcing people into a never ending constant merge zone like the area between Bow Trail S.W. and 24 Street N.W. and if you hadn't noticed, many people in Calgary lack the skills to drive in a straight line let alone properly merge into traffic! (x7)
- It was time to make 6 lane roads, 10 years ago

Congestion Points

- That bottleneck over the Bow River. Especially going north, off of Glenmore. Fix that.
- Get rid of the traffic lights and the bottleneck over the river. (x1)
- Not being at a standstill from 17 Avenue south to 24 Avenue north! (x1)
- Would love to see a better way to help people coming off Crowchild Trail merging onto Glenmore to help those people getting from a busy road to another road without worrying about the traffic braking and going to get to 14 Street.
- Get rid of the bottlenecks. Maybe look into a few bigger US cities and see how they make it work. These road handle way more traffic with not nearly as many issues, but the biggest thing is people need to learn how to merge, maybe start ticketing people who don't, and make them take courses on how to! That is the biggest problem of all on all the roads everywhere.
- Worst road for traffic in the city hands down
- Still better than any road in Edmonton. Moved here last year. Yes there are a few bottlenecks that need to get multi-level overpasses to solve - but driving here is a blessing compared to driving in Edmonton.
- Fix the bottleneck going north over the bridge. 3 lanes would be nice. And between 5 Avenue and McMahon Stadium under 16 Avenue. Maybe remove lights and have free flowing like the rest of north Crowchild?
- The only real hiccup in the N.W. is the intersection at 24 Avenue N.W. by the University. It is difficult to turn left onto Crowchild because of the wait times/traffic back up and you can watch traffic blasting through the lights heading north on Crowchild. Can be sketchy for pedestrians crossing too. (x5)
- Get rid of the Kensington Road intersection. Crowchild Trail is clogged up constantly it almost defeats the purpose of the freeway.
- I find the biggest problem here in Calgary is that most people don't know how to drive. If you're at the front of the line in the fast lane waiting for the light, once it changes green get up to the legal speed limit safely but quickly so traffic can flow. When you're using the flyovers don't slow down to 30km/hr. You can safely drive 60-70km per hour on the flyovers. Yes, the designs out here suck. But the drivers suck more. Learn your roads and use them accordingly. Quit driving like grandma. Use available lanes. I cannot count the amount of times I see line ups of hundreds of cars and there's an open lane for nearly a mile. Use it. People hate the truth so I'm sure I'll hear from all the crap drivers about how much they suck at figuring it out. I commute from 24 Avenue to Canyon Meadows every day and it takes me no more than 25 minutes, both ways at peak rush hour. Learn to jockey and learn to read the road. It's not tough. (x2)
- Just expand the bottleneck areas like you said you would. Real easy.
- For one, how about when traveling southbound towards Glenmore Trail the self-entitled people coming from downtown stay in the left lane all the way down then cut in last second to get on Glenmore Trail leaving everyone else waiting for long periods of time because they follow the rules and respect one another. I leave a space for someone until about 1000 feet before ramp but then close the gap and let no one in then I've had many people swerve at my truck and I just laugh and continue to tailgate the guy in front of me so these Audi r8s can't get in. (x1)
- The most basic of design ideas has been overlooked or ignored. That being 'keep traffic moving in all directions'. It is not rocket science. But for whatever the reason, engineers love to make it complicated.

Design/Infrastructure

Interchanges

- Something has to be done about the loop de loop under the bridge from Bow Trail to get to Crowchild Trail north! I see accidents or near misses every day. The traffic coming off of Crowchild South onto the 12 Avenue exit and then joining onto 10 Avenue think they have right of way, but they don't! Cars zoom through! Bring back the lights under the bridge. (x31)
 - Agreed, and if you're trying to get on Memorial from that merger, in traffic, forget about it - especially with some of the Calgary driver mentalities... When I first moved here, I thought the planner was off their head when they designed that whole stretch on Crowchild. I hear that the City don't include civil engineers till the blueprints are done, so we've basically had landscapers design our roadways. (So I've been told by someone with a UBC PhD in civil engineering). (x3)
 - I was on the community association as the Vice-President during the time when the whole traffic switcheroo was being done under Crowchild Trail/Bow Trail interchange at 10 Avenue. We pleaded with the traffic engineers to reconsider making that 'temporary' set up for the Bow Trail west loop around to Crowchild north on-ramp permanent. They didn't listen, now we're stuck with it. (x3)
 - They change things that they just spent money on all the time! Hopefully they can change this gong show of a roadway! Or maybe someone has to be seriously hurt or killed driving on it before they do anything. (x1)
 - Agreed. It's super dangerous under there! I watch like a hawk when I drive thru it. (x2)
 - The inherent problems in road design all across this city lay directly in the laps of the city design engineers. Nothing will ever change until we force change by making change. To continue doing the same things again and again expecting a different result is not only futile, but the definition of insanity. I elect we exchange the engineers and many of the biased city planning inherently bad policies. It's so easy for all of us to speak, but who has done anything directly like write an email to the city? Go to city hall and create awareness? Attend meetings? Speak directly to council? Words without action are just words. And by the way, lights in most cases are a direct cause of traffic congestion. Sure it's a bad design under and all around Crowchild Trail...but to design with lights in mind will only re-create that which already exists.
- The overpass on Bow Trail needs a major redesign. (x7)
- I agree with the other comments about the section at Bow, that has the dumb cross-over so people can go all the way left from the Bow Trail off-ramp north on Crowchild and then cut across 3 lanes to the Memorial Exit 100 meters ahead. Who the heck designed that stupidity? It's another traffic bottleneck that could be easily alleviated with a REAL bridge across the Bow around Renfrew Chrysler that goes straight across the river to Memorial Drive without that BS. Even the merge from Bow onto Crowchild north relies on people understanding what a yield is, when Calgarians notoriously have little idea what a merge or turn signal are.
- Redesign the road from the Bow River to McMahon Stadium, 24 Avenue with overpasses and not lights. (x4)
 - Or send that section underground to preserve the small businesses above and use the above ground infrastructure for lanes going onto Memorial Drive and Bow Trail. (x1)

Interchanges (cont.)

- Crowchild needs to be a highway - no lights, proper merge lanes, there are no highways in the west side of the city. Before the Stoney Trail, Deerfoot was the only highway in a city of over a million people.
- How's this for helping some of the congestion? Another bridge over the Bow from Bow Trail linking to Parkdale Boulevard and/or 3 Avenue N.W./Shaganappi? Redo the overpass at Bow Trail and all the way to University to by-pass the lights - it's time this became a real freeway to get the traffic moving. I also agree that the 10 Avenue nightmare to get onto Crowchild from Bow Trail is suicide. It's enough to cause even the bravest drivers to cringe! (x7)
 - Bridges, bridges, bridges. That's all they know. (x14)
- Took me an hour to come up with a low cost solution, about the same cost as the bike lane. Will solve the worst of the problems on the north Crowchild bottleneck and only require one on ramp to be made 14 Street to Memorial Drive. They have had 40 years and couldn't come up with a solution? Sure my way blocks off 3 intersections, one is almost never used. One is a residential road and they try to discourage its use by putting in an extensive playground zone and the other is just down the road from the other access road. University Drive – 24 Avenue and 5 Avenue would need a pedestrian walk over and Kensington likely wouldn't. Kensington has the little know hidden clover leaf already there. Sealing up the intersections would free up the light stands so it wouldn't even cost any more equipment money to add a better light on Memorial in the 50 km/hr zone where the clover leaf is. If it would even be necessary. Might have to add a second cloverleaf eastbound Memorial onto north 14 Street. But there is green space to do it. Memorial for that one stretch would get a little bit busier, but Bow Trail westbound would need a link up with 6 Avenue westbound but they parallel each other so that wouldn't even be much of a problem. Seems I missed the 23 Avenue lights. One could always use the University Drive access instead for northbound access. Or drive up University Drive and exit out of 24 Avenue south or do the Charleswood Drive turn around. 23 Avenue is a bit of a nightmare turn across traffic anyway. Can't believe they looked at this for forty years and couldn't come up with a solution. My guess is the ivory tower doesn't let them drive in rush hour. (x3)
- Crowchild Trail needs better exits and more exit signs. The Bow Trail west exit comes within a short stretch and is often unnoticed in rush hour.
- Crowchild going from 3 lanes to 2 lanes to 3 lanes under 16 Avenue is ridiculous, and a terrible bottleneck both in the morning and in the afternoon. Also, having the right turn lane not be segregated (even with plastic collapsible barriers to keep people from cutting back in from the right-turn lane create havoc and potential accidents for the large number of jerks who try to cut-in at the last minute to get an extra 5-10 car lengths ahead. Amplifying the problem is the speed limit going from 80 to 70 to 60 within 250 meters in that same area that bottlenecks 3 to 2 lanes. Sure the city is somewhat limited by the apartments and such there, but the city should either buy that land or else build a 2-tier system like that found in other cities.
- The part for bikes crossing the river is under the road bridge already (where it's out of the way). I think there should be a part for traffic going past the university and Kensington should be an underground tunnel and reuse some of the existing infrastructure as well as some new above ground stuff for turn offs only.

Interchanges (cont.)

- Get rid of the lights near Kensington Road and up by McMahon Stadium. While you're at it, get rid of the lights at the end of 16 Avenue east that stops traffic from smoothly exiting the city and same with the lights on 16 Avenue at the west end of the city at Canada Olympic Park. And get rid of the lights where Glenmore Trail turns into Sarcee. And why the hell do you need to ask the public for this info???? What are you paying engineers for if they can't figure this simple crap out??
- I appreciate the difficulty in getting rid of the lights along north Crowchild...you'd have to demolish a lot of buildings along the sides of the road and buy up some land which is now very expensive. It might also affect the C-Train line, since an overpass would take up so much room. It could also negatively impact the stadium. I've thought about this a lot, and I don't envy your situation. The reality is, though, unless a wise option can be considered to reduce traffic downtown, those lights really have to go. It means we will probably lose all of the stores and buildings and houses all the way along from the university to the river, though. So unfortunate. (x2)
 - Not if you send the "bypass" part of Crowchild in an underground tunnel and have the traffic going onto another road above ground. (Although tunneling is time consuming and expensive)
- Something should be done about the ridiculous junction with Bow Trail and 12 Avenue. There's no way to get onto southbound Crowchild Trail. Then there's that stupid loop thing you have to go through to get from eastbound Bow to northbound Crowchild. There should also be a proper junction between Crowchild and 16 Avenue north.
- The Crowchild/Bow Trail/Memorial Drive interchange needs to be doubled at the very least. (x1)
- The Glenmore interchange needs some work and the "disappearing lanes" need to go. Although the biggest offender is the asphalt spaghetti going over the river by the university. To get on there from Bow Trail requires making a very sketchy u turn and then crossing another road (with HEAD ON TRAFFIC!) it's even worse in rush hour. Going over the river from Crowchild Trail going north means moving over two lanes (the previous Crowchild lanes disappear into the Memorial Drive turnoff). And then there are the speed limit drops from 80 to 70 to 60 and then lights on Kensington, all of that causes backups. To fix this it won't be easy or inexpensive just due to the amount of roads involved and the river. Another road bridge could work but joining in all of those on/off ramps would be a nightmare. I don't know if anyone has mentioned this, but maybe that section of Crowchild should be sent underground in a tunnel (and it would preserve the small businesses above), use a tunnel for traffic on Crowchild going past Kensington and the university and possibly reuse some of the existing infrastructure for traffic going onto different roads, some new stuff would need to be rebuilt above ground, but I think it would be better than building stacks of bridges on top of each other.
- Analysis paralysis, just get Joan Crockatt to write a cheque and build a few overpasses to relieve the bottlenecks. That would be a good start.
- Fix the Bow River bridge interchange. That's all. (x2)
- The Crowchild north to Memorial Drive needs a rework. When you come from downtown, you get on Crowchild north for a brief second and have like 500m to cross three lanes to get right so you can get on Memorial going west. Crazy. (x1)

Interchanges (cont.)

- 1. For drivers - enforce a law (or just use common sense) of 3 car lengths at all times. This allows traffic to continuously flow from all lanes, merges and yields at all times. Try it and see what happens the next time you're stuck in traffic with people needing to come in to your lane. 2. City - legalize U Turns and create U turn areas. We are not idiots and we're fully capable of a simple U-turn to avoid sitting at a set of lights literally every block. Alberta only in the entire world. Really?? 3. City - Properly manage the timing of your intersections by rush hour periods. There is no reason we should sit at Kensington Road turning on to Crowchild Trail for 10 minutes at midnight. 4. UNDER-passes with actual exit and merge lanes. NOT over-passes with multiple lights on top. 5. Fire very person you currently have on staff planning our future roadways. Hire Americans only and LISTEN. And while I'm ranting, cut the crap and allow motorcycles to split lanes so your citizens stop dying every weekend... NOW. (x1)
- It's one of the worst designed roads I have seen and driven. From the Bow to the ring road its design has too many flaws. The Northland exit/entrance and Crowfoot village entrance are 100% anti vehicle flow. What ever happened to the classic clover leaf? Traffic lights on an overpass is the stupidest waste of an overpass! (x1)
 - Exactly, and it's like someone had a contest to make the next road(s) worse than Crowchild Trail; Deerfoot Trail and the rest are really no better.
- Learn how to construct a proper cloverleaf. Not 20 sets of lights to make a turn.
- Didn't read all the comments but something has to happen with the Bow Trail/Memorial on/off ramps where three lanes of traffic merges into one, while people from Bow Trail try to get to Memorial. It's ridiculous. Oh, then two lights right after.
- Less lights, more fully open lanes (3 would be great), increase speeds. Would be nice for when turning onto south Crowchild from Memorial Drive (by 7-11) to have own lane when turn rather than yield. Talk to all Emergency Services to see their thoughts. They are on the roads 24/7 and can give you great ideas since access for them is difficult especially when traffic is piled up and have nowhere to go when trying to get to someone who needs their help.
- The intersection of Crowchild and 24 Avenue N.W. is a disaster. You can easily wait 5-10 minutes to turn left onto Crowchild if you are on 24 Avenue going east or west. An overpass would do the intersection wonders. You have an overpass at Brisebois, put one at 24 too. (x1)
- Can you fit a roundabout at the 10 Avenue/12 Avenue/Crowchild Trail/Bow Trail exchange?
- There's a simple solution to this annoying problem. Block off the traffic from 24 Avenue going across Crowchild diverting all traffic to other overheads like 32 Avenue, Dalhousie etc. Crowchild is a highway and doesn't need lights but an overhead or underpass on 24 Avenue is impossible because of the stadium and structures already there. 16 Avenue overhead and Memorial Drive underpass should be further expanded. And a Kensington Avenue overhead can be considered. But blocking off that 24 Avenue traffic and removing the lights will work wonders.
- Take out the lights by McMahon Stadium.
- Take out all the traffic lights! Overpasses!

Other Transportation Corridors

- Finish the ring road first and take some pressure off these smaller arteries. (x4)
- How about expanding Glenmore Trail? Talk about a nightmare! (x3)
- Glenmore needs to be a highway as well (100km/hr) as well as having a northern counterpart like McKnight. (x7)
- How about allowing the residents of Hidden Valley to turn right from Hidden Valley Drive on to Shaganappi Trail to access Stoney Trail. (x1)
- The other route to Stoney Trail involves 2 school zones, 1 playground, a 3 way stop & a set of lights, to get to Beddington trail, then on to Stoney Trail. WAKE UP TRAFFIC DEPT!!!!!!!!!!!!!!!!!!!!
- Build some overpasses on Trans Canada "Highway" within the city limits!
- Someone should travel to the U.S. and you'll see how a freeway should be built. Overpasses and lots of lanes. Why wasn't the ring road at least three lanes all around the city. It could have been four. It's not like there was a shortage of space!! Someone needs to fix Deerfoot Trail. Four lanes down to two?!! Who designed that one!! It happens in two places northbound. Someone put in overpasses at Highway 8. Man, I should have been helping design the roads. Wow. I could do a better job. I know, I'm ranting and will be ignored, but I'm just voicing an opinion of thousands of Calgarians. Sorry. I ignored Crowfoot, I know, but there are so many poor decisions in other areas that need addressing!!! Call me and I'll come down and show you what to do! (x2)
- I think the most important thing at this moment is to complete the ring road. It is a project long delayed which, when completed, will take an enormous amount of pressure off the other main arteries. As for Crowchild Trail itself I believe the problems at the Glenmore interchange as well as the bridge over the river are far from secret.
- I wish the city would stop worrying about the west and south...we need an overpass at 16 Avenue and 68 Street for the last ten years. Does anyone in the planning committee have a brain in their head? (x1)
- Get Stoney Trail done already!!!
- If you just finish the ring road most of the problems on Crowchild will disappear.
- Do something about the Glenmore Trail/Crowchild Trail interchange. It is utterly awful. One accident and the whole thing grinds to a halt. You are focusing on something that in my mind is not a problem relative to one you can't solve. Fix Glenmore/Crowchild Interchange! It Sucks!
- The ring road would take a huge burden off Crowchild/Glenmore/14 Street. Finish that first please. (x1)
- Finish the ring road so everyone south of Glenmore isn't forced to use 14 Street to Glenmore to get north. This will reduce the confusion at Glenmore Trail and Crowchild ramp significantly. It would also be a good idea to make a Crowchild to Memorial only lane. This would reduce the merging madness that happens as Crowchild goes over Bow River.
- How about you build the ring road and Crowchild Trail won't be a problem.
- Hmmm. Where is the Deerfoot Trail fix at Glenmore or Anderson (Bow River)? Let's do the math and see where more of the volume is.
- How about you fix the roads you already have or start paying the bill for the damage your city's pot holes cause to people's vehicles. (x4)
 - Country Hills Boulevard east of Deerfoot.
- Crowchild shouldn't be a discussion before Glenmore. Try going west at 5 and tell me it doesn't suck. (x1)

Other Transportation Corridors (cont.)

- Deal with Glenmore first especially heading west. It's always backed up especially during weekdays.

Lanes

- Widen the road between 17 Avenue to Bow Trail. (x3)
- You could put the new lanes up above existing lanes (only where needed where no space to widen out.
- You need to fire or retire whoever it is who has been deciding that four lanes go into two lanes easily. You do it on Crowchild, Deerfoot, Glenmore; heck just about everywhere. Your picture is a prime example of it, four lanes becoming two lanes. That isn't even the worst part, the four lanes become two lanes becomes one lane with one extra lane added to it and then four lanes become two lanes again with a three sets of lights to back everything up even more. Your solution lies north of the University. That works great, C-Train and 3 lanes of traffic that flows really nice. For some reason it doesn't flow nice at the University C-Train were everyone drives 60 in the 80 zone but after that little hill it opens up nice. No more 4 lanes becoming 2 lanes and everything works really good. The Fix (low cost version): on the lower level under Crowchild Trail that comes up and links going north that needs to be closed. This will solve lots of problems. Two lanes would become three lanes and often all the cars coming up just want to get onto the turn lane onto Memorial Drive. You already have a Memorial cloverleaf at 14 Street. Add a southbound 14 Street turn onto Memorial westbound and you can close the southbound turn lane from Kensington onto Crowchild. Make that a through road. Kensington can turn onto Crowchild Trail north. The other side becomes the cloverleaf from Memorial to Crowchild south. No through lanes - no turn across traffic. Do the same at 5 and 24 Avenues and without building three overpasses you alleviate most of the problems. The 24 Avenue north pinch is still a problem but without the lights this will be flowing better. Will likely cost less than the Bicycle lanes downtown. 2 months a year of cycling for 3,000 people a day or 12 months of driving for 300,000 people. One of these is 1000 times better than the other. (x6)
- What do I click on, to put my input? Seriously. First off, minimum 1-2 more lanes, each direction. Make it work, buy property backyards for twice the cost if you have to. That bridge. Seriously. I see more southbound accidents every day because people take last minute turn-ins over and over. And the sudden slow down at a merge, but in both lanes? Seriously people, merging is NOT scary, simple signals, double/triple check, make sure you're known, and then go if safe. If not... SURPRISE, there are OTHER ROUTES AVAILABLE to your DESTINATION; cut offs are NOT REQUIRED. Also, If you add a bike lane, a least give the drivers additionally 1 full lane as well, including the bridges. Saves bikers and drivers issues/hassles, especially with growth. The "bus lane": SO MANY PEOPLE USE THAT LANE. Put camera's there. NOT KIDDING. You will PAY in a couple years, ALMOST ALL THE COST of this expansion/fix. NOT KIDDING. SERIOUS. I have seen so many people cut off buses (City transit). I've seen school buses go and they're not eligible to go! With extra lanes, rig up the HOV lane that Vancouver has, WORTH IT. It actually works! Some areas, with proper expansion of lanes will even work as 100km/hr zones in some areas so that in/out of city runs much smoother. (x1)
- Let's make it 80 lanes wide to appease the suburbanites.
- HOV lanes are needed in this city. Get it done.

Lanes (cont.)

- Someone please do something about northbound 17 Avenue to Kensington Road during rush hour traffic every day! Either widen the road, or teach fellow Albertans how to merge!

Design Considerations

- The concrete piers supporting the steel girder deck over the Bow River have begun to succumb to the overuse of calcium chloride to melt ice. They are rust-stained hairline cracks everywhere visible from the underslung bike path. Those WILL become major spalling areas within a few years....rendering the bridge structurally unsound.
- Put tolls on it, only wealthy people deserve smooth traffic and downtown parking
- "Levels!"
- It was done wrong to start with. It should have been a bridge starting just below 17 Avenue right across to about McMahon Stadium. Under could have been light industrial or shopping. A bridge connecting Shaganappi Trail to 37 Street S.W.
- Upgrade this road and be done with it.
- Too many dam photo radars.
 - If you obey the law they won't affect you
- The people running road designs are complete morons. This shows how incompetent these people are. You can't have 3 lane highway come down to two and back to three; its chaos. Expand all bridges by one lane and put all the SIMULTANEOUS lights on Crowchild green AT THE SAME TIME. This way you have CONTINUOUS traffic north and southbound. Which is what matters. (x1)

Other Considerations

- Don't treat the symptoms, treat the problem. Decentralize the city core by encouraging mega employers to consider building at the outskirts of the city. Then everyone wouldn't have to cram into downtown at 7 a.m. or shoot out at 5 p.m. (x19)
 - A big problem is that Crowchild Trail is the only real option to get from the southwest to the near northwest at the moment. (x2)
 - The idea of a decentralized business zone was proposed around the time of the south LRT construction. Two stations would have been paid for and part of the extension. The area proposed would have seen high rise office towers. The plan was killed as the council at the time would not approve high rise office construction anywhere outside of downtown.
 - Office centres do not have to be tall, check out the wide and quite low offices around 5410 44 St NE, Calgary as examples of this. As for the traffic continuing if there was diversification, Crowchild Trail seems quite able to handle flows outside of the start and quit times. This is the normal conduct of Calgary business minus that mad rush hour traffic.

Other Considerations (cont.)

- I have been to some overpopulated cities. No offence, but your concept has been tried and does not address the problem of congestion. If anything, it creates congestion in several places rather than one. I believe the problems of over congestion lay directly in bad road design. Roads in high volume areas should be designed to keep traffic moving. Nothing more, nothing less. It is logical, simple and affordable. So the real problem then? Let's start at the source... City planning department. They are getting high on traffic lights. It should be obvious that designing any road structure should never involve traffic lights. Traffic lights are the number one cause of congestion in any high volume area. What is our reality? Lights on top of overpasses, lights for pedestrians on Bow Trail, lights at major interchanges where there should be overpasses, double lights where there was once single lights. Lights, lights, lights. Too many. Until this concept of 'keeping it moving' is implemented, most everything else is futile.
- Laughable: developers build these massive communities knowing full well the traffic flow and then build 'dinky' intersections and then get the tax payer to pay for the upgrades. Have we not learned anything from other minor cities? (x9)
 - I can't think of a community near the area in question built within the last 40 years...but I guess any opportunity to bitch about land developers & sprawl!
 - Richmond Road and Sarcee Trail.
 - If there weren't so many vehicles commuting in from the huge sprawling neighborhoods which have gone up in the last 20yrs we wouldn't have such problems. (x1)
 - City infrastructure isn't designed by land developers. If inner city land was more cost-effective and less stringent rules in place for allowable developments, suburbs would render themselves less useful, but I'm sure you already knew that
 - You are right, the developer should plan the whole city and foot the bill. (x1)
 - Isn't it reasonable for taxpayers to pay for roads, since we all use the roads?
- Here's an idea. Quit building houses, finishing building the roads to accommodate all the traffic, and only have road construction for maintenance and that's it! And while we're talking about road construction thank you much for allowing the construction guys on eastbound Glenmore east of the Bow River to close one lane of traffic so they could have a place to park their cars and not doing any actual work on the road itself but the adjacent embankment on the side. Thanks for that. (x3)
- Hello, railroad track study now! If you don't start today, you will never do it. Take this out from downtown and do bicycle track west to east etc.
- Not a suggestion but a query - IF a new stadium goes up where suggested - this will make the issues on Crowchild Trail exponentially worse... can't fathom the mess there will be every game night, concert night, etc.
- High rise apartments beside train stations: good. Hideously ugly ones: not so good. (x1)
- Lower our property taxes. (x2)
- Tuscany is the largest sub-division in the city and you have made it an absolute joke to get in and out of. How about instead of worrying about Crowchild Trail maybe you should hire new city planners that aren't designing our infrastructure with the same software they use in the SIMS.

Other Considerations (cont.)

- Hire someone that has the correct vision - for example, look at Bowness Park and Bowness road how awful they have turned out. Secondly, hire contractors and project managers to be held accountable in getting any work done on time and on budget. (x1)

Alternate Transportation

- After watching large US urban centers such as Los Angeles build lane upon lane to help eliminate congestion, simply widening Crowchild is not the solution. We need to look at people's habits of commuting and make it better to use public transit, cycle or car pool (decentralizing the city core?). The more lanes you have, the more people will use them. There will be no benefit of smashing down people's homes, taking away from communities to simply build more lanes. (x2)
 - The problem is that buses also use that interchange as well and get caught in the backup as well. That part of Crowchild Trail is a disaster (between 17 Avenue and the University of Calgary). Building more lanes might not be the answer, but if it's a serious bottleneck with sketchy on/off ramps and disappearing lanes I think that is the solution (if you don't know what I mean ride the 72 from Westbrook to the University). There is a pedestrian/bike bridge under the road bridge as well.
 - Making the lanes stay 3 lanes through Bow Trail will stop the bottlenecks and no homes will be destroyed.
- A bus only lane. Or, buses made so big that they really create traffic jams, and more and more people would take the bus, and then problem solved. (x1)
- Gondolas to connect the S.W. train line with the N.W.
- Why doesn't the light rail go to the airport?!? I'd use that all the time.
- Stop people who think their time is more important than everyone else from driving in the bus lane.

Landscaping/Aesthetics

- Please plant trees in front of the sound walls, easier on the eyes and keeps the dirt and dust down also. More trees = more fresh air to breathe. Thank you for your time.
- Plant some trees on the berm, preferably behind my house to dampen the ever growing noise of traffic.

Twitter Comments

Study Process

- Is there questionnaire? Online survey? Website hugely difficult to figure out not intuitive if seeking input feedback.
- The URL opens to the survey, you can click on survey questions and add your input - thanks!
- After 7 minutes trying to get the page to load. This website needs to be streamlined.
- The UI doesn't direct visitors to what you want them to read.

Alternative Transportation

- My input would be to allow Uber on Crowchild Trail, and every other road in Calgary
- More than 1 person per vehicle required, closed to autos on Sundays. Fix bottleneck at memorial by altering lights



Topic Name: Crowchild Trail goals for community integrity

Idea Title: Turn Crowchild into a major urban highway

Idea Detail: Crowchild is a major urban highway outside the area of study but bogs down to a minor commercial artery in the area of study. The major thoroughfares that cross Crowchild already have an overpass, therefore removing the traffic lights at the minor streets that cross Crowchild would only require minor detours from area residents and massively increase the traffic volume Crowchild can handle.

Idea Author: Francesco P

Number of Stars 65

Number of Comments 13

Comment 1: Do NOT turn Crowchild into a major urban highway. This would destroy West Hillhurst. | By Katherine P

Comment 2: Or Glenmore for that matter? | By Don E

Comment 3: And how well is Deerfoot working on any given day ? | By Don E

Comment 4: This city's citizens deserve easy & efficient ways to go North & South. And West & East. | By Tom A

Comment 5: I think the idea is to promote healthy discussion, rather than just telling people that you think their ideas are bad. | By Michael O

Comment 6: I have no opinion on the Idea in this thread. I agree the rating system is flawed and biased as it does not accommodate disagreement or opposition. They need to add, "it's sort of bad", "it's really bad" or "worst idea ever" | By Elizabeth S

Comment 7: I agree the rating system is flawed and biased as it does not accommodate disagreement or opposition. They need to add, "it's sort of bad", "it's really bad" or "worst idea ever". | By Elizabeth S

Comment 8: The rating system for ideas on this website is flawed because it limits responses to: "neutral"; "it's OK"; "I like it", or; "I love it!". We need to add a category for "bad idea", as is the case here. | By Marc C



Comment 9: Maybe I'm misunderstanding the suggestion - If Crowchild is only right turns on and off, how does someone get between Hillhurst and Parkdale? | By Michael O

Comment 10: A bit confused by how the above is worded. Is this a suggestion to not expand Crowchild and therefore leave the adjacent communities as is? | By Jason C

Comment 11: As an initial start to this major urban highway, the lights should be removed and vehicles travelling east and west have only right in, right out turns. As 24th Avenue is a major intersection with LRT running alongside and underneath and this a major access to U of C from the east, the road desperately needs an overpass and should be a priority. | By Jan L

Comment 12: I agree, remove the lights and have the traffic only be able to turn right. This is a quick fix and the neighborhood can still access Crowchild; they just have to go a little out of their way. | By Barb E

Comment 13: We can always allow right turns onto streets currently crossing Crowchild once we delete traffic lights. | By Francesco P

Idea Title: Implement additional noise reduction strategies

Idea Detail: Calgary's traffic noise and corresponding barriers are ever present. In addition to noise attenuation through barriers, consider other measures such as maximum limits for engine noise pollution and additional public transit.

Also, although noise barriers are effective, they are unattractive and do not contribute to a sense of community. It would be great if they could be used as a canvas for art projects or be hidden by trees.

Idea Author: Whitney P

Number of Stars 62

Number of Comments 5

Comment 1: Agree; needs to be improvements to "the wall" for updated sound absorption techniques and aesthetics. | By Elizabeth S

Comment 2: I agree with sound absorptive barriers...hopefully attractive, low maintenance, and sustainable ones that blend into the streetscape. It must be attractive from both Crowchild and the residential side; have you ever seen how depressing to property values it is on the other side? | By Terry W



Comment 3: The City of Calgary's noise attenuation strategy for major roads is out-dated. We need leading-edge noise reduction. Absorptive sound barriers instead of reflective ones (all concrete). | By Jason C

Comment 4: The traffic noise from Crowchild can be heard from 10 blocks away. We need taller sound barriers. | By Francesco P

Comment 5: Art projects is a good idea. Hedges in front of them may work, too. Trees would be a vehicle safety hazard and may encroach on the roadway and into yards on the other side of the fence. | By Nathan R

Idea Title: Goals should keep neighbourhoods alone

Idea Detail: We should not tear down parks and homes to build more roads

Idea Author: Kerry B

Number of Stars 56

Number of Comments 11

Comment 1: Agreed. | By Katherine P

Comment 2: Build a tunnel from downtown to the University for through traffic and let the communities along the way thrive. See:
<http://www.wsdot.wa.gov/Projects/Viaduct/About/History> | By Norm B

Comment 3: We should not impact/tear down inner city homes for the betterment of suburban ones | By Scott P

Comment 4: If this means allowing more neighbourhood retail, commercial and social conveniences in the community that is walkable and accessible to crosstown buses, then I would support this. Vancouver's Kerrisdale community is a great example of this. West Hillhurst along 19th Street needs to develop more commercial retail variety. | By Terry W

Comment 5: Adjacent communities need to rethink the zoning / use in the immediate residential corridors that allows for housing diversity, mixed use or redevelopment in the future that aligns with the MDP. Higher density living is directly related to reducing vehicle dependency and should be considered in the solution. | By Elizabeth S



Comment 6: I think tearing down a few houses is a necessary evil. The neighbourhoods will survive. Crowchild needs to be free-flowing. | By Michael R

Comment 7: The logjam is caused by volume, not traffic lights. Remove a few traffic lights and watch the logjam build up at Bow Trail and 17th Avenue. The best way to eliminate the logjam is to reduce the number of logs (cars). | By Marc C

Comment 8: I don't think we need to tear down homes or parks to make Crowchild work. Outside the area of study, Crowchild is a major urban highway with no traffic lights and a speed limit of 80 or more. The design in the area of study is that of a minor commercial artery with multiple traffic lights and much lower speed limits. To further the analogy to Glenmore Trail, the log jam is caused by the remaining traffic lights at Sarcee Trail and at Ogden Road. | By Francesco P

Comment 9: Good analogy on Glenmore... that just goes to show the lack of through routes Calgary has. This section of Crowchild, though, is a bottleneck and needs to be upgraded to match the sections on either end of it. | By Nathan R

Comment 10: Why do people want to remove traffic lights from Crowchild before doing so on, say, Centre street (not to mention 16th Avenue, a.k.a. the TransCanada)? The relatively recent expansion of Glenmore for example just moved the logjam over a couple of kilometers - roads beget traffic. | By Marc C

Comment 11: I don't see how keeping existing neighborhoods in tact is possible given that 1) this is the major north-south route out of the west end of downtown, and 2) Calgary's population has tripled since the current route was designed. | By Nathan R

Idea Title: REDUCE the car traffic on Crowchild to avoid road expansion.

Idea Detail: Provide better quality public transit alternative to car commuters by improving LRT efficiency (e.g. adding rail cars and eliminating train stoppages at road traffic lights (e.g. train automatically triggers traffic signals allowing it to run through intersections downtown).

Idea Author: Marc C

Number of Stars 50

Number of Comments 8

Comment 1: Crowchild is the only material transportation corridor on the west side since the decision to not build any more river crossings. The northwest has only 3 meaningful crossings



of the Bow (85th street doesn't count) with only 2 supporting N/S flow. Following the river east of 12th street then south to the ring road we have 7, 4 of which are freeways or near freeways.

Make Crowchild more free flowing by providing another crossing connecting Sarcee to Shaganappi.. | By Don E

Comment 2: Sure, I agree, and let's start with some free-flowing roads to keep people, families, and business afloat and together. | By Tom A

Comment 3: Crowchild is clogged because many (obviously not all) people who would gladly take public transit don't due to poor service and minimal quality options. | By Marc C

Comment 4: Also, Calgarians need to remember that transportation corridors like Crowchild are meant to serve regional commutes (not just community or neighbourhood). Thus the consideration of the NW quadrant, not just the adjacent communities is required (I live in an adjacent community). For buses, movement of goods, and personal vehicle mobility, high capacity, high speed and expedient flow of vehicles is essential to Crowchild Trail; the faster they get on, then off Crowchild, the better. | By Terry W

Comment 5: This is important to repeat my post from another question, "Personal vehicles will be essential to all households as our community design does not afford us all the life conveniences in the neighbourhood and we will always have to travel to multiple destinations across The City which mass transit cannot do efficiently. The better question is the quantity and size of vehicles needed by each household and whether is a network of 'Rideshare' is prominent in our communities."
| By Terry W

Comment 6: Reducing traffic is always a great idea; as well as alternative transportation, however until improvements are made to traffic flow transit options are also constrained by the limitations as even the buses are challenged by the bottlenecks. | By Elizabeth S

Comment 7: Yeah, I agree with Barb E. Terrible recommendation. | By Michael R

Comment 8: Seriously, people drive cars on Crowchild from the north to the SW, SE and south not just to commute to work. We need this major roadway to get across the city and it needs to be efficient, not removed. Terrible recommendation. | By Barb E

Idea Title: Don't touch the bordering communities.

Idea Detail: The preamble asked "Do you have concerns about the study's implications for bordering communities?" and the answer is yes our family has grave concerns. We've recently purchased a house that comes very close to Crowchild and knew what we got into beforehand



(noise, pollution etc). However the benefits of inner city living for us outweighed these negatives – the involvement with our great community, the easy of access on bikes to our jobs downtown and less time spent in cars commuting in the winter.

Rumors are abound in our community that the city will acquire entire streets in multiple neighbourhoods to expand the road and all of the sudden thousands of residents have Deerfoot trail running through their backyards.

There have to be other traffic calming solutions that do not penalize those that chose to live in the inner city.

Idea Author: Sarah F

Number of Stars 40

Number of Comments 15

Comment 1: Crowchild could use 'free-flow', and we can save the traffic-calming for more appropriate locations other than a major north-south artery.
And a few less houses would help Calgarians get around much more efficiently. | By Tom A

Comment 2: If traffic were more free-flowing on Crowchild there would actually be less air pollution, and possibly less noise. | By S B

Comment 3: There is an issue with noise but I don't have data to support a comparison from a decade ago to current. I'm also making an assumption that changes to Crowchild will increase noise pollution. The actual PLAN has not been developed so I can't assume there will be more noise without an analysis on a future plan. More traffic = more noise may not be true.

The same could be said for air pollution. There has to be data from the past, present and a future state analysis to make comparisons / decisions. I'm also making assumptions that the "WALL" provides some protection from noise and air pollution when there is no facts to support how effective the WALL really is. The only thing I know is that the Wall provides privacy from the roadway.

Noise / Air Pollution in the current state and future state needs to be analyzed as part of the study. This needs to include the adjacent communities AND the users of vehicles on Crowchild.

| By Elizabeth S

Comment 4: Agree with David K. When the ramps end in a stop sign or light, they don't need to have a huge footprint since they don't need to be curved. I really think that "interchanges" at 5th and Kensington could be built on the existing ROW. The fact that you have to stop at the



end of the off ramp to turn onto 5th would mean the exit would be used by local traffic only. Walking under an fairly narrow overpass would also be much more pleasant than trekking across a giant suburban interchange. This setup is fairly common in cities where real estate is expensive (and now Calgary real-estate is expensive). There is one example of this at Glenmore and Centre St. S. Curb-to-curb Glenmore is 160 ft wide including six lanes, a two lane off ramp going west and a sidewalk between the on ramp and the main hwy going east. Crowchild at 5th is 160 ft wide (wall to wall). The current curb-to-curb width is 125 ft (6 through lanes and 3 turning lanes). I know that elevating Crowchild will increase the noise problem, but they've got a noise problem already. Tearing down houses isn't going to help with that. | By Kyle O

Comment 5: Agree with David K. When the ramps end in a stop sign or light, they don't need to have a huge footprint since they don't need to be curved. I really think that "interchanges" at 5th and Kensington could be built on the existing ROW. The fact that you have to stop at the end of the off ramp to turn onto 5th would mean the exit would be used by local traffic only. Walking under an fairly narrow overpass would also be much more pleasant the trekking across a giant suburban interchange. This setup is fairly common in cities where real estate is expensive (and now Calgary real-estate is expensive). There is one example of this at Glenmore and Centre St. S. Curb-to-curb Glenmore is 160 ft wide including six lanes, a two lane off ramp going west and a sidewalk between the on ramp and the main hwy going east. Crowchild at 5th is 160 ft wide (wall to wall). The current curb-to-curb width is 125 ft (6 through lanes and 3 turning lanes) | By Kyle O

Comment 6: I live in the part of West Hillhurst on the West side of Crowchild. We've got to keep a connection between both parts of West Hillhurst at 5 Ave, and with Crowchild. If we don't, then tonnes of Foothills hospital traffic will now shunt entirely through 29 Street, which already is overloaded with traffic.

In Chicago, there are numerous ramps up and down between the two levels of downtown traffic. Instead of having on/off ramps with large slopes (which will annihilate large sections of our community), let's learn from Chicago and how to build ramps with narrow footprint. The goals would be (1) we keep West Hillhurst connected, (2) we enable traffic flow from West Hillhurst North and South on Crowchild, and (3) we minimize the number of houses that have to be torn down.

| By David K

Comment 7: If you recently purchased a home very close to crowchild, then you knew what you were getting into. I think this is a classic case of NIMBYism.

The benefits of the entire city, including those who may just be passing through, need to be considered as well. | By Michael R

Comment 8: Windows / Air Conditioners are great ideas for a house. What about the outside



spaces where people walk, jog, bike or the surrounding parks and yards? I agree that Kyle has good ideas! | By Elizabeth S

Comment 9: I agree that Kyle has good ideas! | By Elizabeth S

Comment 10: Windows / Air Conditioners are great ideas for a house. What about the outside spaces where people walk, jog, bike or the surrounding parks and yards? | By Elizabeth S

Comment 11: Kyle has a reasonable suggestion there design wise and the site specific noise reduction ideas too; I have heard other jurisdictions require mandatory thicker windows, air conditioners or other air handlers that can allow for a noise cancelling effect (not sure exactly how it works but have heard about it). | By C B

Comment 12: Between University Dr. and Memorial the existing road surface is already between 8 and 9 lanes wide. This is already enough. All that is required is 6 through lanes and one lane on each side for entering and exiting. Getting rid of the left turns (and the corresponding lanes) and the dead grass median would accomplish most of this. building 6 lane overpasses over Kensington and 5th and leaving the slow lanes at grade as on/off lanes would finish the job without having to demolish any other houses. The remaining problem/bottleneck would be at University Dr and might require the removal of an apartment building. The city planners need to realize that we don't need a suburban scale freeway to have "free flow". Neighbouring houses should be offered upgraded sound resistant windows rather than a bigger/thicker wall. | By Kyle O

Comment 13: We are located by the "wall" and the noise / pollution used to be a minor downside, in the past 10 years there is a lot more noise / pollution and now vibration, the barrier is useless. Crowchild is already a highway and a parking lot; running through our community that our residents' also use and need to commute DT or get North / South. If "improvements" are made to Crowchild; I see it as an opportunity to rebuild the "wall" with current technology for noise and pollution reduction to the adjacent communities. I also see it as an opportunity to align with the MDP that would minimize disruption to the existing communities.

In another comment someone had posted: "people need to live somewhere", currently I do live here and it was a matter of choice many years ago. I doubt I would have that same choice today as there is a lack of high density or affordable housing in this community (unless it's by the wall). I cringe at the rumors of having to relocate and thus become even more "auto-centric" than we already are. If that happened; my opinion would possibly change to "more lanes, remove lights and higher speed limits". No one likes losing time driving or sitting in a car/ bus / lrt, no matter where they live.

I also hear rumors about all the "what if's" and it's hard visualize the future state when the last



plan was created in 1978. Is that still the plan? The rumor of displacing households polarizes my opinion to a definite "NO". For example I heard 1400 households are "affected" and have no idea what that means? Does "affected" mean; tear down 1400 homes or does it mean access the community differently? It's hard to support change or give informed stakeholder feedback when I don't even understand the w5's. After going through the project library; the 1978 Study, MDP, Transit Plan, everything is clear as mud.

| By Elizabeth S

Comment 14: Good point Sarah. We have to be sensitive to the residents and businesses here. The inner city spaces are to be valued. A freeway in the inner city is not appropriate or needed. Many people in the inner city are finding active transportation as an effective method of getting around. Let's continue to move in that direction rather than moving backwards to the auto-centric methods of previous decades. | By Dale H

Comment 15: The City already owns most of the properties needed to widen Crowchild Trail. You already have "Deerfoot Trail" running through your back yard. The sound walls will move by a half block and be just as effective as they are now. | By Robert W

Idea Title: Develop new neighborhood plans for each affected community

Idea Detail: Provide a plan to improve each community as part of the overall solution. For example, upgrade existing parks, create community-only amenities, invest in neighborhood beautification initiatives, and reduce traffic flows through by eliminating shortcutting.

This needs to be a net win for both commuters and affected residents and businesses.

Idea Author: Nathan R

Number of Stars 37

Number of Comments 8

Comment 1: Calgary might 'win' when a few houses come down, so that the city can try to get its roads up to date. That might be helpful. | By Tom A

Comment 2: Right we need a balanced approach which includes improved public transit which, although it would not work for all people at all times, would take pressure off of the single passenger vehicle focused (and expensive) road works spending. | By Marc C

Comment 3: I agree that personal vehicles cannot be eliminated and one can't rely entirely on a transit system for all their needs. | By Elizabeth S



Comment 4: Personal vehicles will be essential to all households as our community design does not afford us all the life conveniences in the neighbourhood and we will always have to travel to multiple destinations across The City which mass transit cannot do efficiently. The better question is the quantity and size of vehicles needed by each household and whether is a network of 'Rideshare' is prominent in our communities.

| By Terry W

Comment 5: The idea that it is cheaper to live in outlying communities is an illusion resulting from the fact that the VERY expensive roads and infrastructure out there is subsidized by governments (your tax money). | By Marc C

Comment 6: The affected communities are already beautiful spaces with parks, biking and walking paths and other beneficial amenities. People could afford to live closer to downtown if they got rid of their vehicles, gas, insurance, parking and valuable time commuting, it all adds up. Many people choose a larger house and a vehicle / longer commute rather than a smaller house with less commute / vehicle dependency. I support higher density living and secondary suites especially if it means less cars on the road.

| By Elizabeth S

Comment 7: Exhaust and noise will diminish over the next 20 years with a shift to non-fossil fuel vehicles.

People have to live somewhere. Not everyone can afford to live close to downtown, and most people in the affected communities would not want a massive density increase in their community in order to facilitate people living closer to downtown. Many people in these communities are not even in favour of secondary suites, let alone multi-family developments. |

By Nathan R

Comment 8: How can we compensate adjacent neighborhood for incremental toxic car exhaust and noise? Why do folks living far from downtown expect to live in quiet neighborhoods with quick/cheap access to downtown cutting through existing communities? |

By Marc C

Idea Title: Minimize physical impact on neighbouring communities

Idea Detail: This should be an objective to respect what exists and to stimulate creativity for solutions using most of the existing ROW. The previous proposal was grandiose and what one might propose if they were starting from scratch. Should consider going above the existing footprint instead of broadening out, like a double decker freeway.

Idea Author: Deb H



Number of Stars 29

Number of Comments 4

Comment 1: One way of reducing the impact of widening Crowchild would be to rezone the land on both sides of Crow in West Hillhurst for medium density apartment buildings. These buildings would provide moderate cost housing, increase the population in the area, and help block the noise from Crowchild for both building residents and residents of existing houses beyond. | By Patrick M

Comment 2: The noise impact of a double-decker would severely damage the adjacent communities. | By Jason C

Comment 3: I agree with doing a proper job, and not watering down to some ineffective compromise that doesn't work for anyone. Most people know that when you live next to main arteries you can expect a natural growth of those arteries - for the sake of the entire city. | By Tom A

Comment 4: I agree. Crowchild is a major commuter artery that services the outlying communities far more than it benefits the communities that will be affected by construction. The number 1 design criteria for this project should be minimizing impact on the neighboring communities. There are a lot of great engineering solutions out there that can be explored to achieve this goal and benefit everyone. We need to get past the bigger is better interchange mentality and work to create more efficiency with less space. I like the double decker idea. | By David H

Idea Title: expand just like 16th avenue, and build high noise barriers

Idea Detail: for 16th avenue, the city purchased one whole side of the street and tore down the old business \ homes, and then added lanes. Crowchild should be free flowing right into downtown, and have 4 lanes on each side, the new 4th lane can be used as a bus \ HOV \ bike lane, and the remaining 3 lanes can be car lanes. it would be awesome, and build high walls to avoid bothering the neighboring communities.

Idea Author: jancie M

Number of Stars 27

Number of Comments 8



Comment 1: I think noise walls would be a disaster along Crowchild north of the Bow River because it would increase the barrier effect of Crowchild and be ugly. Just look at the result of the sound walls on Crow south of 17 Ave SW.

A better solution would be to use another idea from 16 Ave NW and rezone the land on both sides of Crow north of the river for medium density apartment buildings. These would provide moderate cost housing, increase the population in the area, and provide sound attenuation for both building residents and residents of existing houses beyond. | By Patrick M

Comment 2: Another off topic idea from an unaffected resident. The affected communities are the stakeholders of this topic - not the unsustainable suburban ones. | By Jason C

Comment 3: I think we can be healthy without bike lanes. Let's focus on moving cars. | By Stewart J

Comment 4: It badly needs 3 lanes now, so we need 4 lanes for the future. And for the health and well-being of everyone we deserve a Bike Lane too. | By Tom A

Comment 5: Yes, drive more, but more efficiently. | By Tom A

Comment 6: 4 lanes would be ideal, however, I'd be happy with 3 lanes of free-flow in each direction. That's a fair compromise. | By Michael R

Comment 7: Adding lanes will not solve traffic congestion, it will just cause people to drive more. | By Tom D

Comment 8: Crowchild Trail has been seriously underfunded for years. It is a major artery into the city and beyond, and much time is wasted by sitting in traffic. If a few houses were lost to make way for development would this be such a huge deal? There wasn't much fuss when houses and schools were moved for the west LRT. | By S B

Idea Title: Limit redevelopment to the existing Right-Of-Way

Idea Detail: Before we further encroach on our beautiful inner-city neighborhoods, let's respect them by first trying lower-impact debottlenecking options.

Idea Author: Jason C

Number of Stars 26

Number of Comments 5



Comment 1: Your replies are out of context to the topic. The suburban opinion is better suited to another of the 3 questions. | By Jason C

Comment 2: It is usually best to do a proper job of things. To have a proper functioning major roadway we need a MAJOR roadway. | By Tom A

Comment 3: If we need to acquire additional land to get a well functioning road, so be it. | By Michael R

Comment 4: bottle neck often start at 33rd SW - causing significant shortcutting through adjacent communities.... doing nothing is not a good outcome for all the adjacent communities - shortcutting traffic has a very negative impact to liveability of the homes along those secondary routes | By Sal L

Comment 5: This section IS the bottleneck. The rest of Crowchild is Free Flow and moves well. Back-ups are caused by all the lights from 24th Ave to the Bow River. | By Robert W

Idea Title: Keep West Hillhurst connected.

Idea Detail: The West Hillhurst community straddles Crowchild, with 5 Ave being the only connection. There has to be a way to build an efficient set of ramps and intersections so that (1) West Hillhurst stays connected by 5 Ave, (2) Crowchild runs freely under 5 Ave, (3) the ramp infrastructure is narrow, and (4) we minimize the number of houses that have to be torn down to make this work.

Chicago has dual level streets downtown and doesn't have huge/wide slopes to support ramps. We should pursue a ramp structure that is similarly strong and narrow to minimize community disruption.

(We also have to keep 5 Ave flowing as a lot of Foothills Hospital related traffic uses it. If we get rid of it, all of this traffic will now shunt to 29 Street which is already overcapacity and has a playground zone.)

Idea Author: David K

Number of Stars 25

Number of Comments 7

Comment 1: David, I see your point, but ultimately agree with Patrick M. The folks who live in



West Hillhurst on the west side of Crowchild Trail have repeatedly asked to join the Parkdale Community Association and often jokingly refer to themselves as "East Parkdale". | By Colin B

Comment 2: There are no CBE or Catholic Schools on the west side of Crowchild. Those living on the west side with children K to Gr. 12 must access schools on the east side. This affects families living in "west" West Hillhurst, Parkdale and St. Andrews Heights. | By Elizabeth S

Comment 3: I think it is futile trying to keep the 2 halves of West Hillhurst linked together. Crowchild has been a barrier since the 60s. I'd bet that most residents living west of Crowchild believe they are in Parkdale community. Better to amalgamate the west half of West Hillhurst with Parkdale and the east half with Hillhurst-Sunnyside. | By Patrick M

Comment 4: I'm neutral to this idea, mostly due to the costs associated with building an overpass for 5th Ave. University has ample access with the University Ave, 24th Ave and 32 Ave exits on Crowchild.

Foothills Hospital access will be just fine with Memorial/29 Street Access and it will also have access from University Ave.

I am a daily commuter to Foothills hospital, I would love to have a 5th Ave overpass, but knowing the economics of the situation, something's got to give. I'd rather have an overpass on 24th Ave.

I would propose either

- blocking of 5th Ave completely from Crowchild (local access only) or,
- allow access to and from 5 Ave to Crowchild. But no access for 5 avenue across Crowchild. | By Syed R

Comment 5: Accessing Foothills and the U of C, is extremely important as they are major employment hubs. Also, the local schools / high schools need to be accessed via West Hillhurst across Crowchild. | By Elizabeth S

Comment 6: No houses should be torn down in West Hillhurst to keep the community connected. Those houses are the community as much as any other house in the neighborhood is. | By Jason C

Comment 7: No houses should be torn down in West Hillhurst to keep the community connected. Those houses are the community as much as any other is. | By Jason C

Idea Title: Growth Needs Free-Flowing Roads.





Idea Detail: 4 Lanes each way & Bike Lanes. No lights.
Calgary is sadly out of date with its north-south roadways.

Idea Author: Tom A

Number of Stars 23

Number of Comments 3

Comment 1: Because the bordering communities are irrelevant? | By Don E

Comment 2: How is this idea relevant to the question? Which is "How can The City preserve the integrity of bordering communities while improving Crowchild Trail?" | By Jason C

Comment 3: Bike lanes should not come at the expense of vehicular traffic lanes, though. | By Stewart J

Idea Title: Reconnect Capitol Hill Cr (for cyclists)

Idea Detail: Crossing this crosswalk on foot as a cyclist is miserable and not safe for children especially, yet both sections of Capitol Hill Cr. are cycling routes. Any new overpass or flyover to eliminate this intersection on Crowchild should include some kind of safe connection for pedestrians and bikes across 24th (even if it's just a light to cross 24th)

Idea Author: Kyle O

Number of Stars 21

Number of Comments 0

Address: 2440 24 Ave NW T2M, Canada

Idea Title: Dedicated bus lanes

Idea Detail: We have to move more people not cars. Crowchild Trail southbound will continue to bottleneck at Glenmore Trail regardless. Crowchild Trail has. rush-hour traffic problems. Just like Deerfoot Trail has rush-hour traffic problems. The rest of the day it is not an issue. Running a super highway through a beautiful inner city community is not a solution.

Idea Author: John W



Number of Stars 19

Number of Comments 2

Comment 1: poor idea. | By Michael R

Comment 2: Well said John W. | By Dale H

Idea Title: damage to community from shortcutting traffic

Idea Detail: a poorly functioning Crowchild leads to significant deterioration in the quality of life for the homes / neighbourhoods on those secondary short cut routes... to say nothing about the added risk to safety of residents with the speed this commuter traffic often chooses to travel at. ... fixing the through traffic effectiveness of Crowchild will lead to a better overall outcome in quality of life for bordering communities.

Idea Author: Sal L

Number of Stars 18

Number of Comments 2

Comment 1: I am for a plan that has traffic staying on the main arteries to the closest exit to their end destination.... blocking 5th will just move the exiting volume to Kensington and a further inner community vehicle path... my take on the volumes on 5th are they result in part from a lousy exit access to 16th. same issues are happening south of the river - Richmond & 37th sees higher volumes because people are dodging jams on Crowchild . | By Sal L

Comment 2: Yes, so block off 5th Avenue. | By Tom A

Idea Title: keep area around Crowchild clean and maintained

Idea Detail: Reduce garbage, overgrown bushes/trees etc. - beautify the roadway with decorative noise reduction barriers/art, flowers etc. - make the surrounding area something to be proud of.

Idea Author: Tiffany P

Number of Stars 18

Number of Comments 0



Idea Title: Beginning at 24th Ave NW, elevate southbound Crowchild Trail

Idea Detail: By putting southbound Crowchild above ground it would easily allow 3 lanes each way through the bottlenecked area. Exits and accesses would be needed at 16th Ave and Bow Trail only. Uphill traffic would benefit from being covered. Noise would be reduced from uphill traffic, and removal of houses would not be needed. University Drive access would be similar to now.

Idea Author: Doug S

Number of Stars 17

Number of Comments 3

Comment 1: The elevations would put the road below the water table (the bathtub would want to float). Unfortunately, this doesn't resolve the chaos that this the river bridge itself. | By Don E

Comment 2: keep in mind the high water mark during the flood | By Tianna E

Comment 3: Let's put Crowchild below grade and keep 24 Ave NW, Kensington and 5th Street at grade. This will be bestvfor the neighbourhoods along Crowchild. | By Louise B

Idea Title: Change the behaviour of the traffic lights during "Rush Hour"

Idea Detail: Change the timings on all the traffic lights from 24 Ave NW to Kensington Rd to move more traffic through on Crowchild during the morning and evening rush hours (i.e stay green for much much longer for Crowchild at those times). Cross and lefthand turn traffic that didn't want to wait at the lights to get on or across Crowchild would migrate to 32 Ave, 16 Ave, and Memorial Dr. Right hand turns from the affected streets would be largely normal. No big mega \$\$\$ project needs to be started until there are delays on Crowchild during off-peak times (i.e. the raod exceeds capacity "most of the time").

Idea Author: Greg E

Number of Stars 15

Number of Comments 3

Comment 1: They already are ... At rush hour they are ~ 3 minutes N/S and 45sec E/W. You



have to walk quite fast to ensure you make it across. The Kensington and 5th Ave lights aren't the problem. The bottlenecks are the one flowthrough lane from the south and the two lanes each way for the three blocks at 16th. (this was a quick win that should have been addressed with the University Dr overpass was replaced in the 80's.) | By Don E

Comment 2: Those of us that live in the neighbourhood and need to cross Crowchild (on foot), already have a very hard time at rush hour. Not everyone is going into the downtown core, at rush hour, some of us need to get across. | By Erin H

Comment 3: There are already delays off-peak. | By Tom A

Idea Title: New overpass near McMahon Stadium

Idea Detail: In order for Crowchild Trail to flow efficiently the two major bottlenecks need to be addressed. The second problem area is the area between 23rd Ave by McMahon Stadium, south to about 5th Ave NW. Traffic narrows from 3 lanes to 2 in both directions due to a very old and outdated overpass. Unfortunately space is limited in this area, but improvements could be done with minimal impact to the surrounding communities. The old overpass could be replaced with a new one that is at least 3 lanes. The new overpass would take the southbound traffic above the northbound lanes, minimizing the need for more space, but greatly improving traffic flow in this area. This could leave most of the communities in the area untouched, with the possible exception of an old apartment building on the west side of the street, which is largely short term rentals.

Idea Author: Teresa S

Number of Stars 14

Number of Comments 1

Comment 1: Short term solutions at McMahon Stadium-- eliminate left-turns at 24th Avenue and into Motel Village during rush hours except for transit which could have a means of activating a light only when necessary. U of C traffic and Foothills Hospital traffic can use 16th Ave, University Drive and 32nd Ave. With the development of the Children's Hospital, there are many more access points to U of C than there were when Crowchild Trail's current configuration was established. | By Anne B

Idea Title: Carefully

Idea Detail: This is a tough job balancing the integrity of the communities and keeping traffic flowing.



In my opinion integrity of the community comes first.

So ensure improvements take into account noise, ensure there is significant trees and bushes planted to minimize the freeway look, same goes for signage. Take into account pedestrians and cyclists.

Ideally crowchild should be put underground that would be the least impact. Please don't make it look like the other crowchild intersections as the trail continues NW!

Idea Author: Maura G

Number of Stars 13

Number of Comments 0

Idea Title: Minimize commuter traffic shortcutting

Idea Detail: Maximize ability for peak traffic from employment centres such as University of Calgary and Foothills Medical Complex to access Crowchild Trail.

Idea Author: chuck B

Number of Stars 11

Number of Comments 0

Idea Title: Section between Kensington Rd & Bow Trail needs to be overhauled

Idea Detail: In order for Crowchild Trail to flow efficiently the two major bottlenecks need to be addressed. The most obvious issue is the bridge/overpass between Kensington Road and Bow Trail. This requires major changes to the existing structures in order for more than 1 lane of traffic to flow through. The community of Kensington is north of most of the problem area, with the exception of the lights on Kensington Road, and there is space there for an overpass to eliminate that light. The bridge work could be done with little impact to this community, other than the inconvenience during construction. This section of Crowchild has to be addressed in order to make this roadway functional. This is the only viable road that links the NW & SW for many people. Calgary is a growing city and realistically this roadway will only get busier. This area needs to be addressed.

Idea Author: Teresa S

Number of Stars 9



Number of Comments 0

Idea Title: What are the housing options for displaced Households?

Idea Detail: What are the thoughts or ideas on where the people that reside in the adjacent communities relocate to? Would re-purchasing a home in their existing community be an option? I do think there is an emotional attachment/ cost to the places that people, live, work, go to school, volunteer and have community support and what price could even be attached to losing that? Or would they need to relocate and thus become dependent on a better urban highway?

It was my understanding that 1400 households could be affected? Someone correct that figure if it's wrong. Is this creating a demand for 1400 additional households that are dependent on an urban highway?

Idea Author: Elizabeth S

Number of Stars 8

Number of Comments 3

Comment 1: Thank you Crowchild Study Admin! Your reply is very helpful ! :)
| By Elizabeth S

Comment 2: Maybe project should be constrained to not displace anyone and be contained on the existing right-of-way? An exception to this might be for Suncourt Place. Any plan that involves widening the ROW here should include constructing a replacement for this building very close by on city owned land _before_ this building is expropriated so that renters living there can remain in the community. | By Kyle O

Comment 3: Hi Elizabeth.

Thank you for your question. We're still in an early stage of the study and have not identified any potential property impacts. We (the project team) appreciate that this may create uncertainty and frustration to those living in close proximity to the roadway.

What we do know is that before any property is acquired, Council would first need to approve the study recommendations and any purchase of property. It's far too early in the study process to know what the potential concepts and options are to determine if a property might be needed. The study is expected to be complete by end of 2016 and be brought to Council in 2017. Engagement for the study will occur through six phases during 2015 and 2016.



If, through the course of the study property impacts are identified, then The City may look at purchasing the property on an opportunity basis—this means when the property owner is interested in selling.

The City would then work with property owners through a purchase negotiation process on a case-by-case basis. Property acquisition negotiations are based on the market value for the property. I'm afraid I'm not able to offer any more specifics about the process than this general description because of the case-by-case approach.

It would be entirely at the homeowners' discretion where they choose to relocate.

In your question you mention 1,400 homes, but The City has not yet identified any properties that may be required for the project. It may come to be that some properties are identified through the outcome of this study, but at this early phase of the project no properties have been identified as required. | By Crowchild Trail S

Idea Title: Expanding Crowchild will only encourage more cars on the road.

Idea Detail: If you build it they will come. Consider adding a HOV lane or managing the lights better instead. Potentially you could close off access to 5th ave and/or Kensington road to improve flow. Better transit on Crowchild might also reduce the number of cars.

Idea Author: Katherine P

Number of Stars 8

Number of Comments 0

Idea Title: Increase Traffic Flow/Minimize Impact

Idea Detail: Traffic flow needs to be improved however that doesn't mean turning Crowchild into the next Deerfoot with 100 km/hr speed limits. There are a lot of communities here in Calgary that should take president over those that want Crowchild to flow freely because they commute to and from Cochrane. There is a way of making things better with very minimal impact to the surrounding communities (ie we dont need a massive clover leaf at every intersection)

Idea Author: Scott P

Number of Stars 6



Number of Comments 1

Comment 1: Agreed. But being able to drive consistently at 80 km/hour the length of Crowchild would likely help reduce short-cutting through neighboring communities, particularly in the north through Capital Hill, and University Heights. | By Anne B

Idea Title: Moderator Question --- no options for a thumbs down

Idea Detail: How come the worst feedback possible for an idea is "neutral". If the idea was to bulldoze my house to expand the road, should I be able to say "dislike" or "thumbs down"?

Idea Author: Don E

Number of Stars 6

Number of Comments 2

Comment 1: Hello Don,

MindMixer (this discussion platform) is a third-party tool which the City of Calgary has a licence to use. The functionality to add a "dislike" button or rating isn't available within this tool.

I looked for a way to submit your suggestion to MindMixer for consideration and found this topic discussion <http://improve.mindmixer.com/search?searchTerm=dislike> I would encourage you to add your comments directly.

I will also submit your idea to MindMixer on your behalf via this link
<https://mindmixer.zendesk.com/hc/en-us/requests/new>.

In the absence of the ability to dislike a comment or idea please consider using the commenting function as a way to articulate your concerns. | By Crowchild Trail S

Comment 2: Like Leonard Cohen says: "everybody knows that the dice are loaded" | By Marc C

Idea Title: Traffic Calming Measures for Impacted Communities

Idea Detail: I would like to see all lights removed and only right turns on and off of Crowchild, with the exception of the overpass at 24 Ave which is already planned for. As traffic routes will change, affected communities need traffic calming measures in place BEFORE the changes.



Idea Author: Leanne E

Number of Stars 5

Number of Comments 0

Idea Title: By making the more visible and inviting

Idea Detail: Many of the solutions appear to be talking about making Crowchild closed off corridor. Think differently - what about enhancing the "entrances" to the bordering communities. Instead of creating elevated sections (most cities are starting to take down that type of infrastructure) a roadway that invites people in while still creating flow.

Idea Author: David P

Number of Stars 3

Number of Comments 0

Idea Title: Elevate Crowchild Trail from 24th Avenue to Memorial Drive

Idea Detail: Elevating Crowchild Trail from 24th Avenue to Memorial Drive, will, ideally, allow traffic from 24th avenue NW, Banff Trail NW, 16th avenue NW, 5th Avenue NW, and Kensington Road NW to travel below the elevated road, without interfering with Crowchild traffic.

Keeping these intersecting roads connected to Crowchild trail will require two non-elevated parallel service roads, one north bound and one south bound, to run along side Crowchild trail and intersect with 24th avenue NW, Banff Trail NW, 16th avenue NW, 5th Avenue NW, and Kensington Road NW. These service lanes will remerge with Crowchild, after 24th Avenue if heading northbound and before Memorial drive heading southbound.

This proposal may require a redesign of the interchange between Crowchild and 16th street (Highway 1). This plan will require either Crowchild trail to flyover all intersecting roads within 24th Avenue to Memorial Drive or to somehow have only portions of Crowchild elevated (between 24th Avenue NW and 16th Avenue & between 16th Avenue NW and Memorial Drive) while keeping the current 16th avenue interchange the same.

In addition, the pillars holding the elevated road must have a narrow circumference that will prevent a major expansion of the Crowchild (leading to possible demolition of the surrounding community) and designed to be strong enough to support the weight of overhead traffic.



After the construction of the elevated freeway, the speed limit on the elevated Crowchild can be increased to 80 km/h from the 24th Avenue to Memorial Drive section and the most inner lane of upper Crowchild could be a designated bus orcarpool lane to reduce vehicle traffic. The service road intersections below the bridge can be fit with traffic lights or signals to manage vehicle traffic.

Idea Author: Christoffer Z

Number of Comments 0



Topic Name: Crowchild Trail goals for travel across the road

Idea Title: Provide multiple foot and bike bridges across Crowchild

Idea Detail: A lite version of the wildlife overpasses on Hwy 1 would provide continuity. If we can build them for bears why can't we build them for humans?

Idea Author: Nathan R

Number of Stars 75

Number of Comments 2

Comment 1: This would eliminate the need for traffic lights as well, helping improve traffic some. also help to save peoples lives from impatient people. only thing is have you seen the new way they build pedestrian bridges like the one over shag? they are HUGE and take up space, and according to a city contractor are the 'new' designs. I think bridges are a good idea, but we hardly have room to widen crowchild without bridges let alone adding them in. | By Megan W

Comment 2: There is extremely dense foot and bike traffic travelling east / west on both Kensington Road and 5th Avenue NW(across crowchild). Pedestrian overpasses are essential and need to have ramps for strollers and bikes. Transit users also need better access to the east and west sides of Crowchild (via an overpass) as currently there is barely enough time to get across Crowchild when they are able to get a light. The Pedestrian overpasses at 9th Avenue and 14th Avenue N.W. need MAJOR improvements as they are accessible by stairs only. | By Elizabeth S

Idea Title: Reduce the need for lane changes from 17th Ave SW to 16th Ave NW

Idea Detail: Very few vehicles are able to stay in one lane for the length of their trip between 17th Ave SW and 16th Ave NW. Lanes are added and eliminated both on the right and left, meaning that the only people who are not changing lanes in this congested area are those going from the far South to the far North. This is a major cause of congestion and frustration for drivers at rush hour, which is then made worse by 2 sets of lights (Kensington and 5th Ave) immediately after crossing the bridge.

Idea Author: Mercedes E

Number of Stars 66



Number of Comments 0

Address: Crowchild Trl NW T2N, Canada

Idea Title: Delete Traffic lights

Idea Detail: There are sufficient major overpasses to accommodate traffic, deleting traffic lights would greatly improve the volume of traffic the current road can handle. Additional pedestrian bridges would be a very neat feature.

Idea Author: Francesco P

Number of Stars 61

Number of Comments 0

Idea Title: improve traffic flow over the bridge

Idea Detail: Crowchild bridge over memorial/downtown - reduce the need to change lanes

Idea Author: Tiffany P

Number of Stars 30

Number of Comments 0

Idea Title: Tunnel

Idea Detail: I would like to see tunnel that goes from 17-32th for through traffic.

Idea Author: Kerry B

Number of Stars 21

Number of Comments 4

Comment 1: Very smart building tunnels close to a flood prone river!!

Not the brightest idea... | By Syed R

Comment 2: Nathan what do you mean by affected communities? Like a toll road for those



wishing to use the new road? | By Michael O

Comment 3: So the "affected communities" would be all communities whose residents use the tunnel? | By Doug R

Comment 4: I agree with this only if the affected communities agree to fund this via property taxes. | By Nathan R

Idea Title: Pedestrian overpasses will be needed

Idea Detail: If you remove all of the lights (right turn on and off between Kensington and 24 Ave) and have an overpass at 24 Ave, then you will require at least 1 more pedestrian overpass near Kensington.

Idea Author: Leanne E

Number of Stars 20

Number of Comments 0

Idea Title: Fix the signaling at the traffic lights

Idea Detail: It wouldn't be so bad if the signaling was timed properly. I live in the Brier Hill area and use the 5th ave NW intersection. There are times when I am walking and push the cross Crowchild button and will miss the bus because it takes two light changes for the light to let me cross. When the light does give me the right of way I can't even get to the median before the hand starts to blink. I am young fairly fit, and physically able to get around - except when the snow plows pile up big ridges. When I drive and want to make a left at this intersection I often have to wait a number of light changes even if its 10:00am on a Wednesday and there may only be one car ahead of me. There needs to be adequate time for pedestrians to cross at lights and the signaling needs to be looked at. With more infill lots in these areas there are more people living in these neighborhoods. Many of the people who live in the Brier hill area are not taking public transportation.

Idea Author: Heather L

Number of Stars 20

Number of Comments 1

Comment 1: I agree, getting across Crowchild at fifth on foot, especially with small children, is



very difficult. Putting in a pedestrian overpass will simply make it even more difficult to get across. Lengthening the east/west light and pedestrian signal will help connectivity. | By Erin H

Idea Title: Inc 16 Ave capacity, bridge 24 ave, inc memorial cap, bridge 5th

Idea Detail: Close Kensington intersection, increase memorial drive capacity and access from communities using kensington now, bridge over 5th ave and increase capacity for 5th, bridge at 24th ave and increase capacity.

Idea Author: brian D

Number of Stars 10

Number of Comments 0

Idea Title: Greenspace over passes

Idea Detail: Like the animal overpasses in Banff NP, have greenery along Crowchild and make pedestrian overpasses more like parks and green space that simply a structure to get people across the road.

Idea Author: Randy H

Number of Stars 9

Number of Comments 1

Comment 1: I've seen examples of this in Germany where the highway was ditched into ground and covered over as a linear park and they were quite well done. This really only works where you don't have cross connections. It also doesn't really work where one can't inset the road as many houses on either side would need to be removed to build the "hill" on either side of the road. | By Don E

Idea Title: alternative to crossing CT from 10th Ave SW to Memorial

Idea Detail: Not sure what the solution is, maybe another layer to the bridge or a slower speed, but trying to cross Crowchild northbound over the river when coming from westbound 10th ave or bow trail to memorial is scary - short distance to cross 3 lanes when oncoming drivers are at high speed and don't let you in.



Idea Author: Laura M

Number of Stars 8

Number of Comments 0

Idea Title: Dual turn lanes @ 24th Ave and NB Crowchild

Idea Detail: Backups are huge on and off of rush-hour!

Idea Author: Mark Z

Number of Stars 6

Number of Comments 0

Idea Title: Redefine this goal to rationalize getting across Crowchild North

Idea Detail: Don't believe there's a problem with connectivity and access getting across Crowchild instead there is too much access (I.e. lights) from Kensington to 24 th Ave North. Should define what access should be like every 16 blocks (like 17th ave to 33rd ave south) so could be memorial, then 16 th Ave North. Once these are defined then plan for improving where necessary and eliminate other access points.

Idea Author: Deb H

Number of Stars 5

Number of Comments 1

Comment 1: While we're at it, let's remove traffic lights and pedestrian crossings (!) from 16th Avenue N (a.k.a. the TransCanada). | By Marc C

Idea Title: 17th Ave and Crowchild works GREAT as is! SMOOTH traffic there!

Idea Detail: The bottleneck occurs north of 17th Ave and only during rush hour. Widening Crowchild around 17th Ave would only create a bottleneck further north. Add more flyovers around the bridge exits. It's like an artery being blocked at the exits and at the several sets of lights. Get rid of the lights!!

Idea Author: Susan T



Number of Stars 5

Number of Comments 0

Idea Title: Pont Richmondio

Idea Detail: Build a wide pedestrian overpass over Crowchild Trail that has shops along both sides, so that pedestrians crossing the overpass experience strolling along a trendy "high street" and don't even realize that they are crossing over a freeway. A suggested location for "Pont Richmondio" would be immediately south of the 17th Avenue SW overpass, which would then require that the existing Tecumseh naval base on the west side of Crowchild and the existing R-C1 residential area on the east side of Crowchild (between the 17th Avenue SW interchange and 20th Avenue SW) both be rezoned and redeveloped as medium to high density multi-residential and mixed use. The overpass would be constructed as a pedestrian "high street" connecting the two developments. This location would integrate with the existing Casel 10-storey mixed use condo development at 17 Avenue and 24 Street SW, as well as with the Richmond Diagnostic Centre at 17 Avenue and Richmond Road SW, which could be expanded into a true "health campus". This location would also help to address the 17 Avenue SW interchange's incredibly poor pedestrian realm.

Idea Author: Doug R

Number of Stars 3

Number of Comments 2

Address: 2001 22 St SW T2T, Canada

Comment 1: Higher density living is a great long term option, especially if it keeps cars off the road.

| By Elizabeth S

Comment 2: Very interesting idea. Lots of thought put into that one. It is a long term plan that requires the density to fill in after the rezoning before this retail could survive. If we are able to think that long-term, I see this as being very successful. | By Dale H

Idea Title: One side of road pedestrian crossing

Idea Detail: Only provide a pedestrian and bicycle crossing on the North side of 24th Avenue crossing over Crowchild. Design the signal pattern to maximize safety of the pedestrian and



bicycle cohort.

Idea Author: chuck B

Number of Comments 0

Idea Title: +15 indoor overpass with integrated art, rec, edu, retail etc

Idea Detail: make the overpass part of the community rather than just a transport corridor.

Idea Author: Nitin M

Number of Comments 0

Idea Title: 5th ave nw and kensington rd nw detours off of crowchild

Idea Detail: Such a simple idea. DURING RUSH HOURS only allow right turns onto freeflowing (NO RED LIGHTS) crowchild tr between 24ave nw and 17 ave sw going south and northbound. 5th ave nw and kensington roads detour onto 16 ave nw and memorial drive nw to cross crowchild trail east and west. The only reason accidents and slowdowns occur on crowchild trail n and S is because of traffic following too close or speeding thru red lights due to frequent lights turning red at 5th ave and kensington roads nw.. Please try this out and notice how freeflowing crowchild will always be during rush hours. Our company relies heavily on crowchild trail for 75 of us couriers carrying important products/supplies urgently and we cant have these crowchild delays much longer. It affects so many people daily sun-sat. thank you

Idea Author: Randy C

Number of Comments 0



Topic Name: Crowchild Trail goals for improved travel along the road

Idea Title: Remove intersections from 24th to Kensington

Idea Detail: This is a major road that should be 100km/hour but due to the intersections in this area it becomes quite ridiculous to travel on as huge amounts of traffic should not have to stop for little intersections like this. I travel Crowchild every day and the lane that ends at 16th avenue is what I call the "line budging lane" as people constantly use it to gain a few car lengths which results in condensed traffic that is very unsafe especially in the winter. Most importantly is the silly halting people make just for three little residential intersections and one at McMahon stadium as this is a major roadway and traffic should flow smoothly on a very congested road like this.

Idea Author: Troy C

Number of Stars 108

Number of Comments 4

Comment 1: I agree with Chris B.'s comment. Making those intersections right on/off only would go a long way to reducing Crowchild congestion with minimal cost/infrastructure changes. | By Shelli O

Comment 2: these intersections could still be right on/right off but it is the through traffic and left turns that makes them a problem. people needing to get across Crowchild or to make a left can use the under/overpasses at 16th Ave and Memorial drive. | By Chris B

Comment 3: Let's not start being cynical here (i.e. 14th, 10th and Centre St.).

Single passenger car traffic is not the norm for all drivers, often its the circumstance. HOV or 'high occupancy vehicle' roadways should become the norm.

Re; subsidizing traffic, all Calgarians pay the same tax rate regardless of inner city or suburbia. Not everyone can afford to live inner city given the demand influences in market-driven real estate. The cost of inner city and suburbia is borne by all Albertans and Calgarians through our taxation and capital funding process. One side does not subsidize another.

Crowchild is part of a Primary Goods Movement Network that was intended to move high volumes of goods and people safely, efficiently, and effectively along side communities. This should be improved especially between 24th Ave NW and 17th Ave SW to meet its original



objectives. Allowing vehicles to move without impedance also emit less pollution and noise due to the reduce stop and go traffic; thus this would be a benefit to adjacent communities.

Critical to this is fulfilling cross community or intersecting traffic more effectively like it has been done on 17, 26, 33rd, Flanders, and 50th Ave SW along Crowchild. Secondly, to allow for both local and express lane north-south traffic. And third, to untangle the Bow River crossing roadways. | By Terry W

Comment 4: While we're at it, we could also make 10th Street, 14th Street, and Centre Street 100 km/hour "major roads" that don't have stop lights for "little intersections"? Or maybe stop subsidizing inefficient single passenger car traffic.... | By Marc C

Idea Title: 3 lanes and no lights from 24th Ave NW through to Bow Trail

Idea Detail: This would a dream come true for the ~quarter million Calgarians that have to struggle in transit from the NW to the SW/Downtown on a regular basis. It boggles my mind how the city has neglected this extended bottleneck for decades to focus on sparsely used freeways in the suburbs. It's regular to see traffic backed up all the way past the university going south, and deep past 33rd Ave going north towards the bridge. This is mainly caused by the ridiculously outdated Crowchild bridge over the Bow, which essentially bottlenecks from a 3-lane freeway to a single lane with a merge. This is just not good enough, how could the city have neglected this bridge so long?! From the north traffic is slowed at the 24th lights (where there is no doubt room for an overpass) and then bottlenecks on a ridiculously neglected 500m stretch between McMahon stadium and 5th Ave. This section desperately needs to be upgraded to 3 lanes! Get it done City of Calgary! Stop neglecting inner city roads!

Idea Author: andrew R

Number of Stars 86

Number of Comments 9

Comment 1: Why is there such a push from suburbanites to make this Deerfoot west? Just look at chaos on either Deerfoot or Crowchild when there is an accident (every other day). At least on the east side of the city, there are alternatives to Deerfoot. An injury accident on the Crowchild bridge brings N/S travel on the west side of the city to its knees. Two more lanes won't help unless its in the form of another crossing. The west side needs an alternative crossing option and Stoney might as well be in Cochrane. | By Don E

Comment 2: Please keep in mind that thousands of people live, work, play and own businesses along Crowchild Trail. Any changes to Crowchild need to take into consideration how it will affect these people. Andrew R. said himself - this is an inner city road - and it's important to



remember this when planning for improvements. Crowchild isn't a freeway - and shouldn't become a freeway. | By Suzanne B

Comment 3: Increasing the lanes would be touchy because of all the homes and businesses that need to be destroyed.

Eliminating lights and better management of University Ave/16 Ave and 24 Ave intersections would have a far better ROI. | By Syed R

Comment 4: Adding affordable better quality public transit is a cost efficient way to increase the efficiency of existing roadways. Removing traffic lights isn't going to increase capacity; just going to highlight the wait at the next set of lights and/or bottleneck. | By Marc C

Comment 5: Don't let commuters ruin the neighbourhoods through which they choose to travel. Encourage people to live closer to where they work, especially by encouraging developers to build more affordable and decent housing closer to downtown. | By Tom D

Comment 6: There is no plan to tear down homes. There is no plan for anything which is why this engagement of stakeholders is taking place. My understanding is that this process will determine priorities and goals not HOW it will be done. | By Elizabeth S

Comment 7: If it were only 5 minutes that would be awesome. it is literally half an hour frequently, one way, and even worse if it rains or snows. Part of living in a city means that we all have to sacrifice sometimes, so that things improve for the majority of people. This should have been done many many years ago. Let's just get it done!! | By S B

Comment 8: There are people living in those homes you plan to tear down. People who have kids at schools and friends near by. All to save what 5 minutes off your commute!! | By Kerry B

Comment 9: Assuming this means 3 lanes south and 3 lanes north I totally agree. Also agree with the frustration with the lack of attention and/or timeliness in addressing this critical need. City should allocate dollars now and for the next many years as this should be the number 1 priority! | By Deb H

Idea Title: Redevelop the interchanges for Memorial Dr and Bow Tr

Idea Detail: Northbound Crowchild south of the Bow river narrows down from 3 lanes to 1, as the right-hand lane becomes a forced exit for Bow Tr, and the centre lane becomes a forced exit for Memorial Dr. In addition, traffic entering Crowchild from Bow Tr and wanting to exit at Memorial Dr needs to dive across 2 lanes of traffic. There is plenty of real estate north of the river to make a proper interchange for Memorial Dr a little bit further north.



Idea Author: Francesco P

Number of Stars 82

Number of Comments 7

Comment 1: Keep in mind that when the Crowchild bridge as we know it today opened in '67, it was really intended to funnel people into the downtown freeway (which thankfully was never built). Why only one lane was a freeflow lane could be based on the assumption that either:

- 1) There would be limited N/S commuting not likely
- 2) The assumption that a second crossing would be built

So why are the Sarcee and Shaganappi corridors so large and underdeveloped ...

The key difference from a stakeholders perspective is that the Shaganappi / Sarcee crossing would be elimination of park space instead of homes and neighborhoods. There are examples where this damage can be reduced (Stoney Tr at Bowness or Park Bridge east of Golden) with the possible exception of those few homes next to Edworthy parking lot. Obviously the views from Point MacKay would be impacted. It most certainly improve access to the Foothills and ACH from the SW and the new University development would certainly win.

| By Don E

Comment 2: Agreed. Building either or both bridges at Shaganappi or Sarcee would take a lot of pressure off of the Crowchild interchange. We are now seeing the fruit of not building the other bridges. So are the communities along Crowchild to pay the price for protecting the ones along the Shaganappi and Sarcee alignments? | By Robert W

Comment 3: I agree with Terry's idea. There is already a right-of-way in place to link the 2 Sarcee Trails. Another crossing of the Bow River would provide an alternate route for commuters and reduce congestion on Crowchild Trail. Further improvements would still be required along the Crowchild corridor. | By Don P

Comment 4: Did you know the 1967 Calgary Transportation Plan once had plans for a Bow River bridge crossing at Shaganappi and before that at Sarcee Trail. All three were intended to disburse river crossing traffic but they were shot down due to community / neighbourhood objections. Is it time to look at these river crossing points again? | By Terry W

Comment 5: Fixing this bottleneck would improve things immensely. The bridges that cross the river and Memorial Drive are simply not adequate anymore. Nothing can improve until they widen the bridges so that there are 3 clear lanes each way and the interchanges are made more efficient. | By Teresa S



Comment 6: I agree that once through that interchange; NB traffic improves. | By Elizabeth S

Comment 7: This is another bottle neck that certainly could improve traffic flow. | By Alex M

Idea Title: remove lights kensinton rd, 5th aven, 23 aven, right turns only

Idea Detail: take out lights that stop traffic, there are other options for that traffic.

Idea Author: paul D

Number of Stars 79

Number of Comments 10

Comment 1: Thanks, Mike S. This is an idea to deal with high volume, rush hour traffic in an inexpensive way. | By Suzanne B

Comment 2: Really Crowchild Trail is suitable during weekends and evenings however is a serious gridlock from from after school through to rush hour. Wouldn't need to remove the lights but between the hours of 15k and 18k they would remain green and only right hand turns allowed. | By Mike S

Comment 3: Any idea that gets this must discussion must have some merit!! I for one agree with the idea of removing those left turn movements. It eliminates dangerous shortcutting; retain 23rd Ave road connection for police directed traffic routing when events at Stadium. | By C B

Comment 4: With all the concern about green house gasses and platoon, no one seems to be concerned about the extra emissions caused by having all these vehicles stuck in gridlock to the point of doubling travel time. Having free flow traffic is a sure way to reduce emissions. | By Robert W

Comment 5: Not everyone on Crowchild is going Downtown. There is a large volume trying to go cross town to the SW or NW. | By Robert W

Comment 6: There will be no log jam at Bow Trail and 17th AVE because Crowchild is Free Flow by that point. | By Robert W

Comment 7: HOV is a great idea that will get cars off the road | By Marc C



Comment 8: Getting cars off the road is a dream; mitigating cars on the road is pragmatic; HOV lanes is practical. | By Terry W

Comment 9: This will only create a major logjam 1 km down the road at Bow Trail and 17th Avenue. Best solution is to get cars off the road. | By Marc C

Comment 10: Agreed, this is the least expensive, least disruptive, and easiest fix to improve things in the study area. Still allowing right-hand turns means that the surrounding communities have access to Crowchild, and the city could implement this only for rush-hour and high-traffic times during weekends (specifically Saturdays).

It would buy the city some time before implementing more costly options.

One point to consider is that it would split communities, much like what was done when major freeways were built through American cities starting in the 1950s. At the very least, overpasses for pedestrians that are bicycle and stroller friendly should also be built at the affected intersections. | By Benjamin V

Idea Title: Minimize Lane Changing and Weaving

Idea Detail: All three lanes need to flow through from end to end. Currently only one lane flows through northbound and two lanes southbound.

Separate exit/entry lanes would minimize weaving and greatly improve flow.

Idea Author: Nathan R

Number of Stars 76

Number of Comments 0

Idea Title: link Bow Tr East to Memorial Dr East without accessing Crowchild

Idea Detail: the steep grade merge ramp access to Crowchild from Bow Trail east and then the 2 to 3 lane jump in short distance to access the exit ramp to memorial east is a nightmare at most hours of the day

Idea Author: Sal L

Number of Stars 72



Number of Comments 2

Comment 1: Layering should be looked at. all relevant to scale of higher density buildings (height) and the raised elevation of the West LRT line. - there are already options for river crossing (separate from Crowchild) at the West end of Edworthy park for park pathway access, pedestrians and bikes, and perhaps emergency vehicles..... expand to transit???. | By Sal L

Comment 2: We definitely need to cure the problem of exiting northbound Crowchild (esp. from the Bow Trail exit to Crowchild) onto both east bound and west bound Memorial Drive. No solution without a new bridge / roadway. | By Terry W

Idea Title: Reduce Crowchild Congestion: Complete Other Bow River Bridges

Idea Detail: One of the main reasons the Crowchild/Bow area is so congested, is that there are so few options for crossing the Bow River in NW Calgary. All solutions will involve some form of community impact. The overall community impact and costs can be minimized if the City were to complete the designed but unbuilt Bow River crossings at Shaganappi Trail and Sarcee Trail. These two projects would take a huge amount of traffic flow off of Crowchild with minimal new road construction.

Idea Author: Robert W

Number of Stars 72

Number of Comments 7

Comment 1: Even if one of these bridges is made, it'd have a positive impact on traffic on Crowchild.

However, I agree that environmental impacts should be strongly considered and minimized. | By Syed R

Comment 2: This is a great idea. The Right-of-Way for those potential bridges have been maintained. | By Michael R

Comment 3: Sal L. WRT the Shag wildlife corridor, where does it lead to and what animals would be using it? Deer in the valley have no problem getting past existing bridges and roads. The hill only leads up to residential areas. Just asking. BTW the wildlife crossings installed under Country Hills Blvd at the north end of Nose Hill now only lead to a large suburban landscape with no hope of reaching the countryside now miles away. Just saying. :-) Cheers



| By Robert W

Comment 4: What environmental damage? The entire city has had a profound effect on the local ecology. I don't see people protesting the ongoing destruction of the Paskapoo slopes for housing. The Stoney trail bridge over the Bow did not destroy or affect the environment of Bowness park. We willingly allow thousands of tons of salt to be dumped on our streets each winter, all of which ends up in the Bow river. That alone has a far larger impact on the environment than adding one or two bridges in already established but incomplete traffic corridors. Are you not also concerned about all the pollution and GHGs needlessly added to our environment from all the cars caught in gridlock because we have been unwilling to remove choke points in Crowchild? Who is the arbiter of which environmental consequence is greater or less? | By Robert W

Comment 5: I have to agree that we need more lanes crossings the river from north of downtown for vehicles and other modes. Technically I am not the one to comment technically on how or where, but feel like vehicles expanding existing at Crowchild and Edmonton Trail and adding Sarcee/Ring Road will help and minimize further environmental impact. | By C B

Comment 6: Sal makes excellent points and I don't know that I support additional vehicle bridges. That said it is shocking that in a city of this size where such a huge proportion of people drive cars the nearest bridge to the west is 6 KM for vehicles and 3.5 KM for bicycles and pedestrians (as measured along the river). A huge distance to travel for an alternate route. | By Michael O

Comment 7: really bad idea to add more segregated river crossings - significant damage to the environment of our river health is done with each segregated structure - layer but do not add more!. lots of environmental reasons the Shaganappi Trail crossing was cancelled - destruction of a major city / historically significant park and animal corridor - Edworthy Park, and river health being but two that documentation should still be available through the city archives. | By Sal L

Idea Title: REDUCE not INCREASE the amount of cars travelling on this road

Idea Detail: City need to stop subsidizing communities on the far reaches of the City by spending to plow high volume highways through established communities. Spend money on improving public transit not bigger roads for single passenger vehicles.

Idea Author: Marc C

Number of Stars 70

Number of Comments 16



Comment 1: Crowchild is an integral road for drivers from most areas of the city. Traffic will increase on it, regardless of transit improvements. Many cities with strong transit systems still support strong roadway systems. To best alleviate congestion, you need both to be in place. This plan would work poorly now, and be even worse with population growth in Calgary and it's surrounding communities. | By Pamela T

Comment 2: I don't think anyone who has been involved in designing/managing the current Calgary road system should be allowed any input on this issue. Their track record is terrible + their ability to manage costs is dubious. | By Marc C

Comment 3: We need to think bigger picture than just Crowchild. This city will be 2.5MM people; how do we make ourselves ready for that

This ultimately comes down to three choices:

- 1) LA or Houston model... big freeways and urban sprawl
- 2) Vancouver ... large parallel connector roads
- 3) Amsterdam ... mix of highways, parallel connector roads, effective mass transit and full tilt alternative modes

The problem with Crowchild and the northwest is that there are no meaningful road alternatives for crossing the river (as evidenced by the gridlock everytime there is an accident) regardless of traffic volume. Stoney might as well be in Cochrane.

Many of the out-of-area users are pushing for the LA model for Crowchild.

I agree with encouraging alternatives, however, the biggest problem with Crow is that there are too many people commuting north/south where there are limited practical alternatives. By the city numbers ~50% of the traffic is flowthrough across the bridge, the rest is getting on and off onto Bow, Memorial, Kensington, etc

As any expansion/upgrade options would involve adding bridge lanes, I prefer a bridge connecting the underdeveloped Sarcee/Shaganappi corridors. This leads to a 30 year vision of starting a ring LRT line connecting the large employment centers on the west side (Chinook, Rocky View hospital, MRU, Childrens, Foothills and UofC) while also getting reducing the LRT loading going through downtown... this is Amsterdam thinking.

| By Don E

Comment 4: Consider the roads as the 'flow of business and life', better flow means more



efficient business, more earnings means more revenue for the city, and this means more dollars for city infrastructure and projects. Whatever the number of vehicles GOOD FLOW IS GOOD. | By Tom A

Comment 5: I think adding a transit/HOV lane that actually goes all the way through would both augment the transit option and also provide an added incentive to car-share, and potentially reduce the number of single-occupant vehicles. | By Sri M

Comment 6: to do this involves routing traffic to the core a different way. Crowchild is already set up as the main road to the core from the NW. the only other way is Shaganappi. I live on Shag, and they already have plans to widen it. (meanwhile adding MORE lights on shag but that's besides the point) but this is going to do nothing unless they decide to widen memorial as well which would cost even more money. If we widen, or take out the lights or something along crowchild, this would help to fix some of the congestion on crowchild since traffic will flow easier. Calgary is a huge city and we can't just do nothing with crowchild. | By Megan W

Comment 7: There is indeed a need to improve car flow on Crowchild to all. Public transit is the most cost efficient solution to reducing congestion, simply by providing a better quality alternative to many folks using Crowchild because the existing transit system is so poor. | By Marc C

Comment 8: I want to hear pragmatic and practical discussions and solutions to a multi-modal transportation requirement that INCLUDES 1-2 passenger vehicles and RESPECTS that Crowchild is a regional transportation corridor for ALL Calgarians in inner city and suburbia. We need objective, rational views, not dominated by populist views. PS. I have an inner city residence but I commute both north and south along Crowchild regularly by car and LRT. | By Terry W

Comment 9: Seems like the anti-car group is preaching on this website as well. That's too bad. | By Michael R

Comment 10: Barb - If you see someone breaking the law you should notify the police. If, as you say, on your entire route every cyclist is running red lights I am certain that the police would love to set up an enforcement point and make a few dollars.

Can you elaborate why you think Calgary is any different from any other major city in the world with regards to cycling? I hear a lot of people say this and I'm curious what they mean. | By Michael O

Comment 11: I wonder if any of them stop at stop signs or red lights??? Not on my route. Why should we be catering to the minority who don't pay tax for their special road system. It just doesn't make sense in this city. | By Barb E



Comment 12: Chris, you can find live cycletrack counts here:

<http://eco-public.com/public2/?id=100017181>

While it is true that there is a sharp drop-off in winter cycling the 7th St Cycletrack still counted 7,500 trips in February and 6,500 trips in March. That means there are still a couple hundred people a day riding that single route, even when it's very cold. | By Michael O

Comment 13: No one bikes in Calgary in the 7 months of winter that we get every year. We need less bike lanes and more roads. | By Chris C

Comment 14: There is indeed public transit on this alignment. It is just as poor and outdated as the road design. We now have the choice to spend significant public funds to expand road capacity) and the ensuing single passenger vehicle conundrum) or the more efficient public transit solutions. The City of Calgary tried expanding the road capacity of Glenmore a few years ago, look at how badly that turned out...Plowing more cars down Crowchild is just going to push the logjam further down one or 2 kilometers to the 9th Avenue corridor into downtown - shall we also make that a 4 lane highway with no traffic lights? | By Marc C

Comment 15: Well said Marc. When a city builds more roads, they get more cars. Calgary needs more alternatives to the personal vehicle, and should not tear apart established communities to support the people who chose to live on the outskirts. | By Michael O

Comment 16: Keep in mind the current road was designed in the late 60s when Calgary's population was around 350k. There already is public transit on this alignment and even if you took half the cars off the road, it would still be overloaded.

To improve efficiency, its capacity needs to match the sections of roadway at either end of this bottleneck. | By Nathan R

Idea Title: Rebuild and simplify University Dr/16th Ave/Crowchild

Idea Detail: Replace this mess with a compact 16 Ave overpass between the two existing bridges by moving Crowchild about 100 m West into the McMahon parking lot. The new alignment would include six lanes for through traffic for both 16th and Crowchild and one, maybe two, right-hand lanes for merging on and off in each direction. Since there are no longer plans for 16th to be free-flow East of Uxbridge, there can be lights on 16th for left-turns at either end of the new overpass to keep the overall footprint small.

24th St frontage re-connected n and s of 16th as a local street. 14th Ave could be re-connected though a new underpass with 13 Ave to provide a local traffic and pedestrian link between St. Andrews Hts with Hounsfield Hts.



University Dr underpass under 16th retained with access to 16th ending at lights n and s of 16th

Bus 19 routed on University Dr to 13th Ave, then east on 14th

On-ramp from University Dr. south onto Crowchild maintained.

Crowchild flown over 24th Ave with on ramps that end in lights at 24th Ave.

Exits from Crowchild between 16th and 24th to access the Stadium and Motel Village

The attached map shows the new Crowchild alignment in blue, 16th in green, on/off ramps in red, and local streets in yellow and traffic lights as black circles.

Idea Author: Kyle O

Number of Stars 67

Number of Comments 3

Comment 1: This makes a lot of sense, so obviously will be completely ignored by the City. |
By Jaenette P

Comment 2: New stadium parking could be added south of the stadium on the existing practice field and in the space occupied by the unneeded NE quarter of the University Dr/16th cloverleaf. Land between the new alignment and the 24th st frontage (currently parking) could be developed to pay for the project. Similarly the existing apartment building (Suncourt Place) could be rebuilt between 24th St and the new alignment south of 16th. I think Hounsfield Hts residents would rather face an apartment building than a wall? | By Kyle O

Comment 3: No homes removed. Stadium parking sacrifice is a small ask. Definitely an idea worth further exploration. | By Jason C

Idea Title: travelling north - direct access to 16th Ave east

Idea Detail: shortcutting from 5th to 19th north to 16th is the alternate "through the community route".

Idea Author: Sal L



Number of Stars 55

Number of Comments 1

Address: 2450 16 Ave NW T2M, Canada

Comment 1: It would impact several houses on the northwest corner of Briar Hill community...high objectionable. | By Terry W

Idea Title: Improve the connections from Bow Trail onto Crowchild Trail

Idea Detail: Create an access from BowTrail West to Crowchild South. Improve the connection from Bow Trail West to Crowchild North.

Idea Author: Adrienne M

Number of Stars 55

Number of Comments 0

Idea Title: Reduce Car traffic on Crowchild through improved public transit.

Idea Detail: Create another North-South LRT line rather than adding volume to Crowchild bridge which has a design so flawed that it already generates large number of car traffic accidents.

Idea Author: Marc C

Number of Stars 54

Number of Comments 7

Comment 1: By improving LRT access to the core, Crowchild congestion will be reduced for North-South through-traffic commuters. | By Marc C

Comment 2: I work in the south, LRT is great for going to the core but what about the mass of people in the north trying to get to south. taking LRT or transit is not practical so we take crowchild to get to Glenmore. and HOV lanes on northbound Crowchild before bow trail, during rush hour just get used by people who think their time is more important to everyone and then they end up cutting people off and causing accidents. | By Megan W



Comment 3: Public Transit gets stuck on Crowchild as well. Routes 20, 72, and 73 all get off-schedule during the rush-hour as a result of congestion. Perhaps what we need is extra lanes to accommodate HOV. | By Mark Z

Comment 4: Downtown LRT congestion can only be fixed through above ground stations along 7th Ave. or a tunnel along 8th Ave. More practical would be to put traffic arms along all intersections along 7th Ave to prevent cars and pedestrians from crossing and causing accidents and using intelligent transportation signalling with priority for LRT traffic. We also need to take all vehicles off 7th Ave including buses which impede LRT movement.
| By Terry W

Comment 5: The bridge can be fixed fairly easily. The design flaw in question involves people trying to cross two lanes of traffic in a short period of space. This is very solvable. | By Michael R

Comment 6: Try taking the LRT line into downtown and you'll see that it grinds to a halt at every traffic light stop once it get to the downtown area. | By Marc C

Comment 7: Who would use this north-south line, and how would it alleviate traffic? The bulk of the traffic on the section in question is from the northwest to downtown and there is already an LRT line that services this need. | By Nathan R

Idea Title: Build a road as a flyover over the whole stretch

Idea Detail: If a new highway was constructed above the current Crowchild Trail, without intersections, true traffic could take that section and traffic that needs one of the exits, can keep using the current trail.

It would not involve buying land to make the trail broader, it would separate local and true traffic and as an alternative the new section could be built over the navy yard.

Good luck.

Maybe check out how traffic is handled in The Netherlands and get some ideas. As an intensive international traveller I think that traffic there is managed the best in the world.

Idea Author: Eelco B

Number of Stars 47

Number of Comments 4

Comment 1: Great idea. Thanks for thinking outside the box. | By Suzanne B



Comment 2: Pretty Innovative i will give you that Eelco; certainly we do need to be open to ideas that work elsewhere, both our province and our city are guilty of stifling transportation innovation by way of engineering arrogance. | By C B

Comment 3: This is a great idea. There will be compromises required to fix this problem. Either homes are lost for a wider roadway or the road goes up with northbound being on the lower level and southbound on the upper level of a stacked road to save homes and space. | By Robert W

Comment 4: We cannot impose a visual and auditory blight to properties adjacent with this proposed highway in the sky. Better design of the existing Crowchild transportation right-a-way is the better solution like express lanes in the centre lanes and local, exiting traffic on the right, and overpasses for intersections at 24th, McMahon Stadium, 5th Ave and Kensington Road. We definitely need to untangle the Bow River crossing. | By Terry W

Idea Title: Speed limit increase

Idea Detail: Increase the speed limit west of U of C to 90km/h or 100km/h. that long stretch of the road is like a highway, everyone normal drives over the limit all the time anyways, it would decrease tailgating and road rage, it would help move traffic faster and safer

Idea Author: Aleks R

Number of Stars 45

Number of Comments 3

Comment 1: Agreed. Should be 100, and most drivers do 100 currently. | By Trevor G

Comment 2: Or just have Slow Drivers Stay Right - that takes care of half of what you want. | By Tom A

Comment 3: This portion of road is designed for higher speed. The speed limits are higher on much poorer roads. | By Robert W

Idea Title: no left turns against rush hour traffic @ 24 ave, remove lights

Idea Detail: remove lights at mcmahon stdm, 5th ave, kensington rd make them right turn only.

Idea Author: paul D



Number of Stars 45

Number of Comments 2

Comment 1: There would be a lot of objection from University residents going home/to work as well as from residents of the surrounding communities. As Terry said, residents would also then start moving down to McMahon and causing backups there. | By Mark Z

Comment 2: This was done during rush hour at 24th Ave as a pilot I believe...however, this causes cars wanting to turn left to turn right instead and to find a u-turn back across the intersection to get to the other side. | By Terry W

Idea Title: Rebuild the bridge and approaches

Idea Detail: Calgary seems to build for right now and not the future. The section from Bow Trail in the south to 24th Avenue in the north is the problem with Crowchild. There are not enough driving lanes along this section for the amount of traffic and the lights need to be removed.

Idea Author: Randy H

Number of Stars 44

Number of Comments 3

Comment 1: First priority could be to "fix" the bridge so 3 pure lanes both directions with North being the number 1 priority. Lights going north would then be a bottleneck but that's somewhat manageable with light timing controls. Then redesign University Drive so 3 lanes continue both ways. | By Deb H

Comment 2: The main span is already six lanes wide as is the south-bound bridge over bow trail, really only the northbound bridge over bow trail needs to be rebuilt (and to remove the ridiculous fast-lane on-ramps.) This would be a major improvement. On the north side, the connections to and from Memorial Dr don't need to take a whole lane with them and maybe aren't required at all? | By Kyle O

Comment 3: This section of roadway has not been improved for 30 years. Since then, the city population has doubled. It is severely undersized for the volume of vehicles that must travel upon it. | By Robert W

Idea Title: Increase the length of the merge lane at 17th Ave



Idea Detail: When it's not rush hour and people are travelling at 80+ km/h, the merge from 17th Ave to NB Crowchild is quite short. A vehicle that doesn't wish to exit to Bow Trail (and eventually Memorial Dr as well) needs to get up to a high speed and way over to the left in a short distance. Going from 17th Ave to SB Crowchild has a similarly short merge lane but does not require the same urgency for lane changes.

Idea Author: Mercedes E

Number of Stars 42

Number of Comments 1

Address: 2298 17 Ave SW T2T, Canada

Comment 1: Even better would be collector lanes that more effectively control traffic entering and leaving the freeway. | By Nathan R

Idea Title: Tunnel

Idea Detail: There should be a tunnel for trough traffic

Idea Author: Kerry B

Number of Stars 40

Number of Comments 3

Comment 1: I agree with Nathan. A tunnel for many reasons is unrealistic. There is an matter of engineering and logistics of construction; then operational issues. Maintenance for one but also safety. Emergency access and life safety. Francesco, with regards to burrowing vs open excavation keep in mind there is a river. The way you describe your plan is to "open excavate" two tunnels in phases. There are two main problems with this 1) It is possible for an open excavation tunnel to be more cost effective but there are many variables - the amount of material to be excavated, the type of remediation to be put in place for environmental impacts pertaining to the river etc., the type of equipment to be used i.e. are any specialized equipment going to be acquired and for how long - like a barge excavator vs. an arrangement with the City of Edmonton for use of their mole and burrowing crew. The list of variables is longer but I am limited by my word count - markets / design / materials... 2) with two tunnels phased this adds to over all project costs. As this is a publicly funded project there would not be any revenue essentially gained from phasing the project - unless there is a toll added. Therefore by having two independent tunnels costs increase not only with design, pre-construction,



construction but also maintenance/opperation. If tunneling is a viable option one tunnel is most likely a option better. True one smaller tunnel is cheaper and then save for a second but then the total project cost per whatever unit you prefer (/m / m2 /sf /m3 / cy) would be higher. |
By Heather L

Comment 2: We don't need to build the entire width of the tunnel in one go. We could build the northbound tunnel and have traffic share the current southbound lanes. Then reverse to build the southbound tunnel. A tunnel built as an open excavation would not be costly, you are thinking of burrowing, which is costly. | By Francesco P

Comment 3: This is unrealistic. In order to build a tunnel, they would have to take out a couple rows of houses to use as a detour route during construction. Plus, it would be far too costly. |
By Nathan R

Idea Title: Double decker bridge on Crowchild over Bow River

Idea Detail: All lower deck lanes dedicated to north bound traffic and split after Bow River crossing into east Memorial, west Memorial and NB Crowchild. All upper deck lanes dedicated to south bound traffic and split after Bow River crossing at Bow Trail into east Bow Trail, west Bow Trail and SB Crowchild.

Idea Author: Vincent P

Number of Stars 38

Number of Comments 2

Comment 1: Interesting idea... the economics and engineering of such a proposal would be very challenging though. | By Syed R

Comment 2: Have much more bus service, and make it fare-free, so people won't want to drive their cars downtown. | By Tom D

Idea Title: Remove all lights, add an interchange at both McMahon & Kensing

Idea Detail: Remove all traffic lights on Crowchild. Add one interchange for both Kensington and McMahon.

Idea Author: Shell C

Number of Stars 38



Number of Comments 0

Idea Title: Eliminate the 2-lane bottleneck between 5th Ave and 24th Ave.

Idea Detail: Expropriate Suncourt place (the apartment building at 13th avenue and University Drive that prevents the road from being wider) and make the road 3-lanes (full lanes, not lanes that are effectively University Drive-only access points) in both directions. This will match the stretches both north and south of the bottleneck. With more room to build, the University drive access can be made into proper off ramps.

Idea Author: James C

Number of Stars 37

Number of Comments 2

Comment 1: Agreed. There is never enough money now, but the work will not be cheaper in 20 years. | By Anne B

Comment 2: This is a quick win ... This should have been done in the 80's when the old concrete bridge was replaced with the steel girder bridge we see today. Unfortunately, there was no money then (something about the NEP followed by high interest rates followed by a recession) | By Don E

Idea Title: lengthen the exit lane on Crowchild to access 17th Ave E & W

Idea Detail: backed up traffic often has a % of vehicles in the through lanes that are intending to exit onto 17th ave via the old childrens hospital

Idea Author: Sal L

Number of Stars 33

Number of Comments 1

Comment 1: That's a practical solution. | By Terry W

Idea Title: Start the 3rd Lane Earlier on NB Crowchild at 16th Ave

Idea Detail: I believe by starting the 3rd lane on northbound Crowchild before 16th ave will add



a lot of improvement for little cost

Idea Author: Scott E

Number of Stars 33

Number of Comments 1

Comment 1: Find a way to get reversible lanes through the choke point from 24 Ave through Kensington. | By Tom D

Idea Title: HOV/Transit lanes

Idea Detail: Improve people moving capacity through the use of HOV/Transit lanes. People who carpool or ride transit put a smaller footprint on our transport system and should be rewarded with reliable travel times. An HOV/Transit lane could move many more people than other lanes.

Idea Author: Christopher D

Number of Stars 30

Number of Comments 6

Comment 1: The current bus lane is broken at many points. This needs to be continuous, and also converted into an HOV lane. | By Syed R

Comment 2: I think this idea is great, but it could be amended to limit HOV to rush-hour only. Additionally, on some stretches of the bridge, that would reduce the road to one lane for single-occupant vehicles. | By Mark Z

Comment 3: I think this is one of the few roads in Calgary where HOV lanes would really improve function. Agree with Chris's sentiment... need them more to reward carpooling, don't need more Transit on Crowchild just need to reward efficient users. | By C B

Comment 4: I agree. Make the bus lanes HOV lanes. There are only a few busses moving in the right hand lane at any given time, while hundreds of cars idle and crawl in the other three, mostly at peak times. It just makes sense. | By Marise A

Comment 5: We already have mass transit in the Crowchild corridor, its called the C-Train. We need to have infrastructure to support people whose lives and jobs do not fit well with



transit. | By Chris B

Comment 6: Great concept. Hopefully the City won't throw large amounts of public funds at solutions geared to single passenger vehicles | By Marc C

Idea Title: Short Term Goal: Traffic Circles @ Kensington & 5th Ave

Idea Detail: Yes the bottle neck of this corridor is certainly the physical width for larger volumes of traffic to travel, but the space is truly stretched due to the traffic lights at both of these intersections.

Continuing the flow of traffic will allow those trying to turn off onto Memorial Dr. or Kensington road to do so. This will then elevate the volume of vehicles on the bridge and up the hill (south of the Bow)

I am proposing the implementation of traffic circles as a short term solution.

Idea Author: Alex M

Number of Stars 29

Number of Comments 8

Comment 1: Traffic circles can work with high volumes but only at a low speed and lights are often still required to control flow into the circle (look at Paris). To increase speed, the footprint becomes immense. | By Don E

Comment 2: I agree with Heather
| By Megan W

Comment 3: Traffic circles only work for low to moderate traffic flows. Not appropriate for Crowchild. | By Robert W

Comment 4: Traffic circles are often efficient but the volume of traffic that is on Crowchild during rush hours and the fact that traffic circles are not used to the extent as they are in Europe; North Americans are not able to navigate them with the efficiency that is required for large volume roadways. If traffic circles were more a part of our culture then yes it would be an appropriate solution but because they are not; it's more likely to cause more traffic jams and the likelihood of accidents. This is why you will sometimes see traffic circles with lights defeating the purpose of why a traffic circle was put in. | By Heather L



Comment 5: You mean traffic circles on Crowchild? I honestly think this would be a disaster. The traffic circles wouldn't be big enough to handle the demand, even if Calgarians could navigate them. | By Michael R

Comment 6: Nathan you are likely correct.

Kerry, traffic circles are generally much more efficient, just Calgarians are unfortunately not exposed to them enough to see the benefits. | By Alex M

Comment 7: Way too scary | By Kerry B

Comment 8: Crowchild has too much volume and is too wide to make traffic circles a viable option. | By Nathan R

Idea Title: Swap the Bow Trail Merge

Idea Detail: The Bow trail merge onto Crowchild North should be moved onto the outside of the bridge. This would allow for two solid lanes of Crowchild to pass over the river. It would require some re-working of the south end of the bridge, but it would keep the merging on and off Crowchild in one lane, rather than making through traffic have to merge over.

<https://www.google.ca/maps/@51.0454051,-114.1095822,290a,20y,270h,41.38t/data=!3m1!1e3?hl=en>

Idea Author: Daniel W

Number of Stars 28

Number of Comments 2

Address: 2219 10 Ave SW T3C, Canada

Comment 1: The merge from Bow Trail EB to Crowchild NB has got to be the most confusing merge in North America. | By Syed R

Comment 2: Have the traffic coming from the left and behind yield to the traffic coming from the right and in front as vehicles merge onto Crowchild northbound from Bow Trail. | By Tom D

Idea Title: Do something about the mess northbound at the river

Idea Detail: This needs to be completely redesigned. Extra lanes come from underneath on



the left, some of which need to go across all the other lanes to turn onto eastbound Memorial, then, if you want to turn right onto Kensington, you have more cars coming from the right and the right lane off the bridge disappears, so even turning right onto 5th is difficult. This is possibly the worst designed roadway ever. It needs to be completely re-done.

Idea Author: Lucretia M

Number of Stars 27

Number of Comments 1

Comment 1: Agreed. The north bound righthand lane suddenly becomes an exit lane onto Memorial so cars have to merge into the left lane if continuing north bound on Crowchild. It's one of the worst designs in the City and obviously was never meant to handle the amount of volume now on the road. | By Jaenette P

Idea Title: Flow through lanes from South of Bow River to North of Bow R.

Idea Detail: More Northbound lanes across the Bow River that go through without requiring a change of lanes (there is currently 1 lane!)

Idea Author: chuck B

Number of Stars 27

Number of Comments 0

Idea Title: Right turns only, no lights and overpass at 24 Ave

Idea Detail: A lot of the congestion can be avoided by removing all of the traffic lights, and having right turns only onto and off of Crowchild Trail (at existing intersections). This coupled with an overpass at 24 Ave (which has already been planned for), would save a lot of money and get traffic moving. Affected communities would need traffic calming measures BEFORE this is implemented.

Idea Author: Leanne E

Number of Stars 26

Number of Comments 3



Comment 1: Michael-- via 16th Avenue or Memorial Drive, depending on whether you're heading north or south. | By Anne B

Comment 2: How would a person get between Parkdale and Kensington if you could not cross Crowchild Tr? | By Michael O

Comment 3: This would be a fairly inexpensive fix. Great idea! | By Gino 2

Idea Title: Enforce traffic laws!!!

Idea Detail: Crack down on loud motorcycles, pickup trucks, and sportscars. Crackdown on tailgaters, speeders, and lane weavers. Use ghost cars and cameras. Put funds raised into more attention to streets cleanup and litter removal.

Idea Author: Tom D

Number of Stars 26

Number of Comments 1

Address: Bow Trl SW T3C, Canada

Comment 1: Get slower drivers to stay right - this will help with half of what you want. | By Tom A

Idea Title: Remove connection b/w Crowchild and 24th St

Idea Detail: Traffic going WB on 24th Avenue needs to merge onto NB Crowchild. Any vehicles accessing the road via 24th St make this a dangerous turn. Additionally, vehicles going from 24th St to SB Crowchild need to cross 2 lanes of traffic in the span of less than 100m. This is also a potential safety concern.

Idea Author: Mercedes E

Number of Stars 24

Number of Comments 1

Address: 2440 24 Ave NW T2M, Canada

Comment 1: There is an integrated merge lane here though... | By Mark Z



Idea Title: 2nd tier expressway & overpass at 24 Ave

Idea Detail: If the elimination of lights and building overpasses through Kensington is not possible then lets build a second level expressway from just south of 17 Ave SW to just north of 16 Ave in conjunction with an overpass at 24th Ave.

Idea Author: Keith U

Number of Stars 23

Number of Comments 0

Idea Title: Leave Crowchild Trail as is.

Idea Detail: The idea of moving more vehicles across the river going southbound on Crowchild trail does not alleviate the congestion at Crowchild and Glenmore. All it will do is move the parking lot further down south. More emphasis needs to be placed on moving people rather than moving cars. A dedicated bus lane is on way of doing this.

Idea Author: John W

Number of Stars 22

Number of Comments 6

Comment 1: We can move cars if the road system worked in the first place. | By Tom A

Comment 2: To travel from Brentwood to Southland and Macleod via public transit takes over an hour. By car it takes 30 minutes, except at the height of rush hour when it takes as long as transit. | By Robert W

Comment 3: There is not enough room for a dedicated HOV lane. Just taking away an existing lane does not work. Just look the the HOV lane on Southbound Centre Street. Even the Express busses will not use it. The 301 spend most of its time in the car lanes because they move better. | By Robert W

Comment 4: I agree with Teresa. A HOV lane for bus and vehicles with two or more people is better than a dedicate bus lane. Yes, Crowchild needs to be improved...but within the existing road right-of-ways if possible.

| By Terry W



Comment 5: leaving it as is is not a good solution. Improvements are long overdue. | By Michael R

Comment 6: There already is a dedicated bus lane between 33rd and Bow Trail. There are more cars than busses using it. Then once the cars using the bus lane get to the end they try to push into the already congested lanes, backing up traffic even more. That bus lane isn't effective, I can't see any other bus lanes being a good solution. Not until the actual problem of moving the cars through more efficiently is addressed. | By Teresa S

Idea Title: Right way issue

Idea Detail: One of the main contributing factors to the congestion Northbound is that there is only one lane from south of 17th ave SW to north of 16th ave NW. As a main thoroughfare this just is not acceptable.

Another issue is when traveling northbound from Bow Trail SW you lose your Right of Way. When going from one major road to another it is not acceptable to have to cross into traffic three times to regain your direction of travel. This is an engineering atrocity.

The Bow Trail ramp/over/underpass needs to be redone and the bridge widened. The engineering company who originally designed this can pay for a portion of the costs as retribution for their incompetence.

The right lanes need to be enforced as merge lanes in the south . Majority of traffic travels in the right lane impeding entering traffic. This is unacceptable especially considering the worst offenders (those who don't allow incoming traffic to merge safely) are speeding excessively and don't exit for quite a ways.

Idea Author: Heather L

Number of Stars 22

Number of Comments 1

Comment 1: The entire interchange is poorly designed as is and badly needs to be improved. Eliminate the need for all the lane changes to move in one direction. | By Robert W

Idea Title: Big Trucks Stay Right.

Idea Detail: Big Trucks Stay Right.



Idea Author: Tom A

Number of Stars 21

Number of Comments 1

Comment 1: Interesting idea, the first lane that goes straight across the river northbound is the far left lane at 50 ave sw. During high volume periods the commercial drivers need to plan that far ahead since so few personal cars will let them merge further up. | By Jo V

Idea Title: Beautifucation

Idea Detail: try to create a more calming location with beautification ideas along the trail (trees, flowers, colour)

Idea Author: David P

Number of Stars 19

Number of Comments 2

Comment 1: Please don't encourage 'beautification' - look at the area by Varsity Estates - they redo the road every couple of years, with fancy paving stones, raised concrete down the middle of the road, etc, and then have to do it all over again every couple of years. HUGE waste of money. | By S B

Comment 2: I think money could be better spent along this stretch of road. | By Mark Z

Idea Title: Eliminate all insections and replace with interchanges

Idea Detail: Close access to certain interchanges and force communities to access via interchanges. No more traffic lights, should all be interchanges. Kensington, 5th Ave NW, 24 Ave NW, either close or turn into interchanges. Widen 5ave-24Ave NW to three lanes.

Idea Author: Paul B

Number of Stars 18

Number of Comments 0



Idea Title: No lights the entire stretch

Idea Detail: If you remove current lights and put cement curbing for right turns on and off (ie Kensington, 5 Ave, McMahon, etc) and add an overpass at 24 Ave (already land there), this should be an inexpensive fix.

Idea Author: Gino 2

Number of Stars 18

Number of Comments 0

Idea Title: Ensure lines are painted

Idea Detail: Maintain the lines. Ensure they are visible. This will help with traffic flow in the short term as this study continues.

Idea Author: David P

Number of Stars 18

Number of Comments 1

Comment 1: Couldn't agree more, so many of the cities interchanges, acceleration/deceleration lanes are not adequately marked for drivers who don't travel them frequently - and even those who 'think' they know what they are doing. | By C B

Idea Title: Toll road for vehicles entering Calgary

Idea Detail: Crowchild Trail should be a toll road for vehicles entering Calgary, Mondays through Fridays, during peak hours (i.e. 5:30-10:30am). This user tax/fee would be on those living out of town, but working in Calgary. Funds should be used for transit and transportation infrastructure.

Idea Author: Adam K

Number of Stars 17

Number of Comments 3

Address: Crowchild Trl NW T3G, Canada



Comment 1: This will not affect the wealthy at all, but will pull some money out of their pockets for transit. | By Tom D

Comment 2: Totally disagree!!! That won't fix the problem, it'll just cost US more money | By Julian P

Comment 3: Yes! This is exactly what Calgary needs to do! | By Deb H

Idea Title: Slow Drivers Stay Right.

Idea Detail: Slow Drivers Stay Right - that means less weaving in and out, while making the roads safer and more efficient. Building respect and cooperation for all.

Idea Author: Tom A

Number of Stars 17

Number of Comments 0

Idea Title: Short Term/Low Cost to increase green lights on Crowchild

Idea Detail: 1) Remove all left turns at Crowchild/Kensington & Crowchild onto 5th Ave (increasing Crowchild green lights).

2) Move 10th Ave/Bow Trail access onto N Crowchild to right side of bridge and continue this lane past Parkdale turn off, under the Parkdale flyover connecting to existing access lane from Memorial (allowing all 3 bridge lanes to continue N)

3) Add 4th N bound lane, for Memorial to access Crowchild, continuing past 5th, utilizing the unused Kensington/5th left turn lanes (see #1)

5) Add light at Parkdale Blvd & Kensington, so Kensington traffic can turn left to access Crowchild ramp via Parkdale, & Parkdale (SE) can turn left onto Kensington (E) (removing left turn light on Kensington/Crowchild (see #1)

6) Add access to N Crowchild from E Memorial under the Parkdale Flyover

7) Add light at Memorial and 19th St NW from Crowchild S via Memorial E to allow access to Kensington Rd communities. Also allows left turn from 19th St onto Memorial.

See attached map

Idea Author: Bryan H

Number of Stars 17



Number of Comments 1

Comment 1: Point 7 addresses the assumption that because a road is nearby there should be nearby access to it. This make point one really make sense. | By Norm B

Idea Title: No lights, 4 lanes N & S, incr speed limit, glenmore to stoney

Idea Detail: turn Crowchild into a freeway with no lights, at Glenmore west from crowchild connect crowchild freeway to future ring road with no lights. Once ring road is complete there will be two options to get to glenmore causeway from the North, down the ring road to glenmore and down crowchild to glenmore. it also allows access to downtown from the north or west of city either from south crowchild or north crowchild.

Idea Author: brian D

Number of Stars 17

Number of Comments 4

Comment 1: The section from 17 ave sw to 24 ave nw is all that needs to be corrected, the rest of the road flows well. Unfortunately before anything can be done about this stretch, the sw ring road has to be complete. Then the city can remove it all and correct the 8 major issues. As the road is today there is only a single lane northbound that goes from 17 ave sw to 24 ave nw. | By Jo V

Comment 2: "What's the hurry" applies to those that work on one side of the city and live on the other (~50% of Crowchild users are flowthrough). These folks have no meaningful road alternatives and limited practical transit options (most would use it anyways) and with no insult intended to the poster, are generally uninterested in the impacts to affected communities. | By Don E

Comment 3: What's the hurry? | By Norm B

Comment 4: Please keep in mind that thousands of people live,work,play and own businesses along Crowchild Trail. Any changes to Crowchild need to take into consideration how it will affect these people. | By Suzanne B

Idea Title: Ticketing slow drivers

Idea Detail: While I know this is almost the same thing as adding a toll to the road, I can't tell you how many people I see driving 60, 70km/h all right beside each other thus not allowing



anybody to pass doing the actual speed limit!! Sometimes going slow is the least safe thing you can do on a highway. In BC they have a law that you aren't allowed to be in the left lane unless you are passing someone, moving over to allow people to merge on the highway (which nobody does, EVER) and moving over for stalled/emergency vehicles. Simply implementing that rule (and enforcing it) would increase the flow of traffic a BIT more than what it is now.

Idea Author: Julian P

Number of Stars 16

Number of Comments 3

Comment 1: I agree, Michael O. Speed limits mean Maximum speed - not Minimum. If someone feels more comfortable driving at 70 on Crowchild, why is it so hard for other drivers to have just a little bit of patience? No matter what changes are done to Crowchild, there will still be drivers who will be slower than the posted speed limit.

| By Suzanne B

Comment 2: Speeding and lane weaving is far, far more dangerous than going 10km/hr under the speed limit during rush hour.

Also consider that if you travel the entire 18 km of Crowchild Tr from Stony to Glenmore you would save 3-1/2 minutes by going 90 km/hr instead of 70 km/hr. That 3-1/2 minutes vanishes in a hurry if you rear end someone or get pulled over. | By Michael O

Comment 3: Wrong attitude. Ticket speeders and people who weave between lanes. | By Tom D

Idea Title: Build extra lanes as HOV only from Bow Trail to 16th Ave NW

Idea Detail: During rush-hour, there are VERY long delays going over the bridge, as the three lane road is reduced to two lanes. If the city could somehow add an extra lane on each side of the roadway as HOV exclusive, it would reward both drivers and transit-users and take cars off the road.

Idea Author: Mark Z

Number of Stars 15

Number of Comments 2



Comment 1: From my experience very few people car pool so that they can use an HOV lane. Vehicles in the HOV lane just happen to have more than one occupant. | By Stewart J

Comment 2: Encourage downtown employers to widen the times at which their offices open so commuters can space themselves in time. | By Tom D

Idea Title: Add bike zones from twelve mile coulee to Glenmore

Idea Detail: bicycle travel on crowchild trail should be encouraged provided it is safe. If the corridor is going to be developed further bicycles should be incorporated into the plan.

Idea Author: brian D

Number of Stars 14

Number of Comments 5

Comment 1: For the cyclists safety Bikes should be banned from all roadways in the city with a posted speed limit over 60km/h. | By Jo V

Comment 2: this is a bad idea. Keep bike lanes off of crowchild. Preferably no bikes at all. | By Michael R

Comment 3: And where on the already completely bottlenecked area of Crowchild, in particular between 24th and 5th would you suggest that bike lanes go? | By Jaenette P

Comment 4: Agree - providing cyclists with the same type of straight, easy access that cars have would make cycling around the city - particularly to far-flung areas, much faster and easier.

| By Roxanne L

Comment 5: The City should install separated bike lanes along the entire length of main roads, like Crowchild, Shaganappi, Glenmore, Bow trail, Sarcee and Deerfoot with regular pedestrian overpasses, would improve these corridors and make them more accessible. Bow Trail would be much more effective and accessible if bike lanes ran along both sides and the full length of the road. | By Donald J

Idea Title: Move transit to the ped/bike bridge at the west end of Edworthy

Idea Detail: this location has great links north to the new development west campus, U of C , market mall etc.from an environmental damage perspective it is already a disturbed river crossing



Idea Author: Sal L

Number of Stars 13

Number of Comments 3

Comment 1: 2 lanes each way to join Sarcee and Shaganappi. Use a similar low footprint construction technique as used on the Stoney bridge in bowness or the Park Bridge east of Golden.

Include lanes for a BRT and future conversion to LRT to connect the University, Foothills, Childrens, MRU, Rockyview and Chinook.

Pros

- Uses underdeveloped corridors on Sarcee and Shag.
- Uses proposed Shag HOV lanes.
- Direct connection to west ring road
- allows for BRT and future LRT
- Connects some of the largest employment centers in the city outside of downtown
- Improved access to the Childrens for those in the south
- offloads flowthrough LRT ridership out of downtown
- minimal direct impact on homes
- Opportunity to build interchange at Sarcee and Bow (much needed already)

Cons

- Another crossing of the Bow (any expansion of Crowchild would involve more bridges anyways)
- Impact to a park space (manageable although the dog run on the southside would be gone)
- more traffic on the Sarcee corridor (resolve with more N/S lanes between Bow and Glenmore/Ring Road interchange)

| By Don E

Comment 2: link it to Sarcee | By Sal L

Comment 3: There is no infrastructure to build a bridge here! | By Mark Z

Idea Title: Build it big enough...

Idea Detail: If you build Crowchild Trail with enough capacity this will make shortcutting



through communities inefficient and resolve many concerns as well as move the Crowchild Trail traffic efficiently.

Idea Author: chuck B

Number of Stars 12

Number of Comments 0

Idea Title: Moderator question --- why are there no dislike buttons?

Idea Detail: If an idea would result in the bulldozing of my home, shouldn't I have the option to say "dislike" or "thumbs down"?

Idea Author: Don E

Number of Stars 12

Number of Comments 1

Comment 1: You can always leave a comment. Simply saying someone has a bad idea is not productive - explain your position! | By Michael O

Idea Title: lower some through lanes from 24th north to memorial

Idea Detail: Taking the traffic lights out north of the river would increase traffic flow, but a huge fly-over would be an impossible structure for the neighborhoods north of the bow.

Why not dig in some of the lanes north of memorial? Not a tunnel (too expensive), but lower some through lanes enough to be able to build crossings at street level.

Granted - this is not the cheapest solution, but could be a long term plan. It would allow multiple street level crossings for roadways and pedestrian/bike traffic, improve traffic flow and safety, and reduce noise.

Glenmore at McLeod Trail is an example what could be done, but two through lanes would be possibly enough for this stretch with the west ring-road taking some of the traffic off crowchild in the long run.

Idea Author: Josef H

Number of Stars 11



Number of Comments 4

Comment 1: And there's no traffic on Glenmore/Macloed ?

Lowering roads near the river is never a good idea. | By Syed R

Comment 2: Great idea! | By Julian P

Comment 3: Lowering the road may be impossible, but overpasses of Crowchild over Kensington and 5th might be possible without creating too much noise. I would prefer to see Crowchild go over these two streets rather than under because then the required ramps would stay on the Crowchild right-of-way rather than being build east and west onto the "surface streets" (as they call them in LA). I find that a properly constructed, lit, and maintained underpass is less disruptive to a community than an exposed overpass, especially for pedestrians trying to cross from Hillhurst to Parkdale. Also, the required on and off ramps could simply be one lane in each direction on Crowchild that stay at grade while the middle 3 lanes in each direction fly over each street. The overpass would only have to be tall enough for a city bus and both could be designated as no-truck routes. | By Kyle O

Comment 4: I read in the 1978 plan that "Crowchild Trail mainline remains at grade. (It is not possible to lower the mainline because of the flood level of the Bow River)" | By Elizabeth S

Idea Title: Traffic circles and flyovers similar to 37th St. SW.

Idea Detail: Kensington Rd. flyover and traffic circle. Flyover and traffic circles for 24th Ave NW integrating Stadium access.

Idea Author: David T

Number of Stars 11

Number of Comments 1

Comment 1: why is Edmonton removing traffic circles ? they have had them longer than Calgary, please look into the why of this before Calgary adds more. | By Sal L

Idea Title: mitigate weaving

Idea Detail: study desire patterns, especially at different times of day and try to eliminate the need to weave across all lanes of traffic in a short distance to exit (especially when going over



the river).

Idea Author: Erin D

Number of Stars 10

Number of Comments 0

Idea Title: Create a dual turn lane at 24th @ NB Crowchild Trail

Idea Detail: During rush-hour, traffic always become heavily congested at this turn lane, and people often rush across yellow lights, making it dangerous for those using Crowchild and 24th. A dual turn lane would mean less congestion, and less people waiting at the light. As of current, there is also ample room in the median if the light standard was moved to accommodate a second lane in the existing turn lane.

Idea Author: Mark Z

Number of Stars 10

Number of Comments 1

Comment 1: I'd rather have an overpass on 24th. | By Syed R

Idea Title: Move Traffic off Crowchild ... Connect Sarcee to Shaganappi

Idea Detail: Stoney and Shaganappi are underdeveloped corridors. Build the bridge connecting Sarcee to Shaganappi, to reduce the volumes of traffic coming from the south. fromNext useful N/S bridge is Stoney (>10km away) ... might as well be in Cochrane. When there is an accident on Crowchild (which occur on a painfully regular basis), there are no practical alternatives. All Crow options mean more bridges. This would also result in an interchange finally getting put in at Bow and Sarcee (with the ring road connection, Glenmore to 16th would be freeflow !!!). This also fits with the City proposals for widening and HOV lanes on Shaganappi

30 year vision --> This option provides a future west loop LRT crossing connecting UofC, Childrens Hospital, Foothills Hospital, MR University, Rocky View hospital and Chinook using the Sarcee corridor. This reduces flowthrough or transfer on the LRT in downtown and shortens LRT trips to these employment centers from deep south, west and northwest.

Idea Author: Don E



Number of Stars 9

Number of Comments 1

Comment 1: Engineering problem with this idea, how would traffic get down the hill from Bow trail and connect with Shaganappi? | By Jo V

Idea Title: Limit access to Crowchild Trail

Idea Detail: Limit number of access points so that volume can move more efficiently

Idea Author: chuck B

Number of Stars 8

Number of Comments 0

Idea Title: Eliminate off-ramps 1/2 mile from the road you want I.E. to get to Shagannapi northbound from Crowchild.

Idea Detail: We need 1. consistency of design and 2. old fashioned exit ramps so that drivers know what to expect and how to drive these interchanges. the tire track on the grass coming up to Shagannapi show how many cars have missed the exit 1/2 mile back to get to northbound Shagannapi. Eastbound Crowchild to get to northbound Northland Drive requires you to exit at 53rd. No one expect this. So the grasslands are covered in tire tracks from people going cross country to get to the exit they want. Stop the art, and make the roads consistently the same design for drivers and make the exits close to the interchange. It's very user unfriendly.

Idea Author: Keith C

Number of Stars 6

Number of Comments 0

Address: 4778 Crowchild Trl NW T2L, Canada

Idea Title: Closer exits

Idea Detail: right now to get to northbound Shaganappi, you need to exit 1/2 mile back. This is



why the grass in front of Northland Mall is covered in tire tracks from those who've missed their exit and travel cross country to get to Shagannapi. A more traditional exit would eliminate this confusion. Also going the other way, you have to exit at 53rd to go thru it to gain access to the exit to northbound Northland Drive. Could these be any more confusing?? And please, no more interchanges built that are one-of-a-kind: let's show some consistency so drivers know what to expect and know where they should be. Drivers here are not that smart, and not that forward thinking. Current road design is far too complicated for most of them. Simplify please. I would sooner see cloverleaf interchanges - at least people know how they work and what they should do. The overpass at Sarcee Trail N.W. constantly has people raging because they can't access eastbound Crowchild by turning left. Lots of tire prints there too.

Idea Author: Keith C

Number of Stars 5

Number of Comments 2

Address: Shaganappi Trl NW T3A, Canada

Comment 1: add the route from Crowchild to west bound Bow Trail. | By Sal L

Comment 2: Talk about going from Bow Trail EB to Crowchild NB, that's got to be the most confusing on-ramp I ever saw in North America. | By Syed R

Idea Title: 2 lane C-Train style elevation southbound from midnight till noon

Idea Detail: Maybe not the best looking but an affordable option would be, to build an overpass on 24th, then build an elevated 2 lane roadway where Chowchild Trail merges with University Drive all the way to Bow Trail or past Bow Trail for through traffic. From midnight till noon it's southbound and from noon till midnight northbound.

If we limit this to cars only, we could reduce engineering requirements and may be able to use the same modules used for the West LRT. This should be affordable and sufficient for the next 50+ years. Especially in combination with the missing leg of the ring road.

Idea Author: Gunter S

Number of Stars 5

Number of Comments 0

Idea Title: Improve the overpass to E.Glenmore from N.Crowchild



Idea Detail: This area is a huge bottleneck in both the morning and evening rush hour traffic. The weave lanes coming from MRU and the loss of one lane creates a large amount of traffic. There has to be some way to make getting onto eastbound Glenmore easier.

Idea Author: Lauren A

Number of Stars 5

Number of Comments 1

Address: 5304 24 St SW T3E, Canada

Comment 1: The exit from northbound Crowchild to eastbound Glenmore has no tie ups, it only services the people coming out of Lakeveiw. Students coming out of MRU would enter Crowchild at 50 ave sw and be subject to the flyover. Part of the fix for that would involve adding a lane eastbound under 14 st. | By Jo V

Idea Title: Find a way to make the core lanes continuous crossing the river

Idea Detail: Merging traffic on the Bow River bridge causes a lot of delays. If two or three lanes of freeway traffic were continuous along the entire route it would be faster and safer.

Idea Author: Matt A

Number of Stars 3

Number of Comments 0

Idea Title: Eliminate the "Pinch Points", 3 lanes to 2 twice slows painfully

Idea Detail: Just south of 16th and the entry to the Bow Bridge are the two pinch points that slow traffic, it would also be nice during rush hours if the lights between 24th and Kensington could be synchronized either north or south as need be.

Idea Author: Clint F

Number of Stars 3

Number of Comments 0



Idea Title: only right turns on kensington rd and 5th ave nw rush hours

Idea Detail: Myself and over 75 courier coworkers rely on 24 hour crowchild trail access as our main route south from University area to and from our base.

Such a simple idea. Only allow right turns north at 5th ave nw and kensington rd nw during rush hours mornings and late afternoons onto crowchild trail. Drivers can cross crowchild by detouring onto westbound memorial drive or 16 avenue nw from the 2 roads mentioned. There will be very little inconvenience to the westbound drivers on 5th ave and kens..roads. KEEP THE LIGHTS GREEN NORTHBOUND CONSTANTLY or for 90% of the time during 530-9am and 230-6pm.

The same can be done for southbound crowchild trail by CONSTANTLY keeping the Lights GREEN and only allowing right turns onto crowchild trail south during rush hours.

This idea needs to be implemented ASAP please. The only reason traffic piles up between 24ave nw and 17ave sw is because the crowchild trail lights turn red to let drivers cross crowchild at 5thave and kenstn rdnw

Idea Author: Randy C

Number of Stars 3

Number of Comments 0

Idea Title: Special Event Egress from McMahon Stadium

Idea Detail: Design in an egress from McMahon Stadium that will only be used for 30 minutes at the end of an event. This would likely be manned by police - similar to lane reversals out of large stadiums in major cities throughout the world.

Idea Author: chuck B

Number of Stars 2

Number of Comments 0

Idea Title: Create an alternate crossing for transit

Idea Detail: Bus routes 20, 72, and 73 cross the Bow River using Crowchild Trail, and so does the possible NW-SW BRT mentioned in Route Ahead. They are intended to be frequent routes but traffic on the bridge causes delays. In the original Crowchild Trail plan, there was a second bridge from Memorial Drive to 10 Ave SW. A second bridge in that area for transit would provide an alternative to driving, and would speed up existing high usage transit routes. For



example, Route 306 could be extended from Westbrook to the new bridge, and then to Lions Park to meet the future Crosstown BRT there.

Idea Author: Matt A

Number of Stars 2

Number of Comments 0

IDEA

9 Views

17 Stars

1 Comment

Short Term/Low Cost to increase green lights on Crowchild

Posted Jun 27, 2015



Map with comments

1) Remove all left turns at Crowchild/Kensington & Crowchild onto 5th Ave (increasing Crowchild

TOPIC



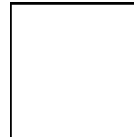
Crowchild Trail goals for improved travel along the road

Posted Jun 5, 2015

Topic is now closed

What would improve travel and safety on Crowchild Trail?

AUTHOR



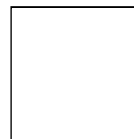
Bryan H.

Member Since Jun 27, 2015

Total Comments 0

Total Ideas 1

— Ideas You Might Like —



Find a way to make the core lanes continuous crossing

green lights).

2) Move 10th Ave/Bow Trail access onto N Crowchild to right side of bridge and continue this lane past Parkdale turn off, under the Parkdale flyover connecting to existing access lane from Memorial (allowing all 3 bridge lanes to continue N)

3) Add 4th N bound lane, for Memorial to access Crowchild, continuing past 5th, utilizing the unused Kensington/5th left turn lanes (see #1)

5) Add light at Parkdale Blvd & Kensington, so Kensington traffic can turn left to access Crowchild ramp via Parkdale, & Parkdale (SE) can turn left onto Kensington (E) (removing left turn light on Kensington/Crowchild (see #1)

6) Add access to N Crowchild from E Memorial under the Parkdale Flyover

7) Add light at Memorial and 19th St NW from Crowchild S via Memorial E to allow access to Kensington Rd communities. Also allows left turn from 19th St onto Memorial.

See attached map

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1 Comment 

Norm B.

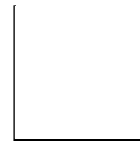
15 days ago

Point 7 addresses the assumption that because a road is nearby there should be nearby access to it. This make point one really make sense.

Delete

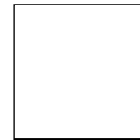
the river

Matt A. Jul 9, 2015



Eliminate the "Pinch Points", 3 lanes to 2 twice slows painfully

Clint F. Jul 9, 2015



only right turns on kensingt on rd and 5th ave nw rush hours

Randy C. Jul 9, 2015

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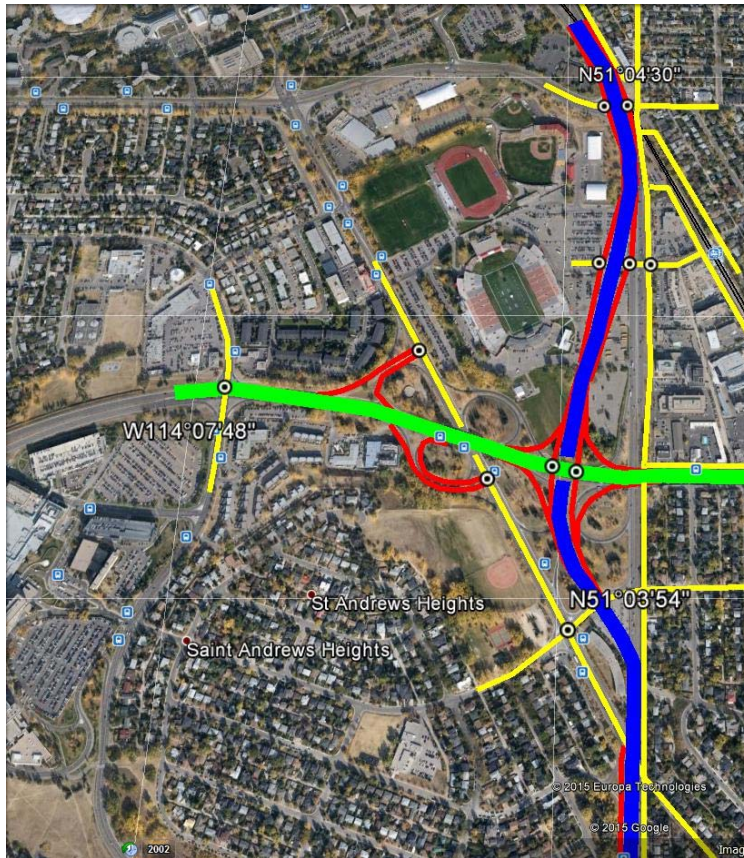
54 Views

67 Stars

3 Comments

Rebuild and simplify University Dr/16th Ave/Crowchild

Posted Jun 16, 2015



Replace this mess with a compact 16 Ave overpass between the two existing bridges by moving Crowchild about 100 m West into the McMahon parking lot. The new alignment would include six lanes for through traffic for both 16th and Crowchild and one, maybe two, right-hand lanes for merging on and off in each direction. Since there are no-longer plans for 16th to be

TOPIC



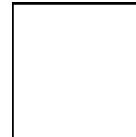
Crowchild Trail goals for improved travel along the road

Posted Jun 5, 2015

Topic is now closed

What would improve travel and safety on Crowchild Trail?

AUTHOR



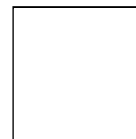
Kyle O.

Member Since Mar 21, 2015

Total Comments 11

Total Ideas 6

Ideas You Might Like



Find a way to make the core lanes continuous crossing

free-flow East of Uxbridge, there can be lights on 16th for left-turns at either end of the new overpass to keep the overall footprint small.

24th St frontage re-connected n and s of 16th as a local street. 14th Ave could be re-connected though a new underpass with 13 Ave to provide a local traffic and pedestrian link between St. Andrews Hts with Hounsfield Hts.

University Dr underpass under 16th retained with access to 16th ending at lights n and s of 16th

Bus 19 routed on University Dr to 13th Ave, then east on 14th

On-ramp from University Dr. south onto Crowchild maintained.

Crowchild flown over 24th Ave with on ramps that end in lights at 24th Ave.

Exits from Crowchild between 16th and 24th to access the Stadium and Motel Village

The attached map shows the new Crowchild alignment in blue, 16th in green, on/off ramps in red, and local streets in yellow and traffic lights as black circles.

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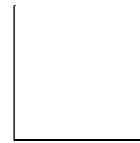
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3 Comments 

 **Jason C.**

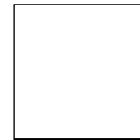
the river

Matt A. Jul 9, 2015



Eliminate the "Pinch Points", 3 lanes to 2 twice slows painfully

Clint F. Jul 9, 2015



only right turns on kensingt on rd and 5th ave nw rush hours

Randy C. Jul 9, 2015

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26 days ago

No homes removed. Stadium parking sacrifice is a small ask. Definitely an idea worth further exploration.

Delete

Kyle O.

26 days ago

New stadium parking could be added south of the stadium on the existing practice field and in the space occupied by the unneeded NE quarter of the University Dr/16th cloverleaf. Land between the new alignment and the 24th st frontage (currently... **Read More**

Delete

Jaenette P.

7 days ago

This makes a lot of sense, so obviously will be completely ignored by the City.

Delete

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IDEA**



CROWCHILD TRAIL STUDY

Phase 2 – Confirm Project Goals Online Questionnaire Feedback Summary

Approximately 700 responses were received about the draft project goals from an online questionnaire that was posted on the project website from August 5 to September 4, 2015.

Key themes from the responses received

- Common explanations provided by respondents when in agreement with draft goals included:
 - The need to improve traffic flow and safety and reduce bottlenecks.
 - The need to maintain and enhance community integrity.
 - The need for The City to support and encourage alternate transportation, including active transportation, public transit, car sharing and HOV lanes (carpool and transit).
 - The need to address safety, especially for pedestrians and cyclists who are trying to cross Crowchild Trail and those trying to access public transit.
 - Note: In some cases respondents provided caveats to agreement to the goals or agreed only in part to a goal, these caveats included: not compromising cost efficiency, the need for functionality and that traffic flow should be the priority of the study.
- Common explanations provided by respondents when **not** in agreement with draft goals included:
 - The focus of the project should be improving traffic flow.
 - The need to consider the greater good of the city.
 - The current status quo is adequate and anything additional other than general maintenance is not necessary (e.g. noise mitigation, transit services, pedestrian/cyclist/vehicular access).
 - Some uses and user groups are not appropriate for the Crowchild Trail corridor (e.g. transit, adjacent parks, pedestrians and cyclists).
- Other themes emerging from the questionnaire responses include:
 - Agreement with the need for improved cyclist and pedestrian infrastructure that's separated from vehicles and doesn't impact traffic flow.
 - Improvements to Crowchild Trail should not be a further barrier for communities and connectivity.
 - Approaches that only support vehicular traffic are not progressive or forward thinking. The City needs to explore options that promote alternative transportation (cycling/walking/HOV/transit) as part of a bigger solution.

Based on feedback received via the online questionnaire and September 2015 Drop-in Sessions, the draft goals were refined and finalized ([click here to view the project goals at www.calgary.ca/crowchild](http://www.calgary.ca/crowchild)).

Below is a summary of the feedback and the actual comments received via the online questionnaire.

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Draft Project Goals Feedback Summary

Verbatim Online Questionnaire Results

Key Principle #1 – Maintain and Enhance Bordering Communities

Consider concepts that fit within the existing Crowchild Trail corridor before considering concepts that require private property acquisition.

Please explain why you rated this goal this way.

Strongly Agree	x219
Agree	x209
Disagree	x111
Strongly Disagree	x127
Don't Understand	x11

Strongly Agree:

- Property acquisition is expensive. If the project can be done without this, or have it kept to a minimum it would be a plus.
- Inner city property are expensive... People should not lose the privileges that came at a high price. Being so high also means high income revenue for the city through taxation; removing many of them and reducing the value of many more will come at a cost for the city... And that cost will need to be recovered through taxation of other properties too. Financially, everyone loses.
- Working with what is already there is less expensive than trying to acquire additional land from private property owners.
- Saves money.
- Acquiring property may be necessary but the cost would be high, look into other options first.
- Less taxpayer money has to be paid out for annexation of private property, if the corridor is wide enough to accommodate realignment.
- It is costly to acquire property and alter neighbourhoods permanently.
- Better to keep costs down
- Property acquisition is expensive and would create significant further delays to the corridor project. I believe there is greater opportunity for efficiency and creativity when solutions are developed within the boundaries of public ownership. Solution development should also ensure appropriate buffer management to protect private properties.
- Cost. There are simply too many million \$ plus homes in the area. Also I don't understand why we simply put flyovers at the intersections with traffic lights. The issue is intersections with lights. Crowchild is fine once you pass the stadium at 24th. Flyovers at Kensington and eliminating 5th Ave access, and a flyover at the University seem pretty sensible. It's not the number of lanes, rather it is the stopping for a red light that is the problem.
- Annexation/expropriation of private lands is expensive, adding to the cost of the project. Such acquisitions may also be disruptive to neighboring communities.
- likely less expensive
- City has a poor record of appropriation
- The acquisition of property is very disrupting, and can be (in my belief) more expensive than other potential options.
- Minimization of private property should mean less added cost
- Faster planning, faster construction. We can't be dwelling on this project for the next 25 years!
- It is obvious that to require private property the owners and community involved will suffer. If this is done how does it affect costs vs remaining in existing corridor

- That is the problem...we will not inconvenience 1 person to help 100,000 get home sooner...it is a bloody joke!
- Due to heavy traffic we need to extra lanes to accommodate traffic
- The road must go in. What happens to private properties comes second in my opinion!
- My husband and I own a business one block west of Crowchild Trail on 5th Avenue. If this property was acquired by the City to expand Crowchild, or to build 5th Avenue over Crowchild, it would severely and negatively impact our business. This would negatively impact our financial future and the jobs of the 4 other full time people that we employ.
- As I like my house and the neighbourhood which is a block to the east of Crowchild north of Memorial In the last review our house would have been expropriated
- Costly. Devalues the adjacent properties that are now too close to noisy Crowchild.
- I live close to Crowchild trail and an expansion would potentially move traffic closer to my location along with noise, dust and a reduction to my property value or worse inability to sell
- I don't want to see people lose their homes, and other homes lose their value significantly
- I live in the area and don't want the people living here to have an impact on their property values as the road encroaches more on their community
- The local residents stand to be potentially impacted the most negatively while benefiting the least. Placing importance on minimizing the negative impact on local residents resulting from potential changes to the existing corridor is fair.
- As a community member who would be adversely or negatively impacted by private property acquisition, this is a key goal for me.
- My home may be affected, but I doubt it. Unless fair buy outs can be considered, and even then, most invest more than just \$ in their home and have chosen location for many reasons. Moving may prove onerous, especially for aging populations.
- Because I live close to Crowchild Trail and understand the upheaval that it would cause for many families.
- While the purchase of properties may be the easiest for the City, I have noticed from such situations in different areas of the city, that the process is very slow leaving the property owners in some sort of limbo for months and years. Also, while it is said that the purchase is done at market value, I do not believe that what the city offers is always in the best interest of the property owner.
- My house is the 4th one in from the sound barrier along Crowchild Trail. If the city acquires private property to widen the corridor, my house will be directly adjacent to the new corridor, or even acquired by the city.
- We should minimize impact of relocating existing homes along Crowchild Trail.
- My family's home borders Crowchild Trail. We love our home and our community. We have put significant resources into renovating our home so I can operate a much needed day home service in West Hillhurst. Losing our home would be devastating to us emotionally and financially as we may never be able to find the same type of home (that we have custom renovated to fit our needs) that we can afford, in this neighbourhood.
- Acquiring private property is expensive and displaces established families or businesses.
- Much of the property along the corridor is residential: Calgarians should not have to give up their property or accept encroachment by the city to make this work.
- Because our house would be greatly affected if private property was acquired.
- I live in West Hillhurst and don't want to see homes lost to a new corridor.
- I hate that the city can come in and take people's homes to reach their goals. It is to the point that the City can do whatever they want and you have no say, yes they get studies but they do what they want any way. If they want to take out your home they will you have no rights and no way to stop them.
- Acquisition always seems very radical.

- I live on 24 St.
- The communities (houses, schools) alongside Crowchild Trail must be protected at all cost.
- The community of Scarboro is one of the oldest and smallest inner city communities in Calgary. Taking away any of its existing footprint would be making a dramatic change to the unique and historical nature of this community. In essence we have no land to give up.
- There should not be any expansion of Crowchild Trail near the Sunalta Elementary School. Take away land from Scarboro, an R1C district is unacceptable.
- private property acquisition should not come before communities
- Destroying neighborhoods for an off ramp is a dumb idea.
- Private property acquisition usually means people losing their home. I don't believe in the "Greatest good for the greatest number" if it means people losing their home, unless they are OK with it. Appropriating someone's home is, to me, abhorrent - especially just so more people can get to their homes faster.
- I don't feel confident that this goal can be achieved while also creating the necessary free flowing traffic but if an option exists, it should be considered to reduce impact on neighbouring communities. In general, I am not opposed to private property acquisition if solutions within the existing corridor cannot achieve the required outcomes for traffic flow.
- Private property should only be considered if all other options are not cost effective or reasonable
- I don't think acquiring property is a value unless it is absolutely needed for an interchange. Optimize use of existing space
- This is the least expensive and least intrusive manner in which to proceed.
- Forcing people to sell their homes should be a last resort, not a first one.
- It would be foolish to not evaluate what can be done in the existing right of way and give initial preference.
- Private property acquisitions should be compared to design and construction costs at the conceptual design stage before proceeding with any potential private property acquisitions.
- Private property acquisition should be the last resort at they create the fabric of our inner city. Secondly it's always best to find the path of least resistance. I live in Scarboro and our community will not be impacted without a battle from the residents. We have already been drastically impacted regarding the inability to sell our homes that reside within the blue zone. Taxes continue to go up while property values rapidly drop due to all the uncertainty.
- Houses formerly within communities that become border houses that seems unfair to. I remember how that impacted the Glenmore Trail / Elbow a Drive homes. The city dealt with it well but still, it's an important goal to prioritize maintaining borders if possible.
- Best use of existing infrastructure, most tax dollar/cost efficient, easiest to implement in the shortest timeframe, least impact on surrounding communities, does not preclude further interventions including property acquisitions should they become necessary in the future.
- Expropriation should be a last result if we want to maintain and enhance existing communities and their vitality. The area is a place where people live and not just a corridor through which cars zip by. The vitality of a city is measured by how much effort we put in preserving and enhancing existing neighbourhoods.
- Effort has been made to create a vibrant and dynamic urban community in the areas surrounding Crowchild (i.e. West Hillhurst). Before Crowchild expands which would negatively impact the surrounding communities, all other options should be considered (i.e. HOV lanes, improved bus lanes, alternating traffic patterns during rush hour etc.).
- As much as possible, residents along the corridor should be given every opportunity to remain in their homes. The project should endeavor to inflict minimal change and inconvenience.

- I feel that the goal for the corridor are more important and benefit more people. Therefore I feel these goals should be considered above private property acquisition.
- I myself am a homeowner along Crowchild Trail (between Stoney Trail and 12 Mile Coulee Road) and I know that I would want the City to try and fit the new concepts within the existing land available, BEFORE annexing residential and other private property.
- Private property acquisition should be a last resort. Nobody should have to give up what they have worked so hard for the sake of car traffic expanding.
- There is a lot of character in the surrounding communities. We should not be rewarding the long trip at the expense of the local area but rather balance both.
- We do not want to lose Sunalta School which is bordering Crowchild Trail.
- want to have minimal negative impact on surrounding communities
- Using private property will negatively impact our communities
- To preserve the character and quality of surrounding neighbourhoods.
- The existing communities are all well established.
- The integrity of the communities bordering the corridor may be maintained.
- Solutions should have minimal impact to residents and businesses.
- Some of the homes and businesses along Crowchild have been there for years, taking them down means loss of trees, income for businesses etc.
- Private property acquisition is disruptive to families, businesses, and communities which are 3 critical elements of a vibrant community.
- Overall Crowchild needs to be more functional and is the greatest need but part of improving the Trail involves taking care of those that live around it.
- Property acquisition will have the greatest negative impact on those who have contributed to those communities by investing there.
- Private property EXPROPRIATION has a ripple of negative effects beyond the properties actually expropriated. Consider the property next door that did not get expropriated, yet nonetheless suffers the negative impacts of having infrastructure (such as a major roadway) moved closer to the property. Residential communities within the band under consideration (24 Ave NW to 17 Ave SW) are wonderful, family oriented communities. This character will be diminished if properties are expropriated.
- The communities along the edges of the corridor are established and thriving communities. The less disruption of these communities, the more effective and well-accepted Crowchild Trail upgrades will be.
- We live just off of Crowchild Trail.
- It's a shame to see a beautiful R1 inner city lot given up to a freeway when it could be served as higher density housing in a great community if it were only rezoned. Relocating for our family changes our designated schools, vehicle needs, and quality of family time given that my property value excludes us from re-purchasing a home in the community.
- Crowchild cuts through several beautiful historic neighbourhoods that need to be preserved and not further destroyed by massive roads infrastructure. It is important to keep the vibrant communities growing and promote alternate transportation means for public, not just wider highways that get you in and out of downtown.
- tax money and invasive roads lead to isolation
- We live nearby and do not want to see the neighborhood altered by having traffic moved closer to our homes. If Crowchild is widened and homes are removed to make room for more traffic, the noise, the traffic volumes and closer distance to the road from homes that are currently not beside Crowchild would be detrimental to quality of life and property values.
- I think it's important to respect the owners of the homes along the corridor.

- I live in a neighbourhood in which we help each other, organize social events, etc. - if you buy my neighbour's property for road expansion, not only does my community become noisier and dirtier, it loses its soul
- I live in an adjoining area. Encroachment of Crowchild Trail would decrease my quality of life significantly due to noise and traffic interfaces.
- Because we live very close to Crowchild Trail This project will drive down my property value anyway.
- I have lived in a bordering community for more than two decades and am very concerned about my quality of life, property values. If the city impacts my investment, it should provide compensation.
- Minimize the number of homes that are removed/impaired. the old plan was insane in no meeting this criterion
- The surrounding communities are full of some of the most expensive houses in Calgary, those neighborhoods need to be left intact.
- I live here.
- It will be less disruptive to community members.
- Existing communities to be impacted by the expansion should be highly considered when completing the analysis.
- Established inner city communities should not be asked to sacrifice the unique and special of their communities to accommodate the interests of those commuting from the suburbs. This subsidization is already reflected in the taxes paid and reinvested.
- There are many new homes in the 2400 blocks east of Crowchild which would be affected.
- Private property acquisition in the name of wider roads and more traffic diminishes class and integrity of our city. Why chop away at the inner city neighborhoods that give our city character and history for a wider road that will "ugly up" the intended corridor. We will never be a world class city if traffic flow, at the expense of homes and schools, is the priority.
- Taking families and marginal housing out of inner cities reduces the diversity and creates elite areas.
- Any private property acquisition in the small and historic community of Scarboro would have a negative impact on this inner city community.
- There are very few inner city neighbourhoods with single family housing. These neighbourhoods must be maintained as is so that there is a variety of living options within the inner city and not just high density/apartment/condo dwellings.
- Expansion of highways within a City can create dead-spaces and reduces walkability. We need to incorporate traffic flow for a growing City while maintaining pedestrian access / crossings and promoting densification of residential and commercial uses.
- I believe that expanding roadways within the city leads to the dehumanization of the city, downgrading of the neighbourhoods and deterioration of quality of life. No matter how much bigger the roadways are made there will always want more. Keep things restricted and encourage other transportation- public, cycling etc.
- It is crucial to maintain the boundaries of the bordering communities to keep noise levels low and maintain character of excellent neighborhoods such as Scarboro and Hillhurst and Briar Hill.
- Less disruptive to communities bordering the corridor`.
- We live in St Andrews Heights in close proximity to Crowchild so we don't want our house to be any closer
- Our property is within a block of Crowchild and Kensington. The increased noise and volume of construction and traffic and close proximity of new, busier roadways will dramatically impact our neighborhood and property values.
- The existing road is already very disruptive to the surrounding communities; minimizing the impact on those communities must be a goal as important as any.

- I believe the Crowchild expansion should benefit all Calgarians, including the inner city communities through which the corridor expansion project intersects. Private property acquisition would negatively impact these communities and the landowners.
- Building bigger roadways (using more land and consequently directly impacting the integrity of long established communities) does not necessarily meet any of the project or larger scope City planning goals. Would building a new river crossing in a location that does not impact established communities (or impacts to a lesser amount) be more appropriate?
- Property values will be affected and safety concerns with increased traffic.
- We live too close to Crowchild already. Expanding the road east would negatively affect our quality of life.
- There are businesses along the route that are part of our communities. Also the University is along Crowchild as well, so we would want to make every effort to maintain those buildings.
- Communities are where people, live, work and travel. But maintaining the community does not mean that it cannot evolve. Property acquisition could potentially benefit communities in some instances if it is part of a plan that make the community better. However, if a plan is merely to acquire property to make a traffic corridor bigger, then that is out of keeping with making the community better. It will likely make it worse as it will encourage more traffic in the corridor and cutting through.
- Because people are more important than cars.
- The MDP and CTP are designed to encourage more people to live in the developed areas of Calgary and reduce the need for sprawl. Destroying the homes of people who have invested in homes in the developed areas/inner city so that people who live in the suburbs can travel through the city faster seems perverse.
- Keep established communities as they are instead of encouraging more benefits to cars and therefore more pollution.
- We should not be making this a MORE car oriented city. We need to make what we have work better, not just make bigger roads.
- By embracing this goal we will help to minimize disruption to the surrounding communities while still achieving our other goals of better mobility across and along the corridor. Ideally we would strengthen community feel/connection while easing traffic congestion.
- Stealing people's homes to make more congested highways is bad public policy.
- Interesting idea to have the continuity of high speed highway straight through the city. I can see some benefits relating to travel times. However, a major urban highway is out of context for the inner city. Although there are many factors to consider, respecting these neighbourhoods is the most important. Calgary is already a very car-dependent city and the expansion of highways only increases that downward spiral. Promoting increased auto use through the inner city is a step backwards.
- It is unfair and unfortunate to disturb communities for the sake of a widened roadway, especially when there is a lot of evidence to suggest expanded roadways don't actually improve traffic in the long term.
- Building more roads and building wider roads always seems to be the logical solution. However, how do you know that this will not make traffic worse? Give me some data please. If you make it easier to drive, even more people will be encouraged to drive. Why not look at ways at moving people to UCalgary, Foothills and the Children's efficiently?? See for example:
<https://www.policyalternatives.ca/publications/commentary/going-nowhere-fast-kenaston-boulevard-project-and-inadequacy-roadway-expansi>
- It is abhorrent to tear down homes in established inner city neighborhoods to make room for more cars. People need to change their habits. Either live close to your work, car pool to get the one person per car vehicles off the road or take public transit. The city needs to stop catering to cars and suburban sprawl development as well and focus on transit infrastructure to deal with the population.

- I don't believe ANY automobile traffic solution will last, given the growing numbers who insist on using single person vehicles. Therefore, it seems doubly insensitive to ask private homeowners to give up their location for what is unlikely to provide much lasting public good. Expropriation is appropriate if the public good is well/lastingly served, which I would NOT interpret to mean more asphalt. Does the public have a social conscience, and to what degree is sacrifice of individuals OK.
- Crowchild Trail is a rush hour problem only. We need to prioritize the needs of the communities that live with the road 24/7, 365 over those Cochrane residents (etc.) that want to externalize the cost of their lifestyle choices.
- These are wonderful communities that should be maintained and not destroyed to serve the needs of sprawl.
- I don't think we should be tearing down living spaces to accommodate more roads
- Widening Crowchild at the cost of losing some of the houses along the neighboring streets should not be taken lightly. The people who would like their commute shortened by a few minutes should not be granted a wider road, destroying homes in a neighborhood that is walking distance to downtown. If they didn't want a long commute they shouldn't have bought a house a far distance from the place they work. Take the money and spend it on affordable housing options in the inner city.
- A home is a sacred space. Saving people's homes is more important than saving a few minutes during rush hour.
- Infringing on private property causes MAJOR impact on people's livelihood - both in terms of quality of life and financial impact. It will also alter the footprint and design of our communities inconsistently. Many will see negative impacts where others may see positive impacts. How can we properly measure this and agree that one person's property value decline is OK just to provide a perceived commute benefit to another? People have invested huge \$\$ already to acquire their homes/business.
- I live in the small pocket of Upper Scarborough/Sunalta north of Bow Trail and west of Crowchild. Recent interchange development at Bow Trail/Crowchild, and the C-Train have meant that too much of our small neighbourhood has already been carved away to accommodate transportation developments.
- Preserve neighbourhoods. Do not want a freeway atmosphere.
- The maintenance and health of Calgary's Inner City communities are the soul of the City and must be the primary focus of any city. The boundaries of these inner city communities must be preserved and traffic corridors must be designed to respect and improve these communities. The goal must not be creating traffic corridors to move cars at the cost of losing lifestyle quality in these inner city communities.
- Sometimes you do not need to build but be creative
- There are many options that have not yet been considered including changing existing lanes to HOV lanes, toll roads, transit only lanes. Increasing the number of lanes just encourages vehicle use which is bad for our environment, encourages urban sprawl, and reduces the quality of life in our city. Expanding Crowchild will not solve the problem, it will only move the congestion further into the core since there is no plan to change any of those roads.
- I believe there are creative ways to improve the existing Crowchild Trail corridor without impacting a large number of residents.
- Creating better flows on Crowchild trail, between 17 ave SW and 24 Ave NW will only induce traffic in the future. The goal should not be to widen Crowchild but to invest in other options/strategies to alleviate congestion along this section of Crowchild Trail (i.e. BRT, LRT, HOV carpool-only lanes that are enforced).
- Don't reinvent the wheel. Look how you can enhance and improve what we currently have as opposed to adding things that may not be required.
- Expanding the road will only create more congestion better to solve this by better allocating existing resources for example through tolls or bus lanes.
- There is a perfectly good 6+ lane corridor available to tweak. Let's try to leave private homes out of this.

- We need to find ways to optimize the number of people transported along Crowchild. HOV lanes, BRT lanes, toll options, Contra flow (or lane reversal). We need to get people out of their cars or more people into cars. Also, I like my house and don't feel I should have to move, because someone wants to live in a big house in the NW with a big lawn for half the cost of my house. They saved money on their house, so now it is their turn to have to pay to use Crowchild. I bike to work downtown.
- Infrastructure should not be considered the best default solution to a capacity problem. Lane reversal, public transit, bike lanes, narrower traffic lanes (i.e. <http://bettercities.net/news-opinion/blogs/robert-steuteville/21715/wide-streets-could-come-back-haunt-you>) can create capacity while enhancing community life. A low infrastructure solution is also a better use of taxpayer funds, and demonstrates a thoughtful and accountable approach beyond procuring a turnkey solution from a contractor.
- Maintain community as it is by minimizing traffic/road/vehicle impacts. -may help retain property values. -don't believe this is the best solution, when does the road size end? Explore other options, HOV, traffic light timing changes (green lights during rush hour times), etc.
- Why tear apart homes and businesses when there are solutions using the space already there?
- I believe that there are many traffic options that could be considered before private housing needs to be purchased and demolished. Was just in Portland and they have some interesting ways of streaming traffic onto major roadways during rush hour.
- Plenty can be done within the current corridor. Increase public transit. Smart lights. No reason to destroy communities to make space for cars from other communities.
- Based on the amount of area the Trail takes up now, there is no need to tear down homes for more traffic to occur. Making people use public transit is better money/time spent
- I don't see the point in continuing to add car capacity as the solution until we have exhausted options like exploring transit, cycling etc. Also we are on the verge of massive change with driverless cars. Also I believe that the congestion should be harnessed to get people to consider non-auto options regarding commuting.
- Exactly! More lanes on Crowchild is a poor solution and just induces demand. I heard the idea of "turning off" 5th avenue and Kensington Road during peak hours and like it. Financially it costs nothing and the only issue is that people have to get on Memorial or 16th if they want to head east / west. (I also like the pilot you guys are in the process with of not allowing turns on 24th ave.)
- There is a lot of empty space and public space along the corridor that should be utilized before taking private property.
- Expanding Crowchild will simply encourage more people to commute to downtown. Given there are additional bottlenecks at Memorial and nearing Glenmore on Crowchild South, there is no room for this traffic. We need to encourage public transportation and carpooling. There needs to be a dedicated bus lane and car pool lane so it is faster to choose these options and incent people to do so versus inventing more single passenger traffic.
- If we are looking to a more sustainable future we must encourage public transit, carpooling, cycling and walking take people out of their cars. We should therefore NOT be increasing the capacity of our roads for car travel.
- There is available height in the corridor to consider two layers. Crossing will be very slow if it gets even wider.
- The corridor is wide enough now, make use of current setback if more space needed.
- "If you build it, they will come". It makes no sense to encourage more single occupancy rush hour traffic. We should be aiming for the opposite. Having said that, there are many things that can be done to the existing road to improve the flow of traffic at peak times. We should be focusing on public transportation and other means as well.
- Acquiring adjacent properties to make the corridor wider only push traffic problems to other key choke points (e.g., Glenmore and Crowchild). Instead we should look for solutions that better utilize existing

infrastructure at peak periods (e.g., stale green lights at 5 ave NW and Crowchild, HOV lanes, congestion tolls, etc.)

- There is more than enough opportunity to improve the redundant interchanges and extend the transit lanes within the existing boundaries without the need to expand. The Interchanges over and under Bow Trail need work. Simplifying the interchanges would provide great improvements in inefficiencies. Placing exit signage further away from the exits would also improve driver response for anyone not familiar with the interchanges to be in the correct lane sooner rather than later...
- In attending a meeting comment was made that certain intersections were the problem not the flow on the Trail itself. So I feel strongly about review these areas first before jumping into widening the Trail and uprooting homeowners.
- There may be opportunities to improve upon existing city property that will help reduce project money requirements.
- We have a rush hour problem, so 4 to 5 hours a day mainly. So blasting out neighbourhoods makes no sense. Because enlarging roads will not solve the congestion problem. We have urban sprawl, bad public transit along Crowchild, and a problem with getting over the river...
- There are many different transportation options into and around the city other than JUST the Crowchild Trail. I don't believe these other transportation options have been examined and publicly discussed as part of this study. PUBLIC transportation should be a major priority. The communities impacted are old and very stable, established, settled. People have moved into these districts and pay very high taxes to be close to the downtown NOT to be near or right on MAJOR MOTOR WAYS for commuters.
- There are ways to widen Crowchild by steepening the banks or putting in walls, or even double decking. Expropriation should always be the very last resort.
- The last major concept for Crowchild trail development involved taking out the gym of the local elementary school, as well as having a huge negative impact on the local community with a gigantic overpass. That plan was horrible. I understand the need for improvement along the corridor, but the impact on the neighboring communities needs to be considered. The city might want to consider removing the lights on Crowchild to make it a true free flow before creating plans for a crazy exit ramps.
- At this moment the biggest problem with Crowchild Trail is that it is, in effect, a single thru lane of traffic that travels from 17th Ave to the University. There is a lot of traffic constantly merging. If the existing corridor could be restructured into at least 2 lanes of traffic that were a constant thru lane that should drastically help the bottle neck problem.
- No doubt a large percentage of those living along Crowchild have been there a long time, an elevated roadway would result in the least amount of disruption to them.
- I feel the ingenuity of the team can develop a concept that will fit into the current size limitations. It seems that the increase in size requirements is due to private gain i.e.; building of the west downtown corridor.
- In recent years it has become clear that whatever capacity is added to Crowchild it will be full. It would simply increase the "size of the parking lot". Given this is true it would be unreasonable to expropriate private property to build a bigger parking lot. The constraints on traffic flow on Crowchild are Glenmore Trail and the Glenmore Crowchild Interchange as well as the access to downtown from Crowchild Trail. Resolve these issues first to make Crowchild more effective.
- Work within the existing footprint only makes sense. Build a larger bridge, and remove access at Kensington.
- Prefer to have (perhaps more) traffic go past the community on a minimal footprint rather than adding lanes to facilitate local access.
- The campaign to increase cycling has gotten out of hand. We should not be taking up valuable real estate and spending money on extending the downtown cycling chaos to the suburbs. Use the space currently available, do not take away much needed space for vehicles to add cycling lanes.

- Private property acquisition = longer delays
- Eliminating the 2 sets of lights & constructing 2 tunnels @ 5th Ave. & Kensington will provide non-stop vehicular traffic flow thru the bottle necks. This would be minimum private property purchase.
- It is the least invasive and least expensive and likely the most effective way to deal with this.
- Current footprint can fit Boston/New York/Washington DC over/under style intersections. Several properties are already owned by the city so this question is misleading. I would reword to say "does not require further demolition, even demolition of city owned properties"
- A maximum lane structure should be only permitted in interior portions of the city where residential communities border the roadway. In this case the roadway should not be expanded past the three lanes in each direction. Only when the roadway is outside communities could it be expanded for more lanes/transition lanes. The only location applicable is the interchange area past the school (east side) up to the Memorial Dr. Bridge.
- It is important to get the big picture so that specific decisions can be fit into that at a later time.

Agree:

- save money; disrupt fewer lives
- Cheaper
- The acquisition of private property can increase the cost of the project substantially. Better to stay within the confines of the current corridor if you can.
- Communities along Crowchild are well established, needing to buy up private property to expand Crowchild would increase cost and duration of project.
- With the current economic climate I think it is responsible to look at what can be done with existing infrastructure before committing to large \$ projects.
- If improvements can be made without or with minimal additional land, it will be cheaper and have more buy in from adjacent communities
- In order to reduce cost and further delays from angry homeowners.
- Probably the cheapest option
- The cost of private property acquisition is high. The cost of changing existing intersections is much lower. E.g. block of access from Crowchild to West Hillhurst along 5th Ave (where the congestion is particularly bad and where commuters are particularly likely to cut through my community as they race between Crowchild and the Foothills Hospital.
- If it fits it will be cheaper to apply
- Less costly
- The private property in the vicinity is quite valuable and acquiring it would come at a significant cost to the city. Fitting it within the existing corridor would be ideal, but may not be realistic.
- This would obviously mean less disruption for private property owners who would otherwise be impacted and less cost to the city
- You will keep your costs down if you can keep the project within the existing footprint
- It is expensive, difficult and often results in trampling private property rights to try to get more land. If possible it is better to use existing space to respect private property. City should consider retaining more land along large roads instead of selling every square inch to developers in the first place.
- Private property acquisition is very expensive. Perhaps we could stop thinking two dimensionally
- involves more money
- Path of least resistance.
- It is more important to spend time on fixing Crowchild trail than spending too much time re the acquisition of private property.
- Hopefully this would be the cheaper and easiest option
- Private property acquisitions are often messy, expensive, slow, and politically complex.

- Compulsory purchase of people's homes is never desirable
- It will be expensive, but may be needed to complete the goal.
- Budget concerns and minimizing public animosity if people are evicted from their homes.
- Keep costs down by not having to acquire more land
- Less money needs to be spent and during this economic downturn, the city may not pay private homeowners the true worth in order to acquire something commensurate.
- Civilized thing to do. Less cost for the tax payer with no interruption to those tax payers whose lives are impacted by such an endeavour.
- As a taxpayer, I feel that anything that fits within the current corridor would be more economic. Also hopefully quicker to implement than having to acquire private property.
- Although I agree, politics should be overruled when it comes to making acquisitions of bordering properties in order for Councillors to preserve their voting base as was done the last time this project was put forth. Council needs to think about the good of the city and its commuters instead of a few landowners who want to preserve their backyards.
- There are some easy fixes that would require property acquisition, particularly a ramp from westbound 16th to northbound Crowchild to ease pressure on Banff Trail
- I live next to Crowchild
- It is important as resident in the corridor are concerned about being forced to move/
- I think it is important to let people/businesses who have been in the area for years to stay where they are if possible. Moving them might create circumstances for them that could be detrimental, particularly monetarily, if some are older citizens. On the other hand, some of the houses/businesses along Crowchild are so close to this busy road that perhaps we need more setback area.
- Fewer people displaced the better
- Private property owners often do not get market value for their home.
- Cost; Displacement of families.
- I have a vested interest as one of my condos is located at 2512 1st Avenue NW and there is the bordering wall close to my condo building, this borders Crowchild. It is the only apt/condo building at that Parkdale area. I would not like to have my condo building demolished if at all possible.
- Because I believe that people may not want to have their homes sold out from underneath them.
- expropriating land is unfair to existing residents
- Nobody wants to lose their homes or be forced to move.
- A poor solution would be based on significantly wider roadways and residential land lost for interchanges.
- The existing corridor is possibly the best apparent option but not necessarily the best long term solution. Do not put a stranglehold on the corridor needs for the city as a hole by placing a few private property rights foremost. Moving traffic volumes is THE primary need.
- I am not sure which concepts specifically, should be considered. But, if there are current concepts that are working well, they should be incorporated in the planning and property acquisition.
- Isn't it obvious? Any development should minimize private property acquisition. But if it's necessary, it's necessary.
- I like this idea but private acquisition might ultimately be necessary
- Always a good idea to reduce impact to neighbouring communities. It's just not always possible to eliminate impact because space is space and if the road needs to be wider there's usually only one way to do that.
- If I were a home or business owner I would hope that this idea would be followed. At the same time I'm sure that if property acquisition is ultimately required that those owners will find that it is not the end of the world and they will be okay.

- The corridor itself meets the need of a North South movement of traffic for this area and serves the communities it runs through. The location is good. However, in order to accommodate the volumes and reduce bottlenecks, I fully understand that some properties along the way will have to be impacted. I just think private homes in particular should be the least impacted as much as possible.
- It makes sense to use the space that is already available and not have the costs run too high. However, if it can't be done properly by doing this it is unwise because then we will have spent lots of money and it will not be good enough and we'll have to start again.
- Out city cannot afford to expand the corridor's width with other infrastructure projects on the go. However it is not a deal breaker, improving the corridor is more important than preserving private property.
- There is quite a bit of room already in the right of way. Try to fit the road in and build something like the GE5. Some houses will probably be needed though at on/off ramps, so it shouldn't be an absolute no to ideas that require some property.
- Crowchild is a major thoroughfare and increasing the volume of traffic that can be accommodated needs to happen. If staying within the existing corridor increases volume requirements for now and for the distant future (30+ years) AND it is cheaper than acquiring private property, then by all means. But keep the main goal in mind.
- Private property should be respected, however the corridor seems tight already. A compromise needs to be reached.
- it is desirable not to disturb or expand the corridor - however, all options should be carefully considered
- This is a good starting point, but some property acquisition will no doubt be required.
- Best choice but may not be possible in corridor bottlenecks
- I think that maintaining existing communities should be a good goal, I don't however think that it's possible to maintain all of the housing along the way. So consider keeping the houses first but then definitely look at the best solution, even if that means tearing down houses. The good of the whole city is going to have to come before the good of a few homeowners. It is unfortunate but it is reality.
- We should look at these options before exploring others. However, I don't think it will be feasible.
- In principle I agree with this although I am not sure it is going to be possible to do so.
- I think this should be the first step, but I'm not sure how this can be accomplished. Need a Crowchild Trail south access off of Bow Trail.
- While I agree with the concept of initially working within the existing corridor, I'm not opposed to doing what is necessary in order to eliminate the bottleneck between 24th and 17th.
- Trying to use only the existing right-of-way is an important goal, and I suspect it can largely be achieved, but it shouldn't be a principle that is set too rigidly. If the new roadway/transit way can be greatly improved in terms of safety, cost and overall purpose and efficiency by selectively acquiring some adjacent private properties, then this should rightly be considered, with appropriate sound and other compensatory measures.
- If space permits there will be less disruption to existing infrastructure and housing. Has the concept of an elevated road way / through fare for traffic that is looking for express lane options (not stopping between 24th and 17th?
- I believe that this would be more cost effective, but I am not sure it would provide an adequate solution because of the city's great growth.
- I agree as long as it is not a very temporary fix. Construction to main roadways should not have to be revisited every couple of years, it only adds to the problem.
- It's just the sensible thing to do. However, it doesn't trump good planning.
- It should be a goal to let everyone stay in their house, however it may not be possible, especially from the river to 16th ave.

- I think it may be difficult to make any meaningful improvements without acquiring property adjacent to Crowchild Trail, but fitting within the existing corridor should certainly receive consideration.
- It's critical that projects be completed with the maximum possible benefit. It's good to avoid disrupting private property, but disruptions may need to occur to accomplish project goals.
- This should be done to reduce impact. However if the greater good requires private acquisition then so be it.
- Obviously the preference would be to reduce costs for the project associated with expropriation and limit disruptions to nearby communities. If this can be done more, or equally cost effectively, then such concepts should be considered first (though not exclusively).
- It makes sense to consider these concepts first as they would be less disruptive and probably less expensive. Then, if it is not possible to fit within the existing corridor during part or all of the distance, proceed to other options.
- It makes sense to try to fit the existing corridor because it would be less expensive and would minimize the impact on communities around it - however, the priority should be that Crowchild should be a first-class major transportation road. If private property acquisition is necessary then the city should not cater to the private interests of the few, but should think about the entire population of Calgary with a view to provide an excellent transportation corridor now and in the future.
- While the former is ideal, it's about striking a balance for an infrastructure that will be viable for decades to come, not just the next 5 years.
- Should avoid impacting private property holdings to the extent practical but if it is necessary in the greater good then it may be necessary.
- I feel that this should be a preferred way to go, but not so much that it becomes a limiting factor or barrier to broader, potentially better, solutions.
- Conceptually yes. In reality the city has waited so long to address the Crowchild Trail problem that good long term options/concepts are very limited. In my opinion there is a real danger that any proposal involving private property acquisition will be shelved... just like the last time.
- Only consider if private property would be required for primary objectives.
- While there may need to be some private property acquired to meet other goals, I think this should be avoided if possible as it means uprooting residents or businesses.
- I agree in principle to considering this concept as a way of keeping the costs down. But if preliminary design work doesn't allow for this concept or is too costly, move on.
- This question is stupid. Of course you should look at solutions that fit in the current easement before looking at solutions that require purchasing private property.
- Best not to buy out houses if it is not needed.
- If goals can be met while keeping existing property rights intact, that is preferred.
- Due diligence must be seen to have been done
- Work with what you have. If you then can't come up with a viable solution - turn to concepts that require private property acquisition
- We should try to save private property unless there are no other options
- Find the solution without acquiring private property should be given preference and if there is no reasonable solution found only then acquisition of property should be considered.
- It makes sense that we should first try to find solutions within the existing Crowchild Trail corridor before we start disrupting residential areas.
- Maximize existing corridor through tiered bridge, tunnel etc. first
- I acknowledge that some acquisition of private property will have to be made but let's start the planning with what we have then address the narrow zones. People in these zones should be made aware they are on the purchase list and not be allowed to redevelop their site.

- I can readily agree to looking first minimize takings of private lots. However, if nothing positive to Goal #2 can occur without 'some' takings the communities need to accept that. Suggest to gather facts on one drawing: how many lots) shown taken in 1978 study, how many in the various 2012 options, and how many properties required in the options of the next CTCS, as they are developed.
- Private property acquisition is disruptive to many people's lives as well as their displacement. If Crowchild can be altered without this disruption, then these alternatives should be explored first.
- I agree that the existing Crowchild Trail corridor is what should be first considered for the improvements, however, if private property acquisition is the only way to proceed in areas that should not be prohibited.
- Finding the best solution with what currently exists in the corridor could provide more cost effective and time sensitive improvements than acquiring private property. I would not strongly agree because private property acquisition could also provide opportunities to improve the built form in the area surrounding Crowchild Trail.
- There are many options available that should be looked at first to develop existing roadways, before considering appropriation of private property. Elevated over passes and underground tunnels work
- Although greatly interested in improved safety and traffic flow, within reason I would like to see realistic options that have minimal impact on surrounding park/green space and residential properties.
- To use what we've got, before trying to develop something more.
- While I agree that options should be considered, I'm not sure how possible this is going to be. I agree with Mayor Nenshi that as a democratic society, the City cannot just acquire land on a whim without consultation, so to that end, I think it would be wise to consider other options within the existing corridor first. I stopped short of strongly agreeing because of the concerns that to improve Crowchild Trail, I don't think it will be possible without acquiring private land.
- It only makes sense to work with existing corridors and exhaust all these options prior to obtaining additional land.
- It just makes sense - first try to work with what you have and if that is insufficient look further
- I feel we should explore options within the current corridor, if the enhancements can take place, great. If not, the acquisition of private property will have to be considered. (i.e. the corner of Crowchild and Memorial)
- It just makes sense to look at that FIRST and then branch out if need be.
- The primary purpose must be to significantly enhance traffic flow and reduce/eliminate the serious congestion. If additional property is required then it must be done; but thoughtfully and when no other alternatives exist.
- This may not be possible.
- Attempts to fit within the existing corridor should be the goal to minimize the cost of this development. If the necessary upgrades cannot be accomplished within this area, then acquisition of private property should certainly be considered.
- It's better to avoid property acquisition if possible.
- If concepts that can preserve communities are viable options then they should be a priority. However, in the best interest of the population if an option requiring private property acquisition happens to be the best option, it should be considered.
- If this can be done then the impact on the surrounding communities will be reduced and costs affected positively.
- Calgary needs more green space, less asphalt
- Great urban environments have thriving inner communities. Calgary should strive towards world class greatness. The current width of Crowchild can be augmented by going multi-level if required to meet future transportation needs. The key may lay in working with experienced and world class transportation architecture designers of which Calgary has none on staff.

- Common sense, why alter the community or spend more money when you don't have to?
- once you start expropriation it can wreak havoc on communities , however if select expropriation is done well it can be used to develop buffers along Crowchild that will enhance the remainder of communities
- Live in St. Andrews Heights and do not want to see existing homes destroyed.
- Communities are important to life in Calgary & maintain vitality and livability of our city.
- I live in the affected area.
- Widening Crowchild, for example, would probably require eliminating 24 st NW and impact all of the home owners along there.
- In keeping the existing footprint of the corridor, you would maintain community structure and not expand (at this point)
- Respect adjacent communities
- Minimize impact to residents.
- Minimize disruption to communities and possibly reduce cost. Its apple pie and motherhood.
- I agree if it is about access and not creating an eyesore. At the same time, it is important to discourage cut thru traffic. 19th street has become much busier and I do think many of the cross walks are now much more dangerous during rush hours (safety especially for kids).
- minimizing loss of private property will help minimizing the damage to existing communities
- Acquiring property in bordering communities should only be pursued if it minimizes overall impact on bordering communities. Building a raised freeway is not acceptable.
- Communities are very important, and saving home owners from moving their families should be avoided as much as practical.
- Improving without acquisition is a lower cost alternative. Older homes that have been generally well-preserved characterize the neighbourhoods and it would be a disappointment to lose this heritage.
- It's for the good of the City.
- It's hard enough to find a home in Calgary, nobody wants to have their home acquired by the city. Already if you look in MLS you will see a high proportion of homes being sold along crow child. People know what is coming.
- Destroying houses for more car lanes seems like a lose-lose.
- Expanding inner city roadways to allow for high volumes of automobiles is not an acceptable solution. We are chasing our tail when we try to make cities have fast-moving automobile traffic. Highways beget cars, beget higher need to roads, beget sprawl, and beget cars. Let's focus on taking care of neighbourhoods rather than trying to build more freeway which encourages automobile use.
- It's not fair to require citizens to give up their property.
- This presents an option to keep the adjacent communities intact. Inner city communities should not be bulldozed so that people from the suburbs can get to work 5 minutes faster. Take the train or bus.
- Acquisition of private property is complex, wrenching for owners, and potentially changes the character of the affected area(s). You have already had one study thrown out. This one needs to be done right.
- Neighbourhoods over cars, please.
- The City of Calgary gives up a significant amount of otherwise developable land to high speed, multi-laned roadways and even more to interchanges that desiccate acres and acres and inhibit growth of quality urban fabric around them. Giving up the established fabric, while perhaps due for some re visioning and redevelopment, for more roadway is a terrible waste of the land resource and development potential.
- To avoid expanding the footprint of the corridor. Expanding transit and cycling options along the corridor can move more people through the same space.
- There are ways to address traffic issues without affecting much private property (i.e. controlling traffic merging from on ramps, timing and number of traffic lights, etc.)

- The Crowchild corridor is large and should accommodate room for needed upgrades; with the possible exception of the area around the memorial, bow trail and 17th ave interchanges.
- more likely to get an outcome sooner
- It's not a bad idea
- There is lots of room within the corridor for most of the length on Crowchild, excepting for a few bottleneck areas.
- I feel there may be a way to accommodate the traffic and the neighbourhood residents. Ideally, we can find a balanced approach, perhaps a tiered/"double decker" bridge.
- Elevated roadway would fit in existing corridor.
- Could make considerable progress with an overpass at 24 Ave NW which is already planned for, and removing all other lights. No left hand turns off of or onto Crowchild Trail.
- We must try to utilize our infrastructure better as opposed to making ever bigger roadways.
- I think the redevelopment should be accomplishable with a tight corridor with short arc exits and entrances. Perhaps some acquisitions between memorial and 16th avenue - but most only parallel to the corridor.
- Smooth flow of traffic (without traffic lights) N-S Use existing overpasses at Memorial, 16 Ave, 32 Ave E-W Allow right only turns at all existing intersections Remove all left turns This is an effective, low cost, fast implementation option
- There should be enough room in the existing space to widen to meet traffic needs.
- Calgary has allowed too many neighborhoods to encroach too closely to major road corridors, without appropriate buffering spaces. There are even multi-story buildings sitting right next to busy roadways. The costs to buy up these properties now would be prohibitive and emotional. Perhaps elevated roadways could be considered as they are used in many other cities around the world. That would allow increased traffic volumes, just spreading things vertically instead of horizontally.
- Consider this first as there are creative solutions I have seen such as doubling up roadways which would not be considered if we just ripped houses down.
- I would rather see the corridor stay the same size if possible for both cost and as I don't believe that the size of the road is the main problem. IF the flow of traffic can be improved in the corridor, we should be doing that.
- Possibly consider an elevated roadway starting North of 24 Ave NW and North of 17 Ave SW and crossing 5 Ave, Kensington Rd, over the Bow River connecting to Crowchild and Bow Trail. No on or off ramps except for Crowchild NW & SW and Bow Trail SW. Leave the existing road in use for community use and connection to Memorial Drive.
- I witness the challenge of traffic congestion every day that backs up for kilometers in rush hour. This prevents the free flow of traffic across the Bow and accessing important locations in the Northwest and Downtown.
- nada
- Start simple.
- Although the planning of the future is most important, not forgetting the existing corridor concepts is also important.
- The roads need to be widened at a friendly cost.
- Why buy before a plan is in place?
- If the stretch being considered is between 17th and 24th Ave, then widening by expropriating property would be a waste of money unless the city is prepared to deal with the stretch southbound to Kensington Rd
- I agree as Crowchild. However, what is missing to better understand the objective and, perhaps, getting the buy-in from the community is to explain what the city is trying to fix. Beside the noise, nothing appears to be wrong with Crowchild.

Disagree:

- To limit the plans to the existing corridor will restrict the planning of the new trail and end up as a compromise and not a real answer to the problems. I realize the some people may be put out but it will be for the betterment of the masses.
- I think the Crowchild Trail project is more important to the larger city needs than a few local property acquisitions. We must think of the greater good when it comes to a project like this.
- I believe private lands will need to be sacrificed for the overall good of the project.
- This is such a heavily trafficked road, the needs of the many outweigh the needs of the few.
- Fixing Crowchild for the masses is more important than keeping a few homes.
- As a property owner I expect the City of Calgary to ensure that the traffic congestion is fixed in a way that will accommodate future increased traffic and I realize that it will impact some homeowners but they are few compared to the City at large.
- Because the needs of thousands of commuters should exceed the needs of <100 residents.
- Simply put - it is obvious that Crowchild Trail north of 5 Ave NW needs to be widened. Every major road expansion has needed room in order to provide proper setbacks from residential properties. People along these corridors are aware when they buy that they may require to move to allow for road improvements. They enjoy lower initial house prices and lower taxes as compensation. It is not fair to the city at large for them to buy and then hold the city hostage by refusing to move.
- The good of the Calgary community supersedes the private property ownership. There is no way that Crowchild Trail can serve its purpose of a major corridor without expanding the width.
- Sometimes a community has to give something for the betterment of the greater good
- Concepts for Crowchild Trail should not be restricted to the existing corridor if other concepts provide significant vehicle, cycle, transit and pedestrian improvements. A significant improvement will benefit surrounding communities and users and should be weighted higher than individual property owners. Benefits to the many versus drawbacks for the few.
- The issue of traffic flow along Crowchild Trail affects residents all across the City. While the concerns of those who live adjacent to Crowchild Trail should be considered, the priority should be the greater good for the city as a whole.
- I would like it to come in on budget however I don't really see many other options except to acquire extra property. There isn't any room to expand properly otherwise.
- Some private property will likely be required, thus fair compensation is the means through which a landowner will be able to mitigate the impact of having to sell their land, and the public will see tremendous benefit vs attempting to fit in a corridor that is too small.
- Main issue is narrowing to two lanes, need more space to widen to create space for continuous traffic flow
- The sheer volume of traffic through the corridor does not fit within the current bounds, so concepts that would fit within the current corridor are likely short-sighted.
- If the road is just too narrow (e.g. south of McMahon Stadium in particular) you can't do anything but acquire private property to widen it. Also - you want to build this road for the next 50 years, not the next 5. Who knows how much traffic will be driving on it years from now, but likely much more than today. It's better to take a big chunk of private land now, rather than bits and pieces for years. Edmonton has done this many times, and it seems to work well - surrounding communities are OK
- The Crowchild trail corridor between 24th and the Bow River will need to purchase more properties because the 2 lanes by university drive cause a lot of the bottlenecks that can be easily fixed, the other place is over the bow river
- Look at the obvious, Crowchild has to be widened to improve traffic flow, this cannot be done without property acquisition

- Private property is the first thing need to be considered.
- I believe that there are areas in which private property acquisition cannot be avoided.
- There is not much land to widen the Crowchild Trail in certain parts and you have to take into account acquiring the property to meet your goal. This should not be ruled out.
- In order for Crowchild trail to handle the traffic for the next 50 years private property will need to be acquired to meet that demand.
- I believe we could build an elevated road that would not require acquisition of private property. However, people who live close to the Crowchild corridor will just complain about the construction and property devaluation anyways so let's offer them a way out right at the start.
- This is a political statement and obviously impossible!
- Sorry to say it but Crowchild is an absolute disaster. If knocking down some houses means getting an improvement then I am in agreement
- It is a main artery that affects a huge proportion of the city inhabitants. If private property acquisition is necessary to improve the route it should be considered. Having said that, compensation, impacts for economic and physical displacement need to be also considered it that is the case.
- In certain areas this will not be possible. For example between memorial drive and 16 ave the only way to increase traffic flow in my opinion is to remove the lights from Kensington and 5 ave. This will require overpasses of some kind. How can you do this without annexing property?
- This is a decades long fix, do it right to make it work for the long term even if that means expropriation of homes.
- There is not enough lanes for good traffic flow. Somebody has to be dis-placed.
- As it looks now, the portion of Crowchild trail in Kensington area is so narrow between the houses on both sides, that it seems impossible to improve anything in such a tight space. I would suggest considering private property acquisition at an early stage in order to save time for the whole project.
- The existing corridor is highly constrained by the space available. I am doubtful that there is sufficient space to address current and future demands for traffic with the given space. I don't think we need to grow it by much, but I don't believe it's enough in its current form.
- The corridor as it exists does not have any space to expand the road, which is what is really needed here, especially for the northbound lanes. The way lanes drop off and cease to exist between Bow Trail and the U of C is truly baffling, and the weaving between lanes drivers must do to get where they're going is ludicrous; if one driver needs to get from 10th Ave to eastbound Memorial in rush hour, it is a bad day for everyone. Very unsafe, and no wonder there are daily traffic jams as a result.
- There is no solution within the current space.
- Private property needs to be purchased.... Do not waste time or money trying to come up with an alternative method to solve the problem.
- Planning for lager roads is something that Calgary had done poorly in the past. If more space is needed to do it right then buy the property.
- The areas where it goes down to 2 lanes (specifically near 16 ave in the NW) are a huge problem. I don't see how it is possible to remediate this without adding additional lanes/acquiring new lands.
- Cause either way, it's just not going to be built out to standards. Build it right the first time, buy them out!
- Some property is going to have to be acquired to complete this project properly, it's needed upgrading for the past 40 years, time to finally do it. Homeowners bordering the route have known for a long time that their property might be needed. Progress unfortunately requires sacrifice.
- Don't think there is enough solace in current corridor to effectively improve road
- The point of this discussion is to look at ways to make Crowchild Trail more efficient at stress points. With current construction methods private property acquisitions will be mandatory.

- There's not much room left as it is. I would much prefer the city bite the bullet now and solve this problem properly so that we aren't spending 2 billion dollars on a mediocre fix that we'll be talking about having to fix in only 20 years. Better to secure as much land as is needed so that this is fixed properly once and for all.
- "Just enough is good enough" is a terrible mentality in a city that's growing by tens of thousands per year. We need to engineer a solution that will work for present AND future needs of the road.
- It's time to end these short-term fixes that don't alleviate anything- without buying up more land the city will never fix Crowchild trail! Upgrade the road massively ONE time and let it be for the next 50 years.
- The area and the intersecting roads that need connecting to one another is complex. I think it would be naive to operate on the assumption that a future-proof solution could be accomplished without expanding a little bit.
- The road needs to be upgraded to three lanes. Buy out private property and get on with it.
- The project needs to work and if land acquisition is required, though it wouldn't be my first choice, so be it.
- Eminent Domain should apply more often in Calgary
- It will be very hard to improve the existing situation without adding properties especially between 24th Ave. NW and the bridges of Bow River. If done within existing borders either the adjacent communities cannot be served or a lot of money will be spent with little improvement.
- There is no room for required expansion within the current corridor.
- It has to be done, and I'm willing to sell full market value.
- No other way to expand but to buy out properties along the trail.
- The most troubled spots do not have existing space to expand and add lanes required to fix the problems. There is no sense in spending money to widen some areas and keep bottle necks down the road.
- There is insufficient space to accomplish increased continuous traffic flow as well as additional pedestrian cycle traffic within the current corridor. Limiting to the existing corridor will ensure project failure.
- Unless you can build a double decker road (one road with a bridge road overtop) I don't think it's possible to enhance Crowchild without the acquisition of private & commercial property.
- With the growth of the city, it is inevitable that private property acquisition will need to be done. Better to plan on it now, instead of money spent on Band-Aid solution now, plus additional funds in future (when acquiring private property will be even more expensive). Don't want to end up duplicating Vancouver's fiasco road system.
- Annex whatever you need to if you can fix the bottleneck over the river.
- I don't believe there is any appreciable improvements that could be made without expansions that would require property acquisition.
- Crowchild is a major thoroughfare that is best served with the most direct and convenient interchanges for access and exit. Existing properties that may be in the way of the most optimal routes should be challenged.
- I don't think the existing corridor can accommodate the more important goals of improving traffic flow.
- I think that the apartment complex where University Drive meets Crowchild Trail should be bought out so that the road can be widened.
- In order to expand the capability of the roadway, some new land is likely to be required.
- Changes to Crowchild are years overdue and the city will not be able to make everyone happy in order to implement much needed massive change. I can't see how expansion or change can occur without acquiring private property.

- Can't imagine how there can be better flow without expanding Crowchild Trail to service the huge amount of traffic that is on this road daily.
- Fixing Crowchild Trail is going to require private property acquisition, so let's just get on with it.
- Unless overpasses can be built at Kensington Rd and 5th St NW without acquiring private lands surrounding them, the flow of traffic out of downtown especially to the north will continue to be a major bottleneck. High rise office towers continue to be built in the DT core which will only increase the number of people working DT that need to exit each day
- Construction within existing space makes the time length of the overall project longer and impacts traffic more during the construction.
- Based on the current narrow corridor and substantially increased vehicle volume over the years, it would be an inefficient use of time to study the potential for keeping the corridor as narrow as it currently is in specific places.
- Crowchild Trail is a significantly important traffic corridor and there are times when private property adjacent should be sacrificed to improve the effectiveness of Crowchild Trail.
- Aside from widening the Crowchild corridor, the only option is to make a two level expressway. It would be optimal to do this without impacting current residences however I think this is unlikely.
- Acquisition will increase project cost, however long-term improvements should take priority.
- While I don't think private property acquisition should be top of the list, I think it can be short-term thinking to only consider concepts that fit within the existing corridor. Improvements that can be made without acquiring private property should be looked into but sometimes that can only help so much.
- This city needs proper solutions, if private property acquisition is beneficial than I see no reason why it shouldn't happen.
- I feel that improving the flow and accessibility is more important than staying within the existing corridor. I feel it is short sighted to limit the project to the past allocation of land.
- Should look at what makes sense, not artificially constrain.
- By not considering any private property acquisitions, you waste time and resources on options that may not be worthy of pursuit.
- I think there are areas where private property acquisition would allow for current improvement as well as future expansion. Only considering within the current corridor could add expense (i.e. stacking lanes) without allowing for future expansion. Private acquisition would also add to possible flow designs not otherwise available within the current corridor.
- Don't put that limit on it at this stage. Explore all options then choose the best one.
- Excluding private property acquisition options (from the initial concepts) may lead to a sub-optimal solution. Instead solutions should be weighed on their overall merits. I do agree that private property acquisition should be minimized - just not excluded from the initial round of concepts...
- I don't think we should try and force a solution that fits within the current corridor boundaries. I want to make sure we consider property acquisition if it makes for a more stable and long term solution.
- I don't believe it is realistic. The corridor itself is fully occupied to width at the worst places nearing the University Drive turn off. I think too many of the other goals will be immediately compromised if this is a higher priority than flow, capacity and safety.
- Crowchild Trail needs to be fixed. It is slow and dangerous. It is going to take purchasing private property. Too much studying just wastes time and time is money.
- Consideration of all options is necessary
- The main objective of the Crowchild Trail Transportation Study is to look at ways to upgrade travel in the subject area. Any attempt to limit the scope by adding restrictions at the beginning of the study will defeat the purpose of the study.
- I think the cost implications are a higher priority and that arriving at the best solution for the city is more important than maintain private properties. I understand my property may be affected by this decision

- Not considering private property acquisition in the concept will potentially eliminate viable, cost effective solutions.
- I doubt that the traffic issues can be adequately addressed without some new acquisition. There is just so much more traffic using this roadway than was planned.
- If you only look at options that minimize the acquisition of property, you could miss a viable options that might be the solution.
- I think that all options need to begin sidestep including acquiring property to find the best solution for traffic flow
- The fix is going to require some space. I don't see any way around acquiring some property without huge compromises to a solution.
- All options should be weighed equally
- Realistically, the Crowchild from Kensington to 24th Avenue needs to be changed to limited access, since this is where the congestion occurs. I think an elevated highway is the least intrusive with express on the upper level and local on the lower. Unfortunate, but this would be the least impact on private property acquisition.
- This should obviously be part of the process, but I don't think it will be practical to preserve the entire corridor while also meeting all the other goals.
- I like to think of Toronto's Spadina Expressway in moments like this.
- This project has a broad scope, very long term impact and is expensive. It has three main goals each of which must address several needs (Review of draft project goals). It seems that for each scenario/intersection, the planning team will have to prioritize the needs according to the particular scenario they are facing. Given the complexity of the project, it seems a very bad idea to restrict their options. But people who loose property or the quality of use, must be very well taken care off.

Strongly Disagree:

- Refer back to HOW LONG it took to make the changes to Glenmore, COSTS escalate... takes forever... should be time and cost sensitive.
- Make the lowest cost decision that benefits the most people in Calgary. As opposed to a higher cost decision that benefits a few homeowners/businesses.
- The needs of the many outweigh the needs of the few. If acquiring private property makes the mess that Crowchild Trail is now a thing of the past, the City shouldn't hesitate to do it. This is about the future, not about making property owners happy.
- The needs of the many outweigh the needs of the few. Crowchild Trail is one of the few north / south corridors in Calgary. Land owners adjacent to the Crowchild Trail corridor bought their property knowing that Crowchild Trail is an important thoroughfare and that future expansion could be required. Property owners adjacent to Crowchild Trail may be required to sell required land back to the City as is the case in all other large transportation improvements.
- We need to stop pandering to a few homeowners and start thinking about the greater good of the city. Not everyone will be happy with progress but progress is what is needed.
- progress trumps a half dozen houses
- We can't keep few dozen homes/business standing in the way preventing thousands of people from commuting daily.
- Who cares about homes? Just fix the highway. Greater good and all that jazz.
- It should be of no surprise that this corridor would be a high capacity vehicle corridor. As such, resources should not be wasted attempting to preserve the communities directly adjacent to this corridor. Instead the focus needs to be the moving of vehicles. This is a critical corridor for the core of Calgary. As such, the needs of the majority are more important than the needs of a few who knew what they were purchasing when having chosen to live there.

- Unless the plan is to stack traffic you will need to acquire property.
- Private property owners should not be allowed to hold up a project that will benefit thousands of Calgarians and visitors to the city.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- All communities will be enhanced by a Crowchild Trail that is a fast and efficient way of communication.
- The needs of the many trump the desires of the few. Calgary is in this predicament because we have historically granted the temporary desires of a few to greatly constrain our city. Another example would be the failure to build the Sarcee Tr. NW Bridge over the Bow River. Those who build / buy near Crowchild Tr. KNOW that this is the primary NW-SW / downtown traffic connector, and as the city grows, so it must as well. It is wrong to place them as the top priority. Project failure guaranteed.
- Crowchild Trail is a major thoroughfare used by drivers not only from the local community but city-wide. Changes desperately need to be made to alleviate the congestion and if a few houses have to go in order to make room, so be it. It wouldn't be the first time houses have been removed to widen/improve Crowchild and everybody dealt with it just fine the last time.
- problems are a result of too few lanes and traffic lights, additional right of way required to straighten the alignment and provide overhead passage of traffic by use of bridges, free flow traffic for anticipated volumes should be the final goal
- There must be agreement from the residents of the affected areas but you'll never get consensus for projects that disrupt lives. For the Crowchild trail expansion to succeed there must be expropriation of properties.
- I don't see any cost effective solution other than to widen the road
- The apartment at Crowchild and 13th seems to be the biggest barrier to having 6 lanes between 16th nw and the river
- The existing corridor will not allow for expansion and completion of a limited-access roadway with safe on- and off-ramp speeds to/from Bow Trail and other free-flow access roadways. Current ramps have no merge areas and require unsafe yield conditions when merging to the main road lines.
- Lanes are lanes. You can't make a 4 lane road out of a 3 lane road so of course new property will need to be acquired.
- The corridor needs to be addressed whether the property is private or public.
- I want the road BUILT, and made so it can handle the traffic volume rather than the congested mess it currently is.
- The reality of the current situation is that work that needs to be done is over 30 years late and considering the significant increase in car volumes, trying to stick to the current space is unrealistic. The appropriate thing to do would be to build the needed capacity, do it once, do it with future planning included and encapsulate the road with sound and beautification included so that this area is no longer a constant area of traffics headaches.
- I do not believe there are any other alternatives but to expand Crowchild Trail lanes and there is no way this can be done without acquiring private property. Crowchild Trail was poorly planned when the LRT was constructed. We need more vehicle access from Bearspaw into downtown - the city needs to be logical about this.
- The corridor needs to be widened
- If you are going to spend the money. Spend the extra and do it right the first time. There needs to be overpasses and that is impossible with the current amount of land.
- Do whatever it takes to fix the road.
- Build the road right the first time with adequate space for future traffic.

- As Crowchild Trail was built to handle traffic volumes less than 1/2 of what it is now and much of it is only 2 lanes wide private property acquisition will most likely be required in some of the most constrained section of it especially between 16 Ave NW and Memorial Dr.
- The only way to fix the road is to acquire more land.
- Crowchild trail is, between those points, a large detriment to traffic and it would be difficult to mitigate the traffic without encroaching upon the properties it's adjacent to.
- Crow child is too small, it has been the same size for over 20 years and population has increased substantially
- Additional land will be required in order to build something worthwhile.
- The primary goal of improvements to Crowchild Trail between 24th Ave NW and 17th Avenue SW should be to remove at grade crossings at Kensington, 5th Ave NW and all the way to and including 24th Avenue NW. It seems unlikely that such can be accomplished without some impact to adjacent communities. It is notable that along the east side of Crowchild in that area a number of the properties are commercial in nature and thus the impact to "communities" minimal.
- Use as much private property as is needed to make it the best possible for years to come.
- There is limited room for expansion within the existing confines of the Crowchild Trail corridor - I believe the only people lobbying for this are the people who live in the area.
- Successful growth of the city requires sacrifice and a strong will, pay market rates and acquire the necessary titles to make an efficient and effective corridor.
- Current space is inadequate
- The existing corridor is unrealistic for current, let alone future, traffic needs.
- This is a waste of time. Clearly there are some properties that need to be removed (blue and white apartment building between 5th Ave and 16 Avenue NW) in order to facilitate a better road system. We need to build a roadway that moves traffic and doesn't pander to special interest groups.
- The road is the priority and living next to an expressway corridor that had a long-term plan since 1974 for expressway development is a cost of ownership. If the land is needed to fulfill that goal, then so be it.
- Common sense says concepts within the corridor cannot fulfill budgetary and functional requirements simultaneously.
- There is not enough room in the existing corridor to expand the road or improve traffic flow.
- We have few conduits from NW to SE in Calgary and priority has to go to making Crowchild what it needs to be. This may require property acquisition.
- This corridor has a very large number of people traveling through it daily. The congestion and the ridiculous number of collisions and the impact on cost, time and health is appalling. I make this offer to relax this goals knowing that since I live a few houses away from Crowchild Trail I could be affected. If you have to buy me out to end up with a safer design so be it.
- The lights from McMahon to Kensington Road should be removed. Overpasses should be constructed or traffic should be redirected elsewhere. Crowchild should be a consistent, uninterrupted freeway from Rocky Ridge to Glenmore. Acquiring property is a must.
- Need infrastructure/land to build an efficient corridor
- If it was that easy to fit within the existing corridor it would have ready been done.
- First of all, I think that Crowchild be a free-flow street between 17th Ave S and 24th Ave N. It should accommodate along its adjacent lands, buffering parkway, cycle infrastructure and pedestrian trails. To accomplish all of that, I believe that more lands will be required than in the existing corridor. I look to districts like Mayfair and Meadowlark Park along Glenmore Trail as rejuvenated neighbourhoods as a result of upgrade to Glenmore. Something similar is in order here.
- Need to purchase property and expand Bow River/Crowchild crossing now. Serious Tie-ups on Crowchild northbound from 3-7pm is unacceptable.

- I don't see how the existing space is sufficient to meet the long term growth needs of the city, more lanes are required already. A double deck roadway would be an eyesore and would present first responders with access problems.
- Private property acquisition is necessary if we want to do it right. The existing corridor needs a complete change in order to do to right, which means no traffic lights, free flow and no HOV lanes.
- People have known for over thirty years Crowchild Trail would one day need more room to provide this important east-west corridor. The time has come to remove the bottlenecks and improve the safety of those who use it. Those that are affected should be compensated fairly. This is not the first, nor the last project that will require a few to move for the benefit of the many.
- Buy up all the land needed and build a proper freeway. You already did it for the Elbow/Glenmore exchange. Why is this an issue now? Richer homeowners in this affected area better to fight city hall? Seems unfair to the rest of Calgarians. You'll take away kilometres of roadway of hundreds of thousands of motor vehicles for a few hundred bikes yet you hesitate to expropriate land? Absolutely conflicting mindsets.
- It needs to be bigger and wider.
- The road should be made straight as possible with the purchase of private property.
- There are pinch points that will require additional land e.g. 5th ave NW to 16th ave NW.
- Property acquisition will be inevitable to make this a viable corridor. Obviously, the fewer the better, but must be considered.
- Drastic widening will have to occur through this area to allow for a cost effective corridor so land will have to expropriate and people displaced.
- Needs more space - unless some sort of lane reversal would work during peak periods.
- expansion is the only way to handle the enormous increase in volume
- As a resident of West Hillhurst it is extremely important to me that the residential area surrounding Crowchild not be affected by the expansion. I don't want our property values to drop or for us to have increased noise because of the expansion. We've paid too much to live in the area to have the City decide that we now live even closer to a secondary freeway.
- I live close to Crowchild and I fear my property will be acquired and I would have to relocate. This is not a viable option for me and my family. For me consideration of private property is more important than anything at this point.
- The corridor needs improvement, and all options need to be on the table. If we can do it without buying property, great, but if not buying property increases cost by multiples, please at least consider buying the necessary property.
- Long term future goals for the area are very important. This area must be able to support the expected traffic over the long term, even if properties need to be acquired. If suitable solutions within the corridor exist, that would be fine, but the best overall solution must be chosen.
- Personal property is important - but not at the expense of progress. Buy property if you have to but consider all options first. I would prefer a functional corridor over property.
- The acquisition of private property will likely not be a hugely substantial/material percentage of the total project cost. I would approach this with the opposite angle - consider the absolute best concepts that meet all goals first and foremost, and scale to budget
- Restricting private property acquisition limits the options to expand Crowchild. Major transportation projects typically require land acquisition.
- Concepts should not be limited by the existing corridor. It will negatively affect the traffic if there is not adequate space.
- Expropriation of properties bordering Crowchild Tr. will ultimately be necessary to affect a solution that will improve traffic flow. Bite the bullet, budget the funds and get on with it. Trying to find solutions without expropriation is just a delay, and waste of time and money.

- All options should be considered with equal priority, based on the cost-benefit analysis of each option. There should absolutely fair compensation provided for private property acquisition, and the options should incorporate those costs.
- Can't imagine a solution that does not involve more traffic lanes. The city is growing. Let's look for a long-term solution, not a solution we are going to need to fix in a few years!
- I assume this means not widening the existing corridor. I believe the existing corridor is too narrow to accommodate the traffic flow Crowchild must be able to carry to be effective. The design should not be restricted to looking in the existing corridor, but rather should look at the most effective way of improving traffic flow on Crowchild.
- This will drastically effect a functional design. Although it is a consideration I don't think it should be number 1.
- This will only add unnecessary cost and time to the project.
- Find a long term solution that works for decades instead of a Band-Aid solution that will be more costly in the long run.
- Not considering all options up front can only result in a set of sub-par choices.
- You can't keep it the way it is and expect traffic to flow better! Either add another lane so people aren't jetting two lanes over from one exit to another, or get rid of that whole stupid idea.
- Design and build a solution that is going to work properly now and in the future, if that means buying up properties along the corridor than it has to be done. Do not try and shoehorn something into the existing space if it cannot meet the needs of the future
- Some intersections will require land acquisition in order to maximize effective changes. Keeping everything the same is sadly delusional and will only handcuff innovative design options.
- I am afraid that you will never consider anything outside of the existing border and therefore miss doing a proper upgrade.
- The best solution, with scalability for growth built in, should be the primary consideration. Half measures are why we are in this mess in the first place.
- Traveling the route on a daily basis I do not see how a proper plan is possible without property acquisition
- If the roadway needs to be widened, then looking for "work arounds" will only create more problems.
- Considering concepts that fit within the existing corridor could be a complete waste of time if none of them address the actual problem you are trying to solve. Start by developing possible solutions to the problems you are trying to address, and then see if they fit into what currently exists, not the other way around.
- If property acquisition is more cost effective than forcing options to fit within the existing corridor, then this goal should not limit options.
- Start with a blank state and don't impose unnecessary constraints. You need to design an optimum solution that's going to meet the needs of residents and folks passing through that will last for years to come. That might require removing a row of houses or a couple of businesses. Crowchild Trail was built at least 40 years ago, and most people who live there now bought their houses with full knowledge that they were buying next to a freeway. I have not sympathy.
- This a major thoroughfare in Calgary for vehicular traffic and as such all options should be considered that improve the flow and capacity of this road. There are major bottlenecks in terms of intersections and insufficient number of lanes that are imperative to remove.
- I feel this would limit the options for arriving at the best solution and would thus result in "Band-Aid" fixes for Crowchild when proper, comprehensive upgrades are long overdue.
- Crowchild Trail is in dire need of a transformation. It is a terribly designed "intersection" that causes thousands of Calgarians to waste at least 15 minutes of their day. It would be short-sighted to not at

least entertain some concepts that would require (possibly trivial) private land acquisition in case these concepts are really the best solution.

- This needs to be done properly, and that means that everything must be on the table from the start. Can't afford to get this wrong.
- Let us fix Crowchild Trail properly the first time. If this means private property acquisition so be it but at fair market value of the property.
- I believe the benefits gained through the acquisition of private property outweighs the negatives. City planners and citizens need to consider the long-term impacts of this roadway as the city continues to grow. It would be very short sighted to settle on a temporary or quick fix and spend additional funds in the future on another upgrade. Crowchild Trail is a bottle neck for traffic and it will only continue to get worst as we continue to develop high density areas in and around the university.
- Property acquisition should be Considered right away
- Crowchild Trail is a primary transportation corridor on the west side of Calgary and all reasonable attempts should be made to improve traffic movement and thereby reduce traffic congestion and air pollution
- Limiting the ability of the design that will impact the whole city population as a whole because some property owners along the path will be impacted does not make sense. While being aware of the impact of the design on private owners should be a consideration, having a functional design that maximizes traffic flow through the area should be the primary consideration.
- Because the most efficient and effective design is almost certainly going to require some land acquisition. The best design should be used regardless of the amount of property acquisition. The road will likely be there much longer than the houses.
- This corridor is the only major north/south roadway in the west / central part of the City. The best solution should be determined and there is no doubt that in order to improve traffic flow, some private properties may have to be acquired and should not bias the results of the study.
- In the Workshop we attended, the discussion of private property acquisition was a very short discussion. However, there was clearly a very strong desire expressed by the attendees to minimize the negative effect on property value of the bordering communities. It is not mentioned anywhere in the goal statements. It appears that this goal statement is incomplete.
- It is an impractical goal
- I believe that current policy is to max population density around LRT stops - don't agree with this in Banff trail and Lions Park stops. Do agree that Crowchild is major North South corridor in city and efficient flow of traffic is required but doesn't exist due to bottlenecks at bridge over the Bow and between Bow River and 24 Avenue
- Stop trying to fix what's broken. It's too far gone. Your planners aren't going to magically find another way that was missed in previous years.
- Yes
- No need to do anything, do the Western road and take traffic off Crowchild
- With the cost of undertaking such a large project I think it is most important to consider the concept that works best and solves the most issues.
- I expect a long term solution to cost more, including possible property acquisition. Stopgap measures work in the short term only.
- Existing possibilities put development way off in the future. This upgrade is needed now.
- The only way to make Crowchild free flowing is to get rid of interchanges, and widen to 3 lanes. All of which results in the acquisition of private property.

I don't understand this goal:

- You have possibly the worst traffic issue in the city and all residents are living in a flood plain. Buy and demo what is required to build a free-flow elevated freeway with an interchange at Memorial. The wishes of maybe 100 adjacent residents should not outweigh the 300,000 or so daily commuters.
- I don't see how the road could be approved without squiring more land
- I think that all concepts should be considered
- I am not sure if this means that the city would have to purchase land from home-owners/business owners to rebuild into a new road.
- Is this to expand the Crowchild highway? this is needed particularly just north of 17th ave huge backup all the time
- No additional comments
- How can I have an opinion when I don't know what the alternatives are? Surely, there are certain minimum, indisputable requirements i.e. a 3rd lane NB between 5th Ave & 24th. If this is possible without expropriation then I agree with the question. If it's impossible to at least add a 3rd lane in this location without expropriation then I disagree. If the city's 20 year plan is to build new communities halfway to Cochrane then wouldn't it be fair to say so - or not before we go any further?

Consider the effect that changes to the Crowchild Trail corridor have on traffic patterns in bordering communities and provide mitigation to address traffic flow and safety.

Strongly Agree	x228
Agree	x331
Disagree	x47
Strongly Disagree	x43
Don't Understand	x18

Please explain why you rated this goal this way.

Strongly Agree:

- Improving major streets traffic flow will reduce shortcutting.
- Making Crowchild a freeway would decrease cutting through neighbourhoods and may decrease traffic on other routes heading out of downtown.
- Changes will greatly reduce the traffic in Capitol Hill community where I live. I'm hoping that traffic will reduce on 24th Ave and on 19th Street.
- All communities should have excellent access to Crowchild trail to reduce unwanted short-cut traffic flow through individual communities.
- Same reason as question #1..it is important to gauge how sensitive we are to the greater societal good vs. simply accommodating the folks/lifestyle who live over there and want/need to drive to work over here.
- The way to appease neighboring communities is to make the change a net benefit to them.
- Construction is hard on any community. If there is a way to still use the existing roadway while still constructing the new one, it will greatly lessen the impact on surrounding communities, and other arteries into and out of the downtown area.
- While Crowchild badly need to be improved, the adjacent communities need to look at it as a net benefit to them. Those directly adjacent to the corridor and those with properties that will require annexation are obviously never going to be satisfied, but the offer to the rest of the communities has to be good enough to overcome this.
- Don't affect communities so more roads can be built. That is not progression
- I believe it's important to consider the needs of all involved, especially the people who live in the communities affected, not just the needs of those using Crowchild Trail to get from point A to point B.
- There has to be a net sum benefit, therefore strong consideration must be given to bordering communities.
- neighbouring communities are most affected

- If Calgary aspires to be a thriving, urban metropolis it must support the urban communities - and expanding Crowchild into these areas which would greatly impact traffic pattern, noise, property value, pollution and aesthetic would be catastrophic.
- Bordering communities are key stakeholders in that they stand to bear a significant portion of the cost of any changes (e.g., property acquisition which widen Crowchild cause decreased property values) and stand to have minimal benefits (e.g., increased traffic flow won't save them significant commuting time)
- I live close to the intersection of Crowchild and 17 ave and would be directly impacted by any development
- I live in the Shaganappi community and 26 Street appears to be the only way vehicles are able to get South bound on to Crowchild from Bow Trail. There is no direct off ramp that goes from Bow Trail to Crowchild South. It is as though someone forgot to plan that when they first built it. With that being said, I do not want to see our park or neighbourhood that borders on Crowchild to have to be encroached upon by a huge off ramp carving into that part of the community.
- Making sure that established communities along the corridor remain healthy and viable is just as important (more so?) than making sure that Calgarians from outlying much younger communities on the outskirts are able to get downtown.
- Encouraging more volume on Crowchild can and will affect the surrounding communities, which are currently strong and vital. Sending excess traffic through those communities as a result of changes to the road will harm the communities.
- I live in West Hillhurst and am very concerned about increasing car traffic along Kensington road and other roads throughout the neighborhood. The City of Calgary Main Streets program has identified walkability as a desirable characteristic of neighborhoods, and I agree wholeheartedly. Increased car traffic along Kensington would be detrimental to creating additional walkability.
- As stated previously, traffic corridors around existing inner city communities must not negatively affect these communities so the quality of life within these communities is not adversely affected.
- Crowchild is already noisy, full of cars (that frequently take short cuts through residential neighbourhoods) to, for example, avoid traffic and get to 16th ave. It would be irresponsible not to consider the impacts that any changes to the traffic corridor would have on surrounding neighbourhoods. Make them liveable and safe for the community. Why punish inner city communities (yet again!) to facilitate traffic travelling from subsidized suburbs.
- The current access onto and exiting off of Crowchild from / to the east through sunalta has limited, if not killed the redevelopment potential of 10,11,12 avenues, decreasing property values and to a certain extent created a slum.
- A larger corridor will likely result in more traffic and more cutting through local communities, like Banff Trail. The city refuses again and again and again and again to mitigate the existing cut through traffic, erecting its own barriers to improving communities. The police do not respond to complaints. The city should know that it is creating additional risks to residents, including children. Enlarging Crowchild puts the cart before the horse. Mitigation will require more transit and bicycles
- Make sure that changes don't just move bottlenecks to a different area.
- Very often it seems that the concept has blinders on to these issues. You know... unintended consequences.
- It is about transportation, and all that needs to be part of the broader plan.
- It only makes sense to consider surrounding areas so that the system can work as a whole instead of the fragmented system that exists now.
- Crowchild Trail doesn't exist in a vacuum, metaphorically speaking, so the need for modifications beyond the corridor should be considered in order to maximize efficiency and safety in the areas that are upstream and downstream.
- All decisions should consider future traffic patterns

- If not considered, short cuts and alternate routes will develop and new projects will be required related to traffic calming. The corridor project needs to be holistic and success is only achieved with holistic solutions.
- We don't want to solve one issue by creating other issues. There needs to be improvement overall.
- Given the tremendous impact the large volume of traffic traveling through the corridor has on adjacent communities, it is crucial to assess how those communities would be impacted. The impact on safety as well as on air and noise pollution should be front and centre when proposed changes are being assessed.
- Traffic patterns in bordering communities are very sensitive to traffic patterns on Crowchild. When traffic is disrupted on Crowchild, I see an immediate impact on the streets close to my home. I think you have a good opportunity to improve traffic flow all around.
- It must be an effective corridor to support all surrounding communities, therefore community traffic patterns must be considered to incorporate into the design to ensure it provides the most effective and safe means of travel.
- The drivers in Calgary seem to have a tendency to speed and be reckless around major corridors. The city planning needs to take this into account when addressing the traffic flow around residential areas. We have had a few pedestrian fatalities in Calgary recently, we shouldn't be trying to add to those numbers.
- Traffic flow of bordering communities is important. They shouldn't be negatively affected so people can drive quicker past their neighbourhoods. All traffic needs to be considered.
- This of course is a must, as unanticipated flow patterns could emerge if not carefully studied and mitigated.
- Trade-offs that provide benefits to both the communities that will benefit from improved traffic flow within the Crowchild corridor (comms outside the inner core) and the ones within the inner core. As an example, the way the traffic lights are now configured at Kensington / Crowchild there are long traffic lineups of vehicles wanting to get onto Crowchild. As a result, more and more traffic is starting to flow through the streets of West Hillhurst in order to avoid the long waits on Kensington
- Obviously direct and indirect consequences have to be considered.
- the people in the affected neighbourhoods need to be able to travel easily out of their communities (in all directions) and noise levels also have to be considered -
- You cannot cut people off from getting home , however you also should not cut off the main artery like the city did with centre street north by putting in that ridiculous vehicle trap to prevent its use. Those residents knew they were living on CENTRE Street and did not deserve to be protected from the traffic path.
- The "plan" two years ago had 3 options which all removed access to Crowchild Tr from my community, which was ridiculous. Suburbs cannot have priority over the existing inner city.
- Ensuring safe and direct access for emergency responders to the bordering communities must be the top priority.
- Further to the comments below, my access to Crowchild Trail should not be cut off because someone in the NW wants a thru-way into downtown. Pay tolls, or get out of your car. Use public transit.
- Crowchild Trail is a major route that bisects communities. these communities need to be able to remain connected for residents to maintain the quality of their community
- Community links: Cars, Pedestrians, Cyclists need to be able to move across between Parkdale and West Hillhurst. A Traffic circle under pass could be used to provide right turn access only onto Crowchild Trail. (if there is space and Planning) Minimally there should be straight through access for local traffic and Transit.
- This is part of our community - we cross Crowchild to go to the park or access businesses on the other side

- Small changes can have big impacts, if you close 5th avenue off and Kensington at Crowchild to enable continuous flow it's going to be a real pain for me to get out of my neighbourhood and limit my ability to access Crowchild.
- It is already difficult to get off my street during rush hour as commuters leave Crowchild and care needs to be taken to preserve the rights, quality of life of property owners. Making life easier for commuters should not be the only, or even the primary goal, of this process.
- keep communities that straddle Crowchild connected, without making Crowchild an insurmountable barrier to travel, trade, and friendships
- Local catchment school boundaries cross Crowchild. Children and cars need fluid movement across the Crowchild barrier
- I live in the area and our traffic is getting heavier along Kensington especially and it's harder to access Crowchild.
- We need to maintain communication between communities, and ensure that no one area is particularly disadvantaged.
- Restricting peoples access in and out of their own neighbourhood creates issues where to serve suburban you can't get to your own house a block off of the main street.
- It would be wrong not to consider the affect to ensure access & egress to Crowchild Trail doesn't degrade with changes implemented. It just makes good sense!
- As a resident of west hillhurst, access to one of the only roads out is key. I live in the inner-city for the grid system and easy access. I don't want to live in a suburb with windy roads and only one way in and one way out.
- Residents moved into the neighbouring communities considering the access and safety of their home. Incremental changes may appear insignificant on paper, but are felt daily by residents.
- Do not block off or isolate adjacent communities.
- The communities shouldn't be cut off from one another and OF COURSE safety should be considered. Why even ask the question?
- If not a priority, short cutters will severely impact neighbouring communities
- Living in West Hillhurst, close to Crowchild and 5th Ave for 11 years, I have seen traffic increase substantially during peak hours. This is due to people cutting through the neighborhood. The new corridor needs to address this. The new traffic cessation measures haven't worked to reduce this behavior.
- We already have traffic barreling through our neighbourhood to get on and off Crowchild. They keep the "highway" mentality as they barrel through our neighbourhood.
- Traffics in and off Crowchild takes almost as long as the commute some days. It takes me a long to leave my community as it does to get 10-15km away.
- Currently see traffic short cutting through my neighborhood of St. Andrews and do not want more of this.
- Migration of Crowchild traffic into communities should be avoided at all costs, especially during rush hour times. Changing some traffic patterns, for example, no left turns into 5th ave NW, except for transit.
- Cut through traffic is already a problem in communities adjacent to Crowchild.
- Community shortcutting should be addressed and prevented.
- Streets that provide access to Crowchild trail become very congested during peak times if they rely on traffic lights for control. These are often residential streets and the congestion makes living in these areas unpleasant. It is also unsafe as many Calgary drivers speed through these 'commuting routes' when they are not as congested - lots of impatient and entitled behaviour.
- So much silliness has taken place with traffic calming measures that has slowed traffic around our community that we now have more cars cutting through as they can avoid the police cameras

- I live in an affected neighbourhood that already endures short cutting traffic between Crowchild and 16th Ave.
- Traffic flow is already a problem in the West Hillhurst, Parkdale area due to the foothills Hospital and since the movement of the Children's Hospital.
- This is something that should be first and foremost on city planners' minds with any development. For example, I believe the city has made a drastic error with the development of the Garrison Woods/Marda Loop area. While I strongly agree with inner city expansion, traffic flows need to be addressed from the inception. In the above example, 33rd Ave. S.W. from Crowchild Trail to about 19 St. is an abomination. Please consider how neighbouring areas will be affected by any and all changes.
- Traffic to the neighborhoods should be for local traffic only.
- Reduce cars cutting through neighborhoods
- Bordering communities already have significant traffic.
- Keep the traffic on Crowchild and not cutting through neighbourhoods.
- Safety must be a priority focus, and the implications of any changes to the corridor must be appropriately identified and mitigated, if necessary.
- Cut through traffic is a major safety issue in many of the inner city neighbourhoods. Considering the majority of inner city residents walk, bike or take transit to get downtown it seems unfair to decrease their quality of life and safety so someone can drive out to the suburbs.
- People's homes, and the safety of their communities matter more than car convenience.
- No one wants traffic jams and dangerous driving in their neighbourhood. Property acquisition is a temporary pain, but traffic problems are a lasting impact.
- Cross cutting through communities to access Crowchild is a serious problem, and those who live near Crowchild are exposed to a lot of stressors,
- Traffic flow and safety for the communities is very important - these things can shape and change a community and its residents.
- Traffic already drives aggressively on Crowchild. Having two young kids in this area I have always been concerned for their safety when crossing Crowchild. Traffic needs to be calmed as it exits Crowchild into neighboring communities.
- Safety should be a number one priority, always.
- Most important - and a safety issue. Let is not the fault of the property owners in West Hillhurst that Crowchild trail needs to be expanded. It is not the fault of my community that the increased traffic on Crowchild has resulted in cars frequently cutting-through my community. So - please do not endanger my children or drop my property value by making a plan that directly or indirectly increases cut-through traffic in my community. (Particularly bad cut-through traffic at FMC shift changes)
- I live in a bordering community with my children - we do not want to implement strategies that cause corridor traffic to cut through our community streets
- Neighboring streets don't need increased traffic and people need to be able to cross Crowchild safely. Overpasses make sense
- People live in the homes in these residential areas - families and children, so it is important that traffic should be at a minimum within these areas. Try to use an existing access roads if possible.
- Neighbouring communities are the first to suffer increased traffic and dangerous driving.
- Communities are a subset of Calgary. Safety and traffic flow have an impact on a community and the people who live there.
- Going from east to west (or vice versa) is already a burden. The lights on Kensington Rd are already 4-5 minutes. Crossing as a pedestrian is sometimes terrifying with little kids at rush hour
- Children are walking to school at the same time as the morning rush.
- Would not want traffic redirected through our neighbourhood. Noise issues, safety issues (we have young children).

- I would not want people speeding on residential streets.
- An important goal of course is safety. In fact I expect any changes to improve safety since the city is improving on this factor materially over the past twenty years or so. Traffic into and out of neighbourhoods should not increase if possible and this requires careful planning. Perhaps more no-entry lanes like in Scarboro
- Safety will be a top priority for all the bordering communities
- Increasing traffic through bordering neighbourhoods would also erode property value and would be a BIG safety concern. Many of the bordering communities house professionals with young children and we highly value safe neighbourhoods for our families.
- Safety of walkers, cyclists and children is important. This is an inner city community. Short cutting is already a problem. Overflow onto 19th street current has many speeders.
- Fast moving traffic coming off of Memorial onto 19th street and from Crowchild to Kensington is already a problem. Providing more room for more vehicles will likely result in more short cut traffic and higher speeds and danger to pedestrians and cyclists in the neighborhood.
- I live in one of the communities that will potentially be impacted by changes to the Crowchild corridor and although I realize that I chose to live in a busy area in the city core, I also chose this specific neighbourhood because direct access to Crowchild was minimized making this a relatively quiet and traffic safe area.
- I live near one of these corridors. Increased traffic would affect my safety when walking and increased noise due to traffic would affect my life when outside in my yard. I use these adjacent roads. Increased traffic would directly affect me in terms of safety and convenience.
- Traffic on Kensington Road is ridiculous and extremely dangerous. Speed bumps are required along there as a minimum. People do not recognize it as a residential neighborhood.
- The current traffic is a problem, and flow safety are top priority
- Up to this point in time, the city has not provided mitigation for the impact of Crowchild Tr. and Glenmore Tr on the community of Lakeview (plus small portion of NGP). It is very frustrating that for every accident occurring on Glenmore, that this community has to suffer through drivers trying to short cut by coming into this area. No community should have to suffer with short cut drivers and their impact on their community.
- Improving traffic flow and safety is a top priority for my family.
- Because traffic in Brentwood has increased incredibly over the past few years--people cutting through my community to avoid Crowchild and other main traffic arteries.
- There are several established R1 communities along Crowchild. New alignment can cause traffic to shortcut through some quiet streets which would be a safety concern.
- These are well established neighbourhoods that should be respected and preserved. Traffic changes that make it very busy and unsafe for children will ruin these areas.
- The city needs to cut down on cut through traffic in our communities on the way to Crowchild (Druh Farrell lives on a gated street by the way). It's dangerous to cross Crowchild as a pedestrian and no parallel bike paths...
- The ultimate result should be one where overflow does not spill into the bordering communities and endangering the safety of residences, and yet not isolate them from access to the road either.
- As mentioned, we border Crowchild Trail; we have small children and I care for small children in my home five days a week. Safety is a priority.
- Need to maintain safety. Lots of homeless people wander through these communities. Don't need more deaths as a result of them being hit by vehicles
- Safety should be #1
- Noise and safety

- Increased traffic in residential areas simply circumvents purpose of a trail. Keep residential streets safe and quiet!
- We are already struggling with speeding traffic on certain streets as people bypass sections of Crowchild, specifically along 24 St NW, 24 Ave NW, Morley Trail and 19 St NW in Charleswood. Additional short-cutting would put the community at higher risk for traffic collisions, specifically with all the school children walking to the many schools in Charleswood.
- There needs to be considerable changes to positively address the present inadequate traffic flow.
- I live where 19 St., 24 Ave. and Morley Tr. join. Since the traffic flow changes on Crowchild a few years ago (reducing E-W signal time on 24), traffic is bunching up at 19 St. and 24 Ave. This is causing long lines of SB traffic for blocks on 19 St. (north of 24 Ave.). SB traffic on Morley Tr. also waits a long time to enter 19 St. It seems more people are using 32 Avenue and Morley Tr. to get onto 19 St. SB. Changing the signal timing at the intersection would help improve SB flow on 19 St.
- Of course there may be need for mitigation of issues in bordering communities but remember that the movement of large volumes of traffic via the Crowfoot Trail is paramount.
- I live in a bordering community and I'm bothered by the fact that despite paying sky high property taxes I sit in traffic just like a suburbanite
- Improving the traffic patterns in bordering communities could be a huge secondary plus for this project if done correctly. We must improve traffic flow along the whole corridor (ex: Crowchild at 17th Street).
- Traffic flow and safety should always be high priorities.
- Traffic flow must be easy and safe.
- Build an effective transportation corridor.
- Due to increased density there is significant traffic congestion in and around Marda Loop/South Calgary/RKH at this time. Ensure that any changes in Crowchild will not increase this problem.
- We need to add extra lanes
- If traffic is impacted in communities for the worse than what is the point of this project at all.
- Yes, this was discussed in Workshop in length.
- We already see cars trying to find alternative ways by using adjacent communities; I'm actually in favor of redistributing traffic, however, safety (crossing, slow traffic areas, etc.) must be adjusted accordingly.
- same
- I think the impact of traffic in existing communities is very important. We don't want to force more traffic into neighboring communities
- Traffic should be kept on the corridor
- A traffic impact assessment and appropriate mitigation should be part of any engineering design.
- The people who live near Crowchild need to be respected.
- This doesn't need explanation. It's common sense.
- It is important not to disturb existing communities in the inner city.
- The reason for traffic congestion in certain areas of the city is because there wasn't enough right of way considered when then original roads were planned. Bike lanes and walking paths also require consideration.
- Traffic patterns in neighbouring communities will be impacted by any change to Crowchild and thus mitigating that is necessary.
- Traffic should not be diverted into communities where it is already not present.
- Good design should be functional to the surrounding communities.
- We don't need as many access routes onto Crowchild North around Memorial Drive.
- I live in a bordering community and feel the effects when there is an accident on Crowchild. I don't want this to get worse

- Most people understand that some changes will be necessary to accommodate the new alignments and footprints created by the new plan. As long as reasonable mitigation is provided, most people will buy into the concept.
- Again - inducing traffic should not be the goal here. These communities are inner-city - very inner-city and people should be encouraged to take transit, walk, or cycle and not jump in their cars.
- There are homes as long as transit stops along Crowchild Trail. I believe cyclists also use Crowchild trail. Therefore any changes to Crowchild should consider the safety of the other users (residents, transit riders, bikers, etc.).
- For sure the bordering communities should not experience increased traffic flow within the residential area (alternative routes etc.) other than the corridor. However, they should expect possibly less routes across the corridor (fewer access points to Crowchild). I don't think this should be an issue if things like noise abatement and privacy are addressed adequately in the design.
- I feel that resulting changes to the traffic patterns on Crowchild should not spill over into the adjacent communities and cause either more congestion or increased traffic.
- One of the most important "smart growth" concepts was to not sacrifice the quality of life in the inner neighbourhoods for through traffic to the more remote communities. That said, a poorly functioning thru route on Crowchild pretty much forces short cutting
- There will be definitely changes to the traffic patterns in the communities by Crowchild Trail corridor. The mitigation measures for these changes should be a part of the whole development plan.
- Adjacent communities should be protected over all else. City of Calgary should not prioritize the needs of commuters, especially ones who do not pay taxes in Calgary (Cochrane), over the needs of the community.
- Seems kind of common sense.
- traffic should be funneled to Crowchild using existing routes
- See above.
- Neighbouring communities are valuable due to excellent transit and access, would decrease property values unfairly to not mitigate any issues caused by new construction.
- We want to make traffic better, not worse
- Crowchild is a main commuter route.
- n/a
- Don't make access worse
- Tunnel 5th & Kensington.
- Appears to be the prudent approach.
- nada
- I believe bordering communities should not be used to move traffic, this is what Crowchild and Bow trail should do. Need a Crowchild Trail south access off of Bow Trail.
- Historically I'm not convinced these issues have been adequately thought through by planners. I've directly experienced a myopic focus on the constructability and functionality of the single transportation corridor. If these consequences are thought through they have not been adequately communicated to manage community expectations. Transportation staff seem to be fearful of being "caught out" on such details, which could mean they are either undiligent or ill prepared to address these issues.
- Don't understand why we need changes other than traffic light changes to allow flow, but any changes need to consider bordering communities. Why would a bordering community be punished for those who do not reside in the community (or Calgary)?
- Part of why I'm against limiting your thinking to "not removing houses" is that a properly designed Crowchild Trail, with proper access into/out of bordering neighborhoods, will allow you to design Crowchild such that commuters will use it, and not the bordering communities.

- My children attend Sunalta School. I am very concerned about any modifications to Crowchild that would encroach on the school and negatively impact that school. The teachers, community and parents have spent considerable effort in establishing the school as one of the top elementary schools in Calgary. I would be very disappointed if the modifications to Crowchild trail diminished or destroyed these efforts.
- It is important to keep the vibrant communities growing and promote alternate transportation means for public, not just wider highways that get you in and out of downtown.
- The first crack at a proposal was more about freeways than communities. Crowchild should NOT be a freeway. It should be more of a larger local road. Assumptions of Crowchild's existence should be challenged.
- I live in West Hillhurst and know that this is an important part of a solution.
- Functionality is important and the changes must have a net benefit (of time savings or just being easier to navigate)
- Considering traffic patterns in the community does not necessarily mean that access is always easy.
- The traffic patterns do not need to be the same. Junctions do not have to be on the major corridor if there are other ways to get around.
- 5th street already often gets congested when Crowchild is backed up or whenever other north-south routes are blocked. It cannot handle the additional traffic.
- Connectivity between an enhanced Crowchild Trail and local roads is desirable only where it does not disrupt local traffic flows and quality of life.
- I live here.
- The corridor is wide enough now, make use of current setback if more space needed.
- See above answer and as stated later incipient expropriation is already in evidence from lack of advertised sales and property tax rates.
- In one previous proposal they showed closing access to 5th Avenue. I am a bus person and am already having difficulty to bus service because of changes Calgary Transit has made. I do not want to have blocks to walk to access buses.
- as per above: I see drivers regularly swinging wide around cars at 19th and 12th which is worse now with the "bump out sidewalks - put in to prevent this" and passing Left turning cars (southbound) on the RIGHT because they can - and are blind to the crosswalk. I have seen near misses.
- Traffic flow and safety are important and should be considered in conjunction with all changes
- I live in a bordering community. I want more traffic flow restrictions in the way of "effective" speed bumps and traffic calming to discourage traffic through my neighbourhood and 'turning around'. The existing speed bumps in west hillhurst are totally ineffective. They can be taken at full speed in most vehicles.
- Again it just makes sense
- The most important things most neighborhood want are quiet and safety. Therefore, the City has to review its noise tolerance levels as I strongly feel that the existing noise tests are not done in the interest of the communities but are conducted in a matter of fact by the City to appease the communities and return of verdict of "the noise level is not high enough to warrant any solution by the City". (I do know this for a fact as I have experienced it).
- Don't let that project choke the life out of neighbouring communities. This is such a common sight along corridors in large cities. Will this inner city project be able to avoid it?
- See above
- If you are changing the rules of the game you need to mitigate the impacts.
- Not sure how to comment
- Bordering communities have given a lot to the city for the expansion of Bow Trail and the West LRT. This is the least you can do for these communities.

- Minimize interaction with the community. Continue to provide admittedly awkward access to & from residential area. I've figured it out by now and I'm happy to trade a few minutes' longer access time in exchange for lower local traffic.
- Example of "mitigation" at intersection of 26th St SW and Bow Trail for West LRT an example of how traffic planning didn't work out
- Other roads into downtown should be considered b4 expanding Crowchild. Shaganappi Trail for example

Agree:

- If the updated corridor offers sufficient traffic flow, communities should not experience additional burdens of commuters trying to shortcut through their neighborhoods.
- By building a proper fix to this mess I think that this will naturally reduce the cross traffic in bordering communities. If the road flows well less people will be cutting through the communities to try and avoid the current traffic nightmare.
- The goal is to streamline the traffic on Crowchild Trail without negatively impacting nearby communities. Making changes to Crowchild that does not mitigate traffic flow will just move the traffic to nearby communities, which will only increase frustration and decrease safety.
- Seems to me that any reduction in bottlenecks and improve flow will only improve things for neighbouring communities. It could be good to consider but given the importance of crow child to the whole city it shouldn't be given too much weight.
- I agree. It's a motherhood statement. But if Crowchild traffic flow is improved then why would neighbouring areas not be better off by definition? How could they be worse off (unless the "improvements" to Crowchild were not actually improvements?)
- People drive through residential areas including school zones to avoid the backup northbound north of Marda Loop. They will take residential streets up to 17th and join the flow up there.
- Bordering communities may be adversely affected in the downtown/Kensington areas, however I don't think it should override the needs of the many tens of thousands that need to get north/south of the interchanges between McMahon Stadium and Kensington Road.
- I feel that this should be a preferred way to go, but not so much that bordering communities can veto needed changes. We are likely only getting one chance at this and the solution will have to serve Calgary's needs for many years to come. We must not allow a watered down solution to prevail.
- This is important, but not as important as the progress required for the greater Calgary area using Crowchild Trail. Mitigation is essential, such as one-way exit points from communities.
- Consideration should be given to bordering communities but not at the expense of what is better for the greater good of all Crowchild Trail users. The section under study is a considerable bottleneck and results in significant loss in individuals time and cost (wasted fuel)
- Yes, consider the effects, but some changes will have to occur in order to serve the greater good, which is an enhanced, efficient transportation corridor
- Ensure traffic isn't suddenly being routed through West Hillhurst, for example. I don't see an issue in other neighbourhoods. If there were really going to be an issue here, it would already exist, but I think the real issue is the way lanes change and merge in the area of the river. Fixing that shouldn't impact neighbourhoods at all.
- Bordering communities can't be ignored
- Even if private property acquisition is done, there is no desire by other Calgarians who use the corridor to affect the community negatively, therefore the effect needs to be addressed and mitigated as it WILL create disruption. That said, communities like Tuscany where I lived before have dealt with alignment changes and access changes and been very healthy, where it has been done well and addressed openly.
- Impact to existing communities with already limited access to Bow Trail

- Respect for adjacent communities - there is a lot of interrelationship between the bordering communities that has developed over the years- avoid splitting these communities apart
- I think consideration needs to be made for neighbouring communities. How will property values be affected? It's unfair to create a major impact on properties close without offering compensation such as noise reduction, safety measures, etc.
- I don't want the improvements to ruin a nearby neighbourhood.
- The improvements to Crowchild Trail should not have negative impact to existing communities there
- Traffic patterns will be affected and reasonable accommodations for surrounding communities need to be considered.
- If a house is on a busy road right now, that's how it is and everyone knows that. But if you create shortcuts or increase traffic flow on roads that are currently not busy, that is not fair to homeowners along those roads - however increasing traffic along roads with businesses or roads that are already busy is okay.
- One problem leads to another. It's important to look at the overall picture to make sure the whole change is beneficial to everyone.
- Don't want to solve a problem, then create another.
- Concept must improve flows for all
- Any plans have to be totally encompassing not done in isolation of the areas bordering the corridor.
- Again you need to make sure that the changes impact the surrounding communities in non-negative ways
- It is important to consider the needs of local traffic flow but also to provide alternate paths for through traffic. We must not unnecessarily stop flow through the surrounding residential communities but it must be appropriately slowed by design such as narrow lane widths.
- I know from my own driving habits that I'm likely to take any road that will get me to my destination faster. I do my best to observe posted speed limits, and at the same time I agree that sometimes corridor design (typically if it's not ideal / has inherent bottlenecks) creates unusual impacts to adjoining roads and this can be dangerous to residential communities alongside the corridor. Considering these things in the corridor design is a good idea.
- All aspects of traffic should be taken into mind regarding Crowchild Trail. Without looking at this aspect one can solve issues with Crowchild but cause problems in other traffic.
- All affected parties should be thought of and an efficient solution chosen.
- Need to look at the wider impacts of one changes on other areas.
- Don't want to solve a problem and create another.
- I have no idea what the proposed changes are, so I can't reasonably speculate on the impact on surrounding communities. But it seems the prudent thing to do to ensure that both the surrounding community and the needs of commuters are met. I wouldn't want my living space to be made sour by this, if I were living there.
- Improving the corridor will not be worth the effort if it dramatically hinders mobility in other parts of the city.
- Bordering community impact needs to be considered in order to avoid trading one traffic issue for another.
- If the upgrade drives all traffic into the neighbourhoods it is a failure
- Crowchild trail should mitigate the problem of the big traffic jam it is now without exacerbating the traffic in neighboring communities.
- Definitely worth a look at. Let's say you change light patterns, how will that affect incoming and outgoing roads that are affected by those lights, i.e. Kensington and 5th street. However I do believe 5th street isn't big enough to matter as much as Kensington.
- Needs a well-rounded approach

- It all has to work together.
- This should be seen as an overall traffic enhancement program. Not just traffic on Crowchild.
- While traffic flow on Crowchild itself is first and foremost, traffic flow within border communities and to/from border communities onto Crowchild must also be considered both to ensure community buy-in and to maintain the livability standard of the communities
- Will need to provide some kind of mitigation if we change traffic flow.
- Looking at the effects of these changes on the bordering communities is a worthwhile behavior, provided that a scientific approach is taken, and that the priority is to create a safe, and efficient traffic system.
- Obviously I would expect all implications of the solutions to be investigated.
- Look - if this statement essentially implies that the expansion happened then of course we need to consider traffic patterns and safety.
- It's important to consider these mitigation plans for people who have purchased homes in those communities. However, the traffic flow is still a higher priority.
- Creating an easy transition from urban corridor to neighbourhoods which match the traffic demands of side streets is an important process.
- I think it's important to consider the impact on community safety and traffic flow, however with careful planning a solution can be reached that will benefit commuters and the bordering communities. I think that it's important for the bordering communities to still have access to Crowchild, but currently people cut through at high speed to save time. Widening Crowchild should reduce this problem.
- While traffic flow along Crowchild is critical to the city as a whole, impacts within bordering communities should be limited where possible. I don't mean entirely new projects should be undertaken to address existing congestion/safety issues, but within the scope of the Crowchild project traffic flow and safety should not be made worse, and should be improved if reasonable possible.
- All consequences should be taken into consideration, both for bordering communities and the travelling public.
- Changes to the corridor should minimise effects in bordering communities.
- Traffic patterns in surrounding communities are important, but the biggest problem is the Bow Trail North interchange for the morning rush hours. That really needs to be improved.
- Of course it should be considered, and a balance of priorities should be sought. Both improving the traffic flow and safety of the corridor, and patterns in bordering communities should have priorities falling in the "important" range. Though, it should be expected that some compromises or possibly even "sacrifice" of some minority of the communities will be unavoidable if the corridor improvement is to achieve a "bottom line."
- No sense having a solution that creates a bigger issue elsewhere
- I agree with this statement as I live in the area and use Crowchild Trail as a main access to other parts of the city. I still want to be able to access the route in an easy fashion.
- There should be multiple access points to surrounding communities.
- You need to consider bordering community's traffic flow and safety and for them to access Crowchild Trail easily - not like Douglas Dale and Deerfoot, or Oakridge & 90 Ave with limited access to get out of their community.
- Access to bordering communities will likely need to be disrupted. So long as access can be provided relatively efficiently to both bordering communities and through traffic, I agree. Massive upgrades for "Not in My Backyard" opponents need to be taken with a grain of salt.
- The local community should have reasonable good access to the new freeway.
- These communities are the ones that will be using Crowchild the most and will be affected the most by changes on the road- although people living all over the city also use this road, and should be considered as well.

- Look at access points
- Traffic lights should be removed at 5th Avenue and Kensington Road. Better access into and from surrounding community's needs to be incorporated.
- Bordering communities need to have adequate and safe ingress and egress.
- The communities that border Crowchild need to ensure access and traffic patterns
- They need to get in and out like anyone else. On the other hand, we don't need three routes to cross Crowchild in the valley (Memorial, Kensington, 5th-6th ave) we need one.
- Like many other folks, I cross Crowchild every day to go to work. I would hate to see transportation in and out of communities minimized.
- Safe, efficient connections across Crowchild are important for all modes of travel.
- I live in NW and Crowchild is my main access to south & downtown. I also frequent businesses enroute plus I use 5th Ave to access my son's condo.
- I don't know what the proposed changes are to Crowchild so I can't make assumptions on how to mitigate traffic and safety. Getting from downtown via Memorial Drive or Bow trail is a priority and having a way to get into my community is important, currently I use 5th Avenue NW
- Vehicles should not access Crowchild through Scarboro. Consider expanding 17th Ave SW.
- Inner city communities should not be completely cut off from the city. Inner city communities are vibrant because they are part of the city.
- Hopefully it changes can be achieved with minimal impact to accessing Crowchild after the changes. For example, closing access to Crowchild Trail from Royal Oak and Rocky Ridge has had negative impacts. Closing two communities off seemed a little excessive.
- I am less concerned about lower access out of West Hillhurst if it means closing down lights at 5th or other traffic options during rush hour to try and see if that alleviates pain during certain periods as opposed to overhauling immediately.
- Hopefully this can be done such that traffic has a clear and legible route to enter/leave the bordering communities. Having said that, it is okay for these routes to be slow and busy. Convenience and speed are not the objectives here.....quality of life in a vibrant community is what success looks like.
- These communities need access to major roadways, but that does not mean direct access that hampers traffic flow caused by traffic lights and numerous intersections.
- Thinking about changes to access to Crowchild trail - such as at Kensington road and 5th ave - and how that might change traffic patterns within communities - if roads that currently have access to Crowchild trail are changed or eliminated.
- Neighboring communities still require access, and cannot be shortcuts.
- Many bordering communities already have traffic flow issue due to original design. Better access to bordering communities should be considered.
- The traffic patterns along Crowchild (both directions) must change to meet current/future volumes. In order to accomplish this, bordering communities may have to agree to changed/reversed traffic flow
- Speeding up traffic in the targeted area will do nothing to solve pinch points at exits into the downtown core or as traffic approaches Glenmore. Further, if you start closing access to Crowchild from either 5th Ave or Kensington Rd, how are residents to access facilities such as hospitals in times of emergency?
- Well sure, but given that the bordering communities further North and South make do with limited access to Crowchild Trail, are interchanges at 5th Avenue and Kensington Road really required? I think a simple overpass should suffice for at least one of those current access points (if not at both).
- I lived in Dalhousie before and after the overpasses at Shaganappi and 53rd were built. I feel those were good compromises that improved traffic flow for those in communities further away but didn't "wall off" the communities which can always be a risk.
- Need to provide reasonable access across the corridor.

- people need to get in and out of their communities easily and effectively as well as maintaining quick efficient access for emergency vehicles
- Safety and ease of access should be considered
- My family and I moved to West Hillhurst (from Rocky Ridge) just over a year ago and chose this as our home due to location and access to amenities and transportation routes. I would not want to see access to Crowchild be reduced.
- Overpasses at Kensington and 5th St NW would improve traffic flow into and more importantly out of the bordering neighborhoods. Reasonable speed limits along those overpasses would help with neighborhood safety.
- It should not become any more difficult or dangerous to access inner city communities in order to make Crowchild more free flowing.
- I don't want more traffic coming thru neighbour hood
- Need a solution that will not lead to traffic in communities
- Inner City communities should not bear an unreasonable social cost of providing X-burb and suburban traffic movement solutions. For example, a citizen should feel as safe walking in Hillhurst as they would feel walking in Tuscany: the unease felt from the traffic flow should be similar.
- Neighbouring communities will not want people cutting through residential roads
- stop cut through scenarios when traffic is backed up
- Still keep traffic flow in the neighbourhoods good.
- I live there
- Agreed. Do not want this to result in a lot of people cutting through communities.
- Need to consider to minimize creating any adverse effect in neighbouring communities.
- Putting in dead end fencing and speed bumps will deter
- There is already a large amount of cut through traffic in bordering communities due to the Crowchild traffic issue. And this is a big concern as these streets are not designed for this amount of traffic
- A residential area is not enjoyable for the people whose homes are beside high traffic routes.
- Agreed, assessing impact on bordering communities will be required as is required for any new construction project. Revisions to traffic controls currently in place will require review.
- The changes should not impact neighbouring communities to a very large extent.
- I wouldn't want the changes to cause more traffic in neighbouring communities.
- As long as traffic is not being diverted THROUGH bordering communities, I don't see a strong need to make major changes to traffic between bordering communities and downtown
- We don't want the bottle necks to just relocate to a different area
- Current traffic levels in bordering communities should not increase as a result.
- The traffic pattern we have now is likely similar to future, but I would not want to see shortcuts being created that aren't predicted or planned.
- Put traffic calming into affected communities before removing lights and having no left turns.
- Communities should not be burdened with extra traffic flow.
- Current communities have restricted access to Crowchild forcing traffic onto other routes and causing congestion and delay on those streets.
- The adjacent communities will be impacted probably due to fewer access points and this will change internal traffic patterns.
- Impact on bordering communities should be considered including the possibility of not having and exit entrance to Crowchild (essentially a highway) at every current entrance and exit.
- If lanes are reduced, taken from traffic to be provided for bike/transit lanes, increased traffic will flow onto the other thoroughfares. These routes were not built or intended to host significant traffic, so the concerns and problems would be moved to spaces ill-equipped to manage them. Ensure solutions to

Crowchild flow do not become a NIMBY, making a perceived improvement for one neighbour a significant negative impact to another.

- By adding volume to a roadway, there is obviously a change to the feeder routes, which causes increases in traffic flow in the bordering neighborhoods and a resultant decrease in road safety. There has to be a plan to address these situations over the long term, which has not been done well at all in Calgary. Utilizing proper interchanges (not these ridiculous "elevated intersections" that this city seems to have a love affair with) to allow for a free flow of traffic would help.
- This should be addressed to ensure that corridor entrances/exits are safely added and will not reduce the traffic flow just because "there has always been an exit there".
- I think limiting access to Crowchild (and many other congested roads) could help with trouble spots, even if it is one at certain times
- I agree with this to the extent that the primary goal of improvement to Crowchild is to remove all at grade intersections and traffic lights between 17th Ave SW north to and including 24th Ave NW. Restricted access and egress, particularly at 5th Ave NW seems a sensible way to accomplish the main goal for flow-through traffic on Crowchild.
- I mean, the avenues off of Crowchild shouldn't be accessible.
- I have often felt that some intersections should be eliminated along Crowchild if not at least during rush hour.
- Today there are too many intersections with lights and hence too many ways for bordering communities to be impacted by traffic. If the goal is to get Crowchild to be a free flow route then access points may have to be curtailed (I see this as positive generally) or designed in such a way that traffic lights are gone and access is via ramps and interchange-like connects.
- Except where the flow of traffic would be reduced because of those considerations. Some access to Crowchild at the level crossings should be closed. This would increase flow rate and reduce the need for additional lane capacity.
- Bordering communities may have to give up some access to Crowchild in order for traffic to flow, but if that is the case, their need to get access on either side should be considered.
- I feel the lights at Kensington and 5th ave really impede the flow of traffic. I would like to the lights removed and separate access the residents can use, let's say a merge lane. The can be done for the business across from McMahon Stadium.
- This is a major thoroughfare and access to and from the bordering communities should be minimized to prevent unnecessary interchanges and traffic flow disruptions.
- Safety in bordering communities should not be compromised; traffic flow in these communities should not increase as a result of an improved Crowchild
- Safety is important in bordering communities!
- Don't need people speeding through the streets just to get around the traffic that might occur if the traffic flow is not set up right.
- It is important to consider the impact changes will have on traffic safety in the surrounding community.
- I have small children
- Traffic and safety are generally working in the surrounding communities. Don't screw it up.
- Safety should be a priority. The safety of pedestrians and drivers. Traffic flow and speed are not important and safety should not be sacrificed for these.
- Side road may see an increase in traffic which may require traffic light to ensure safety.
- We can't allow commuters to encroach on the residents of adjacent communities. This puts the walk-ability of those communities at risk. Our children walk to a local school during busy traffic times. Fortunately, not that many non-community cars access the community right now.

- Traffic on 24th ave East of Crowchild has gotten bad. Especially after work and around university hours. Lots of people are using to cut across from 14th and 19th. Nobody pays attention to the pedestrian crossings. Almost get hit once a week while crossing.
- Living by the old Children's, the safety of pedestrians at the 17th Avenue interchange should be a priority.
- Make sure the surrounding area is safe, but the traffic flow can suffer during rush hour
- Do not want to create cut-through issues. Mitigation could include traffic circles in areas such as Bowness Road at 22nd and 23rd street.
- How is this even up for discussion? Of course the traffic patterns/flow/safety of bordering communities should be considered. As tax paying Calgarians why wouldn't these things be considered for bordering neighborhoods? This question is not helpful to the process.
- Ingress and egress routes to neighboring communities should, as much as possible, be kept safe for residents.
- Any change to the existing community access needs to be carefully considered. Traffic and safety in a community are paramount to the health of the community and its people are paramount to the health of the community and its residents.
- I use several short cuts when traffic backs up on Memorial Drive. They are through residential areas. However, I obey all traffic signs, never speed and don't do it very often. I've noticed most people are drive the same way in residential areas as they do on freeways and it's a danger to everyone. If the system is such that people will be cutting through residential areas, you must put in effective speed bumps. It's the only traffic calming method I've seen actually work.
- Improve the flow and safety of Crowchild first and then the communities it serves.
- Yes Crowchild trail is a traffic nightmare. It is always backed up and it causes nightmare traffic in local communities as people try to go around tie ups by cutting through local neighbourhoods.
- If the engineers actually did something right with Crowchild then traffic flow will be better and with that safety
- We have a growing city and need to have major corridors to not bunch up from traffic.
- Traffic must flow freely on and off the Crowchild corridor. There's no sense in enhancing traffic flow on Crowchild if this just displaces the traffic jams back onto Bow Trail and Kensington Road. Proper merge lanes and off-ramps must be built, and traffic lights should be avoided at all cost.
- Traffic flow is extremely important as is safety on the roads.
- Crowchild should be a main thoroughfare at least three through lanes each direction with safe access to bordering communities and businesses. Safe access meaning parallel roads for access and on/off ramps.
- Traffic from bordering communities heavily influences traffic flow on Crowfoot. Planning is needed to prevent future headaches.
- People need to travel around Calgary by car. Transit doesn't work, so we have to make roads as efficient as possible.
- Currently traffic flow isn't the greatest. Anything that would improve the flow in a safe manner would benefit both traffic and the communities.
- I would hope you would do this, but the most important aspect is that we can actually travel from the SW to the NW or NW to SW without being stuck in a parking lot every day.
- I agree as long as these mitigation measures do not detract from improving traffic flow on Crowchild and the connecting roadways for entrance and exit onto Crowchild.
- I agree, but repeat the above comment, that this is an important objective, but to be fairly balanced against the other important objectives and principles.
- There is no point in dumping significant money into fixing one bottle neck only to push the bottle neck elsewhere and create new ones elsewhere.

- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Community access may need to be limited. I'm fine with that. Most new communities have 2 or 3 primary access roads. Along Crowchild there is one every few blocks. That in itself is part of the problem as they necessitate traffic control lights for access. And Traffic lights have never increased traffic flow.
- because traffic needs to be flowing freely instead of be choked off
- Neighbouring community's traffic patterns should be considered but the most important goal is to move more traffic through those communities quickly - - Crowchild Trail is the most important corridor to the NW.
- Priority should be the continuous uninterrupted flow of traffic with off/on ramps to control the flow of traffic into communities. Consider more "Yield" exit zones as option rather than four way stops.
- Of course find ways to integrate the freeway with bordering communities in a safe manner. Considering how you've created long out-of-the-way access roads from Tuscany to Stoney Trail for 30,000+ citizens you shouldn't be compromising the free flow of Crowchild to accommodate access for bordering communities. They can go around just like you made the people of Tuscany do.
- Though I feel it is important for traffic to be able to flow in-and-out of communities, I feel it is MORE important to have an efficient thoroughfare and would put more priority on making Crowchild efficient than the entrance/exit to surrounding communities.
- The existing corridor is large enough. What needs to be addressed are additional lanes crossing the Bow River. It's all about the flow. If a lane suddenly ends, you are creating your own traffic jam.
- Fluid traffic is the key...thus keeping drivers on the main arteries and out of adjoining neighbourhoods.
- Consider Deerfoot Trudy and the mess of roads and traffic to get on and off it. We don't want to repeat this.
- Clearly
- Primary changes should likely have little impact on bordering communities.
- By doing this the project will be seen as more acceptable by these communities.
- To avoid negative impacts to communities adjacent to the corridor and enhance transportation options for these communities.
- We don't want to increase traffic in areas that feed Crowchild Trail.
- Depending on the design there would have to be some level of mitigation
- Allow a few access points using over/under passes.
- Minimal disruption to residents
- Possibly consider an elevated roadway starting North of 24 Ave NW and North of 17 Ave SW and crossing 5 Ave, Kensington Rd, over the Bow River connecting to Crowchild and Bow Trail. No on or off ramps except for Crowchild NW & SW and Bow Trail SW. Leave the existing road in use for community use and connection to Memorial Drive.
- It makes sense.
- it is a reasonable goal
- We don't want people driving through neighbourhoods, but on the same token how traffic exits the north side of the U of C 32nd and 40th need to be looked at as well.
- You can consider these items, but the through-traffic should have priority for the good of the overall Calgary community.
- It is important to keep the character of the communities intact (as much as possible)
- The people that live in these areas, are the ones that are affected the most by these changes.
- Current roads have a high propensity for accidents, examples are Left turn from 19th street onto Memorial All traffic from Memorial Going south on Crowchild must use Kensington Road and access Crowchild with an exit lane to Memorial being crossed

- If traffic on Crowchild is intensified in the inner city, then we should mitigate this. However, it would be better to not increase the flows of SOV's. This is the inner city and the emphasis should be on moving large amounts of people in a more compact manor (transit, walking, bicycles, HOV's).
- This is very important; over the next several years the addition of the SW ring road will reroute some traffic currently on Crowchild. This means that the bordering communities will be the principle users of Crowchild. (And probably are currently)
- The proposed solution must solve what you currently identify as goal 2, (which should be goal #1 - with this goal and #3 as supplemental). People will always search for an escape route from sitting in traffic for hours. Being environmentally friendly it is better to be driving in your car than sitting idling the engine. Please note that despite all the noise about eliminating the car that will not happen, it may go electric or via other forms of fuel but individual cars will always exist/
- With an increase of traffic (once the reconfiguration is complete) it may be required to allow for safe conditions in areas close to Crowchild trail. (For example Kensington road west of Crowchild.)
- Some consideration needs to be made to the impacts on the communities that changes to Crowchild Trail will have
- "Nice to have"? I would have selected "don't care" if that was an option.
- It's all necessary.
- This should be done for any changes to roads, as traffic "flows" to other areas when there are changes.
- Discharging excess traffic into neighboring communities should be avoided
- It's important, but people who bought in these area bought knowing they were next to a major corridor, so should expect some amount of traffic due to that. Shortcutting should be limited as much as possible though, while balancing the needs of residents and emergency vehicles to get in and out.
- Relevant and important question.
- Smaller street are not design to handle heavy traffic. The design should not encourage drivers to take the small roads.
- Many other neighborhoods have had access changes in the 13 years I have lived in Calgary - not a big deal really
- We already have issues in the communities from existing lights and timing we don't need new issues to arise
- None
- Most of the problems that may arise can probably be handled with existing routes with some modifications
- as above
- seems logical
- They'd probably hate it for a while with all the construction, but I live right off of Crowchild and once it's done it would be really nice to not have to plan my commute around when I HOPE the bottleneck will be clear.
- This one sounds obvious.
- Some thought needs to be put into how traffic is expected to flow on and off crow hold and adjacent communities. Expectation that it feed into major arteries already in existence in those communities.
- It's sensible to do so.
- This is a sensible aim. It may not be completely practical, but it's a good goal to aim for.
- I agree with the Council direction for phase 1, and accordingly now again, for the CTCS going forward through the remaining 5 phases.
- My property is a block away from Crowchild as it is so the concern would be loss of property value and quality of living.
- When the Shaganappi LRT was put in, it really changed the traffic patterns for residents of Shaganappi in driving in and out of the neighbourhood. There were some days where I actually didn't know if I could

really get back home during various construction phases, and it takes longer to get home now than before when driving. Walking has been enhanced, and taking the LRT is a pleasure! For driving, I have learned new habits, I guess.

- Provide better active transportation options for everyone (bordering communities and suburban commuters). That is sustainable mitigation.
- I agree
- Traffic patterns in bordering communities will have to change. They do need to remain convenient for residents, however; as they are they are not suited for easy traffic flow.
- Yes, we should be exploring alternatives and solutions in PARALLEL with any changes suggested to the Crowchild Trail corridor. How can traffic be rerouted?
- Consideration must be given to the end result of any changes prior to them occurring.
- The basic principle is if people want to live in distant suburbs they can. But it is not up to people in existing communities to provide them with a way to get around. Any changes to Crowchild must first consider effects on bordering communities, rather than first consider how convenience of cars from distant communities.
- This should always be a consideration.
- Again, building a super freeway must be the last option after we have tried other options.
- If people don't like it they can move elsewhere.
- Traffic in bordering communities should access Crowchild via on-ramps with merge lanes. Or be redirected to roads that already have this in place (i.e. Memorial and 16th Ave).
- because
- Any residential area going through construction will be affected; such is life in the city. However, the traffic/access to the University, the McMahon train station and the stadium must be considered.
- Cause and Effect....
- Traffic flow can be worked in to the changes on Crowchild Trail as the changes proceed.
- Standard practice.
- Changes to traffic patterns absolutely need to be communicated early and effectively.
- Seems like a reasonably sane goal.
- seems like a common sense consideration to me
- As long as it's reasonable.
- use collector roads for communities and if there is an accident on the Trail
- You need to understand how traffic flow will change so proper controls can be put in place but fear of changing traffic should not delay progress.
- This should be considered for any project.
- Again, this is important, but there will be no good long term options/concepts that will not impact local community traffic flow.
- The bordering communities should have limited negative impact for the Crowchild development
- I feel mitigation is the primary aspect of this goal statement. Take for example 24th AVE with the increased traffic with the Children's Hospital, more than making the Crowchild trail lights with a longer interval, therefore backing up traffic on 24th Ave. If this is the answer along the Crowchild corridor, it doesn't work!!!
- Yes any upgrades should be properly integrated.
- no comment
- Live in St Andrews heights
- It's only fair to consider those that currently reside there.
- Any responsible plan would naturally include all of this.
- See above

- Don't inconvenience the neighbors unnecessarily.
- But again no sprawl. The volume of cars that need to enter do not deserve wide arc sweeping access and exit.
- Agree but the primary purpose is to significantly enhance traffic north/south on Crowchild.
- You really need to talk to people in surrounding neighbourhoods you intimately know the traffic issues in detail.
- Mitigation is an important goal to overall community/citizen satisfaction.
- Agree somewhat... there is always the NIMBY scenario. Change does mean that there will be effects to the border communities. RATHER: What is the most cost efficient & time sensitive plan to direct the flow of traffic along Crowchild? [It IS a Major Artery in the City, with a terrible bottleneck of traffic, with local cross over traffic.]
- To the extent practical.
- Nothing additional to add
- Traffic in adjacent communities would be affected, but we believe there are ways of addressing impacts for road traffic. Bike/pedestrian traffic is more challenging to address.

Disagree:

- Most people using the Crowchild Trail corridor are just trying to get through the interchange - I think few vehicles are actually entering into the bordering communities. Traffic may increase a little, but with an improved corridor I think access would be even more limited into these communities anyway.
- The question is posed in such a way that it assumes "changes" will negatively impact bordering communities. Improvements by their very nature do just that - improve traffic flow and provide a higher level of safety. Less accidents due to left turns; rear end collision; pedestrians crossing active lanes of traffic; distracted drivers running red lights. It is incorrect to assume that improved traffic flow on Crowchild Tr will translate to increased volume in bordering communities.
- I think that a change in traffic control and flow will ease traffic congestion and short-cutting through communities.
- The needs of the many outweigh the needs of the few. Crowchild Trail is one of the few north / south corridors in Calgary. Land owners adjacent to the Crowchild Trail corridor bought their property knowing that Crowchild Trail is an important thoroughfare and that future expansion could be required. Property owners adjacent to Crowchild Trail may be required to sell required land back to the City as is the case in all other large transportation improvements.
- Large scale projects shouldn't worry about NIMBYism, the City has a goal and some feathers might be ruffled.
- I think it does need to be looked at, but not given priority over the much larger numbers of citizens who benefit from the widening - so I had to give this a "I disagree".
- Just get the job done for the greater good of all. Worrying about bordering communities is pointless and you can't please all the people.
- Traffic affects more than the bordering communities
- The wording of this statement is open to potential issues. They should be considered, yes, but not at the cost of an efficient redesign. Considerations for the surrounding communities is largely why it has taken so long to get this project off the ground. It may be politically unpopular and some residents may not like the result, but a redesign that is in keeping with the quality of the rest of Crowchild is what is needed.
- Don't go messing up access to my community. I live in this part of town specifically because there are many ways in and out of the community in all directions. I have no desire at all to live in one of these "one way in/one way out" boxed in communities. I don't have any desire to spend an extra 20 minutes

in rush hour traffic trying to get home because the city saw fit to close a community access to mitigate shortcutting by a few cars.

- If too many access points are added to Crowchild accommodate surrounding communities then traffic as a whole will be considerably slowed. Fewer, but more major, connections would be more ideal to keep traffic flow smooth
- I believe if traffic flows smoothly it will reduce the amount of traffic building up in communities from people trying to find their own way around traffic.
- Would rather restrict access to crowd hill to defined exits i.e. make it more of a freeway than a neighbourhood road
- Mitigation to address traffic flow is in part to blame for why the road is already dysfunctional. Instead, attempts should be made to enhance peak flows, rather than suppress flows which can cause a chain reaction of traffic north and south of the river.
- The primary goal of improving the effectiveness of the corridor is improving the Corridor not make bordering communities even more protected from progress. I grew up 5 houses from where Crowchild is currently situated on 2nd Avenue. The community did not try to block progress then and it shouldn't now.
- Communities bordering Crowchild know there is a major roadway next to their community. It's time to get traffic moving through communities, instead of setting up 'traffic calming' measures.
- There should be appropriate access to local communities but the design should be considered a freeway with limited numbers of access points. This roadway is a major thoroughfare for a large number of Calgarians - not a route to go to the local store picking up milk...
- The corridor needs to have priority over neighbourhood concerns because the amount of traffic flowing through Crowfoot is higher than the surrounding areas.
- the Crowchild corridor is a far more important corridor than the community
- Through traffic is key on this corridor. The communities should understand they are next to an expressway and can't have entrances and exits at every point they desire. Alternate routes into communities should be made to be the primary.
- As a city grows there will be more cars using the roads. The goal should be accommodating the increase in traffic by allowing it to move more freely instead of getting jammed up.
- If traffic in community is a problem. It is time to move. Stopping traffic flow kills access to downtown. Time to move or do not move there in the first place. Something has to give.
- Crowchild is too important a traffic corridor to just take in neighbouring communities.
- As above. The corridor needs to be the priority
- I think that if you live along Crowchild trail in a growing city you need to realize that traffic comes with that. You can't live in a convenient location yet expect it to be traffic free. If the city continues to grow then traffic will continue to build up so it will impact those neighbouring communities no matter what. The best traffic solution should be sought, regardless of its impact on the local streets. it's not like there are a lot of points that are impacted anyway (5th, Kensington)
- Residents have known for over 40 years this was coming. It's time to move forward.
- Again, this is about the future. The City must do what's best not just for now, but for 50-100 years from now.
- The surrounding communities have been fine all these years. Why all of the sudden when we "upgrade" the road are we forced to spend more money to make the people who bought homes years ago close to Crowchild happy? They knew this was coming!
- Why would mitigation even be required?
- yes
- widen the road
- Comment here

- These people bought and upgraded their homes near a major corridor that was built in the 1960's and has been obsolete in design and under capacity for at least 25 years.
- The main objective of the Crowchild Trail Transportation Study is to look at ways to upgrade travel in the subject area. Any attempt to limit the scope by adding restrictions at the beginning of the study will defeat the purpose of the study.
- A new Crowchild in those areas should actually make it harder to get onto Crowchild with roads now going underneath like Kensington and 5 ave nw which different roundabouts and turns to get on making it in my mind less of an interest in using short cuts for drivers and less traffic in the surrounding areas.
- This change needs to occur and is long overdue. No matter what options are chosen it is going to impact surrounding communities but the change is at risk of not getting implemented by trying to gain consensus of everyone anywhere near Crowchild.
- Add pedestrian/cycling overpass around 5 Ave E-W

Strongly Disagree

- The changes should increase volume, thus people won't need to cut through neighboring communities.
- Crow child is the greater good. The neighboring communities will need to accept that.
- Neighbouring communities should not be considered when thinking to expand and improve Crowchild. We must consider the bigger picture and continue with that goal in mind. Neighbouring communities will have to either adjust to find other noise cancellation methods.
- The best solution for the whole corridor and the whole city must be top priority. Half measures, substandard design and Band-Aid fixes are how we got into this mess into the first place.
- It is a major artery and it needs to be recognized. We have the worst, slow, inept access off and onto Crowchild from communities now. Build the road, put up safety fences and noise barricades and make the access roads in and out safe. They are a disaster waiting to happen now.
- Crowchild Trail should provide additional access to areas. e.g. 33rd ave is one of the busiest interchanges simply because there is no other option for anyone in surrounding communities. 33rd ave has become over crowded because of traffic calming measures in Neighboring communities, forcing traffic to flow down 33rd ave to Crowchild and not allowing the traffic to be equally shared.
- Crowchild Trail is the major connector to downtown and for use by NW-SW traffic. The likely mitigation 'solution' will be to cordon off all vehicle traffic access to neighbouring areas as was done to 16th Avenue NW. This creates ghettos, forces ALL traffic (even close-local movements) on to the primary roadway and creates unnecessary traffic congestion just like Varsity-Silver Springs or Ranchlands - Dalhousie non-connection does today. A very bad policy that will harm not help communities.
- local traffic will need to be re-directed to a few arterial overhead crossing to permit re: traffic relief
- Crowchild traffic should be given priority with no direct access to adjacent communities as it slows down traffic. Cross connections at 24th Ave, 16th Ave, Memorial, Bow Trail should be a priority and community's traffic should be a priority off those secondary cross streets.
- East-West traffic flow will have to be minimized inconveniencing adjacent residents to allow for a cost effective design. This is a trade off as the design cannot be all things to all people.
- If not considered, will cause safety and traffic flow problems plus reduce value of homes.
- All communities on Crowchild Trail to the west of 24 Ave NW have only 1 entrance onto Crowchild in order to keep flow reduction on Crowchild to a minimum so communities like Hillhurst which currently have 2 entrances on it should also have their access limited and accept the resulting increased traffic in their neighbourhood that is a natural result of this reduced access to a major roadway.
- Flow-through traffic is the main problem. There needs to be a focus on fixing the flow--through traffic. Side street access should be considered but not be the driving factor in the solution. Need to think of the bigger picture and quit pandering to a few "noisy" locals.
- make it so that Crowchild doesn't back up as much and everybody wins

- I don't really care about traffic flow in the community. The corridor should be priority 1
- There are tens of thousands of people who need to use Crowchild Trail to get through the city. The priority MUST be getting people from A to B rather than those living in surrounding communities. There are MANY alternate routes available to residents without disrupting traffic flow on Crowchild. Crowchild IS and SHOULD REMAIN a highway and access should be restricted from bordering communities.
- The traffic patterns in the bordering communities is less important than free flow requirements of Crowchild. Keep major traffic on Crowchild and allow neighbourhoods to become a bit more isolated so they can become real communities.
- What is safest is a quick Crowchild Trail.
- The main focus shouldn't be the bordering communities, but the overall safety and smooth traffic flow of both Crowchild and the adjacent communities.
- Not interested in traffic patterns around Crowchild.
- Crowchild Trail is a primary transportation corridor on the west side of Calgary and all reasonable attempts should be made to improve traffic movement and thereby reduce traffic congestion and air pollution
- As a commuter, my main concern is getting into and out of downtown quickly. Obviously, safety is also important, but the fastest route from A to B is my main objective.
- Allowing 5th avenue lights to stop 1000 cars on the same time interval as 10 cars crossing is not maximizing the road corridor.
- Roads are roads, if it is efficient to have people cut thru communities than why not let them?
- Kensington Road is a nightmare. It's downright dangerous to cross at any time of day but especially in the mid-late afternoon at 23rd Street due to congestion of people trying to turn onto Crowchild. We've requested pedestrian cross lights there as there are two schools on the road and have been told the City has studied the area but decided it does not meet the requirement for a crossing light. I guess it's going to have to take one more death for the City to wake up and do something.
- Crowchild trail is a major artery that has been established longer than almost everyone has lived around it, people paid less for their properties knowing it is close to a major road.
- There's no way to realistically fix this, and provide good traffic. Have to bear the bad to get the good end result.
- The current corridor must expand.
- Any changes will impact traffic flow in the surrounding communities and focusing on this goal is an automobile-centric view on alterations to Crowchild Trail.
- As above it will be a matter of money and properties to provide the solution accordingly. Either access to the communities will have to be restricted (cheaper solution) or more properties will need to be purchased for an increase to the access to adjacent neighbourhoods. The City suspended the initiative of closing the traffic during morning rush hour from Crowchild trail northbound into 24th Ave. and the buildup very noticeable. The timing of the signal light at 23rd Ave. was never changed.
- There is no significant problem with traffic flow in my opinion. Sure, traffic gets backed up during rush hour. But this is why we call it rush hour. It should get backed up, as it does in any major city. I see no point in spending millions of dollars, destroying neighborhoods in order to drop car commuters' time in their car. We shouldn't be encouraging drivers, we should be building infrastructure that encourages public transit, cycling and walking.
- get it done now
- Those effects cannot be said to supersede the importance of this project. Besides, they may be positive when people decide not to bypass through communities. Regardless, those communities are going to have to accept the outcome.
- I see that mitigating traffic flow just creates more traffic congestion and more dangerous situations. I have seen drivers take risks and do things they wouldn't normally do because they are frustrated. In an

city emergency situation, i.e. flood - this is scary because people can't get out of the area. Also the mitigation measure ensure that drivers spend more time on the road and there is an increase in emissions and pollution to the city.

- This goal is more directed at increasing investment in bordering areas for multifamily housing strategies.
- The proposal to close outside traffic on Sarcee Road from 7-11am does not work for our family. We live in Glamorgan, so for us to get home from WB Richmond Road, we would have to take SB 37 Street and there are only 3 car lengths of turning and 2 lanes to get to them. Creating MORE traffic there would increase the nightmare!

I don't understand this goal:

- Wouldn't improved traffic flow on Crowchild positively affect the commute for those that live in those areas?
- Any improvements to Crowchild should in theory alleviate people cutting through residential communities.
- It seems unclear what this goal will achieve.
- I am not understanding the question. Sorry
- This question is poorly phrased. I strongly agree with "provide mitigation to address traffic flow and safety", but not necessarily as strongly with "consider the effect that changes to the Crowchild Trail corridor have on traffic patterns in bordering communities".
- I would need some detail before making a sensible comment. If however you mean making it so that people living a block away have their own interchange to get on the freeway then I disagree. I think the lights/interchange at 5th ave for example, should be eliminated completely and traffic diverted the memorial interchange.
- I can't consider changes that are not detailed and articulated so there is clarity of the specifics being contemplated.
- I don't understand what you are asking.
- I'm not sure what is meant by this.
- Define "changes to the Crowchild Trail corridor". Is this from Marda Loop to 24th Ave N? I strongly agree that you should be trying to mitigate traffic impacts on neighbouring communities. Another way to do that is to enhance the flow of traffic on other north south arterials, such as Elbow Drive, Macleod Trail and 14th St.
- Provide "mitigation" at what cost?
- An elevated freeway, with only an interchange at Memorial accomplishes this concern. This should not be a sub-goal.
- See above
- This goal assumes that there are changes being made that will negatively affect bordering communities. Instead, changes should be made to promote existing neighbourhoods and to promote active transportation. Problem solved.
- I agree to a certain extent, but don't understand to what extent. The city needs to stop ridiculous intersections like Crowchild and Shaganappi where you have to go through 3 sets of lights to go from Crowchild E to Shag N.
- Depends how effective you can be at predicting future traffic patterns. Allocating money for traffic safety and mitigation makes sense, but proactive work should require a high level of confidence that there will be a problem.

Minimize noise impacts and consider current and aesthetically-pleasing ways to mitigate traffic noise along Crowchild Trail.

Strongly Agree	x229
Agree	x311
Disagree	x76
Strongly Disagree	x36
Don't Understand	x9

Please explain why you rated this goal this way.

Strongly Agree:

- As stated in the previous answer, noise abatement and privacy will be critical to appease residents in surrounding communities. It's better than the alternative - appropriation.
- This is critical. Again, Glenmore did a good job. This is the "give" in impacted communities by improving aesthetics and noise pollution.
- This is really important for keeping the communities along the Crowchild Trail corridor happy. The city needs to consider the impact on the community and property values. Using aesthetically pleasing noise barriers can go a long way to keeping the local communities happy while improving Crowchild for commuters.
- Traffic noise isn't bad as it is now, so keeping noise the way they are now is fine. Aesthetically pleasing solutions are always preferable to something that is merely functional. However, less noise with something less aesthetically pleasing to look at is better than aesthetically pleasing with more noise.
- Sure, makes sense. But that would require more space to do effectively wouldn't it?
- Yes but building bigger walls and segregation of areas where visibility is reduced and crime has the opportunity to take place behind walls and barriers invites urban hang out problems.
- Again, impact on bordering communities should be reduced where reasonable and cost-effective options exist, like sound walls. It would be nice if they can be aesthetically-pleasing, but only to a point. This is a major roadway that carries significant traffic loads, and if making sound walls or similar approaches to reducing noise "pretty" would impact the budget by a significant degree, then a more utilitarian approach may be required.
- This can be incorporated into the plan in a fiduciary way.
- Though noise doesn't impact us personally, I empathize with the noise concerns of residents along Crowchild Trail.
- Current sound barriers are somewhat ineffective; they were designed to accommodate communities of bungalows and that's exactly what they do. They do nothing for second story of adjacent houses. Furthermore, "breaks" in the continuity of the wall brings in lots of noise. Increasing the traffic might cause to reconsider the design.
- This goes without saying. Noise is a problem and by reducing the stop and starting of the traffic the noise will go down and the fumes is also be reduced.
- Because status of City's current sound barriers are inadequate, I don't trust the City to do any better, and they keep cutting down trees in our area that WERE sound barriers.
- There are very creative ways to do this, and they should be incorporated into the design and build of the projects.
- I believe this should be one of the first considerations for any sensible plan. Why would anyone sensible person disagree?
- do what can be done to mitigate increased traffic noise
- Let the traffic flow however noise dampening should be priority.
- I live one block from Crowchild and the trees and wall along Crowchild do provide reasonable sound barrier. In my area the wall is not esthetically pleasing which negatively impacts the houses directly adjacent.
- the people who currently live in the neighbourhoods should not have to have higher traffic noise levels with changes to the roadways

- Crowchild is already very noisy and should be completely surrounded by a noise barrier. There are currently gaps near the 26th ave overpass and by Rundle School.
- Yes - aesthetics is important, for those living along Crowchild and those commuting along it.
- It would be great to have our neighborhood free from heavy traffic noise
- I feel aesthetically-pleasing noise barriers of some sort should certainly be erected to provide some mitigation of traffic noise particularly to homeowners.
- If new noise solutions are available for this section then they should be applied to all sections of Crowchild Trail and other major roadways.
- existing sound barriers not too adequate, and quite ugly
- Noise and aesthetically pleasing work should always be a consideration.
- This should be considered mandatory in cases where residential areas are adjacent to areas of considerable traffic noise such as this.
- We live along Glenmore and noise has become a major issue.
- Every possible effort should be done in order to minimize noise in the nearby communities.
- There are many stretches of Crowchild that have no sound attenuation, or worse-- a sound wall on one side and nothing on the other (which means the sound just reflects off the wall back to the unprotected side). Noise attenuation for recreation spaces and front-yards, and not just the residential backyard standard often used, should be put in place. Sound walls should be made aesthetically pleasing with landscaping or other features (boulders, etc.)
- the noise level is already quite loud I can't imagine it getting worse
- Kind of common sense and the right thing to do.
- Crowchild is already very noisy
- This is important for surrounding communities, particularly residents immediately adjacent to Crowchild.
- Do it right.
- Slow traffic to create less noise. Engineer roads to prevent loud acceleration.
- noise barriers and call it a day
- As the corridor must be realigned, once that is done the remaining nearby communities need to remain their character and value through noise reduction and aesthetic strategies.
- I think all these sort of questions are important in order to balance the needs/desires of those who want to drive, with those whose life will be impacted by that driving. These questions all speak to the total impact of the project, so address sustainability, not only of the driving public. But of our whole community. We live in Lakeview, do the motorists who drive Glenmore every night know that their car wakes us up when my windows are left open at night, I think not.
- This doesn't need to be explained.
- Having lived beside a major route the noise that traffic generates is overwhelming. It is the reason I moved.
- These items should be included at the outset, instead of as expensive add-ons, such as what happened on 16 Ave N.
- It makes sense.
- It's possible to minimize noise from the corridor and it's only fair to bordering communities to do so.
- Keeping traffic noise down is important to anyone who lives near lots of traffic (I speak from experience) but ugly walls do not encourage anything except graffiti
- Traffic is always noisy, but walls, green space, and trees can help reduce the impact of the noise. Also Noise is often caused by fast acceleration and speeding, so find ways of controlling the maximum speed. Presently there are many vehicles that exceed 100 km/hr.
- This strongly Encourages full lot development in behind these walls in these Cul-de-Sacs. This is the experience in West Hillhurst.

- This should be an elementary goal on any initiative\undertaking of this nature
- The noise is extremely concerning to me. Devalues existing properties.
- There are many options to achieve this goal. Minimizing traffic noise as a key city thorough-fare passes through inner city communities is important
- As an inner city neighbourhood we expect traffic noise, but if the city could use advanced technology and not just huge concrete walls to reduce traffic noise I think it would improve livability in these neighbourhoods. I expect you to do a great deal of advance research in this area.
- Crowchild is surrounded by communities including my own.
- The City does not seem to care about noise pollution -- like illegal Harley mufflers, or 600W stereo systems -- so noise walls are a must. I don't care what they look like
- Proximity of my house.
- Remember also that sound travels over barriers in an arch, so not use the immediate house or two, but the other side of the block and the next block
- agree
- Do not want traffic and noise disrupting my neighborhood
- With the scale of Crowchild upgrades required, it is important that noise impacts are mitigated to the surrounding communities. These measures should be aesthetically pleasing as Crowchild is one of Calgary's major routes, and again, it is important to mitigate the negative effects on the surrounding communities.
- Plant lots of trees rather than putting in huge concrete walls. The botanical gardens in Silver Springs are a great example of the type of green spaces I would like to see implemented to act as a noise buffer for the communities.
- It is only fair that the adjacent communities should have mitigation measures to affect the less beneficial consequences of their proximity to this important corridor, including one that will carry more traffic in the future. Furthermore, the cost to do so in a reasonable way is not prohibitive, in the overall scheme of things.
- The noise adjacent to Crowchild Trail is already at a measured threshold requiring attention. Adding more noise without proper mitigation is not an acceptable strategy.
- We bought here 13 years ago in the winter so we're not thinking of Crowchild at all. Happily, in the summer Crowchild is only white noise - barriers that are in place are adequate. We endured more noise living for 22 years in a community that was riddled with infill housing, increased density and more cars and traffic.
- We have young children and spend a considerable amount of time outside and with the windows open. Infant is extremely light sleeper.
- Noise pollution is detrimental to the public
- Many of the house bordering Crowchild trail are older than the trail itself. It would be a shame to sacrifice the aesthetics of the existing neighborhoods simply to reduce commute times by mere minutes.
- The noise is horrible especially in rush hour, I don't have acoustic proof but everyone who attends my home mentions it and it was suggested that I am noise blind now. There is definitely more noise from then to now, last 13 years I have lived here.
- Roads are an ugly part of a city. Anything that can be done to reduce their negative impacts on the community should be a priority.
- I live near Crowchild and I still want to feel private. We have complaints in RKHill re noise.
- Noise is already a problem and needs to be addressed. Do emergency vehicles need to use sirens in the middle of the night, for example?
- Better sound proofing as there will be more vehicle flowing on Crowchild Trail.
- With the future of electric/ fuel cell cars, this may not be as big of concern but what has been completed along 16th ave near Rosedale is a great example of what can be done

- Again, I believe it's important to consider the needs of all involved, especially the people who live in the communities affected, not just the needs of those using Crowchild Trail to get from point A to point B.
- less disturbances to the public
- noise is stressful and is a very, very important consideration
- Start by putting up speed cameras along Crowchild...been used in Europe for years and years...that would slow drivers down and decrease the noise...as for the aesthetic side haven't we wasted enough money on brutal artwork and just make it easier for people to get around.
- Crowchild is a highway to nowhere. Inner city noise pollution is a major issue that needs to be addresses. Increasing flow along Crowchild will lead to greater noise emissions, which in turn need to be mitigated. Noise pollution is stressful for homeowners.
- We live quite close to Crowchild and the traffic noise can already be quite intense. I moved here from downtown Toronto where we had close by traffic that included streetcars and much heavier general traffic but the noise was far less. As such, I believe there are options that include mitigating noise in this development.
- When I sit in my back or front yard, I already hear Crowchild traffic noise. And when I'm trying to sleep at night, the noise is already there. Please don't increase it!! Crowchild traffic noise is already part of my life and I don't like it!
- Our community is the only one without sound barriers and the noise from crow child is unreal
- Perhaps trenching the corridor so the sound goes up.
- I live close to Crowchild, and can hear it in the summer, with loud cars and motor bikes. I would like less noise, if possible, certainly not more noise.
- Because the traffic noise from Crowchild Trail currently is extremely bad. It will only become worse.
- The noise from Crowchild is not too bad now, but anything that increases traffic flow has potential to increase it. That must be dealt with for the benefit of homeowners.
- I already am impacted by the noise on Crowchild Trail, and in a perfect world, my current noise levels would be better at the end of this project.
- I live here.
- The corridor is wide enough now, make use of current setback if more space needed.
- The bordering neighbourhoods are capable of again being real communities if traffic free flow on Crowchild is enabled. Stop and go traffic creates more noise than free flowing traffic, provided that appropriate buffering occurs. I am hopeful that this can be done using berms and technologies that reduce road/tire noise and not with huge fences. I know the fences can do the job, but they look a bit bunkers and unwelcoming.
- There are excellent engineering (high sound wall) and landscaping (trees) solutions that should make this very feasible.
- We would all like to see visual improvements to the freeway blight. For example, make it more like a street with pedestrian links and slower auto traffic.
- Additional traffic creates additional noise. And traffic noise is a major contributor to stress. (Check out the EU study on traffic noise and stress) No one should be subjected to that.
- The Noise along Crowchild is far above the normal noise level. It is being reflected off overpasses and reflected off noise barriers on either side of Crowchild. The holes provided for transit stops and pedestrian access encourages sound to travel into residential areas. The Noise mitigation needs to absorb sound as well as block the sound. Without leaving transit stops without access to sun and shelter from wind and snow in the winter. Increased Vegetation needs to be used.
- Build higher & better noise walls against communities that are against Crowchild.
- Currently, my house can experience noise levels at 50dB plus some days. There is a constant hum coming from Crowchild and Glenmore which is audible at all times of the day. The current noise walls are ineffective at adsorbing sound waves. There is a flexible product on the market which should be

investigated for use. IT is like a banner and would be installed in a fence like structure to hold the membrane in place. Trees will only adsorb some of the higher frequencies.

- My yard is 3rd house in from the concrete barrier and on a hill north and east of 5 ave NW /Crowchild. When the chain link was switched to the concrete barrier, my yard, being above the height of the barrier, became extremely noisy. My yard is not restful. Re: noisy traffic helicopter (global TV), hanging around Crowchild- get rid of that too!!! Also they installed the barrier wall posts in minus 20 weather. The pounding in the ground rattled my dishes, pictures, who know what to my foundation.
- Because I hear Crowchild trail traffic 24 hours per day and I smell diesel exhaust from busses and trucks
- I try to imagine that the noise from Crowchild is the ocean ... it doesn't always work! I've seen so many attractive elements on Calgary's roadways (e.g. art on underpasses, such as at Glenmore and MacLeod) - it would be lovely to have something like that along Crowchild.
- I live near Crowchild, less traffic noise is good.
- I live 5 houses in from the sound barrier. Noise has increased since I moved in and we need to better enhance what is already there.
- It must be an effective corridor to support all surrounding communities, therefore sound barriers or other means of noise reduction must be considered.
- Nobody wants to hear the traffic, and the sound barriers that are in place are a good start.
- Nobody wants to hear an expressway.
- I currently live along the Crowchild Corridor where there is no sound barrier. The noise is already at an unacceptable level. Crowchild Trail is a heavily used artery and as such it is important to mitigate the noise traffic noise from the road.
- I'm across the street on Suffolk St and it's already loud. Even in my backyard. Flyovers will just make it louder. At some point you won't be able to enjoy your own backyard.
- As someone who lives a couple blocks from Crowchild trail there is always a nightly escapade of motorbikes wailing up and down the hill. People accelerating as they proceed north up Crowchild trail from 5th ave generates the most amount of noise.
- The City needs to stop expanding and start creating more density. Increasing density in major corridors works with residential / commercial uses but the noise level needs to be low to promote this so these areas adjacent the highway don't become dead-zones. A concrete jungle is not appealing to communities or commuters and should be a focus to great green spaces wherever possible.
- Noise pollution is a detriment to health and particularly sleep. This is public health concern.
- this is the worse issue with Crowchild in the central city loud motorbikes, cars and trucks degrade the environment of those living near Crowchild there are noise bylaws, but these are unenforced find ways to mitigate the noise from the university to the river.
- This should have been done a long time ago. Crowchild has become increasingly noisy. MANY communities have already got noise blocking apparatus along Crowchild. The area under study doesn't. A noise berm should be considered.
- Build a noise attenuation wall, add some trees and bushes.
- Refer to my answer above. In addition, I would like to point out that there has been on Crowchild Trail an increase of emergency vehicles and sirens. A flow that would avoid stop and go flow of traffic might reduce congestion and noise. Also, one must think of exhaust fumes which are not healthy for anyone living near a thoroughfare.
- Of course. These are almost motherhood statements. Everyone will agree with this. Electric cars will do this nicely. Maybe noise by-laws too!
- Live near Crowchild in St Andrews Heights. The traffic is already very noisy so ways to attenuate will be appreciated.
- Evergreen trees and landscaping are a wonderful and oxygen producing way to help reduce noise rather than simply a concrete wall.

- This is the most important aspect.
- Yes - this may keep more smog right in the corridor and rising.
- Traffic noise is currently a major issue for this corridor and any redevelopment should be focused on minimizing traffic noise and disruption of traffic flow to eliminate the start/stop nature of the noise now prevalent.
- This is absolutely essential. We need beauty as well as good traffic flow.
- Existing communities deserve to be considered re 'noise levels.'
- Noise. Nothing else needs to be said.
- For much of its route, Crowchild is in a 'valley' and below the surrounding houses, meaning noise rises up to the neighboring communities. More volume on the road will mean more volume in the neighboring communities.
- The noise is a great concern as many drivers speed as the limit increases after the bridge heading south. Recommend a permanent camera station be set-up to decrease the increased noise from speeders.
- Adjacent communities have taken noise mitigation into their own hands. The City should do this for them, they shouldn't have to do it on their own.
- Sound walls or earth berms really work.
- higher volume means higher noise
- In an ideal world, I'd put a "wildlife overpass" over the stretch dividing Scarboro from Upper, effectively a tunnel taking traffic between 17th and Bow Tr. Addresses both noise & aesthetics, and even permits a widened roadway.
- Increasing noise levels in adjacent communities as Calgary grows is a very important concern to me. Especially as it relates to Sunalta school which currently has close to zero traffic noise mitigation.
- This is an obvious action to take
- Already very noisy which was added to with opening of West LRT
- Crowchild can be VERY loud due to the speed limit and idiots who love to beep their horn in traffic.
- Because I don't want to listen to the constant loud din of traffic.
- The noise has increased steadily over the years, as well as the light pollution from street lamps on Crowchild. With modern acoustical engineering research, perhaps there are ways to minimize both light and noise.
- This is obvious
- For nearby communities safety
- Noise mitigation is key to keeping the city a good place to live. Doing so in an aesthetically-pleasing way improves the city even more.
- Without this, the homes adjacent to Crowchild become less desirable and less valuable, and this impacts the owners and neighbourhoods.
- This is a quality of life issue for adjacent communities that must be addressed in good faith.
- Because people live in the Crowchild community and following this goal will help improve "quality of life" issues in the community - easier to take "ownership" of the space if one is proud of the look and feel...
- The destruction of inner-city, high density communities in order to accommodate ill-conceived, expensive, and environmentally damaging exurban car-based communities is reprehensible.
- People who will be living near whatever you create should not have to suffer with noise and ugliness when peace and beauty (again, think LONG TERM) are easily achievable from the beginning and far less easy to fix after the fact.
- Noise can be a big impact. It needs to be mitigated. Aesthetics is part of quality of life and enhance sense of community and belonging.
- Crowchild is already a busy road in a busy urban high end area, preserve the value of adjacent homes by installing proper sound barrier fences rather than cheap fixes.

- While Crowchild requires attention - studies and real world examples show that increasing road capacity results in increased traffic volume. Increased noise is a probable outcome which would unfairly impact the mature communities bordering Crowchild.
- We need livable communities around Crowchild - major increases in traffic noise will not help that goal.
- Creating aesthetically pleasing mitigation techniques raises the profile of the city
- Exposure to Continuous traffic noise has been documented to have serious adverse health effect on those exposed to it. If this fact is ignored, we are valuing saving a few minutes of commuting time ahead of local resident's health.
- freeways are an integrated part of the whole city - they should not be eyesores solely designed to please the motorists who travel them
- Let's try not to wreck property values.
- Noise pollution will affect quality of life along Crowchild
- Noise can already be an issue, need to maintain or lower current levels. Calgary has a strong culture around aesthetics that is one reason that makes Calgary an attractive city to reside, please continue with this.
- Traffic noise has serious quality of life and even health impacts. Any change in the road needs to be a net decrease in noise at various offset distances. Crowchild needs to respect the communities it affects in order to maintain its social licence to occupy that space.
- Noise/visual impact affects property values and quality of life greatly. Significantly altering this balance will surely affect neighbouring homes in terms of resale value and general enjoyment within our homes and yards. Again, we invested significant dollars to live in these neighbourhoods based on their noise/visual appeal at time of sale and altering this balance significantly would be a great concern.
- Noise mitigation is important in order to minimize effects on: property values, community spirit, park and other outdoor experiences.
- Any expansion of Crowchild, which I do not support, is extremely disruptive to be neighboring inner city communities. We pay higher taxes than most and having increased noise and traffic is a valid concern.
- It is already very loud here (9th Ave & 24 St NW)! Any increase in north will really negatively impact outdoor comfort for residents.
- As explained above, noise and visual impacts should be examined carefully. Most large cities in developed countries have implemented measures to reduce noise, air and visual impacts over the last twenty years. Cities such as Portland, Paris or Singapore have implemented visionary plans and strategies to reduce the negative impacts large arteries have on adjacent communities.
- Again, surrounding neighborhoods are full of expensive houses and additional traffic noise will devalue the properties.
- These are strong, densifying, attractive neighborhoods with local employers on campus, foothills hospital, and downtown.
- quality of life in existing neighborhoods needs to be considered
- But not to the extent this reflects the noise over into the rest of our Scarboro Community.
- These inner city communities deserve a quality of life and the city needs to cherish here vibrant communities - we are at risk of an exodus to the surrounding centres ok Okotoks. Etc. these communities attract "inner city troupes" who may want to leave Calgary altogether I stead of staying in a diminished community or moving to the outer suburbs
- Traffic noise can be very loud and disturbing to communities and homes located close to Crowchild Trail.
- All properties and neighborhoods adjacent to major arteries should be allowed to enjoy their surroundings in visual and auditory ways. It also has an effect on property values.
- Anytime you make a change, if you can incorporate positives for the community like noise control, it would be a value add
- Traffic noise is one of the most invasive sounds to a peaceful quiet neighbourhood.

- Contemporary road designs with integrated nature (such as new Flanders bridge / traffic circles) will increase pedestrian and bicycle traffic while enhancing the beauty of the city.
- Lots of traffic noise will make the bordering communities less pleasant to live in. There are lots of opportunities for engaging the art community to help make noise barriers into public art.
- All my reasons are the same- the importance of maintaining inner city neighbourhoods that are family oriented and are a pleasing place to live. Green space, trees, aesthetically pleasing places to live are crucial to wellbeing and to a successful city.
- No one wants to live in a neighborhood where traffic noise is problematic to their personal enjoyment and relaxation.
- Noisy roadway will reduce property values.
- This is a key factor to minimize negative impacts on communities.
- Bordering Crowchild Trail as it is is noisy enough. Adding to the noise pollution would severely affect the community of West Hillhurst.
- This is a quality of life question. Although we cannot eliminate all traffic noise I have chosen to live close to downtown and in turn have accepted some level of noise from traffic. Any increase in this will have a significant impact on quality of life.
- I look at this corridor from my backyard. Its appearance impacts my wellbeing and the enjoyment of my property.
- Traffic corridors such as Crowchild trail should not impact in any way, existing communities.
- Traffic noise takes away from inner city residential living. Mitigation of noise on busy routes allows residents better community enjoyment in off peak hours. Traffic noise is unavoidable at peak time but after that it is possible to mitigate.
- Mitigating traffic noise requires reducing the number of cars, increasing transit, pedestrian and cycling opportunities. Keeping the corridor the size that it is or reducing it would incentivize ride sharing and use of transit. Acquire property along Crowchild for a bike lane and park like area. Other approaches are irrational. Developers' interests have created commuter traffic and city councillors will continue to do what is in the developer's interests and not the public.
- Use the 1% artistic budget to combine artistic and noise reduction.
- See above.
- Another motherhood question?
- Concrete Road barriers are not the answer. More green space is needed. Use natural barriers (e.g., valleys, trees) to abate noise.
- Some nice landscaping would be nice acting as a noise barrier, instead of crappy art projects.
- The area is pedestrian and cyclist unfriendly already. We don't need to make the area even harder to get across.
- n/a
- The "tunnel/valley" effect of the current sound barriers could be made more pleasing I think without excessive cost increases. We've done good things with concrete and styling in more recent years on our roadworks.
- nada
- Provide better active transportation options for everyone (bordering communities and suburban commuters). No noise problems, no pollution problems, no congestion problems, fewer health problems.
- While Crowchild badly need to be improved, the adjacent communities need to look at it as a net benefit to them. Those directly adjacent to the corridor and those with properties that will require annexation are obviously never going to be satisfied, but the offer to the rest of the communities has to be good enough to overcome this.

- Sunalta School is very close to Crowchild Trail. It is an excellent school and should be protected as a heritage property. The children and the neighbourhood would benefit if the highway were placed underground using a TUNNEL. We should be exploring this option very closely. I believe it is the best option to preserve the historic neighbourhoods near Crowchild.
- See above answers
- Moving to more bicycle and pedestrian modes require more natural setting
- See above
- Minimizing traffic noise will reduce the drop in property values from changes to the corridor for adjacent residents.
- Crowchild bisects neighbourhoods...
- Because in the grand scheme of things this would be one of the least expensive and easiest to accomplish aspects of the entire project.
- See above
- Of course.
- See above!

Agree:

- Use concrete sound barriers and plantings of shrubs and trees as has been done in the past, works fine.
- Just continue to put up sound walls as we have done all these years. Nothing else is needed. They are not special
- The noise control in place currently seems to suffice, but an expansion of the roadway could use similar means to allow people living near the ROW to live as the currently do.
- There should be something in affect AFTER it's all built to mitigate noise to neighboring communities. The same as every other major road has in Calgary.
- Neighbouring communities should have the same type of concrete noise reduction fences that the rest of the neighbourhoods in the city have when they border major roadways. Just because they are expensive inner city communities they should not have more expensive or aesthetically pleasing fences or landscaping than other communities as they have always been located on this major Crowchild roadway so sound fences should be the same as other communities get.
- Obviously noise should be mitigated, but again it should be nothing beyond what is present in other areas (sound-proof walls, etc.).
- put up some nice sound deadening fences like they do everywhere else in the city
- I'm not that bothered. I would be neutral on this.
- Help gain support of impacted communities
- Being able to minimize the noise impacts for nearby communities, seems to increase the cooperation of those communities to changes being made.
- Noise is important, aesthetics only if they can be done economically.
- Seems sensible as long as it can be done in a cost efficient way and does not have a mandated minimum spend akin to the public art fiasco.
- This seems a basic goal. However, we need to put functionality as the key priority, not aesthetics. So although I agree, it should not be at the sacrifice of functionality.
- Hopefully there is a cost effective way to achieve this. Noise is worst in the winter when there is less foliage to muffle traffic noise.
- Do your best within reason.
- The necessity of the upgrade is undeniable but living conditions have to be considered as well.
- Noise impacts are fine, but let's not pretend Crowchild was designed to be aesthetically pleasing. It's meant to get us to and from aesthetically pleasing places...

- While walking along 24A St. in the Killarney/Glengarry area on a quiet summer evening, I was shocked at the amount of traffic noise emanating from Crowchild Trail, and this is with a noise abatement wall in place. While I'm not a big fan of the ugly brown, faux brick walls that sheath Crowchild Trail right now, I think it is paramount that some kind of noise mitigation system be considered that is not too burdensome on the budget.
- This makes sense IF the solution is as per the current city practice to erect solid sound-reducing walls along residential areas. If the 'solution' is to reduce traffic levels or speed, then this is the wrong solution.
- Minimize and mitigate where possible for the sake of nearby residents, but getting the project done right is paramount
- I'm sure living along a major thoroughfare would be noisy & the right thing to do would be to consider minimizing noise impacts wherever possible. And whatever changes are made should be aesthetically pleasing without over spending... no expensive blue hula hoops please!
- Again, as long as it's within reason.
- This seems like an obvious thing you just do. Just use nice sound walls like you do all along Country Hills Blvd. Spend some of that ridiculous art money on nicer, practical sound walls instead of silly, useless art lights.
- Noise control will be relevant and all solutions should be attractive. However, this concern should also not delay the project.
- Only so much you can do about noise but need to try.
- This will be a trade-off between cost and what is acceptable. i.e., build a tunnel and you will have little to no noise.
- If possible noise should be mitigated and should not result in an ugly view
- Cost of noise mitigation needs to be closely considered and balanced, however, they should not exceed what is already in place (to mitigate cost)
- To the extent practical.
- Road noise is an annoyance at any time.
- I don't find noise as much of an issue, its part of living inner city.
- Need to control the noise as far as possible but the owners of the bordering properties knew that Crowchild Trail was there before and the noise it will create. It is not like the properties were there before and Crowchild Trail was built afterwards. I therefore in my answer #1, agreed to acquire the properties bordering Crowchild Trail
- Fences, sound barricades and trees but it will still be a major artery and is actually more of a highway than a street. Crowchild Trail is a people mover and that is not going to change with the ongoing development - this is really a freeway and should be viewed as such
- Not sure what can be done here, there will be noise on a major road.
- My true vote would be "agree and disagree". Crowchild is a freeway. Freeways have noise. Given the length of time that Crowchild has existed, the people who bought houses within a few blocks either side knew this when they bought, and should have been prepared for the noise. Any overpasses or elevation of roads to create interchanges will increase noise. That being said, there may be better technologies with respect to sound barriers than what's been used so far, and we should use them.
- Noise and traffic is unpleasant but a needed requirement to a big and growing city.
- Likely this can be done without requiring significant additional land (e.g. noise barriers).
- Noise mitigation is vital
- This is common practice already thus one would expect it would also be the case on such a major infrastructure.
- In areas where there are residences this is very important. It is also important near some businesses and schools.

- The last thing we need is more noise
- Minimize traffic noise in surrounding communities.
- People live there.
- I agree to this only because the area involved is tight to the community from 16 ave to memorial
- While our home is not immediately affected, it would be nicer for the people living along Crowchild and for pedestrians and cyclists using the adjacent pathways.
- Some increased noise is inevitable but attempts to minimize the impact are needed
- Noise affects people's lives
- Build noise walls just like other major roadways have.
- Minimal noise
- It is a reasonable goal
- This is easily done with sound barricades.
- Noise barriers are simply essential to any solution
- Should be quite if possible.
- No one wants to hear all the traffic noise
- Noise levels should not increase.
- This is important to the local communities therefore it should be addressed.
- People know they live next to a major road way. They deserve some protection but honestly if they want peace and quiet, they need to choose a different place. I think use of those sound walls will be necessary.
- Noise is an issue. Keep traffic noise to a minimum is important.
- It makes sense to minimize noise and have aesthetically pleasing ways to do so.
- Noise barriers are important on any major road
- I think that this is a common concern and I have no doubts that it will be addressed.
- Noise mitigation is important for any transportation project.
- No one wants to live near a busy road.
- If we are building something let's make it good for the areas by lessening the impact as much as feasibly possible.
- Noise is always a deterrent for people to live in neighbouring homes.
- Sound walls.
- Obvious question. No explanation required
- Obvious. Should we increase noise instead?
- Noise levels definitely do affect future property value.
- If traffic increases home owners shouldn't have to endure the additional noise.
- My bedroom window faces Crowchild Trail. I like to sleep at night.
- makes sense
- Added noise must be mitigated.
- More sound walls. Why not?
- More traffic along Crowchild = more noise. Again - not the fault of the surrounding community that city wants to increase traffic volume - so the community has to be compensated in as full a way as possible. Ways that involve trees/greenery would help.
- I used to live 3 houses away from Crowchild between 5th Ave & Kensington, when they erected the current wall it made an amazing difference
- Try not to make it super loud for the residents around it
- Noise level should be kept the same or made better, but worse for affected residents
- traffic noise can be distracting
- I'm sure the people living there would like this

- Minimizing noise is always a good thing and aesthetically pleasing beats the alternative.
- yes
- Obviously sound barriers should be in place to help containing the noise... raising the highway wouldn't help either.
- Agreed
- Noise mitigation required
- Sound walls should be used to mitigate noise.
- There is no reason this cannot be including in the best solution that moves the most people in the most efficient and safe manner. Just be sure to consider scalability for growth in any noise and aesthetics mitigation.
- Traffic notice should always be considered
- Self-evident
- Let's not make Crowchild noisier than it already is.
- A credible attempt should be made to maintain adequate enjoyment of property.
- Minimizing noise impacts from traffic flow is important but must be achieved in a way that does not divide the corridor from the surrounding community. Placing aesthetically pleasing barriers such as trees is an option but so is minimizing the speeds of automobile traffic to cut down on road noise.
- No one wants to hear traffic. helps to maintain a peaceful neighbourhood
- Such mitigation seems a fairly basic concept to include in residential areas.
- More traffic means more noise. Walls and barracks are mixed blessing; they do reduce noise but also obscure businesses & increase the feeling of driving thru a dark tunnel
- The majority of traffic noise in this area does not impact residential space or heavily populated areas. It seems most of the infrastructure at present is commercial (stadium, motel village, gas stations, car wash retail outlets). Other areas on this stretch have sound barriers to lower noise.
- Agree. Any change to Crowchild must consider noise and aesthetic impacts.
- Yes it's important. The noise level from Crowchild is high and I don't see it getting milder and it's also part of living in the city. Alternative ways of using the space would be great - walking paths and bike paths, not just a road way with minimal crossings and pedestrian usability.
- Aesthetically pleasing noise barriers.
- As a community member I do not find existing noise mitigation measures "unpleasing". I would certainly choose "effective" over "aesthetically pleasing" if given the choice. As an aside- how about starting by enforcing existing motorcycle noise bylaws? The "loud muffler crowd" that congregates on 17th love to go for rides up Crowchild at 1 am....
- We already hear traffic noise from memorial and bow trail. This worries me that it will increase.
- This should always be a consideration.
- Noise is a factor for houses next to a major highway, so sound abatement would be useful for local residents.
- Yes it's noisy and the walls are ugly. Please enforce current noise restrictions on vehicles. In the summer at night motorcycles with what must be illegally loud pipes can be heard all the way from the University, South to 17th Ave. How about bylaw enforcement getting equipment to test and enforce it. Thousands of people are being affected by a few inconsiderate law breakers. We are considering installing air conditioning as a result which will drive up electricity demand unnecessarily.
- It is important to mitigate against any increase in noise.
- Noise can be very frustrating at night. During the day it becomes white noise. It blends with already existing noise.
- No one likes the roar of a freeway.
- If this is a key route for vehicles in and out of our city centre then we need to recognize this and help mediate the noise, dirt and look of the Trail edges for those living there.

- either have sound barriers, or move Crowchild Trail high above grade so that community is not directly affected by traffic noise
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- That's just common sense!
- Depends on what you do to Crowchild. It is already very loud where I live. Some incremental noise would be tolerable, but if you are moving Crowchild substantially closer to my house, noise reduction would be appreciated. But it's less of a concern than actually bulldozing my house.
- This is a given.
- If possible, using vegetation as a noise buffer would be more aesthetically pleasing. Perhaps a combination of both vegetation and concrete walls could be used?
- The existing wall does nothing to mitigate noise other than to houses directly on the wall and the wall is an eyesore.
- Try and keep road volumes down near houses
- I agree
- traffic noise is never ending and a nuisance
- Current noise levels should not increase. Mitigation should only be done if it does.
- Standard practice.
- Important to have the whole city be as aesthetically-pleasing as possible. Let's think clearly though, so if a turn lane can be made twice as long, instead of allowing for a short piece of median grass that only gets covered in snow gravel anyway, forget the median grass and pathetic tree. Put them on the actual sides. While on that idea, let's PLEASE make sure all bus stops are pulled right off road into sidewalk.
- Noise is always a major issue along traffic corridors. Any effective mitigation must be considered.
- Benefits commuters and residents.
- If traffic flow can be kept continuous versus interrupted with traffic lights, acceleration and braking noises would be greatly reduced.
- This just makes sense.
- Noise mitigation is an obvious goal
- Traffic noise must be addressed and the solution should not be based on the aesthetics of the Berlin Wall which appears to have been the model used in many earlier noise barriers.
- Should be a consideration for any project.
- Crowchild goes through several residential areas (which, I may remind you, were here long before Crowchild was). They shouldn't have to listen to excessive traffic noise or look at more ugly cement barriers.
- this is a good idea
- More traffic=more noise and there should be some attempt to reduce the sound levels along the route where residences are affected.
- I have a direct understanding of the amount of noise that comes off Crowchild. I have a chain-link fence separating me from the highway so full noise and full view of the highway. Personally, the noise does is something you get used to and I don't feel the City should spend billions to protect those who live by the highway from the noise. That being said, having an overpass built directly by a home would take some special consideration of both noise, aesthetics and privacy.
- It's what the city presently does for most other road ways
- Living only a few meters from the existing roadway we already hear a lot of road noise. I would not want to have more noise...it's currently at the limit of being able to sleep.
- If the changes increase traffic volumes on Crowchild, it would be nice if noise didn't also increase.
- Keeping in mind that Crowchild trail is a major road, noise is inevitable. If the noise reducing barriers that are currently in place are effective, then I would support continued use of such barriers.

- Increasing noise pollution is not acceptable.
- Important not to make noise worse.
- Built sound walls.
- Existing noise levels should be maintained; the aesthetics of any infrastructure changes required to preserve the noise level are an important part of the finished product.
- The City should police loud motorbikes that screech up and down Crowchild in the wee hours as these make huge amounts of noise and wake people up.
- As a resident in Garrison Woods, Crowchild road noise has always been a concern in our neighborhood, and efforts should be made to provide noise baffles along the current Crowchild study area in a similar fashion near the Currie Barracks.
- Noise levels are already disruptive. Increased noise needs to be mitigated.
- It is necessary to reduce the sound of traffic for the community members bordering high traffic areas. Make it pleasing, but please: do not again invest in a Blue Hoop.
- Crowchild & 17th will always be noisy...if it can be improved then great.
- Noise pollution is a huge issue for those adjacent to the road. I'm sure there are better ways than ugly concrete walls though...
- It's the right thing to do
- The neighbourhoods in this section of Crowchild trail are old and beautiful and frankly, we pay a premium to live here. I wouldn't want to increase the noise and ruin the lovely areas we live in.
- This doesn't really apply to me but I support the communities around Crowchild would appreciate this one.
- not critical but nice
- But keep in mind that it takes space to build berms and other noise mitigating structures - another reason why I disagree with goal #1.
- I am actually not that concerned about the noise - but I don't disagree with this statement either. The questionnaire should ask how important this goal is to each participant.
- I spend a lot of time on Crowchild Tr. and if it looks nice it would make for a more pleasant daily commute. Not critical, but nice to have.
- Do the best you can to minimize noise impacts. Be aesthetically pleasing, but NOT at an outrageous cost.
- Put up barriers if needed
- "Nice to have" -- 1A/Crowchild has always been a major road, so nobody purchasing property nearby should be surprised that it's noisy.
- Less traffic noise is always nice. I understand that living next to a major road comes with inherent traffic noise.
- I agree but don't strongly agree. While it is important not to be too loud, neighbours of the corridor should remember that a city is not a quiet place.
- I don't live close to this road by choice. But I do feel that if there are ways to mitigate noise levels for others that would be great.
- With an expanding road, noise levels will rise. There isn't much that can be done to change that but if you can build an appealing wall of some sort it's always better than nothing.
- I agree that noise should be mitigated to a reasonable extent. This is not the highest priority on my list.
- A necessary component but not a critical one.
- I have yet to see such areas where I would like to live, so I doubt the efficacy of such projects, but mitigation is probably better than nothing.
- Without disagreeing, I believe that this objective should play a subservient role.
- We need to keep our city looking good, and this is a major city road. It needs to look nice!

- Part of a healthy city is one that keeps everyone safe and free from undue interruption and stress. Art and noise reduction are integral parts of this.
- No one wants a concrete jungle; however no one wants another blue ring either.
- No one wants to live next to a freeway and this area contains some of Calgary's most prime land which will be important as we grow up. Keeping this land desirable and valuable is in line with not sacrificing the local character for the long trip.
- Makes sense to maintain property values.
- Crowchild runs along residential development. Any changes should be aesthetically pleasing.
- The people living in the area have to deal with the noise daily - they live with the noise and the City should try to keep it to a minimum when possible. To keep Calgary an attractive city, we need to make these projects looking good to the eye.
- As this area intensifies, we should be more and more concerned about the beauty of the public realm and the comfort of its users. P.S. discouraging SOV's is a great way to mitigate noise. High speed traffic and SOV's should be directed towards our many, expensive, suburban highways.
- This seems rather straightforward. I like how the city is making things not only better for traffic, but also better for the culture and "environment" (not just plant life).
- No one wants to decrease the property values or quality of life of those in the surrounding neighbourhood.
- When we do this right, it looks good and masks the noise in the neighbourhood
- My property is a block away from Crowchild as it is so the concern would be loss of property value and quality of living.
- For many people currently living near Crowchild, the wall is a necessary evil. It's an eyesore yet an effective way of reducing noise. It would be better if something could be integrated into the neighbourhoods, rather than an abrupt wall.
- I only live 1/2 block from the LRT line, and I definitely appreciate that minimized noise and aesthetically-pleasing ways of minimizing noise make a huge difference in my personal life, but also for the community as a whole. It makes the community look like a place other people would like to live in, it contributes to the pride of the community, and it adds to the city as a whole as a great place to live.
- No one want to look at a busy roadway
- There are too few places for people to find serenity, and any reduction of noise would promote a peaceful atmosphere in any community.
- Minimizing noise will make the communities nicer and protect property value.
- Need to respect the neighbourhoods that are located along the corridor.
- Mitigating traffic noise will improve the quality of life for those along this roadway.
- For the sanity of people who live nearby
- Noise adversely impacts land value and quality of life and should be mitigated.
- Noise from Crowchild is a factor which affects property values and enjoyment of the area.
- If the corridor's noise and ugliness is not mitigated people will eventually move away from the bordering neighborhoods. The communities of the corridor will deteriorate and years from now our tax dollars will be used to "revitalize" these areas.
- This is a quality of life issue for those living near Crowchild Trail
- As mentioned in previous comment it is about respecting neighbours to the corridor. In some cases the city should consider acquisition of property as to not significantly impact property values.
- Increased traffic flow means additional noise. Sound barriers should be installed to protect existing homeowners and businesses from excessive noise that takes away from their lifestyle and property values.
- This is important for surrounding communities.
- noise can seriously affect the quality of life

- As long as it is not ugly to look at, minimizing noise is always a good idea because it creates a community and a city that is more pleasing and more relaxing to everyone. It is a good investment for the city.
- Noise mitigation is important for people living in the area as this affects quality of life
- Don't want to make more lives worth than we need to here.
- Sound barrier walls do the job within the space constraints of a corridor rather poorly planned in the first place, but a green buffer zone would be better. Most existing barrier walls tend to make a neighborhood look somewhat tatty. It would be nice to have more impressed designs and colours included in the designs.
- Traffic is notoriously loud and nearby residents home values are negatively affected by increased noise.
- I don't think this is a major issue.
- Nice but not sure this is a super high priority
- Nobody wants more noise. Having said that, the only thing we're looking to improve is flow and capacity. This would hopefully mean fewer or no stops. This in and of itself should reduce noise.
- There are already traffic fences and I would expect that those will remain. This city really likes its trees so I also expect that more trees will be planted to add to or replace those that are already in existence along the stretch from Kensington north to 16th. It is, however, a major traffic corridor so it will look like a major traffic corridor no matter what so don't waste focus on this.
- I agree this is a goal but I don't consider it to be as important as improving traffic flow.
- Certainly as a secondary issue. As Calgary has in general recently made changes and developments which are aesthetically pleasing
- Again moving more vehicle traffic through those communities is the most important priority.
- I wouldn't say this should be a main goal but it should be considered.
- Noise minimization is a secondary concern and should be considered as a lower priority after making the North South traffic flow more efficient and effective.
- This is somewhat important, but less important than other considerations.
- The main purpose of the change should be to improve traffic flow. Reducing the impact on neighbouring communities, where possible, is an important secondary consideration.
- See the question above.
- I disagree with the mention of "current" since the walks and foliage currently in place is not sufficient and degrades our neighborhood. Noise needs to be decreased from current levels and current greenery needs to be better maintained.
- It needs to be better than the current concrete barriers
- OK
- Not sure
- By moving the sound barrier when part of the city owned land on the east side of Crowchild is used to allow expansion of the road
- Enforce sound and speed laws!!!
- Changes should not increase current noise levels.
- Just get it built already!
- Separating what is effectively a highway from residential areas should be considered.
- N/A
- I agree with minimizing noise impacts, but do not care about whether or not it is aesthetically pleasing. Loud noises from Crowchild could affect house values, but does it really matter how pretty it looks?
- None
- Road should be substantially lowered.
- Just build a concrete fence like at every other busy roadway in this city.

- Not only are fences reducing noise, they are also increasing safety of people, kids, or animals going on the roadway.
- Not only do I agree, but I request no City snivelling about whether the sound levels after a Corridor enhancement of traffic flows don't model as requiring anything more than the continuance of the current style of concrete walls. Just do something 'nicer' for all of us, whichever side of the sound barriers we have to look at.
- This message needs to be put in the context of noise at acceptable levels. The corridor should minimize use of traffic lights that force vehicles to stop and start, ensure the road low enough to damp traffic noise level and minimize grade to reduce need to accelerate and decelerate.
- Going high with ramp turn offs at intersections for local traffic will minimize ones, however see previous comment re: buy and renovate near major traffic arteries.
- N/C
- Like who would disagree with this goal? Only a mean person.
- no
- No additional comments
- good idea
- Again, any responsible plan would naturally include this.
- Traffic patterns in surrounding communities are important, but the biggest problem is the Bow Trail North interchange for the morning rush hours. That really needs to be improved.
- It is impossible to completely mitigate traffic noise from a roadway as busy as Crowchild.
- No comment

Disagree:

- This should not change significantly
- Why spend money to minimize the noise? Most of the corridor already has noise reducing fences.
- While minimizing noise should always be a priority, Crowchild Trail is a major traffic route serving the Downtown Core and only so much can realistically be done. I own a home in Sunalta and did not expect the pin drop silence of the suburbs when I purchased in the area. Aesthetics? Irrelevant along Crowchild Trail at this point; the road is defined by nothing but cement noise barriers as it is already.
- There is already noise along Crowchild, but it's not that severe. I've lived within a block of Kensington Rd and Crowchild Tr and didn't find the noise problematic. Noise fences are adequate.
- I don't believe there should be need for much of a change beyond what is already in place.
- The traffic would not create any more noise.
- I think most of Crowchild that had housing close by currently has noise barriers in place. The number of noise barriers may need to be increased but not sure that anything much different needs to be done.
- Function before aesthetics
- Minimize noise impacts is a laudable goal but there should be qualifiers such as cost effective strategies. Crowchild Trail is already noisy, this goal of noise reduction could be addressed through providing adequate free flow traffic lanes which do not result in bottlenecks such as those that exist today.
- What can be done to mitigate noise should be done, but it is a major route already and suitable solutions will only reinforce this. We should not make this a barrier to achieving the best solution possible.
- I have no problem reducing traffic noise but the aesthetically pleasing measures do nothing more than add to cost. The artwork along the Glenmore Tr corridor does nothing to benefit the drivers who use it. Spend the money on improved safety instead. This "aesthetics" tactic has been used for decades by anti-road groups as evidence that "megaprojects" are unaffordable.
- Aesthetic appeal shouldn't be the primary focus. Traffic noise mitigation should only consider what's efficient and cost effective. Don't spend money to improve aesthetics.

- Noise is a natural part of traffic, property value may decrease along the corridor however I believe it's a necessary evil. Some items like sound fences should be used, but aesthetics is not important.
- Crowchild is a major artery, people who live close should expect the noise and it's reflected in their lower property prices.
- Don't live near a busy road in the core of a city if noise is an issue
- eh- can't have everything
- Living along such a major road means that there should be an expectation of noise. Not a realistic goal.
- Noise is going to happen on a main thoroughfare. While it's understandable to want to keep it minimal, there's only so much you can do when living near one of Calgary's busiest roads.
- Traffic noise is the way it goes when you buy next to a busy road.
- You can't buy a house under the runway and then complain about airplane noise.
- Noise is part of living in the city. If people want quiet, they can move to the country.
- The main concern should be traffic flow and access. People bought into property along the road clearly recognize and accept the consequences of living along a major roadway.
- There is already significant noise so this is of small importance.
- It's not going to get much better than what it is.
- Crowchild Trail (CT) is a major thoroughfare. People shouldn't live near CT and expect a quiet area. if you want a quiet, nice looking area, move further from the core and major traffic routes
- It's always been a busy road and with the growth of Calgary, it will only get busier. People knew this when they bought next to a major traffic corridor.
- Traffic noise is there now City should enforce mufflers
- The residents who chose to live there, knew there would be noise.
- How can you possibly mitigate traffic noise? It is what it is, the city is only getting bigger and noisier. I rather spend the money on getting people across Crowchild trail, than worrying about how to keep the noise down.
- I agree that noise impact is a priority, however, as long as the solutions (i.e., the barriers) are not ghastly resembling prison walls, aesthetics are less important. The aesthetics facing Crowchild are less important than those facing the communities
- Attempting to minimize noise would either involve slowing traffic, or removing more private property than necessary. Accomplishing this goal would be bonus, not a key concern.
- It's nice to consider, but not super important.
- We live in an urban community. Noise is to be expected. Sound attenuation fences create too substantial of a visual barrier further separating the adjacent communities. The token precast public art that decorates recent retaining walls and attenuation fences is uninspiring and the public art dollars could be put to better use on more interesting and engaging works.
- Looks and people who choose to live by a major road in a major city should not put weight the needs of everyone else using the road, or at a higher cost.
- I think the most effective mechanism of moving traffic needs to be the primary goal. Once this goal is met, means to mitigate traffic noise should be considered.
- Just not a major concern
- Freeways will never be free of the noise, it can be minimized but it can't be the main focus.
- We live in a city. Again, this should not be the primary factor in the design of the solution. Noise minimization can happen after a proper road is built.
- I do not think this should be a priority.
- I feel for the people who have to deal with the noise but THEY LIVE NEXT TO A FREEWAY. And it's not like it's a new thing in the area. Sound walls and such should certainly be a part of the project, but the overriding goal is a smooth flow of traffic to serve the million inhabitants of Calgary.
- Getting traffic through is the goal, aesthetics and sound considerations are secondary.

- Property near Crowchild has already been priced to reflect noise and other issues, so there is little need to make this a priority
- Beyond what is already being done with noise walls. I see no reason to focus more on this issue.
- Noise should be continued but it should definitely not be a huge priority
- The issue of traffic noise should be a consideration for future transportation infrastructure development projects, not a general goal for the corridor. Introducing noise reduction measures now would be a waste of resources when additional development of the transportation infrastructure is bound to change the requirements for noise mitigation.
- Road and convenience first, mitigating complaints of noise later.
- Not the most important thing. I live right next to the sound wall at 24th St and sound isn't an issue.
- It's noisy already - it's a huge traffic artery - aesthetics and noise mitigation may have to go down the priority list
- While I appreciate that aesthetics and noise concerns are important, I think that the major goal should be to improve traffic flow and safety for our growing quadrant of the city.
- Crowchild has been a major roadway for over 40 years - it always has been a source of noise and will continue to be so. Sound attenuation walls are in place in many areas along Crowchild and more may need to be built but noise mitigation should not be a major factor.
- While relevant, this is a much lower priority issue than traffic flow as a whole along Crowchild Trail
- the more of a tunnel feel the less cross community linkages seem to be viable, perhaps it is time to reconsider community boundaries and accept Crowchild as the east west divide.
- The noise s/b less under a tunnel concept.
- The main objective of the Crowchild Trail Transportation Study is to look at ways to upgrade travel in the subject area. Any attempt to limit the scope by adding restrictions at the beginning of the study will defeat the purpose of the study.
- Again, I feel short term pain is worthwhile for long term gain - I live across from Crowchild trail in Ranchlands and remember the construction to build train tracks - temporarily inconvenient and aesthetically unappealing but we'll worth it!!!

Strongly Disagree:

- The city should be responsible for noise mitigation only to mitigate the noise to the level that existed prior to the Crowchild being in place. Developers who build adjacent to an existing road like the Crowchild should be responsible for noise mitigation in new subdivisions.
- I live in the Casel building and noise from Crowchild trail is never an issue.
- There are no "current and aesthetically-pleasing ways to mitigate traffic noise". The Berlin Walls, the traffic engineers are in love with, are ugly and not all that effective. There would have to be some real out of the box thinking to achieve this goal.
- In addition to noise impact discussion, there was also discussion in Workshop to minimize the sight impact (the view from properties). It appears that this goal statement is incomplete.
- People bought houses next to a main arterial road, they shouldn't be subject to an upgrade of what is existing for noise impact, unless it's easy and not costly.
- Again, we can't lose sight of the fact that this is a major roadway. Increased noise is going to happen and cost effective means to reduce (not minimize) it should be considered. This objective should read: Reduce noise impacts where practical and cost effective.
- Functionality first before aesthetics. Spending millions of public funds on art work does not sit well with me when we can use that money to expand a land for an example.
- It's a major thoroughfare - noise is to be expected.
- Crowchild trail is a major corridor and it is hard to minimize the noise impact, as I imagine it is already quite noisy from the amount of traffic passing through every day.

- Really? Noise? You live by a stadium. Shut up.
- If you live next to a highway, you live next to a highway, aesthetically-please just sounds expensive.
- Crowchild Trail is a major artery of traffic with so many cars and public service noise impact cannot be prevented and will not be diminished but rather increase.
- Vehicles make noise. The current wall is sufficient. If added a double deck roadway (similar to Chicago) I wouldn't suggest making the wall taller.
- Once again, as a community member I do not want increased noise due to the expansion of Crowchild.
- There will always be noise until vehicles are electric. Use current noise suppression
- It is a major thoroughfare, not a city park.
- It (should be) a freeway. Aesthetics and major roadways do not mix. don't sacrifice transportation goals for something that "looks pretty"
- Just get traffic moving, who cares if it looks a bit worse, I'd rather be flying by it then sitting staring at it.
- Noise should not be a primary concern. Getting people through that section of road is.
- Have no concerns about noise impact or mitigation
- Noise and aesthetics should be an afterthought compared to the need for functional infrastructure.
- As a commuter, my main concern is getting into and out of downtown quickly. Obviously, safety is also important, but the fastest route from A to B is my main objective.
- This is not about loud, it's about traffic flow. Frankly, if we build it high enough, we won't hear it. Follow Portland Oregon I84 example.
- Too expensive, just build the infrastructure.
- Construction isn't meant to look pretty, and it is expected to be noisy. As long as the job gets done, and traffic mitigation doesn't cause accidents and is clearly marked, I'm a happy camper.
- Same as prior.

I don't understand this goal:

- Don't we already do this?
- We all know it is a main road, to me this is less important (though keeping and maintaining current noise walls is fine). It has been a major road for a long time so ...
- Poorly phrased question. Strongly agree: "consider current and aesthetically-pleasing ways to mitigate traffic noise along Crowchild Trail". Disagree: "Minimize noise impacts"
- You live next to a major thoroughfare, so yep, going to be traffic noise. You probably paid less for your residence because of that factor so live with it.
- Don't care. You live in a city, deal with it the noise.
- This is a tertiary goal at best. It's pathetic how this study has played out because the adjacent residents are wealthy and probably have drivers to commute them to downtown. Can you quiet the river noise too? It's too loud and too calming, I need mind irritating traffic noise to sleep soundly.
- Technological change within the transportation industry is rampant. Concerns like noise are being dealt within technological redesign of transportation. As well, with both noise abatement and esthetics, world class design of the corridor will have solutions to both these matters inherently incorporated into the upgrade of Crowchild Trail.
- See above
- Silly hall thinking.

Enhance community interfaces and aesthetics of public spaces, park spaces, and pathways along the Crowchild Trail corridor.

Strongly Agree	x166
Agree	x250
Disagree	x144
Strongly Disagree	x69
Don't Understand	x34

Please explain why you rated this goal this way.

Strongly Agree:

- If you can enhance it why not.
- Crowchild trail is rather ugly
- How could anyone not want this!
- Incorporating these design features help to make Calgary a city that demonstrates a commitment to being a "smart city" - one where people like to live and work. Prioritizing pathways and green spaces is important.
- Once again this is just a logical step if there is any consideration for people.
- I am a supporter of creating aesthetically pleasing spaces, as was done along 16 Ave and Memorial, for example.
- Parks and pathways are good.
- This one is a no brainer
- I feel this softens the visual impact of the corridor. Also, pathways, in particular, should be a safe distance from the speeding traffic to allow for both pedestrian and bike traffic to use them without concern, and perhaps some type of guardrail erected for protection of pathway users. In some areas the pathways are so close to the traffic that a fall or trip could easily put someone in a precarious situation.
- Crowchild is a terrible eye-sore and example of "car first" planning; anything to mitigate this is a step forward.
- Parks are the meeting spaces for communities, and should not be ignored at the sake of a roadway. Pathways should be safe and accessible.
- Additional park space and removing roads right next to the river should be important. Adding pathway connections is also good.
- Maintaining aesthetics is important to maintaining the appeal of neighboring communities
- Accommodating more than vehicle traffic is very important.
- Love the memorial pathway - not feasible on Crowchild maybe but surely more than is already there is possible
- We need to think of the Crowchild project not as a roadway expansion for vehicles but rather as an improvement project for moving people via multi-modes (cycling, walking, transit). Via beautification we will incentivize non car transportation.
- We need green grass, trees, flowers etc. Anything except more cement or we risk living in a cement jungle
- The Noise Barriers need to look good from both Sides and help mitigate noise and pollution.
- I would consider this a fundamental goal on any project of this nature
- Large impact close to my residence.
- This should always be a goal when redeveloping roads.
- There are lots of nice park spaces in and around the communities which makes them nice to be in. Keeping them is important especially if they can be enhanced so they are used more.
- Crowchild in its present condition is an urban scar that shows no thought or pride.
- Roads are an ugly part of a city. Anything that can be done to reduce their negative impacts on the community should be a priority.
- of course

- All residents of the city benefit when these issues are dealt with. Items mentioned in the previous goal apply here.
- Because this project infringes on my living space, at least the city can attempt to make it look somewhat appealing. It still will be like putting lipstick on a pig.
- Crowchild is an ugly road plain and simple.
- Always a great idea
- I live here.
- That sounds perfect.
- As an adjacent resident I would appreciate and use such spaces.
- Increased Vegetation along Crowchild trail should be done in a manner that absorbs traffic noises and also low maintenance. Calgary is a very green city and should be increased. The pathway between 26thave and 24th ave adjacent to the sound fencing has vehicles regularly crashing through during snowstorms, or heavy rainfall. Crash barriers/earthen berms should be placed to protect pedestrians from cars they cannot see through the sound fencing
- Sure, makes sense. But that would also require more space to do effectively.
- Currently poorly done. Would like to avoid the type of idiotic interchange recently built on 17 th ave and Sarcee....that interchange is the worst the city has ever built.
- What's a community without the people? Enhancing community interfaces and public spaces, parks, etc. will promote more usage. A good example is the Oliver Quarry Park and bridge that spans Crowchild to Sunalta School.
- This is a beautiful city, let's keep it that way.
- Aesthetics are important
- I really do not want another urban high speed freeway.
- Would be nice to see it integrated into the community. Versus a giant cement wall.
- Calgary should be thinking and acting responsibly on transportation issues like other European cities and countries. NOT building more roads into the city but considering public transportation.
- In reference to my answer above, trees and green spaces are essential, especially if a noise barrier wall has to be installed. Considering planting trees and bushes along the wall facing the community would help the community coming to terms with the changes.
- Need a win-win solution!
- This city seems to like to build parts with minimal greenspace considerations - look at those new downtown building that take up almost entire blocks WITH NO GREEN SPACE (MOST NEW BUILDINGS NORTH OF 4TH AVENUE) - they should all be like the Canterra building. As for this - minimal infringement on all existing greenspaces - ESPECIALLY THE PARKS EAST OF THE NORTH END OF THE BRIDGE AND NORTHEAST OF CROWCHILD AND MEMORIAL.
- Build a tunnel and allow that area over Crowchild to green space. Show the rest of Canada and the world that despite being an 'oil driven' city, we value our city's appearance and value green space.
- Any time you can improve aesthetics it should be done.
- Generally by limiting or even removing interfaces between the community & the corridor.
- Decrease size of existing Quarry Park?
- Practical and something that should be done. However I'm leery on the vagueness of enhance. Enhance the pedestrian realm like the Flanders Ave. interchange? That's a very creative use of the word enhance. Let's not do that.
- Increase the number of bike/walking overpasses so families can access community centres, parks, schools without risking their safety.
- I agree that pedestrians and bicyclist should be considered.
- It is important to as much as possible avoid creating a barrier to any mode but primarily to walking and biking. Connectivity is the key to a healthy and vibrant community (see Detroit for a counterexample).

- Pathways are essential. Crowchild is a good route to get a lot of places, but right now is just for cars and buses.
- I think one of the biggest opportunities is to make pedestrian and cycling crossings (such as overpasses, bridges) more aesthetically pleasing, safe, and enjoyable to use. Right now, the overpasses (i.e. pedestrian bridge at Sunalta School, 17 ave bridge w/ only sidewalk on north side) are an afterthought from a time when pedestrians and cyclists were not prioritized.
- Safer, better maintained bike paths, sidewalks, pedestrian crosswalks will increase alternative modes of transportation.
- Multiuse pathways along the corridor would be great
- The pedestrian crossing at 24th st is deadly. Better protect pedestrians by designing the intersection in a way that forces drivers to slow down and be more aware of their surroundings. Protective bollards would help protect pedestrians waiting to cross.
- Make it easier to walk to u of c and the C train
- We need bike lanes that get us into the downtown to better take advantage of the bike lanes there. There's currently no direct route to get from the NW/University area to the downtown.
- Active transportation corridors are a nice interface. High-speed automobiles require mitigation.
- There is currently no existing bike path or walkable path along Crowchild trail. Even the sidewalks are rendered useless in the winter as snow plows push snow off of the road into the way of pedestrians. Walking along Crowchild and university drive should be made easier to encourage people to walk to and from places of employment and education like the University of Calgary or Foothills hospital.
- I walk my dog along Crowchild and depend on good pathways to get around it. Having public spaces helps to negate its negative impact on my life.
- The measure of the success of this plan will be how well it integrates and respects existing communities and improves public spaces. Residents will only be encouraged to walk and cycle more if pathways are improved and adapted or even built in the first place.
- Build walking and bike paths along Crowchild so bikers don't use Crowchild trail. I've seen bikers on Crowchild and find it very dangerous for them and car drivers.
- Creating a wide corridor for all forms of traffic - especially foot traffic will help justify the repurchase of land.
- I think that this will make these communities more walking-friendly and safer.
- It should be a major thoroughfare not just for cars...
- Encourage cycling and walking and public transport.
- Crowchild trail corridor has created a wasteland public space by running roadways in the riverbank area. Most city create great urban space beside the river. Instead Calgary has chosen to run a multitude of roadway adjacent to the river with high speed roadways that are unfriendly to non-motorized traffic. Even Memorial Drive is dangerous to cross and have limited access points for walking. many drive 60-70 km/h in the 50 km zone
- As Crowchild cuts through and creates a significant disconnect between the communities on the east and west sides of the roadway significant effort should be made to provide opportunities for connection and alternate mode of transportation, i.e. walking bicycling.
- We are in desperate need of a bike path to link the East side communities along Crowchild to the downtown bike path along the river. It would be nice to have a dedicated path off the roadways to link Brentwood, Charleswood and those other communities to the South of us to the river pathway.
- Calgary is brutal with tearing things down and not worrying about how ugly it looks or how many trees have disappeared. e.g...paskapoo?! Every time I drive through Vancouver and return to Calgary I feel sad that we got it so wrong. Focusing on keeping nature and beauty in our city is important
- Because I don't want our community to turn into a ghetto for the sake of accommodating someone getting home through traffic 5 minutes earlier.

- Public spaces and pathways are what makes Calgary an amazing city to live in.
- Reasoning similar to comments above. This goal would work towards building inclusiveness and connection in the community rather than divisiveness and dissociation.
- make the city/communities something to be proud of and want to preserve
- Supports the goal of preserving the character and quality of surrounding neighbourhoods.
- The neighboring communities need to look at this as an improvement for them.
- Busy roadways R ugly. Just look at L.A. Keeping the city looking beautiful must be a priority. As an inner-city dweller - my taxes are higher than the suburbs. My taxes also seem to be paying for infrastructure in the suburbs. Now traffic going to the suburbs will result in more volume on Crowchild and have potential negative effects on my community. Please keep my tax dollars in my community and maximize attempts to optimize the aesthetics and usability areas for surrounding communities.
- These are the elements that make the South West appealing, human, and livable.
- increasing public spaces makes for a better community and may help with noise control
- This type of work is what makes the disruption and changes much more tolerable and accepted, as well as improving the space overall for ALL citizens who use or pass through it. Avoid the "concrete jungle" that plagues so many other large cities in North America.
- All these enhancements can make the changes made to a community more tolerable.
- It's important for the value of the community as a whole.
- Crowchild functions as a barrier in my community, like an unbridged river or wall. Unlike those barriers there is no reason to approach it, or interface with it without a car. It is forbidding and ugly.
- This will transform the road into a true corridor of Calgary. Improved connections and public realm along Crowchild Trail will change the high-speed roadway into a street that is better for all users and members of the surrounding community.
- I love the city pathways including along the river and believe this is a strength of this area. We want the area to more than just a highway. Both can co-exist and would be of benefit to those that live here especially as we look for ways to maintain a healthy lifestyle.
- While Crowchild badly need to be improved, the adjacent communities need to look at it as a net benefit to them. Those directly adjacent to the corridor and those with properties that will require annexation are obviously never going to be satisfied, but the offer to the rest of the communities has to be good enough to overcome this.
- There are some awkward and largely forgotten areas along Crowchild trail due to the busy-ness of the road. Again, community gardens and public park spaces and pathways are a fantastic solution.
- The community of Scarboro has a unique history, character and strong aesthetic. It must be maintained or enhanced in any contemplate strategy otherwise property value will be further eroded and the community negatively impacted.
- Having studied urban geography at university many moons ago, Calgary was held out as being very progressive with their traffic corridors and green spaces. That forethought is what has allowed Crowchild to be widened once since I have moved here and allowed the LRT to be installed with minimal impact.
- Public spaces, park space and pathways are crucial to community. Moving cars from distant suburbs is not crucial to community.
- We spend a lot of time outside and would love to see the community spaces enhanced.
- Make it a pleasing area for walkers/bikers to use to commute as well
- Important as it minimizes the noise and livens up the space. Shaganappi Park is a great example - beautiful space that is very much used by pedestrians and bikers along busy Bow trail.
- increasing public space and green space is one of the most important factors in creating a vibrant, liveable city for many demographics to enjoy

- Public spaces can tend to become neglected and garbagy. If they are attractive, people are more likely to use them.
- Although we have a beautiful city, often in the past I believe that little thought has been given to big picture planning as witnessed by the current messes along much of the river in the west end of the city. Let's ensure we consider the entire community and quality of living here.
- I can't believe the waste of prime land in such a beautiful corridor. E.g. on the south west of the bridge over the bow there are rotting vehicles right next to the path and the river. Look at how overflowing Edworthy is with people pick-nicking. The demand is there for sure. The paths need to be designed to reduce cyclist and walking conflict. A growing number of people want to cycle commute and 20kph is a ridiculous limit wasting time and prohibiting people getting a proper workout.
- If vehicle traffic, pedestrian traffic and cycling traffic are to co-exist then the options for them ALL need to be well planned and well designed. Pathways, resting spots, lighting, materials, plant material, and entry points for human scaled experiences are going to be key to the success of this corridor's edge and its successful integration with the neighborhoods along its edges.
- Some of Calgary's oldest communities are along Crowchild and care must be taken to preserve them and the lifestyle of those who chose to live in them. They must not be sacrificed for the benefit of commuters who chose to live outside the core.
- A well designed free flow road will require a buffer to improve its flow and safety and to protect the ability of the bordering neighbourhoods to be communities, with slow moving streets, public spaces, sold canopies of trees and shrubbery.
- Simply do not encroach on the public space between Upper and Lower Scarboro Districts or affect negatively Sunalta School an integral part of the whole. Incipient expropriation is already in evidence
- We have to make inner city living in Calgary desirable.
- These are partly with the fine neighborhoods. The problems of living close to major roadways need to be mitigated so that residents can enjoy their community.
- These types of areas enhance the living experience of all residents and encourages community growth and spirit.
- Aesthetics of Communities affected by the changes should be considered.
- Our green spaces should not be given up for more lanes of traffic. Evergreen trees and landscaping are a wonderful and oxygen producing way to help reduce noise (as I have already mentioned earlier).
- The inner city communities are the most desirable places to live, highest tax base for the city. Improving the aesthetics of these communities serve to engage that appeal. Furthermore, beautification of public spaces increases use, and reduces crime. These are important considerations in inner city re-development.
- Calgary needs to focus more on lifestyle. A euro centric lifestyle will drive more and different industries to the city rather than just relying on oil and gas. This has to be a destination city like Vancouver or Toronto. Not just a place where energy jobs are located and where the perception is cold cold winters.
- Community signage and well thought out access areas to make the journey along Crowchild more enjoyable and inviting.
- This is a reasonable objective for any modern City. We should always be looking for ways to make our City more "Liveable"!
- Make the drive enjoyable with trees.
- The corridor right now is treated as a freeway despite the fact that people live immediately adjacent to it. It needs something.
- The interface between communities and Crowchild Trail are the fragile portions of these communities. If these interfaces erode or are badly handles, the communities along Crowchild will shrivel and very likely die. Public spaces are used by the whole community and are the necessary buffers between the Crowchild traffic corridor and the soul of the community.

- In order to improve the liveability of the area surrounding the corridor.
- Already this expansion seems a foregone conclusion. It seems like very backward thinking to encourage more single driver traffic and to make the inner city residential areas less pleasant and safe places to live. As a parent, I'm already concerned by the speed at which cars travel along here and cut through the neighbourhood. Inner city communities are under served by parks and recreational facilities. Let's do something sustainable and green.
- Are there any? Of course those who live in communities will have a more enjoyable living experience with more public and park like spaces, especially if it separates them from noise and dangerous traffic and provides, I hope, a route of pathways along which they can walk and bicycle. It would offer - simply put - a higher standard of living for communities along Crowchild trail. Enlarging the lanes on Crowchild will make it less possible to increase park like spaces along Crowchild.
- As above, do your best, but not the single most important goal
- More motherhood. Who doesn't want a nicer park? But not as a trade-off to demolishing private residences.
- None
- Yes, these topics were discussed as noted.
- Who wouldn't agree until cost is added as a consideration.
- The neighbourhoods affected should be able to get in and out of their communities as easily as they can now - and get onto Crowchild or other roads as easily as they can now.
- See above
- Again I think we are looking for an assessment of value for our tax dollars. In the end these sort of questions should help understand the degree to which the public values their entire city not just their commute time.
- same answer as above
- nada
- Same as above.
- See above answers
- I want the solution to increase land value, not take it away.
- The corridor is wide enough now, make use of current setback if more space needed.
- See above.
- See above
- See above
- No brainer....

Agree:

- Not my biggest concern, but would be a nice thing - especially for the people who live in the area.
- if possible this is a "nice to have"
- Well, Crowchild is currently pretty ugly. It is a road, so it's not going to be beautiful, but there should be some effort to mitigate this.
- I am actually not that concerned about the public spaces and pathways - but I don't disagree with this statement either. The questionnaire should ask how important this goal is to each participant.
- Parks and green spaces are nice but not crucial along the corridor.
- always a nice to have
- After you fix the road, sure. Throw a few trees in there.
- More parks way be good but not essential
- This would be a nice to have not a need to have.
- If this can be achieved without detriment to the major purpose I agree.

- Parks spaces east and west of Crowchild south of river are basically dog parts as is. Whatever.
- Within reason.
- Change should leave the disrupted are more beautiful than before.
- The river corridor is important to all Calgarians. This should be done without impacting travel along the corridor.
- Again, keeping people healthy and happy is an important role of any project in the city. Dollars spent on this goal are well spent.
- If we are putting a major thoroughfare (which is what I think Crowchild should be) through a community, we should be looking at ensuring it is not an eyesore.
- Yes, you should be able to cross the street in places with your feet or with a bike.
- I agree it makes sense.
- Why not take the time and do this while we're at it.
- Why wouldn't you if time and money permit
- no sense turning it into a black hole
- It is already ugly and noisy. Get people out of the "I only drive through" to a mind frame where they see the city as a connected community.
- good idea
- When fiscally responsible choices can be made, it can make a difference. Staring a concrete wall isn't all that fun. Adding things to the walls (like the Glenmore underpasses and their fish) can make travel nicer.
- Parks and pathways make it nice for people
- seems like the fair thing to do
- this will help sell it
- Once again, this concerns me because I use the pathways and public spaces along Crowchild and they're very valuable to me. Keep it looking pretty, guys.
- Enhancing aesthetics is a good thing
- Agreed, do it right off the bat, particularly near the river.
- This road is actually not that bad looking compared to others. If you are looking for art embellishment direct the money towards beautiful architectural design and beautiful materials.
- While I less concerned with aesthetics that fall outside the scope of this project, interfaces with the corridor should be considered so that they are executed in a thoughtful and careful manner.
- Yes, this will provide the space and setbacks needed for scalability for future growth of the corridor.
- I agree with this
- This is an important challenge, as providing access to cyclists and pedestrians along/across and over/under Crowchild trail will be an important long-term indicator of success. It will be difficult to achieve this goal with simply a bigger/wider at-grade road in the studied section, especially considering the tie-ins to the key river pathways.
- The community areas off of Crowchild from 17th Avenue SW to Glenmore Trail are hidden almost completely from the corridor when driving. There is also almost no way of walking from one community to another just west of the Crowchild corridor. I have tried! Not a good experience. Anyway, in a city I think the corridors should invite those driving into and out of communities that are along the way, not wall them off from each other.
- Beautify. Don't make it functional and ugly.
- Staring at cement, anywhere, is not usually that appealing. Green walls and natural plants and materials are esthetically nicer and are better at decreasing sound
- agree
- Consistent with current City of Calgary goals.

- This is an area where the neighbourhood is an extension of your home. Often one buys in a high density area to participate more in the community. This helps.
- There should be some green space between Crowchild and Scarboro.
- The trail will always be a barrier to flow across but not taking away green space is important
- I believe that it's important that public spaces look good, for both the people who live in the area, and those who travel through it.
- Sounds good.
- Along the Bow River, the parks should be mitigated for their users... parks away from the River are just "green buffers" and not used by the community.
- It really doesn't take much longer to make something aesthetically pleasing as it does to make it ugly
- Again, this can all be easily engineered into the overall plan
- Bring nature back as much as possible.
- On the east side of the wall there is very little that would be called aesthetically pleasing or park spaces. It's an eyesore.
- If you compare Calgary to other locations, like Kamloops or Longmont, Colorado, the boulevards and interfaces are picturesque. All we seem to get here is some industrial aspect with little appeal and no mother nature to soften the hardscape details.
- Rather than spreading seldom used park and public spaces everything, focus resources and time on more functional, pleasant public areas.
- Who doesn't like beauty? The only concern I have is the current fad of removing vehicle lanes (traffic calming) as a way to impede movement and discourage roadway use. As well, Crowchild Trail is a primary high-speed, high-volume roadway and therefore direct interaction with cyclists and pedestrians should be kept to an absolute minimum for everyone's safety.
- Why not - we pay give taxes for ancient arenas and molding schools while the suburban areas get increases services, and push their traffic issues into our neighborhoods.
- Gives a character and curb side appeal to the neighbourhood.
- Like who would disagree with this goal? Only a mean person.
- Traffic corridors need not be ugly
- Of course I would like for the public spaces along Crowchild Trail to be aesthetically pleasing. I'm not sure there is a need to redo all parks and public spaces along the corridor. Glenmore Trail is a good example of aesthetically pleasing concrete walls.
- There are aspects of the project that will be difficult to accept, If the project results in some nice green spaces, park areas and pathways it will help to make it more acceptable
- This is important in preventing the areas around the corridor from looking trashy or becoming derelict.
- Aesthetics should consider cost of maintenance- grass isn't necessarily the solution!
- We want to make Crowchild apathetically appealing
- It's a nice to have. Especially bow east to Crowchild north. It's really ugly in there.
- I agree somewhat, because community interfaces and aesthetics are important. However I'm not asking anyone to come in and change my neighbourhood, or to have other people decide what counts as an aesthetic enhancement to a place I have chosen to live in because of what it's already like. If you are going to change something I want to have a big say in what that is.
- This should be normal practice in this type of projects.
- Decreasing noise levels adjacent to Crowchild will increase use of public spaces adjacent to it.
- Parks are nice. Calgary needs more aesthetically pleasing public spaces.
- This will of course be a long term benefit to the project
- The project should improve both traffic flow, and the city's image.
- A major component will be crossing the river and the river is one of Calgary's amazing features

- The area coming out of Sunalta and near the train tracks is ugly.
- Plant some shrubs and trees as has been done in the past, works fine.
- it's a bit vague, but generally good goals
- Community interfaces and aesthetics are two separate issues. I do not agree that the community interfaces need to be "enhanced" (presuming you mean functionally) but I do agree that the solution should be aesthetically pleasing.
- Bike trails may be necessary.
- Enhance pathways and pathway access along the corridor to enhance travel by means other than cars, such as bikes and walking.
- In my case this might help me in non-winter months commute via alternatives to a car
- The area is not friendly to pedestrians or cyclists and is quite ugly.
- Crowchild is an important connector/link to many parts of the city and enhancing spaces, especially pathways like bike trails and transit corridors, would encourage more sustainable modes of transportation and not just cars.
- In particular, the existing bridge does a reasonable job of integrating with the Bow River pathway/park system. This approach should be maintained.
- Pedestrians need to get around too. It only makes sense to create pedestrian travel corridors that use this right of way also. Considering that pedestrians and cyclists are the two most dangerous forms of travel per billion kms travelled, it is important that we consider the way that pathways and other public spaces interface with neighbouring communities.
- It is very appropriate to consider cycling paths also when building a new roadway through this area. Every bike on the pathway is one less car on the road or one free seat on a bus. :-)
- As long as the communities keep access to pathway system, no problem.
- pathway connectivity down Crowchild would be a bonus, but there are other options if the corridor doesn't have room
- Cycle and walking paths going the length of Crowchild would be greatly appreciated
- The Crowchild corridor has a very small amount of park & public space, however enhanced pathways would be of value for bicycle, pedestrian commuters etc.
- Pedestrians and bikes fit into the system that is Crowfoot. They need to cross safely, and be able travel while minimizing their impact on traffic.
- Really hard to get from the NW to downtown on bike.
- Calgary has done a good job of beautifying the city. Adding more park space is never a bad thing. Also, more pathways for pedestrians and cyclists would really benefit getting around town more easily.
- Currently Crowchild acts like a barrier. While there is good access along the river pathway (walking and biking) there is limited ways to "cross" to communities on either side if you are walking or biking
- If you can make it easier to bike/walk, then try it.
- I was surprised in the first Crowchild plan that there was no provision for public transportation in particular. If Calgary Transit has adequate cross town service (more than the #20), maybe some of those motorists would be on the bus. Pedestrian pathways, particularly over the highway should be a priority.
- Make it look nice, not just another ugly road like MacLeod Trail. Try and make the adjoining areas friendly for walkers and cyclists.
- Any changes should not hinder access for local drivers, pedestrians, cyclists.
- Help promote and gain support of local communities
- Beautiful public space is always a worthy goal of any enlightened community.
- It seems lately that a lot of green space within the City limits are being developed. I understand that we are trying to lessen the urban sprawl, but the green spaces within the City are unique. We need to keep these green spaces. Also, some of these green spaces are being developed within already high traffic

volume areas, therefore just increasing the volume of traffic. Developers should be contributing more to infrastructure prior to building.

- A buffer zone of green or park space would appease many of the local community people who oppose large volumes of traffic driving through their communities daily...
- just because a major road nearby doesn't mean it has to negatively impact communities
- If the Albertan population is as fat as the statistics say, may as well add as much motivation to get people out and moving.
- Enhanced community interfaces and aesthetics of public spaces, whether they are parks or pathways, tend to increase pride in the area and an overall willingness to help in the upkeep of those areas.
- Every resident wants a livable, walk-able community. Pedestrians and cyclists should be able to navigate the area feeling safe and if possible, surrounded by nature.
- Maintain the charm and feel of an established INNER CITY neighbourhood. We have to remember that this is the Inner city.
- These areas should be aesthetically pleasing as Crowchild is one of Calgary's major routes, and again, it is important to mitigate the negative effects on the surrounding communities.
- It is only fair that the adjacent communities should have mitigation measures to affect the less beneficial consequences of their proximity to this important corridor, including one that will carry more traffic in the future. Furthermore, the cost to do so in a reasonable way is not prohibitive, in the overall scheme of things.
- People are living near Crowchild Trail. They benefit from parks and bike paths. The changes that could be made to this area might significantly improve the aesthetics, so that more people would benefit from the bike paths to and from the Bow River.
- To promote the mental and emotional wellbeing of all concerned with the area.
- The quality of public and park spaces is a significant boost to community cohesion and quality of life and should be enhanced where possible.
- Because we live here and should do everything possible to have a nice looking city - not just concrete and glass.
- Again, this road was an "interloper" when it was built so it's up to it to fit in nicely with the neighbourhoods it dissected and disrupted so many years ago. It certainly divides the area.
- It's important to make sure that the area can be enjoyed and utilized by all the citizens of Calgary and not just be functional for cars
- This needs to be done for all of inner city Calgary, not just for the communities along Crowchild Trail.
- To keep up the property values of our homes. The area should be kept aesthetically pleasing
- This is also a good investment for the city - we want a beautiful city for the population now and in the future.
- Public spaces and pathways increase interaction in a community and enhances neighbourhoods.
- We need to keep the green spaces we have and to make them look nice to provide the citizens a good feeling as they move throughout the city.
- Not just a transportation corridor, keep area a desirable location to live.
- This is an important goal, but not as important as those that preserve the integrity of the communities.
- Important to the neighbourhoods affected.
- It would be nice if, considering the impact that Crowchild has on the aesthetics where we live, it would be nice if any changes could create a more pleasing environment.
- Not as important as the other goals
- This is a motherhood statement which is of secondary or tertiary importance in relation to removing the current bottlenecks
- I don't think this is as important as the other goals already mentioned.

- Integrating the community with Crowchild might be a good idea. However, traffic speeds are too high and the number of lanes on this road make it incompatible as an acceptable interface. Cars are bad neighbours.
- Yes, but again, the roadway is the priority, and the community has a river walkway and park immediately adjacent to it.
- Not a top priority. This is about Crowchild expansion and not about green spaces. Don't let the politicians buy peoples support with promise of cheap parks. Proper expansion is the main issue here.
- When possible, yes, but moving more vehicle traffic through those communities is first priority.
- Crowchild needs to function first and as a secondary consideration it needs to visually and functionally tie to adjacent neighbourhoods.
- This is important, but not at the total expense of efficient traffic movement.
- Where possible
- It's good; on west side of Crowchild between 7th and Kensington nw, there are nice spaces. However, efficiency of the corridor and viability of the project should precede in terms of priority.
- Again, nice but the emphasis should be on improving traffic flow
- Want a road that isn't ugly but traffic flow is highest priority
- Always great to improve aesthetics. However, traffic flow must take top priority.
- Where possible only.
- I agree as long as the primary goal of flow through traffic on Crowchild is preserved, this can be done in a cost efficient way and there is no minimum spent requirement akin to the public art fiasco.
- Of course you should assess if any improvements can be made to the paths and public spaces, so long as the priority remains focused on an efficient roadway.
- Once the road is widened.
- A less important goal to me, as long as routes to the river are safe they don't necessarily need to be aesthetic.
- Where possible, make public, Park spaces appealing, but it is not critical in my opinion, to the success of the overall project.
- This is slightly less important to me - than existing footprint and noise reduction. I don't currently utilize any of the existing public space along the Crowchild trail corridor.
- Where possible. No one says that upgrades need to be ugly
- Minimum damage to communities should be a major consideration but the overall functionality has to be kept in sight.
- Mentally soothing, but ultimately, cost constraints may limit this. It would help property value and reduce visual pollution if appealing to the eye.
- If the cost allows.
- Where feasible this makes sense but it should not be the primary goal.
- I agree to some extent, but aesthetics take a back seat to efficient and effective transportation, particularly in this short and critical stretch
- Again, aesthetically pleasing without over spending... no ridiculous expenditures... but improvements including park spaces & pathways should be included.
- There could be some nice walking pathways or bike paths (NO BIKES SHOULD BE ALLOWED ON CROWCHILD) it will enhance the neighbourhoods impacted. I do however strongly believe that costs should be minimized. I wouldn't want to hear about multimillion dollar art projects when people are being laid off. There needs to be an appropriate balance. Maybe something simpler initially and additional dollars can be spent later.
- As long as it's within reason.
- Only if this can be done within the project budget and land allowances.
- Enhancing aesthetics is important but it should be done in a cost effective way.

- Agree but again traffic flow is the primary purpose.
- This is somewhat important, but less important than other considerations.
- 16th Ave. corridor improvements were well done in this area.
- See question #2
- Apply at least some of the "Complete street guidelines" or get rid of them.
- Again, Edmonton has done this as it widened roads - BUT, they bought out the private property next to the road to do it. They have done an excellent job with the likes of 109 St by the University and 100 Ave in the west end. Talk to their traffic engineers and see how they have done it.
- Just watch the cost
- N/A
- Again, I agree because this is the situation we allowed ourselves to get into. If the adjacent residents and business owners can accept some 'enhanced' interfaces and aesthetics on the roads paralleling Crowchild, as a trade-off for some of the likely losses of direct onto Crowchild access that a true Goal#2 improvement could provide, then let them have it!
- Need a Crowchild Trail south access off of Bow Trail.
- We should be encouraging more people to walk, cycle, and to enjoy the neighborhood rather than encouraging a "vehicle-first" culture.
- As long as it's low maintenance
- Neutral
- Because Crowchild has many parallel interfaces and entrances along the route in question, adjustments to these parallel roads could be utilized to alleviate some interface problems. By using these, public spaces, parks and pathways may be changed slightly.
- Expand the road and build a new public pathway.
- Please see above answer.
- I agree
- no
- No additional comments
- Traffic patterns in surrounding communities are important, but the biggest problem is the Bow Trail North interchange for the morning rush hours. That really needs to be improved.
- See above
- Make it easy for everyone to use the corridor.
- No comment
- Nothing additional to add
- Again, obvious

Disagree:

- While nice to have, this is not a need at this point.
- Enhance pathways, sidewalks and parks. I am not in agreement with the public art policy with some of the creations created around the city to date. The blue ring on Air Port Trail being one of them. I do like the Tuscany art display at the Transit Terminal.
- Currently there are concrete walls on both sides of several sections of Crowchild. You should accommodate public spaces & park spaces as much as you can. Having pathways along the corridor should definitely be part of your design.
- There is already bike lanes going up to Foothills Hospital, and 10st
- The area looks pretty nice already. This sounds like a bargaining ploy in order to get it done.
- Existing paths and infrastructure should be left as is. If it isn't broken don't fix it
- There is no need to enhance these features, the current infrastructure is more than adequate

- It is pretty good right now.
- I believe the goal should be to maintain these spaces but not necessarily enhance.
- In interest of cost savings, current aesthetics are fine as is.
- The existing sidewalk down from St Andrews to 5th Ave is currently fine. Just needs more frequent pruning and garbage clean-up.
- I think the public spaces and park spaces are fine the way they are. My concern is moving traffic more efficiently while not downgrading public spaces and parks.
- should not be a priority, if communities wish these spaces enhanced set up a community levy to pay
- I don't think park spaces should be considered with the crow child study. The park spaces are a city and community responsibility, not a transportation issue
- Losing site of the goal again.
- Largely a waste of time, let roads do their thing and parks can worry about the aesthetics
- Totally not necessary. It's a major road. No one expects it to look like a park.
- The main objective of the Crowchild Trail Transportation Study is to look at ways to upgrade travel in the subject area. Any attempt to limit the scope by adding restrictions at the beginning of the study will defeat the purpose of the study.
- This is a "Crowchild Trail" study. It's not about parks, public spaces, or aesthetics. Your goal should be to build a better freeway with better access from surrounding neighborhoods. While you should make every attempt to leave existing parks and public spaces intact, you probably shouldn't build more - building them next to the freeway would be a silly idea, and you shouldn't be venturing into surrounding neighborhoods.
- A noble goal but one that will balloon the costs of the project. This can be done after.
- I would think this should be the responsibility (which should be supported) of the communities along the corridor, not the project. If it affects space that should be considered with the community.
- The focus of this project is to enhance traffic flow and minimize congestion. this should be a separate issue
- This is simply beyond the scope of the project and will inflate costs beyond what is reasonable
- Public funds do not need to be spent on enhancing aesthetics of Crowchild trail
- Funds should be used towards functionality of our infrastructure, not parks and pathways.
- Maybe as another project but if it isn't really ugly it probably doesn't need a fancy entrance. See how much the actual expansion or whatever costs, then maybe consider this.
- This has nothing to do with traffic flow between the south side of the river and 24th Ave NW. If you're talking complementary bicycle/pedestrian paths then fine but what green spaces, etc. could possibly be included without expropriation - which is the major reason why this process is occurring in the first place. There's an escarpment all the way to 29th street. It's a huge green space that's hardly used and farther from traffic. Why try to make this project more complicated than it already is?
- Parks issue
- Not important to me.
- This could be a secondary goal but should not consume the project. The primary goal is to improve traffic flow along the corridor. Pathways over the corridor are probably the most important element to this question. Parks are nice but not necessary.
- This should be a generally accepted practice for architects and engineers when planning upgrades. It probably doesn't need to be a specific goal for the overall upgrade plans.
- Don't think this is important
- Let's worry about the issue at hand before we start talking about ancillary enhancements. Maintain: absolutely. Enhance: later.
- I don't enjoy parks along busy corridors, I don't agree aesthetics should be a priority. The money is better spent elsewhere

- Shouldn't that be a priority after the corridor flows better?
- There are great bike pathways already. We do not need to prioritize this goal.
- This is not an important part of the progress that is required.
- I think there is a lot of park spaces near most areas on this section of road and we really need to address the huge traffic jams and not look to make this pretty and full of green spaces. It's replacing and improving a current road
- If enhanced community interfaces means inner city community friendly intersections and such, then yes. As for parks, pathways and such, no. The corridor's purpose should be to move vehicular traffic in a cost efficient manner that is respectful of the need for inner city community's growth and vibrancy. Parks and pathways have been, and should be dealt with by other means. The corridor should be a financial boom to Calgary: do not hinder with unnecessary financial liability.
- Nobody wants to walk down Crowchild. It's for cars, not people. Save the taxpayers money!
- It's a major traffic thoroughfare. No one expects a playground or soccer field to border on Deerfoot Trail or the Ring Road... Crowchild should be no different.
- Crowchild is mainly a vehicle corridor and it wouldn't make sense to spend money on this when these things could be built in more accessible areas.
- The city has lots of parks. These parks along the corridor will already be hindered by expansion, it will be hard to cover more important priorities while also trying to maintain aesthetics and parks. This is a roadway...
- Pathways are important, but I don't think that parks and public spaces are really needed right along Crowchild. It is a highway.
- Parks are not needed beside a busy road.
- There is only 1 park space that I know of along this section of Crowchild Tr - located at Crowchild and Kensington NW - and it is so small that I have never seen it being used as a park space so I don't see the need to spend money on this. No one is going to sit and relax along a major roadway like this. The money would be better spent enhancing parks within the bordering communities.
- it's right beside a highway.... do these things in other areas
- I am not sure I agree that Crowchild trail should include any pathways. There are other areas where pathways would be better suited.
- Crowchild is for vehicle traffic NOT for bicycles and pathways!!!!
- Park spaces - yes. We should NOT be putting bike and hike trails next to large roadways. The exhaust of tens of thousands of vehicles has to be harmful and even more so for people who are exercising. The bike paths need to be away from the thoroughfares.
- There do not seem to be many public spaces, parks or pathways in this area that are used for recreational use.
- Obviously interchanges cannot be an eyesore, but the Crowchild corridor is not used as a "public space/park space" by City residents (I suspect mostly due to the fact that it is not flat, like the Bow Valley). Spending extra dollars to make the Crowchild corridor "park-like" would be an inefficient use of park-designated dollars. Possibly some bike commuting lanes along the corridor would increase safety/efficiency of North/South bike commutes, but it is unlikely runners/walkers would use.
- Let's move traffic and have aesthetically pleasing places further in the communities.
- Crowchild Trail does not need parks or pathways along the corridor. It is a highway and pedestrians and bicycles should be kept as far away as possible.
- don't see any public spaces that are useful along Crowchild trail currently
- This is a major roadway - parks along such a major roadway are not compatible. To the extent that provisions are made for bike traffic, it needs to be on pathways separate from the road.
- When I consider where I would like to sit on a bench, a vehicle-transport area is not what first comes to mind. Public spaces in the immediate area increase risk to pedestrians, cyclists, and vehicles. Why would

we intentionally suddenly decrease the flow of traffic and safety when we could put it a bit further away and have a gradual decrease in traffic flow with a more aesthetically pleasing recreation space?

- This is a low priority for me. Parks along corridors require a lot of expensive maintenance. Generally it's noisy so why would anyone want to go to these parks?
- There are other locations where public spaces can be enhanced. Public / park spaces along a busy traffic corridor are not ideal for any user.
- This is not an area worth investing dollars as a beautification project. Aesthetic concerns are less of a priority vs moving people in and out of downtown and across the river.
- These are minor side issues that detract from the primary goal of moving traffic on the Crowfoot Trail. Public spaces, parks and pathways do not need to be associated with this project.
- Less important. Crowchild needs to be functional
- It is a fast moving road, and should be one that traffic is not sitting on. Will people really have time to spend looking at the aesthetics of public spaces, park spaces and pathways when they are flowing freely on a newly updated Trail?
- If park space needs to go to accommodate the new roads, that is ok since it could be made up with other green space in the community.
- I do not care how it looks just get the traffic moving better
- There is much green space in that area. Improved thoroughfare trumps looking prettier. The amount of time each Calgarian spends idling through this corridor hurts there economy of this city.
- Using Crowchild as an expressway type of travel space does not require community interface in the sense of park spaces and pathways. People and bicycles should be restricted to access through the community and not a major artery like Crowchild. There is no parking access from Crowchild and pedestrians should be restricted.
- Focus on the roadway. Obviously people will still need to be able to cross over or under the road but maybe look at enhancing these areas after or separately.
- If the whole goal is to expedite traffic along Crowchild trail and increase traffic flow, then there should be no parks or pathways next to it. It isn't safe. Anything of that sort should be behind containment systems to allow for public safety and maximization of traffic flow.
- It's not necessary....it's supposed to be a major roadway. We have lots of green spaces already.
- I suggest to give priority to the right-of-way of the new Crowchild Trail. If public areas, park spaces and pathways can be enhanced or at least kept intact, that would be good. However if any of them have to be removed or moved it should be done in order to achieve a successful result in terms of transportation ability of the new corridor.
- I believe the first priority should be the traffic. If changes to Crowchild could lead to drastic changes to greenspaces or other public spaces, then this should be revisited.
- Travel flow is the priority.
- Functionality of the road way and preservation of the communities is more important- walking/ running along Crowchild is not the norm as there are many better routes available.
- Can be done in time, but the proper infrastructure is more important
- Make the road work before you worry about aesthetics.
- It's a highway corridor. just make it function
- It is a major thoroughfare, and ensuring free flowing traffic should be the priority.
- Use it for a road, not an art gallery. Roads are pretty enough.
- The problem isn't aesthetics. The problem is function.
- Crowchild is mainly for cars- worry about this main fact first
- This is a major road and that should never be forgotten
- Only where directly part of this effort. Focus on getting the volume through as first priority. Incorporate aesthetics into design rather than as a separate goal.

- The focus should be on the development of transportation infrastructure, not enhancing aesthetics of public spaces along the corridor. This issue would obviously be considered in any projects that go forward, so why bother stating it as a goal at this time?
- I would agree but the City of Calgary is, typically, not very good at this. 16th Ave NW was a waste of time and money judging by the final product/outcome. Memorial Dr. upgrades fared no better. (Not to mention that ridiculous looking red 'Chinese thumb-trap' bridge along Memorial Dr. that City Council paid waaay too much for. LOL!) Build a new bridge over the Bow River, no matter what the cost.
- Functionality is more important
- this is not the goal of getting people around easier...the city does nothing to enhance the parks on the corners along Crowchild already...let us not waste more money on time...get rid of the parks.
- The most important thing here is to fix Crowchild Trail, anything else can be done at a later date
- Not important for traffic flow ...
- While not a bad idea, I'd prefer money be spent on functional updates before aesthetic ones.
- No disrespect but let's fix things before adding lipstick to the situation. Fix it once and fix it right.
- Traffic flow is key!
- While community interfaces and pathways are important, improvements to the road corridor should not be negatively affected by them on such a major thoroughfare.
- The main focus should be to improve the traffic corridor and to minimize the effect on surrounding communities. Traffic moves too quickly to appreciate many public spaces surrounding the corridor.
- Any leftover space needs to be used for Crowchild.
- The main objective and focus should remain on streamlining traffic flow, not on community parks and pathways.
- Treat this corridor as a transportation corridor and reduce the desire to appease every stakeholder in the re-design of the corridor.
- The priority must be efficient and effective North-South traffic flow as this is a main artery and vehicle traffic must be the priority item.
- There should be reduced access to Crowchild. Eliminate the remaining traffic lights and bridge traffic should be continuous 3 lanes each direction! In addition to the 3 lanes [each direction], expand to improve merge & exist lanes. Should you wish to meet the above goal you will need to engulf ~ 1 block on either side of Crowchild for appealing 'park space / pathways.'
- This could be a secondary goal but it is after all a transportation corridor for vehicle traffic. Moving traffic should be the primary outcome.
- If the noise doesn't decrease I won't be using any public spaces. The city has done a good job of providing green spaces in the corridor and yes they could use improvement but are not at the top of my list. People use the corridor to get around not hang around. It still won't create the illusion that we are not right on a freeway. The cross over bridges on Crowchild are hostile towards people who need mobility.
- Don't really care. Enhanced is better than not enhanced but low on my priorities vs. expansion.
- There may be some areas in Calgary that simply need a free flowing infrastructure regardless of aesthetics, public spaces and pathways. Deerfoot and Stony Trail are good examples. And although Crowchild doesn't have the same "freeway" aspect to it, it does move a massive amount of traffic. Practicality needs to take precedence to aesthetics in this case.
- As with above, while important, not a major goal.
- I don't feel that this should be a priority in the planning stages as of right now. That is not to say that I totally disagree with this statement. I think there is some value to it. However, from a budget standpoint, I think this should be put near the bottom of the list.
- While such interfaces shouldn't end up significantly worse off due to the project, adding significant costs to a roads project to improve aesthetics witching communities does not seem appropriate. Certainly

such projects can be proposed under different domains within the city (e.g. Parks), as follow-on projects. It is important to upgrade Crowchild, and adding costs which could endanger the project going forward would not be acceptable to me.

- Although I do not want to live in a "concrete jungle", I don't think we need to spend millions to add what is often highly criticized art to the project. I believe that green spaces are necessary, but only to the extent that they will be USED and not just become massive dandelion fields. For example, the flowers on Hawkstone Drive NW at Nose Hill Drive NW are beautiful, I'd love to see more beautification like this all over the City! Enjoyed by all who pass it.
- Remove all distractions from Crowchild traffic flow, i.e. stores on the east side heading north on Crowchild from Kensington, seal off access on 2 Ave etc. removes all community traffic issues
- There is no room for additional park spaces and pathways without property acquisition.
- Wouldn't this mean taking away road space?
- There are numerous public areas along the corridor which are underutilized, beautifying them might not be the appropriate approach. Consider the routes non-vehicles have to use to get to the corridor.
- There is not many parks to begin with.
- I am not sure we can afford this,
- Go high with the road and let the community spaces stay as is
- A road can only be so much aesthetically pleasing.
- Too much effort for something that will not be used
- N/C
- May need excessive amounts of additional land to accomplish this.
- This goal indicates predetermined changes/ plans have been developed already as enhancements are only required if changes to the current footprint are completed.

Strongly Disagree:

- Crowchild is an eye sore. The expansion should be on the West side where there are dilapidated old buildings, the Co-Op liquor store and the little strip mall that houses the pizza dive and 7/11. Those establishments do not fit within the community and congest traffic even further. Making the entire area more aesthetically pleasing and accessible should absolutely be one of the goals of this project. There are multi-million dollar houses surrounding the road, the community should fit that.
- It should be a freeway. No parks required. There are beautiful parks in Hillhurst and the wonderful river pathway nearby. These are sufficient.
- You are building a road, the existing communities have public spaces and park spaces. Do not drive up the costs by expanding scope outside building the road.
- I do not think that a reconstruction of a highway has anything to do with public/park spaces. Including enhancements to these in this plan is unnecessarily increasing the scope, and budget, of the project.
- This has nothing to do with fixing the corridor. If people want to improve their local parks they can do that through their community association fees, not through the infrastructure funding for this corridor
- The purpose of Crowchild is a road. I don't care how pretty it looks. The parks and public spaces bordering the corridor should be a second priority and left in the hands of the community users of those spaces.
- The primary objective of the corridor is for vehicle traffic. These items should be very secondary.
- People should not be distracted while driving along the corridor. Money could be spent elsewhere
- waste of money
- 16th ave still looks run down and dingy, so why waste the money? Maybe it's an execution issue (on 16th ave) but nothing gives me confidence the City could do any better -- wait a minute -- unless you could make a freeway look like Memorial. Love that street aesthetic.

- This is a major traffic thoroughfare and the emphasis should be on traffic flow and noise mitigation. The aesthetics of public spaces, parks and pathways should not be a primary concern.
- Please keep in mind, Crowchild trail is a major thoroughfare, it is not a city park or walkway, nor should it try to be.
- More political bumpf! Isolate the noisy corridor and enhance the internal community parks!
- the road side pathways are not pleasant... e.g. along Bow Trail.... routes for pedestrians and bikes that have maximum from the traffic noise / separation from roadways is a better option for non-vehicle modes
- Crowchild isn't meant for public or park access. Keep people, pets and children away from it such that traffic speeds can be kept high.
- Crowchild is the major road in the west side. It's not a bike path, running path, or anything else. It is used to get downtown by a lot of people who aren't going to be using bikes in the winter.
- Crowchild trail is a highway to travel across the city, not a park to sit and enjoy the cars that are passing by. There are much better parks and areas to enjoy aesthetically near enough to Crowchild (i.e. Kensington, parks along the bow river) that it is not necessary to spend money to make it more aesthetically pleasing.
- People don't go to parks beside Crowchild for enjoyment.
- This would be a waste of money. Nobody will use public spaces near a high speed and high volume traffic corridor. There are lots of public spaces with in the communities adjacent to Crowchild.
- It's a major thoroughfare, it doesn't need to look pretty or be accommodating to pedestrians. Its purpose is to move people efficiently around and through the city in motor vehicles.
- Crowchild is needed to move volume to and from the NW, not resending to be 'pedestrian friendly' wastes of time and money like 16AveN and the planned MacLeod TR.
- I don't think you should pedestrians near a high density, busy, high speed roadway. The noise alone is very annoying. The only thing I would consider is a bike pathway that is along the Crowchild corridor but is safe from drivers.
- Crowchild corridor is mainly for automobile. Its main function is to get traffic move along fast and efficient. Stop wasting money try to improve aesthetics and pathways.
- Park space and vehicle traffic do not go hand in hand!
- Waste of money. An effective road is all we need.
- We're talking about a roadway designed to move traffic, not attract gathering places and pedestrians
- At the end of the day it's a road, no public art!
- What's the point? We want to get traffic moving, not have everyone stop for lunch!
- We need the traffic issue fixed not the aesthetics.
- Goal is traffic and efficiency in this project
- There are other places for public spaces, etc. The ONLY concern of this project should be getting people from A to B efficiently as possible.
- As great as it is to have nice aesthetics of public spaces, we NEED better traffic flow. Stop focusing on peripheral financial burdens and focus on spending funds directly to mitigate the traffic issues. A nice new pathway doesn't help reduce the traffic volume nor will it improve traffic flows. Focus on what's needed.
- I want Crowchild fixed. I don't care about parks etc.
- Might be hard to do if you aren't acquiring private property. There isn't a lot of space along Crowchild Trail now. Turn it into the freeway that it is.
- Useless. Don't know how this will help traffic at all and progression to the main goal.
- It's a road, not a park.
- It's a major artery made for vehicle traffic

- This area is a major problem for flow-through traffic and causes a staggering loss of money in the form of wasted time in traffic for thousands of Calgarians every day and pollution into the environment with so many vehicles stuck in the area barely moving. It will improve air quality if the vehicles are moving more consistently through the area.
- Cars first.
- A corridor is a way from A to B, not many people would be stopping or care much for the aesthetics on their way to work
- It is a highway.
- The primary objective is to improve traffic flow and capacity on Crowchild Trail and everything else is secondary or perhaps unachievable unless there is unlimited funds.
- We don't need a pretty roadway, just a functional one. If the roads were properly engineered to meet the demands, the traffic would flow quickly and efficiently and people would not need to be distracted by pretty spaces.
- This does not align with the existing mandate of improving traffic flow.
- This is important to local residents, but doesn't need to be tied to the Crowchild Trail project.
- Functionality first before aesthetics. City of Calgary continues to fail at this.
- Another "add-on" tactic used by people who don't want the road in front of their changed. It is totally unacceptable to tack the cost of a new park or greenspace onto a road project. If you want a new park, lobby for a new park. Don't use the lame excuse that you will approve the road improvements if the city will build you a park. Road improvements are self-obvious and contribute to lower accident rates and better traffic flow. That's payback enough.
- This is the least important-- Crowchild needs to become free flowing. Put the money into traffic calming for communities when you remove the lights and have no left turns onto or off of Crowchild.
- We need to consider Crowchild trail as a major arterial roadway, this is NOT the space for artwork, parks, community interface, or bike lanes. If pathways, bike lanes, etc. are considered, they should be within the communities, not on the corridor.
- The Crowchild Trail Corridor must be designed for traffic only. There is no room for public spaces or pathways in such an important transit corridor.
- As a commuter, my main concern is getting into and out of downtown quickly. Obviously, safety is also important, but the fastest route from A to B is my main objective.
- Not sure why parks matter here. We need to move traffic quicker.
- This would be a nice-to-have but it's not a have-to-have. I think improvements to this corridor are badly needed and should be addressed immediately. Using time and limited space to design and build public space, park space and pathways should not be a priority at this time.
- This was attempted for the 16th Ave but it has not attracted more pedestrians or other usage.
- We already spend too much money on 'art' around the city.
- Focus should be on areas within the community and not those that border the roadway. If you focus on areas around the roadway then you will have to acquire houses and demolish them for parks
- We are building a road, not a park. Quit trying to spend more money!
- Yes

I don't understand this goal:

- I don't see. Need to put money into this. It is good as is and expanding the road isn't going to dramatically alter this.
- The words sound nice, but I can't picture what this means. A park next to a freeway is not going to be an enjoyable place to be due to the noise, exhaust and potential to be run over. Do you mean making nicer parks/pathways on the quiet side of a sound wall?
- Not sure how this will fit with minimizing impact to adjoining communities, or what this actually means.

- The corridor being considered isn't that long and the object of the exercise is to increase traffic flow and reduce current bottlenecks. From a commuter standpoint, pathways and access to parks are outside the goal of the project. I suppose as a resident in an affected community, you would still want easy access to these nice things. Of course, access to McMahon Stadium is important. Maybe I do not understand the "goal".
- Again, poorly phrased question. Strongly Agree: "Enhance community interfaces". Disagree: "public spaces, park spaces, and pathways"
- I thought Crowchild was about moving people and about building parks.
- Do not understand how this is relevant?
- Not sure what is being proposed here
- I might agree but don't understand what is meant by enhancing interfaces.
- How is this question different from previous
- Improving esthetics is always a perk, but we have more fundamental issues to address at this time - such as whether to make a major structural change to our neighbourhoods thru private property acquisition etc. If a "build out" situation is pursued, sure we'll want to maintain our public spaces and address esthetics at that time, but this would be a secondary concern for me right now (if I'm understanding correctly).
- What are community interfaces?
- Enhance what? The surrounding residential areas already have all their parks in place, so does this mean park spaces in those, or right on Crowchild? If it's for the surrounding communities, don't spend money on adding parks to them. If it's for Crowchild, a bit of grass and trees along edge of road is all that's needed. No million dollar artwork please.
- I don't know what is meant by "community interfaces", nor by "enhance". On the other hand, it seems that "public spaces, park spaces and pathways" is a better use for land along the Crowchild Trail corridor, since its value for residential use is severely compromised.
- Different issue.
- This is again tertiary. There is an abundance of green space along the river...perhaps you should bulldoze some mansions in the communities to build some concrete parks. The wealthy lobbyists that have delayed and help up this process won't mind donating their properties and homes to the homeless for some more affordable housing I'm sure as well.
- I thought this study was about traffic congestion alleviation. If this is a goal of the current study, it should be at most a tertiary consideration.
- If there are going to be sound barriers why waste money on parks?
- This doesn't seem to be as important as something like widening the Trail a possibly losing my home. May be something to discuss further when more serious decisions are made.
- Anybody driving the road should pay attention to the road and not the surroundings.
- Why would one build a park by a high volume corridor? Green space along corridors is nice but not very useful in many situations such as this one. There must be better ways at isolating the corridor from the community. If the corridor were in a trench it would be somewhat isolated from the community.
- This sounds about as enlightened as when the city put benches in between the lanes of 16th ave between 10thst NW and 4th st NW. Of course the surrounding communities need ways of getting to the other side of the road, but putting park spaces for any other reason than a sound buffer is pointless. The idea of relaxing next to a freeway in a park is... nonsense.
- this about transportation not recreation, the 2 don't mix well
- Why? It will be too noisy anyways. Who wants to spend any time by a loud and busy freeway?
- Sure it should be nice and integrated nicely however it is a traffic solution we are going for so let's spend the money where it is most advantageous in regards to that.

- Parks and pathways are nice but that is not really the intent of expanding Crowchild. We need to focus on making Crowchild usable. If pathways and parks can be added as an afterthought great.
- You explain to me... I have TRIED to enter my responses.
- etc.
- So we're going to spend \$10 million on 'beautification' like we did on 16th Ave???? What a waste.
- Why would you waste money making a highway look nice?
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Crowchild is a major north-south thoroughfare but is in an already congested part of town due to its proximity to housing neighborhoods. The only way t

Key Principle #2 – Improve Travel along the Corridor

Provide for continuous pedestrian and cycling routes separate from, but complementary to, Crowchild Trail to connect major destinations along the corridor.

Strongly Agree	x161
Agree	x195
Disagree	x72
Strongly Disagree	x75
Don't Understand	x12

Please explain why you rated this goal this way.

Strongly Agree:

- This can be done in a fiduciary manner during the planning phase.
- Separate, yes.
- Speed and volume of traffic on Crowchild inherently dangerous
- While providing pedestrian and cycling routes is important, separating them from Crowchild Trail will allow for better less obstructed development of the corridor.
- Yes, but separate!
- separate is the key word here for me.... hate riding/ walking along side of a busy road
- Most of the people using pedestrian and cycling routes could alternately be driving a single occupant vehicle on Crowchild trail further exacerbating traffic problems there. Pedestrians and cyclists safe and direct commuting options through the corridor.
- Keeping pedestrians, cyclists, and vehicles separate is a safe option.
- Keep pedestrians and bikes off Crowchild!
- Crowchild is a major corridor but very unsafe to ride a bike on.
- Crowchild has many accidents and I personally wouldn't want to be walking/cycling near or alongside Crowchild in fear of getting killed when an auto accident throws car all over the place. As I noticed people even at bus stops on Crowchild I am concerned they could be impacted by an accident.
- riding a bike on Crowchild is crazy
- Bike paths and walking paths such as the green belts along John Laurie are highly used and much safer than bike paths that are on the road. I support your decision to keep these separate from Crowchild Trail
- Keep bikes off Crowchild. There are pathways on both sides where I am located. These are also nice walking paths.
- Pedestrians and cyclists don't like the noise of major corridor. Access which is parallel and say a block away would be fine.
- There are many of us here who commute on bike. Access to river pathways via calm street routes is essential for safe travel. Addition of actual bike lanes (not MUP) would be appreciated.
- Trying to fit them into Crowchild trail itself would cause more problems than it solves.
- Speed and flow on Trail not good for cycling and people

- But don't put cyclists too near the road...too many cellphone users and distracted drivers.
- Do not want bicycles on Crowchild trail. Just asking for accidents to happen with the volume of traffic that is required. In this city of long winters cycle traffic is not an effective alternative.
- Pedestrian and cycling routes simply cannot be part of Crowchild itself - the roadway is too busy.
- Yes keep bikes and pedestrians off Crowchild.
- I'm a cyclist - unless the cycle routes were separate from Crowchild I would never use them, it would be far too dangerous.
- I can't stand the poor planning of the recent bike routes. Taking away extra lanes and main arteries into downtown to make room for bikes...We live in winter people!! If the city is going to plan it with a project let's start to get it right the first time so there's enough space for everyone and we aren't wasting money in the future. I'm on board with cycling but not when traffic is already the [expletive removed] and it doesn't make sense.
- cycling routes under the bridge were already paid for and work well, so of course this should continue
- The corridor is currently lacking pedestrian and cycling routes, this is very important for efficient cycle travel in Calgary and help reduce traffic congestion. Calgary is very much in need of improved cycling infrastructure to get more people out of cars and using alternate means of transportation. Cycling routes are critical in this corridor, currently cycle routes in Calgary are not along the most efficient routes from point A to B.
- It would be interesting to use data from the new bike lane on 12th to determine the impact of proper bike lanes on traffic. It should be positive.
- Because someone on a bike is just as important as someone driving at \$80,000 car.
- We should move away from cars
- As a city, we should prioritize alternate and green modes of transportation.
- A renewed corridor with alternative non-vehicular motor traffic options should decrease the demand on the roadway and it will support a more comprehensive transportation plan for Calgary and the corridor
- As mentioned before, bike and pedestrian safety needs to be improved.
- I'm a pedestrian and cyclist, as well as driving on Crowchild.
- Big supporter of bike lanes and believe they work very well. As a transit operator it is nice to have the bikes in a lane of their own.
- We need to encourage people to drive less. Otherwise the need for road infrastructure is never ending
- In order to reduce some of the traffic congestion an alternate means should be provided.
- This is the point isn't it
- To make sure that traffic across the city moves smoothly cars cannot be the only mode of transportation. Walking and cycling are hugely important along a major corridor to reduce cars and create alternatives to movement of people.
- Utilizing this corridor for many modes makes the most of the available land and is the obvious choice.
- There is currently no direct way to get down Crowchild on a bike and it is important to get as many cars off the road as possible.
- As before. Crowchild links lots of important things, and right now only serves vehicular traffic. The same link should be accessible to pedestrians and cyclists without having to take circuitous routes. (Similar to the 17th ave cycle way that was built alongside the C-Train track in the SW)
- This goal will foster alternate transportation modes and strengthen community connection. (I have been a year-round bicycle commuter, passing daily under the Crowchild Bridge at the Bow River for over 20 years).
- Calgarians want improved bike and pedestrian paths. Make it easy for us to leave the car at home!
- Crowchild is a convenient connector to various different destinations and it's not fair for this convenience to be shared only amongst motorists.

- There simply isn't enough room for us all to use cars unless we build a sprawling city. We must provide infrastructure for those who are willing to make the responsible choice of traveling as a pedestrians and cyclists.
- Again, we are talking about transportation in a broader sense. Pedestrian and cycling routes are important part of that. We are too dependent on motorized vehicles and we need to change that by providing options. I, myself don't cycle more because there are not enough safe routes. It is very hard to get in a bike from the SW to the NW in that part of the city.
- With the increase of biking in the City, I would like to see this implemented. Right now I need to go out of my way in order to ride my bike safely from north to south. Using Crowchild would be insane presently.
- The pathway system in the NW near Crowchild could definitely use some improvements
- The current situation for cyclists trying to get to the same places that Crowchild services for cars/busses is "okay" at best and completely unusable for anyone unfamiliar with all the communities and minor roads along the way. Compare to "off Broadway" in Vancouver which parallels "Broadway Ave" -- we need "north side" and "south side" "off Crowchild" signed, usable and safe bike-ways. Totally lacking currently.
- A walkable/cycleable downtown reduces demand placed on the roads.
- Pedestrian and cycling routes are critical
- There are many down town commuters who do not drive
- As long as we can get across Crowchild. However, please account for people with vertigo that make some bridges such as across 16th Ave at North Hill Mall impassable.
- Providing alternatives to travelling by vehicle, while keeping these separated from cars is critical to the success of cycle tracks and pedestrian trails.
- As someone who uses the pathway and bridge near and around Crowchild Trail? Kind of a big deal.
- I commute daily along Crowchild on a bicycle or walking. While it is convenient for cars to flow through the downtown core certainly is not for bicycles or pedestrians to follow the same route that Crowchild does. This is very important.
- Important for promoting alternate modes of transportation and liveability of surrounding neighbourhoods.
- Yes, allow cyclists a way to commute but also evaluate the existing bike paths as it make not be necessary.
- Connectivity is important for different modes of travel.
- This is a no brainer. August 3rd I saw a woman pushing a stroller walking with two other children down the shoulder of Crowchild just south of 17th ave SW
- However pedestrian safety should not be sacrificed for improved traffic flow or speed. Slow things down and engineer roads to force drivers to pay attention and drive slow.
- Good bike paths will make the inner city bike track well worth it.
- I would not get in my car in the summer if there were continuous paths leading to other areas of the city.
- There is an existing pathway underneath the current Crowchild Trail corridor which is widely used by pedestrians and cyclists - both for pleasure and commuting. I think maintaining the pathway connection between downtown and the north/south sides of the Bow River is necessary.
- Poorly planned crossings merely disrupt the flow of traffic and take away advantages of the project.
- This is one of the most effective north-south corridors in the quadrant and any large scale capital project should consider pedestrian/non-vehicle users.
- Calgary needs to join other forward thinking municipalities and de-link itself from single vehicle travel. The culture of mostly empty cars being used to move people is unsustainable and coming to an end. We need to incentivize the behaviours we want by rewarding responsible choices.

- Pedestrians and cyclists deserve respect as well, motorists are not the only people who need to travel along the corridor. Additionally, by fostering alternative means of travel, this is more likely to encourage people to use those means instead of driving.
- The diagonal alignment of Crowchild trail, and especially it's near proximity to the University of Calgary and McMahon Stadium make it a good candidate for more bike and pedestrian traffic rather than just more cars and buses. Add in all the shopping centres and it has a great deal of appeal given the higher density of students and student housing in the region who generally have fewer cars.
- As we move more and more into a future that should include other forms of transportation, including the design for safe biking in a separate environment will encourage others to consider these transportation options when planning their commute, thus reducing the strain on the arteries and improving the quality of life for all Calgarians.
- Again, we can't just satisfy the needs of drivers. Pedestrians and cyclists have as much of a right to safe passage through a community and between communities.
- This is important
- Increased population demands more robust, multiple channels for traffic flow. Having said that Calgary is very poorly designed for human rather than machine propulsion. Don't really care if it's attached or separate but needs to be clearly designated and designed as such
- This is and will be more important to city / urban design in the future - So Plan on it.
- the pedestrian/cycling underpass under Crowchild and the overpass on memorial are vital components to non-car movement around the city. Those should be maintained and enhanced with accessible connections to the surrounding neighbourhoods and those beyond.
- Current lack of connection for pedestrians and cyclists is detrimental and dangerous
- Currently there is no cycle path or pedestrian path along Crowchild north from the Bow River. I have tried to walk or cycle to football games from south of the Bow River. It is very difficult and dangerous. University staff and students may bike or walk to UCalgary if there was a direct connection between the Bow River pathway and the University along Crowchild Trail
- Basic goal for a project of this nature.
- Yes, provide this instead of increasing automobile use.
- Bicycling connections are extremely important and provide a safe and efficient alternative to driving. Separated infrastructure can allow cyclists to travel safely along the corridor while not impeding goods movement traffic on Crowchild Trail.
- See answer to previous question. Will also help minimize vehicle congestion.
- I wouldn't need to drive as much if there was a faster, more direct route to work. I go from West Hillhurst to Crowfoot: if take the river path it takes 1.5 hours because of the route, this could be faster if I could just take a path parallel to Crowchild all the way. Would mean one less car on road as well. I also work close to chinook. Though it's only 10k away, I take a convoluted 21km ride to work which takes an hour. Path along Crowchild = faster = more willingness to take bike more often.
- I walk along Crowchild all the time - just did it yesterday. There are walkways / sidewalks / low traffic roads on either side now, but the connectivity between them isn't good. Crossing Crowchild on foot is dangerous, even with a walk light (that isn't long enough). The pedestrian bridges are crumbling.
- Yes, we should be encouraging foot traffic and bicycles into and out of the city center.
- A great strength of Calgary is the quantity of paths but could be improved by connectivity between sections of paths without mingling with vehicle traffic, or having no safe path connections.
- This will encourage alternate transportation and will reduce cars on the road.
- Commutes by car will always face delays when traffic is at peak hours. Trying to mitigate these delays is pointless. If we make it easier to drive from the NW to downtown, more people will drive and more traffic will eventually lead to more traffic jams. What the city needs to do is focus on infrastructure such as separate cycling routes that would encourage people to consider cycling as an option for commuting.

- It will promote alternative ways of transportation, even if it's only during the warmer months.
- We need to make our city more sustainable and enable alternate modes of transportation. Building this type of infrastructure will cause people to change their default behavior.
- Encouraging and supporting citizens in their choice to walk, bike, walk to transit should be a priority as it helps reduce congestion on the roads
- build it and they will come
- These should always be the first two priorities.
- Reduce vehicle traffic!
- Traffic jam will get worse on Crowchild at rush hours.
- Good to explore options that don't encourage just adding more cars
- giving people the option of transportation methods greatly improves mobility in a city
- My husband and I (both seniors) frequently try to walk and bike to many destinations. We would like to reduce car use in this city.
- Because someone should actually think about this for once. It is so much easier and cheaper to add the proper bike lanes and running lanes with the new trail than doing it after...and quite frankly the bikes lanes in this city do not take the shortest point to point so we should have them along the major thoroughfares to make it easier to get around. I already ride on Crowchild because I can and it is sometimes the shortest and fastest way!
- Yes, especially around the river, Memorial. Walking and cycling is prevalent in inner city and adjacent communities.
- Vehicular traffic, while the primary mode of transportation for many, is not so for all. In addition, recreational users must have easy access to our lovely natural geographic landscape.
- See my last answer. I'm intimidated walking or running along the paths because they aren't designed to handle the volume and speed differences of the cyclist traffic vs the pedestrian traffic and I'm a big man and I love bikes. I'd be afraid to take a baby in a stroller or walk along the trail during rush hour. Check out Garmin Connect or Strava to see the record speeds people post for segments on the path, speeds are in the 40-50kph range. 25-35 is kind of average and an efficient speed.
- I live in an adjacent community in the inner city and have moved here to decrease my use of a motor vehicle. I try to walk everywhere! It's essential that I can walk and cycle across/along Crowchild.
- Pedestrian and cycling routes are at the core of any transportation strategy and essential to lively, health communities.
- Will help with traffic flow
- This is the only way to reduce our dependency on vehicles and encourage the use of human-powered movement.
- Anything that provides options outside of driving is good.
- Access to the corridor is necessary and safety of pedestrians, cyclists and motorists is crucial.
- This is a prerequisite for a healthy city, bicycles, and pedestrians
- Person-powered mobility (biking, walking) is healthy and allows citizens to explore their city at a human pace, interacting with it as they go. This should be strongly encouraged at every opportunity because it leads to more vibrant cities with a higher quality of life.
- There is a general lack of north south infrastructure for cyclists and pedestrians in that area. It also concentrates the corridor a bit and simplifies directions and way finding.
- Need to accommodate all modes of transportation.
- As an adjacent resident I would use this items on a daily basis.
- There should be direct commuter biking routes without speed limits and weaving unconnected pathways. There are a lack of well-designed direct routes into the Core that provide an efficient way to get to work. The Bow river pathways are not designed for commuter bike traffic.

- If alternate means of transportation are going to be adopted, they have to be viable. That means people have to feel safe on them, which means they must be separated from vehicular traffic.
- Agree completely so bikers don't use Crowchild trail.
- Enhance safety and fitness.
- Having a SEPARATE cycling route from Crowchild Trail is an excellent idea, as are pedestrian routes.
- Encouraging alternate modes of transportation is crucial as Calgary grows. A dedicated cycling route that complemented Crowchild Trail to major destinations along the corridor would be amazing ... and highly utilized, no doubt. Providing alternate routes that support different modes of transportation can also help to reduce Crowchild traffic.
- Other types of transportation are important to the city as a whole.
- Soften the buffer zone between the residential and the road with a human usage option.
- It is important to have continuous pedestrian & cycling routes to encourage healthy ways for people to get around the city beyond using mechanical means.
- As I stated earlier, I support cycling routes, but am opposed to pedestrian traffic. I feel cyclist would use the pathway to and from work. I don't think joggers would find the route pleasing.
- This will promote thriving local businesses and a greener city.
- It's currently unsafe to ride or walk on Crowchild although this is often the shortest route to get somewhere without a car.
- All modes of transportation must be considered. This is a significant failure of all the other parts of Crowchild Trail.
- Need to promote non-car based transportation that is safe and pleasing to ride
- No point in having downtown bike lanes if commuters can't connect to them.
- Important for all citizens to be able to utilize the area, esp. people using alternate methods of transportation, as these are usually much more limited in terms of options
- Discourage more vehicles and encourage alternate modes of travel.
- The City needs to promote the use of non-auto travel within the inner city.
- Crowchild should enable transportation for all transportation modes
- Just makes sense. Environmentally correct. Supports people living close by not just Crowchild commuters.
- It seems essential to support human movement in an environment that feels welcoming (pleasant and safe). The more dense and the faster the traffic gets on Crowchild, the less opportunity there is for people to bike or walk along that corridor.
- We should continue to encourage pedestrians and cyclists. Our existing bike paths are quite good, but they can always be improved and extended.
- It's common sense to have this as a goal.
- Minimal disruption of the river path. If the pedestrian route under the bridge is removed during construction there will be a lot of angry people downtown. Consider a separate pedestrian bridge - and find a reasonable cost design - not like the red chunk of scrap metal.
- The path system is a big part of what makes the city great, especially along the river.
- European style promotes health and community and density which increases the liveliness of a city.
- It is the inner city, many people (myself included) run or bike as commuting or to reach other inner city areas. A disruption of a block or two in these connections may not mean much to a car, but to a pedestrian it is significant.
- Calgary is a car-dependent city, and absolutely must move away from creating more car traffic and moving towards providing alternative transportation choices, which includes bike lanes and safe walking routes.
- Most important here is not to destroy the existing bike/pedestrian routes that get by underneath all the motor traffic. Always room for improvement, but really just don't screw up what we already have.

- I believe the easier and safer it is for people to commute via pedestrian or cycling routes, the more likely they will be to use this option. This would in turn decrease car traffic.
- Direct routes are nice for cyclists too!
- The bike and pedestrian network must be separate from the highly trafficked Crowchild artery. Successful movement for pedestrians by walking or biking is essential for the whole city and to connect these communities to the rest of the city. Ped and bike trails by their nature serve more than just those communities along Crowchild.
- Promoting pedestrian and cyclist traffic can make the city feel more welcoming. It encourages Calgarians to explore their neighbourhoods. It also provides alternatives to driving.
- Current routes on south side of Bow good and are well used. Major changes to these could discourage such travel/commuting
- Maintaining cycling routes encourages healthy active living and safe riding.
- Cycling infrastructure will be very important.
- Absolutely. See above plus pedestrians and cyclists should have priority. I believe that is a city policy. So do it. Don't ignore it. It is better for the environment, health, quality of life of those in neighbourhoods. We don't want Mexico City do we?
- Because it makes sense.
- Same as above
- As noted in previous answer. This sort of question will gauge the public awareness and interest in changing its mode of transportation from single proe cars to alternative means of commuting. Is there a backlog of cyclists and walkers just waiting to switch if we give them an alternative to driving?
- Answered earlier.
- Tunnels @ 5th & Kensington do this.
- I live here.
- The corridor is wide enough now, make use of current setback if more space needed.
- See my previous comment

Agree:

- I tentatively agree, depending on the cost and how much the pedestrian/cycle access would interfere with the flow of Crowchild. If it reduces traffic flow or capacity to any extent (including at the traffic lights), then I would strongly disagree with this goal, as there are quiet side streets that pedestrians and cyclists can use already.
- If we are going to build it, then build it right
- If this means keeping cyclists and pedestrians OFF Crowchild Trail, I strongly agree. If this means designing new cycle tracks, it can wait until the traffic corridor is fixed. I don't think there is much pedestrian traffic now along this route.
- If it can be worked in without much difficulty, however we do need to realize that the majority of bikers in Calgary are fair-weather riders.
- Is there evidence that this will work? if yes I agree if no I don't
- While I'm pretty much strictly a motorist in the city, I believe a strong and vibrant city heavily depends on considering all modes of travel, including pedestrian. If access to these routes are simple and available, more people will be inclined, I believe, to make use of them, possibly decreasing the amount of vehicles on city roads. My only concern with this goal, however, is that Calgary is a winter city and to dedicate resources to something that is used for only 6 months of the year seems wasteful.
- Pedestrian and cycling routes ideally should be incorporated everywhere, but it may not be feasible for a major roadway like this.
- This is important but not at any cost. This should only be done if it can be accomplished inexpensively. Crowchild is primarily for vehicles.

- Where this can be done reasonably and safely for pedestrians and bicyclists
- As they already exist leave them in place
- I think these are already in place. So let's not lose them
- Only agree if they can be accommodated but are not critical. Existing routes are more than enough.
- Of course those existing routes need to be connected with overpasses or underpasses. But additional recreational infrastructure is not necessary.
- Keeping the pedestrian and cycling access separate is key for safety.
- I agree with it, but I don't think it will be possible if Crowchild turns into a freeway.
- Make Crowchild a "no bike" route.
- Putting lanes for bike along Crowchild but not on the main road are a good idea
- Bicycles and pedestrians should be kept completely isolated and separate from all major roadways for safety and traffic flow purposes. Bike lanes should never infringe on traffic lanes or cross traffic flow or turning lanes. Pedestrian routes should be for purposes of accessing public transportation only.
- I do think more people would travel by bike or walk into the downtown core along Crowchild if there was a safe manner in which to do so.
- Agree as long as the cycle path is separated by some kind of a barrier. Crowchild Trail is the main thoroughfare for cars plus Calgary is a winter city and therefore bike traffic is very small and that too only for a few months of the year.
- Keeping pedestrians and bikes separate is a good idea
- Pedestrian and cycling traffic will probably increase in the future. However it is a safety hazard and slows traffic down when they share the road with vehicles.
- Pedestrians and bikes should not be allowed on Crowchild Trail. There should be places for both to cross it and be parallel to it.
- Key term, SEPARATE from Crowchild
- Cycle and pedestrian routes running North - South have been missing, but should be built in a manner that does not reduce traffic lanes. E.g. the pedestrian underpass on the current Crowchild Bridge is brilliant. Adding a pedestrian /bike route that is a separate addition to the current roadway, especially from the bow river to the U of C and from Bow River to MRU would be very effective.
- The key word here is SEPARATE. I agree to the extent that the primary goal of making Crowchild a traffic light free thoroughfare is achieved. That is there should be no level crossings for cars, pedestrians and cyclists. Further, this goal cannot be a repeat of the disastrous cycle track experiment going on in downtown.
- I am really proud of our path system and people get a lot of use out of it. I think keeping it separate from a major highway is required for safety reasons.
- I agree with facilitating pedestrian and cycling movements across Crowchild but may not along Crowchild. Have alternate routes for Cyclists to travel into the NW.
- As long as these routes are completely separate and not part of the car traffic routes.
- I think a system of pedestrian/bicycle bridges and paths is an essential part of this plan. In part because a person on a bicycle is a person not driving their car. Also because they need SOMEWHERE to ride their bike and making them go way out of their way is how we end up with them on the shoulders of freeways.
- Accommodating other modes of transport for connecting communities along Crowchild Trail is great. The only thing is I don't want to see them anywhere near this dangerous fast moving road. There must be protective barriers and we must not lose a lane of traffic for it.
- Cycle routes should be separate from Crowchild and should be a separate project except for the crossing designs
- Bikes should not go on major highways that have heavy traffic like Crowchild, and these types of developments help ensure this is the case

- Safety is the biggest reason, this keeps a clear space for alternate travel alternatives.
- As a cyclist, I would prefer to ride on a quiet road, than hear the roar of traffic.
- Cycling and pedestrian routes should be elsewhere, not on Crowchild Trail.
- Crowchild is primarily a car route, so pedestrians and cyclists should be kept off it.
- The 1A is still the recommended cycle route between Calgary and the Mountains. There is no place for a cyclist to go once they reach Calgary.
- Keep the cars away from bikes and pedestrians. I am not keen on walking or biking next to a major road and inhaling all the fumes. It is also very noisy and not a pleasant place to walk.
- It doesn't have to complement Crowchild but should always be separate.
- As mentioned previously yes I think pathways could add value to the neighbouring communities however an appropriate amount of resources should be sent and NO BIKES ON CROWCHILD.
- Pedestrians and cyclists need room and have rights, but can't be near the crazy vehicle drivers or they will be at grave risk.
- Pedestrians and cyclists should be kept well away from vehicular traffic.
- Complementary/ continuous pathways, bike lanes are needed parallel to the Crowchild Corridor, not adjacent to the corridor. These should not be in close proximity to the roadway, as I notice where bike lanes are currently in place. Cyclists still insist on using the vehicle lanes. Not a safe option. Remember, Crowchild should be a vehicle thoroughfare.
- Walking/biking access should be separate. Crowchild is not a pleasant route to walk.
- There should be access for pedestrians and bikes BUT NOT like downtown as the vehicle traffic rate of travel is higher on Crowchild as it is a Major Artery. I believe that within the surrounding communities, there should be SEPERATE but similar routes, while not actually next to Crowchild.
- There are community neighbourhood roads just on the other side of Crowchild trail, separated by a sound barrier. What a lovely space to consider developing more formal bike lanes.
- Cyclists and pedestrians should be kept away from major roadways period. This would enhance the safety of all concerned. Again, perhaps an elevated bike (and pedestrian) track could be considered.
- I agree as long as this doesn't take space away from vehicular traffic, which should be your main concern.
- I agree only if this was to not take away from the roadway and increase congestion as it has done in areas downtown along with weird signal timing and a decrease in timing for vehicles. i.e. Separated bike lane/sidewalk separated from the road way and not cutting into vehicle lanes like say on northland drive.
- As long as they don't interfere with a goal of getting the best car traffic flow
- This is again a secondary or tertiary objective. Pedestrians and cyclists do not mix well with vehicles on a major transportation such as Crowchild trail. The vast majority of the traffic on Calgary's roads are vehicles. The City seems to be going down a path that favours pedestrians and cyclists at the expense of motorists. It is not realistic to expect a significant reduction in vehicles through reducing vehicle lanes and increasing cycle lanes. Provide pedestrian and cycle lanes elsewhere.
- However the #1 priority is traffic flow on Crowchild. Traffic flow cannot be compromised in any way due to the (extremely secondary) concerns of bicycle and pedestrian traffic. This is coming from an avid bicyclist.
- Movement of traffic needs to be the primary function of Crowchild Trail. Pedestrian and Cycling traffic will need to be accommodated distinctly separate from the roadway.
- But not to the detriment of vehicular traffic (buses, delivery trucks, personal vehicles).
- As long as it doesn't affect the making of the corridor as efficient and safe as possible. This corridor is a huge bottleneck and not the safest road in the city. It needs at least two extra lanes, preferably per side, and if there is enough space left over, great. Build a cycle path and walkway.
- If you do not compromise the free-flow of non-public transit traffic.

- Pedestrian and cyclist require safe passage across major traffic corridors as long as vehicle traffic is not affected
- Cycling routes cannot be part of the current Crowchild development. As a former commuting cyclist, the majority of dedicated cyclists is only from May until October due to Calgary's snowy, wintery climate. And cyclists are by far the minority of commuters throughout the year. Vehicle movement is the key and must take precedence. If a reasonable add on plan can be created to support cyclists across the Bow River adjacent to Crowchild then that could work.
- Only if practical and doesn't impede the vehicular traffic flow for Crowchild Tr.
- Crowchild currently acts as a barricade to bike traffic at a number of areas. If this can be improved it should. Enhancing the bike access in the city leads to more users being able to bike and thus less traffic on the road (at least in good weather)
- The Crowchild is place for bikes.
- I would like for my family to still be able to walk across crow child in a safe manner.
- Cycling and pedestrian access is important to all Calgarians.
- Cycling in Calgary is becoming more and more prevalent. This should be encouraged in any plan.
- Encouraging cycling to all parts of the city contribute to an overall reduction in car traffic and generally to the physical health of our citizens.
- Problem now is getting across the bow safely as a cyclist or pedestrian. Lots of walk ways up to 14th street, but really not much after.
- There is already a cycling route under crow child, but yes, cycling/pedestrians should be taken into account.
- path systems should ensure people can use the corridor for walking and cycling
- Make the city more walkable and bike friendly.
- The more cycle routes we make in the city, the better. I do not cycle but I believe that having safe cycle routes encourage people to use other means of transportation then driving.
- It makes sense.
- Because it's the right and smart thing to do.
- This should be tempered with the success/failure of the downtown bike lanes. If additional cycling routes increase the number of cyclists, I'm all for it.
- It is important to be able to travel around the city using other methods than vehicles.
- This is an obvious goal as it is the new direction that the city is taking, which I believe is a good thing.
- Pedestrian and cycle consideration should include connections to existing pathway systems. If plans are to include cycle lanes, they should be in addition to and not instead of lanes for vehicle traffic.
- Obvious. Cars aren't the only form of transportation.
- I agree that pedestrian/cycling routes should be protects and/or enhanced because of this study.
- North/South pathways are generally absent in the area. A Crowchild project is a prime opportunity to provide one.
- Pedestrian and cycling routes may decrease car traffic. Also - these routes may allow people in surrounding communities to move more freely within the communities.
- The pathway system is one of Calgary's greatest assets
- This could be a beneficial addition to Crowchild trail as it would offer a better connection from the northwest into downtown for those that do not want to use a motor vehicle as their form of transport.
- Pedestrian access should be considered.
- Cyclists are commuters too
- Watching cyclists and cars compete for road space is stressful. In order to encourage cycling and green commuting, the foundation has to be there first.

- We need bike lanes that get us into the downtown to better take advantage of the bike lanes there. There's currently no direct route to get from the NW/University area to the downtown.
- Not familiar with the current routes, but this should definitely complement what we already have.
- It will cost less in the long run to complete these at the same time rather than going back in a few years to add these in. also that way they can be designed to complement each other and not be a crap shoot.
- Anything of this nature that fits within the scope of work of the project, where improvements can be made to interfaces (e.g. pedestrian overpasses) to improve usability and efficiency, should be included.
- It makes sense.
- Makes sense. Moving people efficiently and safely using various modes of transport is a goal.
- it's important
- Again, part of the current reality. To gain the support of adjacent communities the CTCS options have to offer some 'trade-offs' between Goal #2's 'improved' travel of the transit, HOV's and SOV's with better, more continuous walking and bicycle routes along and radial to Crowchild.
- It is more expensive, I know, but pedestrian and cycling routes keep the communities more engaged with each other and help the population feel that the City is a whole unit. It encourages health and well-being, too.
- I agree with the goal but we need to leverage the routes we already have in place and that may mean making more effort to ensure connection and not develop completely new routes. Routes could leverage neighbourhood streets and be considered effective as we well. Safety is a key factor and we need continuous routes for work and pleasure pedestrian and cycling.
- self-evident , if we are going to do a serious redesign this is an obvious provision
- Always good to have bike and pedestrian routes along with Crowchild, hard to get across currently.
- Bicycle lanes and pedestrian traffic is important.
- This needs to be a holistic plan, not a vehicle-centric one.
- There is already a major pathway along Bow River for cycling and pedestrian. This service could be advanced.
- Calgary seems to be adopting a lifestyle that is more accessible to bikes and pedestrians as opposed to everyone in cars. It is important to remember this when expanding the road because it will become even more of a demand in the coming future as more and more people begin riding bikes.
- Various modes of transportation should be accommodated through the Crowchild corridor to allow options for travel/commuting for what are essentially "inner-city" communities.
- Not everyone travels by car, pedestrian bridges, etc. are a good idea.
- The street system for vehicles is integrated, continuous, well defined and clear. Pedestrian and cycling routes, not so much. Example - bike/pedestrian pathway on west side of Crowchild from Kensington road north up the hill. How does that connect to the bike/pedestrian pathway along river? Need signage and/or additional pathways. The same is true for much of the pathway - needs to be continuous and signed.
- It will minimize vehicular traffic.
- The crossover bridges on Crowchild are not mobility friendly and need modification.
- Would be nice to have clean access option other than home road.
- There is a great walkway along the Crowchild which ends at 22nd Avenue. It should continue across the Crowchild.
- I agree that pedestrian and cycling routes should at worst not be affected by any concept.
- Cycling routes probably more important than pedestrian. Lots of options for north/south travel already exist if you are a pedestrian, even for the running crowd.
- I think this will help to improve traffic along Crowchild Trail but given the length of many commuters, I would think improving public transit may have a greater impact.
- More bikes mean fewer cars.

- This city is not very pedestrian or cycling friendly, and we need to work on that. We have made progress, but we could do a lot more. Reducing cars on the road is much more important than widening roads and encouraging more traffic and the associated frustration, pollution and potentially poor health effects of a driving only, American style culture.
- It works well, so far, so continue this concept.
- If the city wants more cyclists, make it easy to bike/ walk/run
- I believe that if there are alternative choices for transportation, people will use them, and will help to decrease congestion in the long run.
- Given this is inner city this seems reasonable.
- Access is and will always be needed.
- That would be great. Getting downtown can be a little dangerous as it stands when cycling. It would also reduce the congestion along Memorial Drive bike paths.
- cycle paths need to be incorporated
- Crowchild is not a key north-south bike corridor, but is a straight line between Kensington and the U of C and both Mount Royal University and Glenmore Reservoir. Cyclists should not have an inordinate detour just for the convenience of car drivers, the southbound rise from the river to 17th Ave needs a good pathway at a grade reasonable for cyclists, yet northbound (downhill) cyclists should not be forced on a slow/windey pathway, and lose inertia when continuing northbound across the river.
- I would like to support bike commuters.
- This can be engineered into the plan, there is no reason to disagree
- Active transportation improves all sorts of situations including: health, congestion, traffic noise, expensive roadway infrastructure, safety. However, I don't feel the need to stipulate "separate from".
- Greater effort should be made to promote, Foster, and encourage cycling and pedestrian traffic as a means for regular transportation rather than a soul emphasis on single user vehicles.
- Again, we should be encouraging more use of mass transit, high occupancy automobile usage, and other forms of environmentally and socially friendly transportation. Biking and walking routes would be included in this and are likely to lend themselves to improving the aesthetic-ness of the wall
- bike/pedestrian lane now and an expanded roadway
- Yes it's great to encourage pedestrian and cycling traffic. But let's be realistic. No one is walking from the university to downtown. At any time of the year. And cycling is a 6 month activity. If it can be done cost effectively, fine, but the reality is that Calgary is a VERY spread out city. Cars are still, and will be for some time, the primary transporter of people.
- It is important to have easy alternatives to using cars, so cycling and walking made more convenient is a good idea.
- If these routes will be used then it's a great idea. Less cars the better. Doesn't everyone agree with this?
- Except for the complementary part which makes no sense. Cyclists and pedestrians have separate needs that should not be coupled to the road system.
- Necessary in a modern city
- These routes do NOT need to be beside Crowchild.
- Potential reduction of vehicles on roads if transportation is easier for pedestrians / cyclists.
- yes, we need to promote alternative transportation to the automobile in addition to efficient roadway systems
- Again bike paths enhance healthy life styles and allow individuals to commute to work in a variety of ways which also cuts down on vehicular traffic.
- Alternatives to vehicular transportation should always be provided and are easier to include during the design phase.
- To the extent that Calgary is trying to become a cycling friendly city then bike routes along the corridor that connect to major routes are necessary.

- Any time pedestrian and cycle routes can be incorporated into any project, this should be considered.
- Keep improving cycle routes where possible.
- Because of the size and length of the road it would be absurd not to
- Our pathways are important to Calgarians and encourage a healthy lifestyle including cycling
- Need to keep the bike paths, especially along the river open and easily accessible.
- This would be a nice touch to keep pedestrians and cyclists safe.
- help alleviate traffic congestion in general
- Important to continue to enhance cycle routes.
- Important.
- If we are building new bridges anyway, why not?
- Anything to help reduce traffic and allow people a choice is appreciated.
- This is an important goal that should be stated and planned.
- In the future as the population of the inner city increases, the City will require more capacity for both Cycling and Pedestrians. We have to insure we maintain physical space to add this capacity.
- Fluid flows of foot and cycle traffic may reduce vehicle usage
- Save people time.
- Need to provide routes for safe alternate ways to travel which will potentially impact the number of vehicles that will use the corridor
- The former transportation planner for Vancouver said that, in his experience, any changes that are beneficial for cyclists, and pedestrians, end up being beneficial for car traffic as well.
- Although pedestrians and cyclist require and deserve better north south routes of travel and this may be able to be achieved through the Crowchild work, the permeability east west is a bigger concern.
- I agree
- Not totally necessary.
- Although this doesn't seem necessary now it may be in the future as the area changes over the years.
- Where possible, Calgary is a winter city.
- Nice to have - in a vacuum.
- This would be nice, though does not decrease the distance between said destinations.
- Even if it's a short distance, as a pedestrian, I should still be able to travel to places around Crowchild, without unreasonable delay. Despite this, I still believe that Crowchild traffic, vehicular, should be the primary focus. However, there are many ways that pedestrian traffic can still operate unimpeded by Crowchild development.
- Cycling in Calgary is not something that can be done year round due to our climate, so although it is important, it is not the top priority. Also many people live further out and work in the opposite end of the city, so biking or walking to work is not an option
- Providing pedestrian and cyclist routes is very important, however is secondary to providing improved traffic & transit flow.
- Nice to have, but not first priority. Get traffic moving more quickly, that's the priority.
- I'm not 100% on board with the direction the city is going on bike lanes. Time will help I'm sure. A less important goal to me.
- Low priority
- I know having a bike/pedestrian path system is a paramount objective to our Mayor, however for my, this is a tertiary concern after vehicular safety and efficiency and transit access.
- I don't think walking or cycling right alongside a freeway type road like Crowchild is all that appealing but do what you can to move and connect these other forms of transportation without further encroachment overall to existing homes.
- This isn't important to me

- Anything to keep the bikes off of the roadways and eliminate these useless "bike lanes".
- Pedestrian yes, cycling no.
- This was briefly discussed in workshop, and more during the walking tour.
- Bikes are quiet
- N/A
- Existing pathways should be maintained. New ones might need land acquisition
- These measures would improve the interface of the corridor with the community.
- The only reason I did not rate this as strongly, is that the priority should be for high capacity and high frequency transit services, not bike and pedestrian paths.
- N/C
- No additional comments
- Traffic patterns in surrounding communities are important, but the biggest problem is the Bow Trail North interchange for the morning rush hours. That really needs to be improved.
- Put bike paths on top of the tunnel.
- Make it easy to connect to major destinations
- Self-explanatory....
- Cut down on carbon.
- Comments should be optional, not required

Disagree:

- Great if you can, but is there enough room?
- I'm a big proponent of separate bike and pedestrian paths, but given the space available and the potential impacts on cost and bordering communities, this seems like a pie-in-the-sky kind of thinking. If it happens I'll be happy, but it's not something I feel is appropriate to this stretch at this time.
- There are already areas for this adjacent to Crowchild
- We have enough cycling routes
- It is desirable to provide pedestrian and cycling access providing it is separate. My observation driving the road every day for the past 15 years is there are few cyclists on Crowchild, so I would assume most of these routes already exist.
- There are many options already available to this population for this corridor.
- There are already significant cycle routes along the North-South corridor area, another set would be a waste of money and another distraction from the main goal. However I'm sure the loud cycling minority will want it.
- I think the best option is to keep pedestrian / cycling routes away from Crowchild entirely. I believe we have a fairly good pathway network that does what this goal states already.
- Crowchild is a freeway in the rest of the city with minimal to no pedestrian/cycling. Alternative routes should be considered for separated, but it's my understanding separate upgrades have already been made to 10th street and other routes along the way.
- There are many other better routes for cyclists to use and putting in bike lanes that are only used a few months of the year is a waste of money and space.
- There are already cycling and pedestrian routes running near Crowchild. No need to add more. Space is already limited and if people want us to minimize land appropriation, then grabbing more land for cycling and pedestrian paths is a huge misuse of funds.
- Not necessary as in this community there is lots of cycling paths
- I don't know why existing routes - 19th Street, 10th Street - Parkdale Blvd aren't the focus for pedestrian and cycling routes - and/or additional routes through communities.

- There is lots of paths and side roads that provide excellent access already. Major road ways like Crowchild should not serve bikes. That's like adding a bike path to Deerfoot. Cyclists have lots of other alternatives
- As much as possible existing infrastructure must be maintained. It is, however, unreasonable to expect extensive new resources beyond access to facilities that allow safe crossing by pedestrians and cyclists.
- Replacing existing sidewalks between Kensington and the St Andrews Heights Bridge may be necessary if they are used sufficiently. There are plenty of alternative cycling routes already
- No commuting walkers and bike riders using Crowchild for this purpose and better alternatives already exist.
- Pedestrians and cyclists have a minimal impact to surrounding communities when compared to vehicle traffic. Other route options are already available for these groups. Intersections or Overpasses along Crowchild must allow for pedestrian or cycling traffic, but continuous routes along the corridor are not required.
- Not a cycling corridor, the cycling routes (underneath) should be considered and maintained, but the plan itself should respect existing routes but not be about adding them. As per cycling, pedestrian crossings should be ensured to cross Crowchild safely. I see more respect existing not "provide for" which implies more and enhancing them, vs maintain. COST concern otherwise.
- there are probably better and safer routes for non-vehicular traffic
- I feel there are enough supplementary routes for cycling and pedestrian routes around Crowchild Trail, that new ones are not necessary to this project.
- Only those that are directly adjacent to Crowchild Trail should be part of the project. There generally aren't any now and given that space is at a premium there is no need to introduce them
- I cannot fathom the quantity of land necessary to accommodate cars, trucks, bicycles, and pedestrians? Pedestrians over passes could be provided as is the case now. I cannot see why cyclists would want to use the Crowchild corridor when there are alternatives routes they can use with more safety.
- Calgary already has the best cycling network in the country. It doesn't need more or more road lanes dedicated to their use - unless you allow cyclists and pedestrians to share sidewalks. 8/12 months, the weather isn't conducive to cycling or walking, especially with dangerous patches of ice everywhere due to poor maintenance. Paths need to be cleared if you are going to build them and encourage their use. The Douglas Fir Trail paths has zero winter maintenance.
- As long as there is connection to the Bow pathway should be fine. There is currently minimal foot and bike traffic along this area.
- Adequate cycling and pedestrian routes are already in place
- The current pathways and cycle routes are more than adequate to address any traffic flow concerns through this corridor. The only issue that needs to be addressed is access over the roadway to connect the communities that boarder on the east and west sides.
- A very small number of people bike and Calgary is not very conducive to pedestrian traffic. Also weather in Calgary would not allow enough use of these routes. Current routes are fine.
- Agree: "Provide for continuous pedestrian and cycling routes separate from, but complementary to, Crowchild Trail". Disagree: "to connect major destinations along the corridor." The routes should connect all destinations, not just the major destinations.
- Pedestrian/cycling routes are secondary and should be kept separate from Crowchild (freeway)
- Not all roads need to be complete streets.
- You are building a major roadway, the South part of Crowchild has no bike/pedestrian component. Bike/pedestrian should be dealt with on lower volume/lower speed roadways for less money than it would take to add them parallel to this road.
- Keep Crowchild Trail for road traffic. Develop other north/south routes for pedestrian/cycling movements.

- Crowchild is for cars not pedestrians. A few over passes is acceptable but don't go overboard!
- Cyclists and pedestrian needs are not connected to motorists needs. Cycle paths and pedestrian routes are already in place and should not be connected with an expansion to Crowchild Trail
- These should be kept to secondary roads/paths. Too costly to incorporate into an already tight corridor.
- 19th street and 29th street already do this. No need for paths immediately next to Crowchild, as long as sidewalks elsewhere are maintained. Critical for bikes and pedestrians to be able to move between the river and 16th ave in a relatively straightforward way, and between river and 17th on the south side, but doesn't need to be adjacent to Crowchild. Ped/bike Bridge under Crowchild needs to remain.
- should not be the main priority - other corridors parallel (10th st, 29 st) could be improved to serve this function better
- don't make road decisions based on the 1% that ride bikes
- Almost all of the bike/pedestrian routes that have been created all over this city have proven to be underutilized and very expensive to install & maintain. Pedestrians are quite capable of using existing sidewalks & pathways. Most cyclists use surface streets to get to the river pathways right now. Unneeded
- Don't think Crowchild needs to be an important bike or pedestrian route. That can be done elsewhere where space permits
- This is a major road not a pedestrian or cycle route.
- This type of travel isn't important to me.
- There is nothing beautiful about Crowchild. Why would I want to walk/cycle near it?
- Perhaps I misunderstand the point, but I see this stretch of Crowchild as a vitally important corridor primarily for the movement of vehicles...cars, truck and transit. I don't really see it as desirable or necessary to somehow integrate pedestrians and bicycles into the mix, except to cross it safely in locations that connect adjacent communities.
- We are a winter city. I'm not do not think a cycling path of pedestrian route is necessary along this major corridor.
- Not vital.
- It's not the kind of road for bikes or pedestrians.
- There are already bike paths and sidewalks. Bikes should definitely not be on Crowchild. Half a block away, maybe. During the winter roads are so slippery and nasty that no one is going to be riding a bike a long distance anyway - we should focus on the road first. Something the overwhelming majority uses every day.
- I don't see this corridor as an optimum road for cycling, this should be secondary if conflicting needs are assessed.
- Cycle routes may be appropriate, not sure about pedestrian routes
- I am a cyclist but I am not sure if I would enjoy biking along a highway and inhale all the exhaust from cars, unless there are sufficient buffer between the car traffic and the bike paths. I think it will be better to provide bike connections in regular streets.
- Only if this means that the road will not be reduced in size, otherwise bike and pedestrian should not be allowed
- I disagree as no one is going to 'stroll' along this corridor nor should pedestrian access to buses be encouraged on Crowchild as that causes major backups. Buses should pick up in neighbouring communities off of Crowchild to avoid the bottlenecks caused by bus stops on it. Cycling routes should be created through the bordering communities to avoid conflict between bikes and cars on a major thoroughfare just as they are prohibited on Deerfoot Tr.
- Fix the driver's side first. it's terrible
- Doesn't that defeat the purpose of improved traffic flow? Slow moving bikes and fewer lanes for cars
- Again, this can be done later, we must move on the main project.

- Only if this fits into the larger goal of improving traffic flow.
- I think the concept of the study is to increase and improve traffic flow not pedestrian or cycling routes
- The roads adjacent to the sound wall make great cycling routes. Currently there is large gaps, but for good reason. Either the topology is a poor choice for human power or there too much infrastructure in the way. I'm thinking of the bow river bridge area, and in the NW by all the transit stations.
- Priority to cars
- This is a major arterial road, not a bike path. Cars first, pedestrians and bikes second.
- Traffic flow should be the priority
- The bicycle trail initiative is becoming out of control!!! We are a winter country and only have 4 months of safe, bike weather. Please, do not wreck another roadway with bike trails. We need efficient roadways for vehicles not more bicycles.
- First priority should be to traffic flow
- Vehicle & transit traffic should remain the primary focus for Crowchild
- Crowchild is for cars. There are pathways elsewhere. (See 12 Ave SW now and the river pathways. I just think this goal pales in comparison to the need for improvements to the existing vehicular roadways.
- Would prefer that traffic flow is prioritized.
- Personally would not use these. My understanding is the north to south route is already covered by a bike route nearby.
- While nice to have, I consider this a want not a need. Focus on cycling in our city is ridiculous considering its winter for 8 months.
- Cycling routes maybe, but pedestrian routes would be an overkill, perhaps with the exception of some segments. Few people want to have long walks along a thoroughfare.
- Personally, I do not see anything wrong with Crowchild besides perhaps improving the sound walls to reduce the noise the community. It would be more effective if the city would state what is the problem it is trying to fix and what evidence or process it has undertaken to identify these issues and their significance.

Strongly Disagree:

- I don't see people walking Crowchild Trail or that route. A cycle trail complementary to the Trail is questionable as most cyclists would want trails north south every 5 blocks on an east-west projector. From what I have observed cyclists will not change their current routes by a block if it means taking more time. Should study current bike lanes along walkway on north side of bow to see where the cyclists join from the north side of bow.
- we have enough bike pathways along the Bow River, accommodate on new bridges
- Really, more bike lanes? Traffic isn't congested enough you want to make it more so. How about fixing the one on 10th Street that has a sudden lane change at 16th Avenue first? There are already sidewalks and pedestrian overpasses. Isn't that enough?
- The train is already there for pedestrians.
- There is existing pedestrian and cycle infrastructure which is sufficient and not needed along this road.
- There is currently no walking/ cycling along most of Crowchild and not a perceived demand for this- there are many other routes available, adding cycle lanes is a waste of space.
- Existing routes are more than enough.
- Quit spending money on the 1% of cyclists.
- Stop it with the bikes already.
- Crowchild corridor should be treated as an expressway, as it connects the south portion and north portion of the existing freeway/expressway. Bikes and pedestrians should be able to cross it safely, but

it shouldn't be designed to handle this type of traffic. There are plenty of nearby roads and routes that could be used by those users.

- There already are more than sufficient bike and pedestrian paths along the route. No new bike paths, cycle lanes are wanted or required.
- There are sidewalks and overpasses available for pedestrians and cyclists.
- There is a bike path system very close already, further expense tagged along with this process is unnecessary.
- While a downtown cycle-lane may be a good idea, I think that Crowchild is a major vehicular artery that needs to remain for vehicles only, particularly with the river-pathway system so close to Crowchild trail.
- Cycling and pedestrian traffic should not be a consideration along Crowchild; alternative routes already exist that are/can be used. Crowchild is a major traffic (motorized vehicle) corridor; this is what it was originally designed for and what it should remain.
- I think the goal here is to move motor vehicles north and south. Bicycles and pedestrians have other options
- we have enough bike and pedestrian trails
- Cycling is increasing, but really serves a limited population group, for only part of the year. Traffic flow should be higher priority, but safe pedestrian and cycling routes that are separate and help improve traffic flow should be a goal as well.
- Personally, I don't think many people like walking or cycling beside a major roadway, free flow or not. If a multi-purpose trail (separated behind landscaping/noise wall can be added in addition to making Crowchild a freeway that would be best.
- Bike lanes are poor use of city land and dollars due to lack of use.
- This is a winter city. After seeing the chaos downtown, I am skeptical of any plan containing the word "cycling".
- Cycling and pedestrian routes should not be on major transportation corridors
- There are already bike paths that can get people to their destination without having to develop something along Crowchild. Personally, I would not want a bike path near a major roadway. Occasional, pedestrian overpasses are fine.
- There are not enough cyclists to make this worthwhile.
- We have bike lanes along Northland Drive - nobody, including myself and my family uses them. The new pedestrian bridge over Shaganappi Trail. I have seen one person using the bridge - people still jaywalk across Shaganappi. Put pedestrian and bike access away from major traffic corridors, shopping plazas and schools. An accident in the making.
- Currently there are little facilities for pedestrians and cyclists movement along the corridor. Since the new improved corridor will be a major artery similar to Stoney Trail, there should not be any pathways for pedestrians and cyclists. The streets parallel to the corridor can be used. Overpass bridges should be built though so cyclists and pedestrians could cross the corridor.
- The city, which is in winter 8 months of the year, has no need for such an extravagant pathway system for cycling commuters.
- Don't care about bikes on Crowchild. It is a road
- Bikes and pedestrians should not even be on a high speed roadway in the first place
- Few Calgarians walk to downtown from anywhere further than 24 Ave NW and 17th Ave SW 2) Cycling infrastructure already provide exceptional access to downtown.
- Calgary is known to have one of the most extensive bicycle/walking pathways in the world. No need to add to it
- Cyclists are a pain in the petunias, if they want it they can pay for it
- Crowchild Trail is a major traffic route into the core. Pedestrian and cycling routes need to be accommodated elsewhere. The two do not mix.

- This is absolutely ridiculous. This is a major roadway for buses, cars and trucks and doesn't mix with pedestrian and bicycle traffic. Overpasses for bikes and pedestrians should be the only measures considered.
- This is a highway. Stop screwing up traffic in this city with bike lanes that few people use, and almost nobody uses in the winter because we live in a northern climate that is frozen more than half the year. While you're at it, why don't the police give tickets to people on bicycles that break the traffic laws? And how come bicycles don't pay registration fees to help pay for these projects that they use, just like automobiles do?
- There is no need for pedestrians or cyclists on what will essentially be a freeway
- Crowchild trail is a major roadway and considering pedestrian needs is just silly. We don't consider pedestrian needs on Deerfoot. Similarly, there are ample bike options from NW along the river and down 19th street. I do not believe adding bike lanes to Crowchild is warranted.
- Cycle tracks should not be considered. This is for motor vehicles only.
- Don't need any more useless bike lanes!
- This corridor is the only North-South travel route from SW to NW Calgary intact for vehicles and should be prioritized for vehicles. Complementing the vehicle traffic by adding in pedestrian and cyclists will only make the vehicle problems worse.
- No we don't need them this will choke off traffic again like it is downtown. Also its winter most of the year which mean bikes are non-existent and budgets will be wasted on cleaning these paths/routes
- IF you want bike paths, build them on the setbacks the city owns. Do not place bicycle lanes on Crowchild or near Crowchild which would impact drivers. It is unfeasible to have bike lanes on or near major freeways for commuting especially with the weather conditions that Calgary is under. IF you feel you need to have bike lanes, then build an elevated roadway parallel and above Crowchild.
- Crowchild is for vehicles.
- Waste of money for the usage they will get
- More costly add-ons. Nobody in their right mind walks or bikes on Crowchild Tr. The original proposal included options for various types of connections but was ignored by city council. Calgary City Council has not provided enough evidence that this type of add-on is even needed for Crowchild Tr. The Glenmore Tr improvements did not include this type of "complementary" consideration and I have heard no complaints.
- Crowchild Trail is a high-speed, high-volume vehicular roadway. Mixing pedestrians and cyclists in with this traffic is a recipe for unnecessary accidents, injury and deaths. Our forbearers learned this hard lesson in the last century and it seems that new traffic planners are happy to ignore that wisdom. Pedestrian and cyclist routes exist along other slower and less busy roadways and that is the safest solution for all.
- Calgary is a winter city not suitable for cycling. Stop wasting money on building cycling and pedestrian routes.
- Minimal need for bicycle corridor along Crowchild due to lengthy winters
- Spending tax dollars to support bike lanes that 95-97% of people don't use is highly irresponsible and indicates to me that someone with a bit more imagination or the willingness to actually solve problems is needed. Also navigating the city on a bicycle isn't that difficult.
- The amount of time and money being spent in Calgary particularly on cycling routes is insane!
- Corridor too narrow
- Pedestrians and bicycles should be kept as far away from a thoroughfare as possible for safety of all.
- Bikes and pedestrian traffic should not be allowed on Crowchild. There are alternate routes already designated.
- Build pedestrian and cycle routes elsewhere. Fitting these in will require private property acquisition.

- There should be access to get across Crowchild, but not along Crowchild. This is a major corridor and it should not be used by bikes or pedestrians because it is too dangerous and I think the limited expansion area wouldn't do a bike path justice. Access for bikes and pedestrians should be developed down less busy/major corridors.
- Crowchild trail is NOT a bikeway. It is time to move bikes to alternate paths near but NOT adjoining 6 lanes of traffic
- Bikes and pedestrians should not be on nor along Crowchild trail. They can be through the adjacent community.
- These are unnecessary attributes that will add complexity and cost to the project. Only when these routes need to cross the Trail should they be considered. Remember, the Trail improvements are needed primarily to move automobile traffic.
- While we have many people who cycle, we are not a cycling city. It should not be our priority. If you want to plan for later, that's great. But right now we have a traffic problem. Cyclists can get around on secondary roadways.
- The goal should be having traffic continue to travel at 80 km/h the entire way, cyclists should be encouraged to use alternate routes.
- I'll be interested to watch (anecdotally and otherwise) how utilization of the downtown bicycle lanes evolves. I'm happy to admit when I'm wrong but for a city that has 5-7 months of inclement weather I'm not sure removing lanes is warranted from either a financial or lifestyle viewpoint. If it isn't warranted in the 10-12 most busy blocks in the city then it sure isn't warranted on Crowchild.
- The corridor needs to be primarily concerned with vehicle traffic. These items are very secondary. They should be pushed into the neighbouring communities if need be.
- City has spent a lot on city bike paths, so let's leave Crowchild for vehicular traffic only please. Pedestrians who work/live in the nearby communities, or are visiting the stores, need continuous sidewalks somewhere adjacent, so they can take public transit. So - no to special bike costs, but yes for pedestrians.
- This is mainly a vehicle thoroughfare and should stay that way.
- The city has put in bike lanes in various parts for the city with a negative impact on vehicle traffic flow. These are not only a pain in the posterior for vehicles but in my opinion not safe for cyclists. With a higher traffic flow and hopefully higher speed limits (when properly sectioned away from foot traffic, parks) then it would not be safe for cyclists. To do all of this and not increase both traffic flow and speed limits would be an incredible waste of money.
- Resolving vehicular traffic is the number one priority as not everyone bikes in mid-winter conditions and far too much emphasis is being given to cyclists in this city at the expense of vehicular congestion.
- Crowchild should be for cars
- I believe this should be a phase 2 of the project.
- Ultimately the cost of all upgrades can and perhaps should be paid for by the user. If the design purpose is maximized for the user who can be assessed a direct fee/charge, the practical cost if paying will be inherently easier if it is perceived that the fees are being utilized to benefit the payer. Pedestrians and cyclists do not pay a direct fee for the use of their infrastructure wants: hide them from those who could/should be paying for their infrastructure needs.
- no
- I want the cycling routes but they should be nowhere near the air pollution caused by the corridors. (see above)

I don't understand this goal:

- I think cyclists can use different paths.

- Multiple transportation use is important to any forward looking strategy. This sounds like a tactic not a goal. I'm concerned you're presupposing solutions and outcomes before considering alternatives and strategies.
- What major destinations? Banff Trail station will still need a strong connection to McMahon. But I'm not sure what else is considered a 'major destination'...
- This is a vehicular corridor- yes we need access but it sounds like the plan is already in place to drastically reduce Access points so it is a bit of a leading question. Remember the local residents have built up relationships with shops office etc. and this needs to be respected.
- Don't understand how this fits with fixing the problem of traffic congestion/flow.
- Separate pedestrian and cycling routes, yes separate, very separate. Do not even think about a cycling lane on Crowchild!
- Just don't put bike lanes on the road. Half of the problem with the road is that lanes end. Taking away space for bike lanes would make things much worse. A separate path and footbridges are fine ideas though.
- WINTER. Love to see the usage of primary road bike lanes to cost.
- It is hard to imagine the amount of cycling and pedestrian use along the route could justify cost. I am all for cycling and walking to work and errands, but that is why I chose to live inner city. We cannot make Calgary something it is not. It is cold and wintery for most of the year. It is very spread out as well. I do not understand goals to pretend the provision of dedicated lanes will reduce the existing sprawl or change the weather.
- [Expletive removed], are you serious....? How will this improve vehicle travel? How is this the first sub-goal? Priorities people.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- This goal indicates predetermined changes/ plans have been developed already as enhancements are only required if changes to the current footprint are completed.

Provide for convenient, high capacity, high frequency transit services along Crowchild Trail that align with rapid transit projects in the area.

Strongly Agree	x194
Agree	x205
Disagree	x61
Strongly Disagree	x23
Don't Understand	x30

Please explain why you rated this goal this way.

Strongly Agree:

- Sure, but don't you already have a train running near there?
- put transit in or underneath the overhead roadway
- I am a strong supporter of public transit.
- I'm from the east and I find the c-train ridiculously primitive. Proper city-wide public transit is a must in order to de clutter major road traffics. Look at New York, Boston, Montreal, Washington, D.C. All very old cities with high population densities that have managed to develop extensive and rapid transit systems. People chose buses and trains in Montreal over cars because they are cheaper and much faster. Maybe Crowchild is not the problem after all... Maybe it's the c-train!
- Because public transit needs to become the solution, not just an option.
- This is also consistent with planning that encourages and supports alternative and greener forms of transportation.
- Let's get transit set up to move people! Mount Royal University and University of Calgary has many students and staff that sit on Crowchild Trail on a daily basis because the City of Calgary transit schedules do not allow them to get out of their communities and to work or class on time.
- We need to encourage people to drive less. Otherwise the need for road infrastructure is never ending

- Being such a major connection between the North and South creating the ability to move people through transit smoothly, quickly, and efficiently on the corridor would seem to naturally align with the goals of improving transportation.
- Extremely important for the long-term. Better bus service and/or a HOV lane would be very helpful.
- If we are going to build it, then build it right
- Mass transit should be a priority.
- We need more people on buses and transit. We need more buses and transit, they are often over full through the Crowchild corridor at rush-hours.
- I believe that if you give priority to public transit, more people will use it.
- Enhanced public transportation means more people will use the system, keeping individual costs reasonable and limiting the environmental damage of cars.
- Transit is a great way to move people in an ecofriendly manor. As long as the noise and safety will be addressed.
- Calgary needs to make transit a whole lot convenient in order to get people out of their cars. Crowchild is a good connector and using Crowchild can cut the travel time, therefore providing transit stops along Crowchild could increase transit ridership and reduce traffic congestion along Crowchild.
- Having ridden buses along the southern section of Crowchild Trail, I appreciate the importance of the bus-only lane during rush hour! Similar provisions should be made for transit in the central/north sections - the 20 and 72/73 are important bus routes and could use some streamlining of the corridor.
- This would just encourage more people to use transit.
- Again, it is about broader transportation issues and providing viable, convenient options.
- Anything that improves the accessibility to, and frequency of, public transit should certainly be a high priority. Hopefully this would also reduce the number of vehicles on the road as more people might be inclined to use public transit.
- Sensible.
- Parking limitations near LRT stations could benefit from more attractive feeder schedules
- Transit is better than cycling/pedestrian access, but still pretty terrible compared to other 1M+ person urban areas...
- A reduction in motorists on Crowchild Trail would be the biggest way to improve the corridor. Providing comprehensive, connected transit options only makes sense if we wish to create alternative transportation options for Calgarians.
- Bus only shoulders would be great like the rest of Crowchild.
- Make it easy to use transit and save money on upgrades. Create HOV lanes. Look at HOV lanes and employer transit benefits for UCalgary, Foothills, Market Mall and the Children's. Help these employers wean people off driving in a convenient way. See for example, the National Institutes of Health, which is located in suburban Maryland, an area much similar to Calgary's NW.
<http://www.ors.od.nih.gov/pes/dats/transhare/Pages/transhare.aspx>
- Bring on the Transit/HOV lane.
- Public transport is increasingly important as the city grows.
- Encouraging development in the inner city helps make the case for better infrastructure.
- Crowchild south has always needed better transit hubs with decent shelter - 54 ave sw bus loop is what made me stop using transit in this city
- Transit around Crowchild Tr in the NW is okay, but there is certainly room for improvement. Can't speak to other areas of the city.
- Great idea.
- Crowchild Is the main artery in the west and needs to be easier to travel on

- Public transit should also be a priority in the new development. Not the 10 homeowners who will be impacted. Think about the tens of thousands of Calgarians who are impacted every day by the neglect that has been Crowchild Trail.
- Transit is the way to go... Not useless bikes.
- Nothing to say, just agree
- The transit system is awful in this city. The bus routes are selective and unreliable.
- Encouraging public transit use is always a good thing.
- Transit is a part of the traffic flow same as pedestrians, cars and bikes.
- Get people out of their cars. Make it easy or people won't use it.
- Now here's an interesting solution... Would be interested in hearing more about this.
- If it all integrates, then it all probably works better.
- Providing faster transit is great and is a key factor in people's decisions whether to use it. Design the corridor with this in mind. Do not design the corridor and then remove a lane to add this in last minute.
- This is huge, and hold transit accountable. They do not follow their schedule, multiple complaints do NOT result in any changes.
- It makes sense.
- This makes sense, though I think the reliability of our LRT is quickly making it a repulsive option. Transit managers need to focus on a customer first strategy, instead of a union first mentality. Mismanagement of transit in this city has become an epidemic.
- Bus stops along an expressway road is ridiculous. A separated transitway would be ideal.
- This should be included in a redesign or at least planned for so changes don't have to be made in the future
- See earlier comment about population size. It's idiotic that a city our size has such an inadequate, unreliable and infrequent transit system.
- Again this is part of the urban flow and in many ways extremely important and long delegated to a poor position in the overall planning of our urban landscape.
- There is no connectivity of the existing transit and no LRT in the area. The lack of transit along this part of crow child is a major issue and huge contributor to the traffic problems in the area
- Any upgrade to Crowchild trail needs to ensure it is compatible with the current and future rapid-transit expansion plans of the City, as well as with city planning initiatives around bus routes, HOV lanes etc.
- Absolutely
- Calgary transit does a poor job of servicing the city. Form a major city this is one area where we really lag behind and need to work on. Also, transit is used 12 months a year by a wider demographic. Much better investment of resources than bike lanes.
- The LRT is my most important method of transit and I want everything to work together.
- Major roads without light, this is where high capacity transit belongs.
- It has been an amazing improvement to have the transit lanes and has cut my morning commute in half. It's better to ride the bus than drive! Make it even better!
- -bigger road is not always the solution. Is this sustainable into the next 50+ years? How many lanes will Crowchild need to be in 50 years? Other high capacity options need to be sought for those who travel through the city.
- I believe in BRT, not more LRT
- Our city needs to enhance transit and Crowchild is a major factor
- The LRT and transit system in Calgary has been outdated for a while now as the city continues to grow. Keep this in mind when building any road as buses and trains are an integral part of many Calgarians daily routine.
- It is vitally important to design the corridor to allow the smooth flow of buses in their own busway or bus lane to connect downtown, the West LRT, Mount Royal College and the adjacent office park, Currie

Barracks and points south...especially in light of the decision not to align the West LRT to Mount Royal. Transit readership in this corridor, which is under redevelopment and densification, would be greatly increased if there is fast bus transit, which will only happen in its own lanes.

- Current Crowchild north design is effectively little better than a single lane over the Bow. You have to be in far left lane at 17th Ave to be in the right curb lane under Memorial to be in left lane after University Dr. Also traffic from downtown, including emergency vehicles enter Crowchild north on left side and must dangerously cross 2 lanes to get to Memorial for West access to hospital, or for crosstown traffic from Bow Tr to Memorial east. All very accident prone!
- There should be HOV and transit lanes as this is a major corridor to the u of c etc.
- Make it easy for people to use alternate transportation
- Including LRT
- Calgary Transit should provide more service from below 17th Avenue to places like Brentwood and Market Mall. I know it's not on the plan, but running a line of the West LRT from Sunalta down the Crowchild to Mount Royal and across the Glenmore to the South West communities to the new community of Providence should be part of the plan.
- This would be an "easy add" for our City. I.e. it would not cause any new disruption to our existing communities but would improve an already existing transit situation. This is far preferable to encroaching on bordering communities by acquiring private property etc. because a significant group of people are already using public transit in their commutes. I think it would have the biggest bang for its buck.
- Bus travel along Crowchild is efficient and reliable, don't mess with it.
- a mix of transit options allows for those who cannot drive or are unfit to walk/cycle to still get around the city
- Bingo! By far the easiest solution is expanding C-train usage. And while the City is moving to 4 car trains, why not expand beyond that? This is as close to a turn-key solution as we have - the infrastructure is already there! Platforms will need to be expanded and other logistics determined but on a \$ / unit of Crowchild Expansion Utility basis I would bet it is more effective, easier to implement and cheaper than any other option.
- I'm pretty sure I can walk downtown faster than I can taking transit and I'm West of Crowchild.
- Easiest way to get from the south to the north on this side of the city.
- Some transit service should be local and not use the main corridor which should be designed for through traffic with limited local access.
- Bus lanes that are efficient and incent people to use buses is a huge issue. If the buses are not faster than cars, people would rather sit in traffic in their car. We should also have car pool lanes during rush hour.
- High quality transit services should be at the core of Calgary's transportation policy since it is the most effective and efficient way to reduce traffic gridlock and pollution while increasing mobility. Singapore has been investing heavily in public transit for the last thirty years with great success.
- connections to U of C(#9 bus) , Bowness (#1 bus), Downtown (everything along Bow Trail) 17th Ave (#2, #6) and the West LRT (where?) should be optimized with a relatively short walk.
- Obvious!
- Support all modes of transportation
- Yes. Mass transit is obviously part of the solution versus increasing the use of single occupancy peak travel at faster speeds
- Transit only lanes have created an efficient way to get to work. The Buses along Crowchild should have coordinated bus stops along 8thave and 6ave. The Route 112 and 18 share the same route along Crowchild but only share one bus stop on the edge of Downtown. This often leads to missing buses

because you have to run a block to get to the right stop before the bus... This is a common theme with all bus stops downtown.

- Transit needs to complement the use of Crowchild within communities. I used to be able to take the #6 to Crowchild, then exchange on the #20 to go to Rockyview Hospital. It was seamless. Then, the LRT route went in, my bus route was increased to a transfer at 37, and the buses do not line up at all. I can no longer commute via transit, within a reasonable timeframe, to my place of work, a major hospital.
- Eco for all and affordable to those who can't afford cars in the big picture.
- Much the same response as to my previous answer. Anything to reduce traffic on our city roads gets a big thumbs up from me. However, it is extremely important to concentrate on the "convenient" part of this goal. Although I do not use public transit (now, but will in the future), the biggest complaint I hear from users is that it is far from convenient to use. People will not use public transit if it does not work for them.
- Transit services are important for people to provide a route to get downtown, in particular.
- I believe this is one of the most essential aspects of the project, ensuring from the start that alternatives to car travel exist. Also, Crowchild Trail passes through or close to major institutions such as universities and hospitals, and high density residential and shopping areas. People absolutely need public transit.
- The current bus lanes are seldom used - my personal observation when using Crowchild Trail in the SW portion. It is a shame that so few buses use that route: we need to increase the use of buses where there is no C-Train service.
- Transit service is a great way to get to downtown - no worries about parking or scraping your car in the winter. I've used the transit system to get to work downtown and was very happy with the convenience and service.
- Public transportation is vital to a big and growing city.
- This should be the number one goal
- transit is key to mass movement of people
- Agreed... efficient public transit is a must... there must be other excellent travel options besides cars... there are too many on the roads already.
- Transit is the best way forward for moving people.
- The Crowchild corridor is one of few major roads within the city and it's imperative that public transit also be able to take advantage of that. Public transit ridership will not increase if the service is slow and frustrating. This project can be designed to prevent such frustrations.
- The city of Brisbane Australia has created a very effective rapid transit bus lane. Depending on the future width of the road, this could be a great way to continue rapid transit from McManis station - south along Crowchild to future business centres, thus encouraging a decentralization of Calgary's future Knowledge based workforce.
- Need to provide alternatives to the car and shelters for those who wait. Lack of LRT between U of C and Mount Royal is a shame...
- I feel that as the City grows, the need for effective public transit will also, and the easier the access for people and the more efficient, the more ridership and this is good for everyone.
- Support alternatives to cars.
- I believe that transit is a key element in efficiently transporting people around in this city, and improvements should always be a part of traffic flow upgrades/improvements.
- transit is important
- I strongly agree if you mean PUBLIC transit. If you just mean private transit I STRONGLY DISAGREE. We have enough already.
- Build a bus lane, separate from pedestrians and cyclists!!
- An elevated or subterranean LRT along Crowchild is an excellent idea. Do you have the money?

- Bus lane, HOV lanes should be considered in the Crowchild makeover as there is no LRT, Rapid transit over the congested areas of Crowchild, south of 16th Ave. NW.
- Public transit in this city is poorly implemented, and is a promising solution to congestion, the city should do everything in its power to support public transit.
- Both Bus and LRT services are quite good at the moment, but improvement is always encouraged.
- It's common sense to have this as a goal.
- High occupancy vehicles are better for the environment and help lower income people get around.
- See above comment. Frequent busses into the downtown core would help with traffic congestion.
- The city must prepare for the future, whereas the city grows an increasing number of inhabitants will likely not have access to cars. Making Crowchild as environmentally friendly as possible (i.e. facilitating rapid transit wherever possible) is critical.
- Transit services that provide adequate access for our citizens will help in reducing traffic on the Trail.
- Currently it an hour or so, to travel from Tuscany to downtown... not really rapid transit.
- Important link.
- Public transit is more efficient at moving people then individual cars.
- Transit is usually a good thing.
- Best way to move people is great transit services - works all year round and accessible to everyone.
- Encouraging people to use transit = good.
- Very important to have an integrated and synergistic transit system that enhances the commuting options
- We need a full multi-level transportation system to serve the inner city communities as well as those people living in suburban areas.
- Pretty obvious - part of the reason is to get vehicles off the route - good transit would help
- Here! Here! At last a sensible alternative to simply widening the road to accommodate more single car traffic. Let's break out of this 1970s thinking. We don't need to make roads better for car travel, we need to make transit the more appealing option. I travel frequently on crow child by car, but I would far more happily do so with a reliable transit option.
- More use of buses to take advantage of Crowchild would be good, and perhaps a dedicated bus lane during rush hour would be helpful.
- This is assuming Calgary can come up with a bus system that keeps the busses on time. Frankly, the train is the only transit that can service large groups and the bus is always late.
- C-Train route will obviously be maintained.
- Yes, I guess. What rapid transit projects? Improve the LRT along Crowchild in terms of frequency and incentivize taking transit rather than driving. The more LRT the better. It is bizarre that third world countries like China have better rapid transit than we do. Past city politicians have been incredibly poor planners, not future looking, so that infrastructure needs are unmet and when done cost more than they should, because not done in optimal time.
- Public transit should be #1 priority. Move people fast and efficiently!
- This should be rated as high importance and should be carefully examined.
- Rapid transit along this corridor should be one of the primary goals.
- This should be the #1 priority for the area. There is no reason why we should live in a city that has buses and trains packed past capacity at peak hours. The extension of the c-train (added cars) is a great start to fixing this. But more should be done to increase the speed of transit off of the c-train route. Whether this is more transit specific lanes, I don't know. But it makes no sense to me when I see a car with one person in it, cutting in front of a bus with 50+ people on it.
- Encouraging and supporting citizens in their choice to use transit instead of driving should be a priority as it helps reduce congestion on the roads
- Again - improving transit access improves overall traffic as it attracts more users.

- The better the transit, the fewer vehicles on Crowchild. Minimizing the number of vehicles should be of top most importance.
- It is important to offer travel options for Calgarians to reduce traffic congestion. Transit is a great way to get more people moving through the corridor without expanding the footprint. Transit in the corridor is critical to provide commuters more options and better options.
- more transit, less vehicles
- This could reduce the overall cost by reducing the square footage of traffic at rush hour.
- To reduced traffic congestion public transportation has to be provided.
- More mass transit =less traffic volume
- Transit reduces traffic. I drive so anything done to reduce traffic is a positive for me.
- I don't know how this could necessarily be implemented, but I strongly agree that further development of public transit is in order. Not only does it help a lot of people, it also can help traffic by reducing vehicles on the road. However, this should not be an excuse to prevent serious overhaul to the Crowchild corridor that is constrained massively right now.
- Part of the problem with Crowchild as it is now is that it is underutilized by public transit. Better public transit along the corridor will mean less motorists and less congestion.
- Better transit = less cars = less congestion
- Good to reduce volume of vehicles along Crowchild Corridor
- Too many cars on roads already leading to congestion and environmental problems. Public transit may decrease traffic. It is costly, but benefits will likely outweigh costs in long-run.
- Crowchild trail is a highway that could benefit from the addition of bus lanes as it would reduce the amount of vehicles that individual people are using, as well as being a good connection from north to south of the river as well as to downtown.
- Making transit a viable option for users will help ease vehicular traffic
- Better transit may reduce the number of cars on the road.
- One of the best ways to relieve the number of vehicles travelling the corridor is to provide useful transit alternatives
- If you want to minimize traffic and car use then effective, convenient and timely transit is a must.
- Crowchild Trail needs to serve as a transit artery as well in order to allow for efficient connections among communities that are not in the downtown core. Frequent transit would complement C-Train service along the corridor and alleviate congestion on the train as well as automobile congestion for residents traveling between the South West, West, and North West.
- This can help minimize traffic congestion.
- No-brainer. Reducing vehicle volumes is the best way to minimize corridor travel times.
- Absolutely agree. Provide those who commute from distant suburbs with reliable transit options. Much more reasonable than incredibly wasteful interchanges or road widening.
- Will help control the amount of traffic flowing on Crowchild.
- Again, there are not enough existing options for people to cause people to leave their cars at home.
- Better transit means fewer cars.
- Reduce vehicle traffic!
- I believe that if there are alternative choices for transportation, people will use them, and will help to decrease traffic congestion in the long run.
- Reduce car use!!!
- I think that is one of the ways to get people to leave their cars at home
- The more public transit available, the less traffic along Crowchild and that is important in terms of noise and congestion.
- Rapid transit is needed. less public driving

- Let's have more transit and less cars on our roads.
- High capacity, high frequency transit is essential to the prosperity and smooth functioning of a city. Enhancing public transit reduce traffic, reduces pollution, enhances connectivity and provides much needed low cost transportation to less economically advantaged people, allowing them to better participate in, and contribute to, the city's economy and social fabric.
- Moving goods and people by such methods will reduce traffic for cars and trucks all along the corridor as opposed to pushing the traffic problem to the next main congestion point.
- Again it keeps some people from using cars if transit is better.
- Again Transit service enhance life styles and allow individuals to commute to work in a variety of ways which also cuts down on vehicular traffic.
- This could also reduce traffic.
- To reduce cars and hopefully pollution
- Same as above. More euro and Asia centric and less car commuting.
- In the future more people will utilize these services because it will be much more efficient than trying to take cars.
- Calgary is a car-dependent city, and absolutely must move away from creating more car traffic and move towards providing alternative transportation choices, including additional and/or more frequent rapid transit, express buses, more frequent bus services, HOV lanes, or dedicated bus lanes. The goal should be to move more people quickly, rather than encourage single-user cars.
- If transit is convenient and quick I believe this should minimize the increasing volume of vehicle usage
- In order to provide alternative means of convenient transportation that will potentially reduce the number of cars using the corridor
- Offload car traffic
- There should be no bus stops on Crowchild Tr. These already cause major backups and are a safety hazard when buses try to re-enter the high volume traffic flow. Buses should pick up only in neighbouring communities off of Crowchild to avoid the bottlenecks caused by bus stops on it.
- it's a major and needs to function as one, free flow traffic is important
- More transit, less vehicles potentially, improving traffic flow. Must not impede traffic flow though.
- Provide for transit - but don't hobble the freeway's ability to move regular vehicles
- Current bus stops often impede traffic- buses along Crowchild are crucial to lessen traffic, HOV lanes and dedicated stop zones would improve traffic flow.
- As long as the busses are capable of reaching the speed of the other vehicles. C-train? Yes, yes, yes!
- Access to transit is very important. However, having a bus stop in a traffic lane is counter to the goal of moving traffic. Transit stops must be designed so as to NOT interfere with traffic flow.
- This is essential, but cannot be set up in such a way that it impedes traffic flow.
- See response above
- The NW LRT route is already in place and works well and does not interfere with traffic flow. So isn't this part of the project already done? If there is room in the design for HOV and public transit lanes, then I can see the benefit. But not at the expense of more passenger traffic lanes.
- See above.
- Same answer as last question but substitute bus for bike. Is there a backlog of folks who really would switch to transit if it worked better for them?
- No comment

Agree:

- I feel this is already being provided.
- Agree, but the LRT already does a great job of that.
- Existing services meet local needs Keep bus routes 1 and 72/73 in place
- Between the C-Train line and bus service, Crowchild is well-served by existing transit service.
- I agree, but there's already an LRT there.
- The transit I think is good already with the separate transit lane in high traffic areas.
- I suppose - but there's already the c-train
- This is largely a non-issue as the C-train is already part of it and bus service is just another user. Expanding park and ride parking space is a possibility but really should be a different project
- The LRT is already in place and is not in conflict with any expansion of car traffic.
- This already in place. Another LRT line going along Crowchild trail S.W. is wishful thinking as way to expensive.
- C-train is already in place.
- I agree, but feel this is also already in place. There are already several buses that travel along the route and it is rare to have long waits
- I'm in favor of public transportation and increasing the access to it. With this question I'm uncertain as to the type of high capacity high-frequency services so can't make a specific comment to this question
- Transit is vital to sustain the city's growth. We should have building a better interchange at 24 Ave NW
- HOV lanes! Encouraging carpooling and transit...even though I don't take transit.
- Transit could be enhanced.
- It gives options to commuters.
- Allow for more transit (as long as it does not affect Goals in the community)
- Public transit is good.
- Transit is important
- I agree but believe the c-train route should be utilized as much as possible. Transit should definitely be given priority over single occupancy vehicles.
- I am a transit operator and this would be great to keep the schedules; especially on routes 9, 72, 73 to name a few.
- I agree with statement.
- Transit routes would be great, but people drive on the current transit only lanes causing accidents and have been getting in the way of the buses. Just monitor 26 Ave Bridge to the ramp to 9th Ave and you will see how bad it is.
- World class transit service is a vital component of a world class urban city. The transit components should be paid for by the users of transit: not by vehicle users, cyclists or pedestrians.
- Accommodation for future LRT requirements should be incorporated. The City of Calgary lacks all manner of foresight into future growth of the city, yet expects it to happen. The Transportation Department has been a complete failure in this respect for the past 40 to 50 years and should be overhauled as a result. If Toronto can build the Bloor Viaduct years before the subway system used it, but accounted for that growth, why can't the City of Calgary?
- A robust transit network aligned as a grid is vital. However transfer points must be obvious and accessible and must not take a bus far off its route to be accessed.
- That's how you move the pedestrians and cyclists
- It makes sense.
- This city has always been a leader when it comes to public transit in Alberta. This goal only reinforces that fact.

- We already have the LRT but if there is a demand for more transit, it should be provided. Hopefully this can be achieved by increasing LRT capacity.
- Public transit is important
- Bus lanes if the lanes are expanded and continued LRT accesses (since it is already there) should be enhanced. Underground preferably.
- The development of public transit system along the Crowchild Trail corridor is important, however since the improved corridor will have higher travelling speed limit, bus stops should be made not in the right lane, but rather as drive-in pockets by the road.
- Future expansion of the transit systems should be planned for. Bus and carpool lanes in the short term.
- Transit services would benefit individuals if it was more effective.
- makes sense
- Transit only lanes similar to nb crow south of 17ave would be good for the rest of the corridor if space exists
- Transit is lacking in this city. Any time a roadway change occurs, increasing transit accommodation should be examined
- Makes sense
- Support the Circle Route #72 #73
- There is an opportunity for a BRT service to run from the university C-train station to the termination of Crowchild in the south. Obviously there are safety concerns with having stops on a major route, but it would provide a rather fast transit option for an area that is largely missed by the C-train.
- The ring road should be the major artery for North-south car travel in Calgary. If it is a goal of the city to enable more people to use crow hold for that purpose, then it has to start with public transit which hasn't even been really tried in that corridor.
- More transit options are always welcome, however I'd suggest implementing a legitimate HOV/Bus lane for this purpose. The brief HOV lane south of Bow Trail is nice, but it's far too short to be effective.
- Yes makes sense
- Agreed
- I'm all for transit improvements
- There should be improvements for facilitating access to the C-train via buses, as well as improving the use of buses as shuttles when the C-train is out of service, given that some of the areas around C-train stations aren't set up for these purposes (e.g. Banff Trail Station).
- This is mostly already in place with the C-train and BRT and such but extended Calgary Transit only lanes would be a good idea
- I agree but I don't think there's enough room to accomplish this. I've always felt that our bus network isn't grid-like enough and it would make sense for a Crowchild rapid bus route, especially where LRT doesn't service, but I don't see one coming any time soon.
- More available transit would likely increase user ship. Now it is so packed all the time, many of us prefer to drive
- transit is important
- I don't use this but I believe this is important to enhance our transit service.
- Convenient, high frequency transit services along Crowchild Trail would be great news for businesses along the trail and especially for University of Calgary and University of Mount Royal students!
- Transit should always be considered. However, this should be complimentary to, not substituting for the present overwhelming need. There are just some instances where transit is not appropriate, and access to healthcare services along this corridor often necessitates private transportation.
- Self-evident, also well policed HOV lanes should be examined
- More frequent transit will make transit more attractive. Increasing auto flow on Crowchild makes transit less attractive. Yes to transit and No to single occupancy vehicles.

- Major thoroughfare should include all forms of traffic accommodation.
- Getting people through this bottle neck the quickest during rush hours would complement the general main goal
- agree
- Isn't this already there? A lane that only buses can use to get DT on Crowchild N-bound? What about a high occupancy lane?
- Efficiency of transit is essential on such an important north - south route that services the entire city.
- The train stations function very well along Crowchild Trail.
- Makes for efficient people moving.
- Very important goal but considering the great access already and proximity to downtown I don't see this as a critical goal.
- If possible.
- As transit becomes less painful to use, more people will use it.
- I'm not sure how much transit is used by the offsetting neighborhoods. Many people cycle
- The better the transit the more people will take it. My only concern is parking from the transit areas.
- Named efficient transit on this route.
- Density in this area is increasing somewhat and transit access is essential for many people.
- As long as these services are not running too fast and are humane in scale. If they tear through the areas at high speed and send people at the edge of their routes scurrying for cover then you've just scared off the pedestrian/cyclist who is making the Trail safer and more attractive to other users.
- I do think this is a good goal, especially to support existing routes if they are economical today - and especially to coordinate with other rapid transit projects.
- I like to support efficient use of transit.
- This can be engineered into the plan, there is no reason to disagree
- This seems to already be in place, however, if further progress for transit can be fit in at the same time as Crowchild Trail is enhanced, go for it.
- Complimentary transit to rapid transit projects seems necessary to maintain passenger flow.
- Should be in conjunction with a car pool lane that is policed by Calgary transit. Similar to the lanes in Kelowna
- If such service currently exists it should be maintained.
- Rapid transit should be more connected to other services.
- With no LRT in the foreseeable future, I think frequent busses will be important
- Need to maximize public transit
- This already exists north of the bow. The same should be done for south of the bow
- Density along the transit lines continues to increase - Mass transit will only continue to become more important to the area over time.
- I assume this means good bus service along the Corridor that connects to the C Train at Banff Trail, and provides connection to points further south like Mount Royal U
- Would be a improvement over what we have now.
- Like who would disagree with this goal? Only a bus hater.
- The urban transportation system must include all modes of transport and support multi-modal commuting such as walking & transit or car sharing & transit or cycling & transit.
- Limited transit services exist along the existing path. Increasing transit use may help ease congestion along the route. However, demand along the route (17th Ave S to 24 St N) may not warrant the extra transit capacity.

- It depends on what type of transit service. There is no room for an LRT line without widening everything and thus destroying houses. However a really good, frequent bus service that could be almost as efficient as the LRT would be great.
- LRT transit along the NW section of Crowchild already exists and reduces the volume of vehicle traffic. Improvements to the SW section of Crowchild could see similar results.
- Make sure they run later than midnight and don't take large detours into the adjacent residential areas.
- this will encourage people to use public transit
- Transit needs all the help it can get.
- This already exists so you wouldn't want that to change
- I live in Altadore and work at the U of C. A more direct bus route than the 20 would be helpful.
- The City needs to promote the use of non-auto travel within the inner city.
- Improving transit makes sense but will never replace travel by private vehicles.
- This does not automatically mean LRT. Efficiency shouldn't automatically mean LRT. Other innovations should be considered- i.e. express bussing services/terminals or gondola transportation should seriously be looked at.
- I think north/south transit line that doesn't go downtown would be beneficial to Calgary. It doesn't necessarily have to be on Crowchild though.
- Calgary Transit needs to provide better service in order to attract more riders.
- I think it's interesting that the Westline LRT has done NOTHING to reduce commuter traffic going north/south along this corridor. It was laughable that it was marketed as the solution to all traffic woes in the SW.
- It's major north/south route. BRT or even a future LRT line should be considered to promote and focus on future transit projects.
- Crowchild Trail should be provide efficient transit routes to minimize the need for cars
- A North South LRT route should be considered.
- People wanting transit along Crowchild should continue to get it, especially since we can see the direct non-stop bus from Lakeview (#63) zoom along Crow without stopping - don't see how that one completely makes sense.
- A c-train link along Crowchild connecting Mount Royal University to the north particularly should be considered. Space will clearly be an issue without expanding the current Crowchild footprint to accommodate the train but it was effectively created on the new West tracks to 69th st.
- A direct train from downtown to the suburbs (i.e. Tuscany) would be a huge improvement)
- Transit should be encouraged over single cars for commuters.
- It was forwarded many years ago, that there be a separate transit/emergency vehicle lane and perhaps that idea needs to be revisited.
- Self-explanatory.
- Provide local access to a longer N/S transit service in the corridor, all good. Connect with (say) W LRT, maybe not so much.
- If it makes sense with the overall system.
- If it fits with a city wide mass transit plan. A well planned out upgrade to the city's mass transit system is important. A patchwork addition may not be worth the trouble.
- Overarching goals of this project must reflect the larger planning and transportation goals of the City. i.e. If you want to stop urban sprawl, don't plan to expand roadways to carry more vehicles. Focus on public transportation to move people. Public transport has to offer service that works better than driving your own car or people will not use it. Driving, traffic issues and parking must be prohibitive and transit must be excellent in order to change behaviors.
- More buses for sure, but the LRT already will get people to the downtown core. No need to extend over the river.

- Yes this should be a priority
- Convenient, high capacity, high frequency transit services help mitigate the traffic volume by providing an alternative.
- This was briefly discussed, but makes sense to reduce traffic in general to improve the corridor and traffic in general. Also it would be better for environment overall.
- rapid transit is a valid option to reducing vehicle congestion
- If we want to reduce traffic congestion, we need to provide convenient mass transit AND better traffic flow.
- Encouraging people to take transit instead of their own vehicles is always a smart bet.
- Helps with traffic congestion, pollution and global warming to get as many vehicles off the road as humanely (NOT a typo!) possible.
- Don't we already have a C-train line along Crowchild? However if additional transit reduces the traffic volume, it's worth including.
- If you improve the traffics flow, transit on Crowchild improves dramatically.
- Better public transit could do a lot to ameliorate traffic on Crowchild.
- Transit will reduce the amount of rush hour drivers
- better transit = less gridlock
- Transit reduces congestion so I'm all for encouraging good transit along this corridor.
- Calgary transit is expensive for the level of service you get. Anything that would help move people quicker might encourage more of us to take transit.
- Transit support is vital. We can't just build bigger and wider roads for cars, they will just fill up with more traffic. Reducing traffic can only be achieved through better transit support as well as pedestrian and cycle friendly solutions.
- Making public transit more accessible and more efficient would encourage people to reduce their carbon footprint and would potentially change the nature of commuting in Calgary in a positive way.
- Sure if it reduces car traffic and the need to expand the road into existing communities.
- An HOV lane would help to move people rather than only moving cars.
- Expanded bus or metro service would address traffic needs that contribute to the bottleneck on Crowchild.
- I think this would be useful and relieve some of the congestion currently in the area, I am not sure this is practical from a financial perspective.
- Public transit could reduce car traffic if people had easy ways to access via shuttles
- Rapid transit systems may reduce the amount of cars on Crowchild - and yet it may not!
- Transit must be used to reduce the number of cars
- Save time, decrease volume (perhaps)
- New infrastructure integrated in widening and removing lights would automatically improve transit services and its ability to support transit. Bus lanes and other exclusive infrastructure should not be added.
- Completing this section of the Crowchild Freeway does not require major changes from the design of the other sections of the roadway. Transit should be serving adjacent communities and is better served off this roadway ROW.
- Provide for lots of transit, but not at the expense of those that need for whatever reason to commute with their vehicles.
- I would think that the transit should use the Crowchild but I do not think that having them stop on the road is very useful in getting the traffic moving.
- This would be great, as long as it doesn't interfere with the flow of Crowchild. If it reduces traffic flow or capacity to any extent (including at the traffic lights and exit lanes), then I would strongly disagree with this goal.

- Transit that does not take away from improved automobile flow is important
- I agree only if such transit services do not impede traffic flow or volumes. I expect transit services will require frequent stops which would be very difficult to accommodate without interfering with traffic flow and volumes. Of course non-stop transit would be welcomed along the Trail.
- This would be nice, as long as it does not decrease the overall throughput of the corridor.
- Again, I agree, as long as this doesn't take space away from vehicular traffic.
- Agree as long as it does not restrict or interfere with traffic flow.
- Major feeders only! No stops on the corridor!
- Transit almost always helps alleviate traffic volume - as long as it doesn't get in the way of traffic flow. Current shoulder lanes reserved for busses only work very well in this regard.
- As long as it does this safely and having no impact on public vehicle traffic flow.
- Some amount of transit should be accommodated, and there should be pull-offs for these buses to reduce traffic impacts.
- Yes but PLEASE consider the effect of stop/go buses on the traffic.
- Only if it don't cause more problems
- Again, as long as regular car traffic is prioritized, this can and should be complimentary.
- Relieving the current bottleneck on Crowchild would facilitate this goal of providing high capacity and high frequency transit services as long as bus stops are provided in laybys out of the main traffic lanes so that a bus stopped at a bus stop does not block the lane from other traffic
- I agree as long it isn't done by impeding the flow of regular traffic. The goal should NOT be to make driving miserable for people in the hope they will abandon their cars.
- As long as it keeps moving.
- However the solution SHOULD NOT impact other vehicular traffic. For instance you should AVOID speed changes, traffic signals and Transit Only HOV lanes as these cause further congestion. Transit Only HOV lanes need to be modified to allow HOV 2+.
- I generally agree that public transit that flows with the pace of traffic is a good idea. I see examples on Glenmore and south Crowchild that would seem to work. Allowing for transit is something I strongly agree with, but it must be able to move at pace and not I'm not sure the 'transit lanes' currently being done are working very well. Get traffic flowing and the transit will flow with it.
- I agree as long as these transit services are guaranteed to be heavily used. A mostly empty lane dedicated to infrequent bus service is wasteful. Buses should not have stops directly on Crowchild. Carpool lanes may be a good option.
- Vehicle traffic is first priority. Transit services second.
- There should be separate bus lanes if possible as long as it doesn't reduce lanes of other traffic.
- Only agree if the main goal to maximize vehicle traffic flow remains first priority. Adding additional provisions for other transit should not compromise that goal.
- Assuming this can be done without losing vehicle traffic lanes.
- Yes but I don't think bus lanes are the answer. All traffic should be able to flow not just busses. The cost is too high for a lane that would only be used by busses.
- If you do not compromise the free-flow of non-public transit traffic. Those crazy shallow bus turnouts you put on Crowchild south are insane death traps waiting to happen. If that's all you can do, just save a life and don't.
- only if there are bus lanes that do not stop the flow of traffic
- Needs to be interfaced.
- Part of smart overall transportation plan
- Sure that would be great but I really doubt Crowchild could be changed that much to accommodate the transit service
- nothing to add

- If possible, not currently a big transit route.
- Something like an HOV lane would be a good idea but we are already working with limited space.
- Designated lanes?
- ok
- If they align with the transit goals of the future
- People at bus stops need to have a safe stop available though.
- nada
- I use transit from Banff Trail to downtown daily. Need to ensure that there is still sufficient parking for riders parking near Banff Trail. Otherwise riders will start parking more often in the community.
- Good for people who already take bus, and would likely entice more to take public transit.....but transit is expensive!!! For me, I'd rather bike through cold than pay over \$6 for a return trip.
- You mention "rapid transit projects" in the area and all I can think of is the LRT. Of course, it would be good if new transit services could meet up with the existing network - as long as existing communities are protected and/or improved (noise reduction, aesthetics). Would a new LRT line from the SW improve traffic flow, perhaps?
- double decker roadway with express lanes on the top for through traffic
- See above
- Depends how this is accomplished.
- I live here.
- Huh?
- Why not
- Agree
- Of course.
- I think high frequency, LOW capacity would be an interesting fit.
- Probably right, although I don't have a firm opinion.
- motherhood and apple pie
- Comments should be optional, not required
- This appears to be a question designed to show that everyone is on the same page and pulling in the same direction as while it may not be everyone's priority few are likely to be in strong disagreement.

Disagree:

- The LRT is already there
- Already have train from me to downtown
- You already have rapid transit that enough
- The current transit needs are being met. If traffic was free flowing & not bottlenecked like it is now it would dramatically improve transit service. No need for the added expense for dedicated transit lanes
- Public transit is already well provided for in this corridor. The c-train up the middle of Crowchild is well thought out. Linking public transit to the existing c-train infrastructure is the best approach and preserve flow-through traffic on Crowchild and eliminate frequent stop vehicle traffic on such an important thoroughfare.
- Crowchild Trail has the LRT line and feeder bus routes already. A parallel transit service should not be considered.
- The only routes that currently travel that area as the 73 and 9. I checked. From 23rd Ave Northbound you have the LRT running in parallel. The 20 bus goes up 29th street so it can stop at Foothills. If there was a need to have BRT or other increased transit along Crowchild, we'd have it, and they'd be complaining about lack of buses and indented bus stops. The fact that we don't have that tells you we don't need more.

- Crowchild parallels the LRT line already. Public transportation will never be convenient.
- C-train is already there and though you managed to already screw it up in a lot of ways...it is already there and this city is still all about its cars.
- The C-Train already meets this goal effectively. There's no need to reinvent the wheel here.
- C-train already runs on north side not sure that south side would be an effective use of resources
- I currently do not have a need for high capacity, high frequency transit along Crowchild. The existing services from West Hillhurst to the downtown core (bus routes 1, 9, 305) are sufficient for my needs.
- We already have numerous bus routes on that corridor.
- LRT access is already available.
- The northwest LRT line closely parallels Crowchild Trail from the north into the downtown core. A properly designed roadway will eliminate the need for designated bus lanes.
- Isn't that why the c-train exists in this area?
- Current services seem to provide for adequate public transit.
- Strongly Agree: "Provide for convenient, high capacity, high frequency transit services along Crowchild Trail". Disagree: "that align with rapid transit projects in the area." Alignment should be with all major destinations, not only with rapid transit projects.
- BRTs is all I think ever should be on Crowchild in the Study area. Part of Goal #2 should be a similar goal to the one above, but for transit: "continuous local-stops transit routes separate from, but complementary to, Crowchild Trail to connect major destinations along the corridor".
- The C-train line that exists up to 24th Ave N provides this already. There is no need to bring the C-train above ground to parallel Crowchild.
- I'm not sure exactly what is meant by this. High capacity, high frequency transit sounds like LRT to me, but even if it's larger buses I'm not certain there is a high demand just between 17th and 24th. If there is such a demand, the sure let's ensure good access, but I don't think something on the level of LRT is appropriate or desirable.
- If greater capacity and improved flow is achieved then extra bus traffic can be easily accommodated without resorting to special bus lanes.
- Transit should co-exist with existing traffic not have its own additional infrastructure or have infrastructure change to accommodate it, otherwise there is no disincentive to private vehicles.
- I agree as long as you don't take up road space. We already have LRT to the University and McMahon.
- Rapid transit is not part of the bow river crossing at this time is there plans to build a train here? Since there is not why would this be a goal?
- I believe you are talking about NW Calgary, right? The train runs right next to Crowchild - you don't need more busses on it.
- I don't actually disagree but I am not a user of public transit and therefore this isn't a critical issue for me.
- I don't think there needs to be a dedicated Crowchild trail bus route. Focus on transit in the neighboring communities and they can travel on Crowchild trail if necessary.
- Crowchild is a connector between Glenmore and the NW. High capacity & high frequency transit adds little value unless it extends far beyond the corridor.
- Rapid Transit will not solve anything, people will drive their cars because they value time more than anything else. The option for good transit already exists and people are still choosing to drive
- Let's not start adding lanes just for transit if we cannot first provide a better option for all vehicles. Transit just doesn't work for many people living in a geographically expansive city where many people using Crowchild work in remote corners.
- Transit may find better routes
- Other streets can be utilized for public transit.
- These could be else where

- We have the train. Feeder routes to the stations I agree with, but keep the busses off crow
- They need to increase the capacity, but not necessarily utilize the corridor. Significant improvements to the interface of the corridor with my community (Shaganappi) would be needed if this were to work.
- Transit should come into and through communities as is the current Calgary Transit model
- C-train is already along until university, but I would not agree for an HOV/Bus lane to remove a lane of traffic.
- Transit in Calgary sucks and adding transit lanes to Crowchild will just impeded traffic and will not help transit users as it does not help them now
- As mentioned previously, Crowchild is primarily a car route. it should be to the nw like Deerfoot is to the north east.
- Unlikely to resolve traffic jam issues
- No room for this. Take it away from Crowchild.
- The object is to Move the automotive traffic smoothly and efficiently north and south along this route.
- If this is about allowing express buses to load and unload passengers from a dedicated bus lane that will take lanes away from the car and truck traffic, I might suggest that express buses use the same off and on ramps as everyone else. If there is an intention to somehow integrate buses with C-train, get a separate transit budget. These improvements should be about improving traffic flow and safety on a corridor that has been ignored for close to 20 years.
- I don't see any gains to be made with transit services if road congestion isn't corrected first. I big buss or small bus stuck in traffic IS still stuck in traffic.
- Crowchild is a major artery.
- Upgrade in volume capacity could be enough to reduce the amount of user time for Crowchild. More buses means slower traffic flow.
- There should be more focus on vehicle traffic. I have not seen an improvement in volume with the west LRT on Bow Trail and I doubt more transit is going to make the difference here.
- Why? The routes currently available do not seem to be at capacity now. Why would we provide more service for an area that is already underutilized? This is NOT a case of "build it and they will come". Focus resources on improving traffic flow rather than trying to entice people in outlying communities to rely on transit when they obviously don't want to.
- Structure transit around the LRT.
- More than 90% of the traffic using the corridor is vehicular traffic travelling across town or into the downtown core. Bus traffic is currently minimal and likely to stay that way. I would strongly look into significantly increasing FREE parking and access to the LRT at Brentwood and McMahon to encourage people to use the LRT more. As much as city planners would like to encourage people to use bus mass transit it isn't going to happen, this is a car based city.
- Transit sucks in this city, I choose to drive to avoid the lack of consistent service
- LRT services communities along this stretch, perhaps considering expansion of service would be more effective in the long-term.
- I don't think you want to add any more bus routes to Crowchild Trail, but you will probably want to rethink the existing stop locations. Some of the stop locations appear to make it very difficult for the drivers to accommodate the riders. There are a few stops on Crowchild Trail that the drivers have to cross 2 lanes of traffic in a very short period of time. This leads to driver frustration (bus and single passenger) and is also a safety issue.
- N/A
- Not if it wipes out communities along the corridor
- Not sure how the roadway can be expanded to accommodate high capacity transit and not expropriate any land.

- These wouldn't have to go hand in hand with Crowchild. They aren't a bad idea but I don't see them as a major goal here. Also, we don't all want to get downtown. All the train lines seem to think that is the ultimate goal.
- See above
- While I agree with having a solid transportation system, if there are even more buses driving on an uncovered, multi-lane highway outside my front windows, this just adds to the noise pollution.

Strongly Disagree:

- c train service exists close to this corridor already
- You'd better not be looking at a C-Train. They already exist and we don't need more of them. Calgary is not a transit friendly City. Perhaps if the City had the forethought to put in a subway system we would be but the ridiculous unplanned patch jobs of late do nothing to help. Safety and cleanliness on the transit should be addressed before adding more.
- People travelling Crowchild are going to hundreds of destinations, and a lot are to be at for a set time. For example taking children to sports arenas around Calgary (hockey), medical appointments - Foothills and Rocky view Hospital, numerous medical clinics or tourist destinations - Heritage park - Spruce Meadows - McMahon Stadium. Other use it to get to east west connectors such as Glenmoore Drive. We already have north south LRT
- The C-train station is less than a block away from the road already.
- Transit generally runs into town not along the Crowchild
- This is a not the purpose of the plan. The C-train is already in place.
- I use Calgary Transit every day. Crowchild Trail does not need special transit lanes as we already have the NW C-train line that runs along the majority of its length.
- I think if you increase the flow of traffic it will also help buses, but don't feel any additional considerations for transit should be done.
- LRT is available on other corridor
- There should be NO bus stops on Crowchild Trail. The existing ones are, quite frankly, dangerous and should be removed.
- The amount of transit service is in excess of what is required, especially at night. I cannot count the number of times seeing empty buses traveling across the city in early morning routes or late night routes. Furthermore, the number three route from downtown has two buses right behind each other following the same route. This is inefficient and not cost effective. Why do you think that applying the same principles to Crowchild will be efficient? More vehicles = more noise
- This may align with the City's plans, but not with the needs nor wants of Calgarians.
- C-train already runs in the area of Crowchild with frequent bus service don't see need for enhanced transit.
- Neighbourhoods need small quite human scale feeder buses that link to other existing external community routes.
- Get to trains. Stops on Crowchild are dangerous and low capacity. Collect in the neighborhood and move to trains our hubs.
- I would like to see the buses removed from Crowchild. I never see them full during rush hour. I think the C-Train is the best way.
- The c-train follows Crowchild, it's a waste to double up with bus service and just adds to congestion on Crowchild. Bus service to the c-trains could be enhanced but not along the highway.
- This study should focus on improving the capacity for travellers in cars (not public transit).
- The primary objective of the corridor needs to be private vehicle traffic. The C-Train is adequate for transit purposes in the area. Any transit needs to hook into that. No special consideration should be given to transit in the corridor. Further, there is very little actual transit uses the corridor.

- Encourage C- Train usage. Make Crowchild work for other vehicles, not just buses.
- C-train is its own separate issue. Let's stay focused with the task at hand.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Definitely no HOV lanes!

I don't understand this goal:

- Isn't this already in place?
- Isn't this already answered by the LRT increase to 4 cars?
- We already have the C-Train line down the centre of the west half of Crowchild. Not sure what else we need to access...
- Don't we have this already?
- C-train isn't very far away currently
- Do we not already have a C-train running along the NW end of Crowchild Trail? HOV lanes might be a good thought though...
- Doesn't this already exist with C-Train?
- The train is already there, I do not see a need for further transit options on Crowchild Trail.
- It's already there. The C-Train is mere blocks away and buses run along Crowchild.
- Not sure what high capacity means. If it means LRT then maybe but I'm very concerned about noise created by any mass transit.
- Are you talking about a C-train along Crowchild? That seems difficult given the space issues and you goal of not impinging on private property.
- Does this mean BRT routes?
- It would depend on what you mean - major buses that spew out tons of exhaust and noise - NO. Something environmentally and community friendly - Yes.
- Not sure I understand this...already have LRT and buses would benefit from improvements. Though a CARPOOL lane (not just for buses) may be helpful.
- More public transport always seems like a good idea to mitigate the impact of the high road traffic in the city, but I don't know what this particular proposal is meant to achieve.
- Are there RT projects in the corridor? I don't see any changes required except near Banff Trail station. That said - if the City ever wants to build an LRT from U of C straight south on Crowchild to, say, MRU, this should be considered now. However, this is a major item and if you haven't thought about it yet, it's probably too late to do effectively.
- North-south LRT service is in place already. Additional bus service is good, but dedicated bus lane is not a good idea.
- Why bother?? Where will these buses be going that are north south? Maybe it is needed at the city fringe in the NW but who would buy out there if they didn't have a car? And there is already a C-train on the route
- Again, what the seriously [expletive removed] are you thinking? Add more and bigger longer vehicles, buses, etc. to plug up the bottlenecks further...brilliant?!? Why not just invest in teleportation technology? That has equal chance of being a successful solution.
- I would need some context of what you mean. I'm in favour of public transit, but not of bus stops along freeways. The ones that exist now on Crowchild should be removed.
- If this means lanes that are only for buses, and squeezing the existing crammed lanes into one less - then I strongly disagree.
- What is an example of a rapid transit project along Crowchild?
- As long as we can fix the road so transit and cars can utilize Crowchild in a better fashion.

- Don't care. Still won't cut down on the massive amounts of traffic, though for people who take the bus it might make things easier. The problem is that a lot of people who drive won't stop driving if you make transit available to them. People like to drive to work, evidently - otherwise, why in the [expletive removed] would they live in their cars for an hour a day?
- Tunnels give a free flow of traffic so current "stops" s/b usable.
- Multiple transportation use is important to any forward looking strategy. This sounds like a tactic not a goal. I'm concerned you're presupposing solutions and outcomes before considering alternatives and strategies.
- Why not just do this anyway?
- Sounds like this means more thoroughfares from surrounding communities cutting through these areas

Enhance the Crowchild Trail corridor to better fulfill its role as a major access route for delivery of emergency response and health services, and for connecting educational institutions.

Strongly Agree	x180
Agree	x221
Disagree	x48
Strongly Disagree	x16
Don't Understand	x46

Please explain why you rated this goal this way.

Strongly Agree:

- by making traffic flow efficiently, we are better able to enhance this goal
- Again, if you improve the traffic flow, reducing the congestion, access to emergency and health facilities.
- This just seems to naturally be a gain, alongside that of other vehicular traffic. Everyone benefits, including emergency response and others.
- If increased volume capability is a goal, it works for all traffic, not just those listed.
- Crowchild has always been a major north/south route in Calgary. This statement seems unnecessary as making it bigger will improve traffic flow which will then improve emergency service access etc.
- Enhance the Crowchild Trail corridor to better fulfill its role as a major access route, period! Build a new bridge over the Bow River, no matter what the cost.
- This is a major free flowing traffic corridor. I think if it can be built to accommodate free flowing traffic well enough, it will meet these additional objectives. And, the Children's Hospital and Foothill's Hospital emergency patients deserve nothing less.
- You really need to include and connecting communities between the north and south. The bulk of the volume is regular commuters who need to get to work and back home. Shouldn't that priority be spelled out?
- It should be a major transportation corridor period!
- It's the highway for the inner city. make it work, and watch the people show up
- We need to enhance it for all users, but certainly for emergency response. There is a constant flow of patients between Rockyview and Foothills hospitals for emergency and non-emergency purposes. But we all need 'the valley' to be improved.
- We definitely need emergency access for health services, for connecting educational institutions, and also for drivers - for example getting children to hockey, soccer, dance, rugby, lacrosse, etc. across town after school, which is sometimes during rush hour. This is a quality of life issue for families in Calgary at the moment.
- Yes
- Often times during rush hour emergency vehicles have trouble getting through - this shouldn't be the case.
- Determine how Mount Royal University can be best serviced.
- I feel this must be done as Crowchild Trail is a major access route for the Foothills Hospital and the U of C.

- Emergency responders need multiple access points to Foothills Hospital.
- Major access for two hospitals
- This would be a key requirement for many of the communities in the city.
- I have seen a number of times the ambulances having to get through the heavy traffic, as a retired person that was involved with ambulances I would think this would be a priority.
- Emergency vehicles need improved access to all communities adjacent to Crowchild Trail
- Foothills hospital, MRU and U of C all on this road.
- Consider university access - particularly along 24th ave accessing Crowchild
- Access to the Foothills Medical Centre via Crowchild Trail is imperative.
- Access to hospital and school is important, and bad traffic on Crowchild makes accessing this difficult
- The corridor must enable emergency response to easily respond to emergencies.
- this only make sense
- If Calgary is to continue to grow then emergency response should not be stuck in traffic.
- That is needed.
- As Foothills is a major hospital for our city, this is key.
- Access to Hospitals is critical, with traffic flow the way it is and intersection designs the way they are I am sure people have died or had significant issues stuck in traffic. This is critical. University access something which should be taken into account as traffic using 24th Avenue can have a significant impact on traffic flow.
- valid goal
- I've seen bottlenecks that prevent emergency service vehicles from getting through quickly. Let's use this one time opportunity to get it right.
- As a paramedic, access to FMC via 16th and ACH access via 24 or University Drive is essential. Study should be done on how people access road ways when leaving U of C lots turn into the road paralleling Crowchild starting at 32nd ave
- There are very few good cross city corridors. Crowchild is one of the few. If the road is choked over the river and in the Kensington area, it has a drastic impact on the speed emergency vehicles can travel.
- Crowchild crossing the Bow River is a major bottleneck and needs to be addressed. It will only get worse.
- Having red lights on this major corridor needs to be addressed.
- Very important because the current setup is broken in this regard. With the main emergency hospital on the north side of a terrible bridge, this is a very dangerous situation that has gotten little attention.
- It would be nice for ambulances not to be stuck in traffic.
- Traffic needs to move, not come to a standstill as it does today.
- Emergency vehicles should be able to quickly move from exit to exit, it is a useful corridor. Also as it already connects MRU to U of C, and a number of other schools, that should be emphasized and taken advantage of.
- I imagine that access to the foothills hospital site is challenging at times. Not something that I have really thought about but should be a high priority.
- Just makes sense.
- Crowchild Trail serves the two major universities and is a major thoroughfare to both Foothills and Children's. We need to prioritize access to these public institutions.
- With an aging population this is an important goal to try to actualize.
- The NW is very fortunate to be home to important medical facilities and post-secondary institutions. That's what makes it the best quadrant in Calgary! I can see that Crowchild Trail plays an important role in connecting services to all these places and so I would agree that their needs should be considered.

- Make sure any lights have a way to detect emergency vehicles are coming so they stay green. Crowchild is a fast commute to rocky view & foothills hospital. Maybe an emergency access vehicle lane!
- Right now there is so much merging, lane changing, etc. on and near the Crowchild Bridge, particularly going north, that this insane area is a high priority for change. I use this almost every day & insanity rules starting anywhere from 3 pm onwards. Even an emergency vehicle with horns & sirens blaring, and lights flashing, has not able to get the attention they deserve.
- some routes need to efficiently move - with few anchor spots / destinations along the way
- All points are important
- Crowchild Trail is the only suitable primary north-south route for Calgary's hospitals and post-secondary institutions.
- This is the main root for the west. It needs to be made more efficient.
- Emergency vehicle response is very important. With U of C dropping admissions, MRU needs more accessibility.
- First question that actually addresses what Crowchild is used for.
- The institutions listed are very important in the area
- Crowchild is a major vein through the city connecting NW and SW with few other options, when an accident blocks lanes it can be very congested and impedes access to the health services along the road.
- Obviously
- The benefits of better access for emergency services are obvious as well as increasing traffic flow through the area would be beneficial.
- Agree
- Anytime we can help our emergency response it is something we can do
- Thus seems to be a major purpose of Crowchild, along with getting people downtown
- Absolutely should be a priority.
- You hit the nail on the head! Look at all of the things this corridor connects. I've seen ambulances try to get through the cluster-[expletive removed] and if there were ever a huge emergency during rush hour, good luck because there isn't a whole lot of space for anyone to move out of the way.
- This corridor already serves as a major access route, it is just not efficient or effective in its purpose.
- with the location of major institutions in the NW this is a necessity
- We have to be able to move Calgarians efficiently and safely
- The road is so backed up at time that emergency response services vehicles struggle to get through.
- PLEASE DO
- Absolutely.
- it is one of the main routes in the northwest - and must serve this function
- Agreed
- Between the University, Foothills Medical Centre, and the fact it's one of the most direct routes into the Northwest, this is a logical enhancement that serves a number of needs.
- it is so congested that emergency vehicles can't get through quickly
- It makes sense.
- This seems obvious
- Crowchild connects MRU to U of C and connects Rockyview to the Children's Hospital. This is essential
- ok
- This is a primary goal of this route and needs to be a primary consideration
- often I am stuck in non-moving traffic and an ambulance or fire truck is waiting to get through and it is nearly impossible

- I drove from Douglasdale Professional Centre (SE) to West Hillhurst / Briar Hill for eight years. The strain of emergency vehicles negotiating the bottle necks needs to be resolved as - You have two major Hospital Centres on that route
- There is nothing worse than sitting, stuck on the bridge, watching an ambulance fight its way through the traffic to try to get to foothills hospital. Emergency response along this corridor is bottlenecked along with traffic and this is tragic. Emergency services needs an accessible corridor to get from north to south along Crowchild and this should be a focus. Adding a shoulder so that there is room for emergency services to get by would be helpful.
- Crow child is the logical, quick route between existing institutions
- this needs to be addressed
- I'm always amazed at how the EMT gets across the bridge in rush hour. What would I want if they were trying to help one of my family members...or myself?
- This should be the primary goal of this project!
- Good access from the hospital and university campuses is a must.
- Crowchild is the worst bottleneck in the middle of the city that limits the flow of traffic and access to key facilities such as the hospitals, stadium, and into/out of the downtown
- The proximity to foothills hospital is a major factor for many residence and businesses
- I drove from Brentwood to Mount Royal University every day for four years and would love to see traffic move more smoothly in rush hour - great idea! A C-Train line to Mount Royal (perhaps could be run adjacent to Crowchild Trail) would be very helpful in reducing the traffic burden on this highly used thoroughfare.
- This is one of the main reasons that the corridor needs to be improved and its capacity expanded. It is so congested today, emergency vehicles, especially at rush hour, are seriously delayed in their response capabilities
- I have not seen an issue with this over the years, however, it is obviously a major consideration for any city.
- Our physical wellbeing depends on being able to access care in a timely manner.
- This goal couldn't be more important. Crowchild seems so important to me and the way it routes to Memorial, Bow and the Kensington / 17 Ave neighbourhoods. It is just too full of traffic and the west side of Calgary is so beautiful more people should live there as we grow. This issue is compounded by the new arena project and I think it is paramount that Crowchild provides FULL transitional accesses on a go-forward (no Crow south from 12 Ave right now and no Bow simple route from Bow to Crow)
- In the best interests of providing these services. May reduce noise if there's a dedicated lane for emergency vehicles.
- Put a bloody train to Mount Royal University to start then connect the two universities with another train!
- Needed strongly. Only source to get across city on the westside.
- Great idea.
- Isn't this the whole point of this project?
- reduce wait times & traffic delays for those travelling from the opposite part of town to U of C MRU, and Foothills hospital
- Vehicles must flow - especially emergency services.
- Foothills and ACH and university west campus need transit flow
- U of C, Mt Royal and both the Children's & Foothills are accessed from Crowchild so it make common sense again to make sure access is simple to these places.
- Access to Foothills and U of C need improving.
- Hospitals are close by and they need better access to them.

- Crowchild Trail is more than wide enough for Emergency Response Vehicles. The problem is not that Crowchild needs to change but the Education of drivers on which side of the road to pull over to. The City of Calgary should introduce seminars/community engagement and inform the public on how to respond to emergency vehicles trying to drive down congested roads. e.g. have registries hand out pamphlets when renewing vehicle registration or TV advertisements.
- It just doesn't work in its current form. No one wants to traverse the river from 4:30-6:30 because they know they're going to get stuck.
- It has to maintain that as it is now.
- Access to public services is essential.
- When it comes to the movement of emergency vehicles, I was extremely impressed with the system used by New York City (Manhattan). They dedicate (or used to anyways) centre lanes as emergency vehicle lanes. They could be used by general traffic at all times, but it is mandatory to clear that lane when an emergency vehicle approaches or large fines would result. I am in strong agreement with the importance of some kind of system for the expedient movement of these vehicles. Lives depend on it.
- We need to make sure that emergency vehicles can get around the city quickly and easily.
- Because of the points where Crowchild Trail passes by or through such institutions, a primary purpose should be to service universities, hospitals, and major shopping areas.
- I'm in favour of any way emergency response can be improved.
- Dead-stop congestion on Crowchild Trail is a safety hazard that must be rectified. This certainly should trump local homeowner's complaints about not wanting the status quo to change.
- Number one goal
- This seems a no-brainer - what's the difference between fulfilling its role as a major access route for emergency response, vs being an efficient transportation route?
- seems like a common sense consideration to me
- Absolutely agreed... I have been beside a Fire Truck with its sirens on when it had no place to go & the traffic had no place to go to get out of its way.
- I have seen many ambulances transporting patients from the Rocky View to the Foothills and or the Children's Hospitals.
- Crowchild Trail is really important for EMS and the rest of this stuff. I've seen ambulances stuck in traffic and going very slow with their lights and siren on.
- It is a major road, so keep it that way.
- HOV lanes (no less than 3+ passengers) could also be used for emergency vehicles if needed)
- I have seen many emergency response vehicles get delayed at the intersection of 5th avenue and Crowchild heading uphill towards the hospital just because the cars have nowhere to go to let them through.
- It is the only route between major educational institutions.
- The location and direction of the road plus proximity to children's hospital and foothills of makes sense
- Being a major artery, Crowchild should always be looked at for improving emergency response efforts.
- A significant amount of the current traffic is going to or leaving these institutions.
- Crowchild Trail corridor needs fulfill its role as a major access route for delivery of emergency response and health services, and for connecting educational institutions
- Ambulance enroute to Foothills and Children's hospital need to be able to use Crowchild for rapid response.
- This is the key purpose of Crowchild Trail. It is critical for access to both the Foothills and Children's hospitals as well as the University of Calgary, Mount Royal University, and many communities and commercial districts.
- As a frequent traveler on Crowchild, particularly in rush hour, seeing the difficulty for emergency vehicles to transport patients (with lights and sirens) across the Crowchild Bridge was evident. As

Crowchild is the main connector between the Foothills Medical Centre and the Rockyview Hospital this is troublesome. I also understand this is also the major route for transporting from the new South Calgary Health Campus. Something needs to be done to decrease the congestion over the bridge.

- crucial services need easy and quick access
- Clearer signs to health services and the University would be helpful.
- At the moment Crowchild is ridiculous at rush hour times - there is no access route for emergency services.
- Bridge and Kensington/5th Ave/24 Ave are major impediments to emergency services.
- I'm sure you have ways to factor this into the design
- This is a busy road and thus need good access for emergency vehicles
- The hospital is close by and travel time reductions might save lives.
- Self-explanatory
- The number one priority for this artery is effective and efficient North-South traffic flow.
- Since Glenmore Trail's major improvement a few years ago, Crowchild near the river now bears the brunt of traffic backup for many hours in the day making it very detrimental to going about your business anywhere between 3:30 and 7pm. Something has to improve soon. And let's not get started on the possibility of all those Next sports facilities that are in the planning phase - that will be just way, way too much traffic in one small area - regular rush hour out of downtown can't even manage now.
- Gives better access for emergencies and emergent travel for more people.
- These are important services in our city and reasonable timely access is necessary.
- How is this bad?
- It's important for Emergency Response teams etc. to access with ease as well as for students to make it to classes/exams on time
- Only makes sense for this to happen.
- Emergency response times are very important.
- I believe that one of the primary reasons for the Crowchild review is to enable emergency response vehicles to travel on a non-stop corridor 24 hrs a day
- This is why the right of way should not be narrowed due to non-vehicular traffic
- However, this statement doesn't necessarily mean increasing capacity; it might mean something like dedicated lanes to be accessed only by emergency vehicles, health and multi passenger vehicles.
- Always important- currently the bus lane provides a fairly clear route though.
- Do not want to increase response times for emergency services to neighbouring communities
- Seems obvious.
- But cut out the "role as a major access route" and limited uses implications in the language. Just call it what it currently is: "its role as one of Calgary's few major skeletal roadways". Skeletal roadways have a myriad of important uses and users, with defensible justifications for all of them. Limiting this sub-goal to suggest that it is only in moving students between Mount Royal and U of C, or patients to or between Foothills, Children's or Rockview hospitals, is just lame.
- Swift emergency response should be a top priority for any city. Enhancing access to educational institutions attracts students to our city and helps them save valuable time that would be better directed to their studies.
- Once again all these services are vital to our city.
- These are all important functions within the city and allows residents to have quick access to critical services and institutions.
- There should be a freeway connection to the Foothills and Children's hospital from Crowchild to allow easy access for ambulances. U of C doesn't need a freeway connection.

- Right now the connection between Crowchild and the core is a hindrance to any emergency services and it needs to be corrected. The connection to the educational institutions can be solved with my previous stance on BRT.
- There should be a lane in each direction for buses and taxis, which could also be used by firetrucks and ambulances. However, I don't think there's a pressing need for U of C to have better vehicle access than it already has, unless you know something I don't.
- Except for the educational systems this is a no brainer. Why would you design it otherwise?
- I've seen emergency vehicles trying to pass through this section during rush hour many times. It's tragically slow going, particularly near the light at Kensington. Any improvement that makes the transit of fire, EMS, and CPS through there would be excellent. As a grad student, connecting Mt. Royal and U of C would be nice, but I don't see that as a high priority.
- Need interchanges at Kensington Rd, 5 Ave & 24 Ave.
- See above
- Crow child is one of the major roads in Calgary that does not fit the city's needs. It was built years ago and has never been updated as the city has grown
- Tunnels @ 5th & Kensington will maximize traffic flow.
- Elevated freeway over Kensington-West Hillhurst is the only solution to this goal. Interchanges at 24 Ave NW, Memorial and Bow Trail. Look how easy this problem is to solve...if you pull your heads out of your [expletive removed]!
- Also see above answer. Now that we're retired, we use Crowchild more for north/south corridor than downtown access.
- same as above
- As long as it allows for the expansion of Crowchild to turn into free flow corridor then I would agree.
- I live here.
- exchanges at 17 ave, 24 ave. bow Trail
- Widen the road to six lanes. Deal with the bridge bottle necks. Re-design the overpasses. Build cycle and pedestrian routes in a location separate from Crowchild trail traffic.
- Same as above.

Agree:

- When you address the problems of bottle neck you will help with all the problems
- Increase traffic flow will increase access to these services.
- Make a better road and it will do this
- Just improving traffic flow should address this
- This is the same as for the above transit question. Relieving the current bottleneck on Crowchild would achieve this objective
- This can be engineered into the plan, there is no reason to disagree
- This would be an obvious by-product of enhancing the Crowchild Trail traffic flow.
- Providing for efficient traffic flow takes care of this. Design the route to move CARS, and emergency vehicles will have a much easier time.
- The more enhanced Crowchild becomes for alternative types of transportation the easier emergency vehicles will be able to travel through the corridor.
- When possible, yes, but more vehicle traffic is first.
- I agree if it means focusing on providing as many grade separated interchanges as possible and eliminating all signal controlled intersections. The city has historically underspent on major road projects. The Glenmore Tr upgrade was originally proposed to be done in 2 stages over approx. 15 -20 years. Calgarians forced city council to do the entire project all at once despite the additional cost of about \$90 million resulting in an expressway that reduced accidents and improved traffic flow.

- The basic design of Crowchild Trail as a major thoroughfare needs to be the priority before all the aesthetic, biking, pedestrian, surrounding community access etc. The biggest problem on Crowchild is still the northbound Bow Trail interchange, and the lights in Kensington & 5th Street.
- If Crowchild Tr is dealt with properly aren't these necessarily addressed?
- Important but not central. If the corridor is improved in an efficient, functional way, won't this automatically follow?
- improving traffic flow would accommodate that
- Mostly about the river-crossing bottleneck, fix this & that's 90% of the problem.
- It is a major access route not only for the purposes mentioned but for people to get to and from work quickly and efficiently. I am opposed to anything that disrupts traffic flow on that route.
- First and foremost, the Crowchild Corridor gets people in and out of downtown.
- Crowchild should be no different than Deerfoot in priority for how many people use it each day.
- How about just improving the corridor as a major access route. Period.
- Is that more important than the main route for thousands of commuters? If it's designed as a route for schools - are they paying the improvement fees or just reaping the benefits?
- Crowchild is important for a lot of services.
- Sure. And everyone else.
- Crowchild is a major through way for the city and should be treated as such
- Crowchild Trail is a very important artery of the City, and has been a bottle-neck from access to downtown, crossing the Bow River, and making one's way to the U of C for way too many years. There are many times a person could believe that the City doesn't think of Crowchild Trail corridor as a major access route for anything.
- All traffic needs to move faster!
- It's a major transportation corridor for all industries. Making it better for all motor vehicle traffic will benefit these specific industries as well as others, and as well as personal commuting.
- Crowchild Trail needs to be enhanced to allow for free flow of vehicles across the bow river. This is a major artery connecting communities.
- What about its role as a major artery for traffic in Calgary? This should be mentioned as an extremely important role. Also, is connecting educational institutions (presumably, MRU and U of C) really important enough to put in this goal? Aren't they separate and distinct institutions? I doubt that there are many students who attend both simultaneously.
- true but need to have local resident usability
- It is the only major corridor going North South. Unless another road can be built further west, the Crowchild corridor needs to be improved for all users.
- Access previously required 2 Ave to stay open Not required now as all emergency services can be supplied via 19th street Fire dept. are at 16th Ave NW and ambulance is at corner of 19th and Memorial
- I agree but barely. For the U of C, you have interchanges at 32nd and University Drive. Adding one at 24th might be good. For Foothills, if I'm coming from the south I'm taking Memorial / 29th. If I'm coming from the north, I'll take 16th WB, but you have a decent off ramp there now. I'm not sure what else you can do.
- This already exists. If it can be enhanced with minimal effort, then it should be considered. If it consumes a large scope of the project, it should not be emphasized.
- I don't see this is as a significant problem.
- Agree
- If emergency vehicles can't get through, that's a problem. Of course this one is important.
- U of C access is poor for those that live south of the river, so a better way into the U of C could be beneficial, same for ambulance that must approach foothills from the southern part of Crowchild.

- I believe this goal aligns with the concept of improving Crowchild for all users for neighbouring communities.
- Need to have fast and effective paths to access the hospitals.
- The corridor provides a direct route for emergency response vehicles.
- nice idea
- This is important, but should be a key factor in all transportation planning (not limited to the Crowchild Corridor).
- Foothills, Rockyview and The Alberta Children's Hospital need Crowchild Trail! Yes, we need to open up the trail to allow for better access to these institutions.
- This is important, but should be met by the main planning of the expansion.
- No need to explain your statement just makes sense.
- I agree with this statement.
- The design of Crowchild as it currently exists is utter stupid especially north bound. The billions of dollars of improvements on Crowchild have only served to create a traffic nightmare over the river
- ER is important
- Lots of emergency vehicles need to get across the bridge but it does not help if cars are blocking their way and have no place to go once they are on the bridges.
- Quick access to hospitals saves lives. Quick access to homes by EMS saves lives.
- With two hospitals close to, or on, Crowchild ensuring that health services can get injured or sick people quickly to health services is important. As well, connecting the universities allows for a freer flow of ideas within the city adding to the economy of the city.
- As a main connector road it should address these issues.
- Calgary needs many corridors to fulfill the role of major access for service to all citizens and organizations.
- It makes sense.
- Because it's the right thing to do for the future.
- With the baby boomers getting older they are going to need access to emergency aid
- It is a major route due to its proximity to hospitals and schools
- Those bus lanes must help emergency vehicles...
- What about a HOV (high occupancy vehicle) lane like in Vancouver? Emergency vehicles would also be able to use these. There is already a bus lane along Crowchild south but it ends near Bow Trail. Is there any way to continue this?
- I have been trapped in traffic on the bridge with a mother in labour! We just made it!
- Great idea with the Foothills and the University
- If the above are met, this will be met too.
- Emergency needs to be able to get through traffic but when it's busy there is no possible way.
- Mount Royal University and the foothills hospital and Rockyview hospital commuters use Crowchild. Any upgrades should enhance traffic flow to these large sites.
- It is a major access route and needs to fulfill this requirement.
- Also emergency vehicles could access the transit lanes when required. As far as educational sites are concerned they can either use transit systems or be lumped in with the public.
- it does serve these roles, and reducing single person automobile traffic should help higher priority traffic get where it is going
- This seems important also though I cannot think of what might be done for this to occur.
- With continuous bus and carpool lanes, emergency/health/school vehicles could use as well.
- It seems to already meet this goal with the exception of the river to McMahon.
- It is the route to get to the university and the foothills hospital etc.

- See question. I agree
- I agree as there are 2 major hospitals located just off of Crowchild, and both of the city's universities are located on it.
- makes sense
- Reduction of such services would be unacceptable.
- Emergency vehicles needing to move through rush hour make matters worse while risking the safety of the ones they are trying to protect
- The current corridor is one of limited number of river crossings and is regularly at a standstill. I would assume that emergency response times are impacted - though this should be mitigated as some services exist on both sides of the bottleneck at the river.
- Creating a free flowing corridor will improve emergency response times and transit service.
- Agreed, as there are major institutions north along Crowchild.
- I would imagine that our existing road infrastructure has a significant role to play beyond getting me to my office. These sort of questions should inform public of those roles, and get them to consider the importance of same.
- If you've ever seen an ambulance trying to get through a packed crow child you'll understand
- How could someone disagree with this statement?
- 17th Ave SW to 24th Ave NW is a bottleneck on Crowchild and the prolonged waits due to level crossing in this area are unproductive, unsafe and delay critical access to Foothills Trauma Center, the U of C and McMahon Stadium. This stretch of critical Calgary infrastructure needs to move into the 21st century.
- Sure?
- Recognize the impact of the large community represented by U of C and the hospitals.
- More traffic movements mean more chances of accidents. Getting to U of C is important. Get students used to public transit and make it easy and they (I am guessing) would more likely use it when they graduate. A lot of people buy cars when they get their first job out of university, college, etc. If public transit makes more sense, maybe they won't drive as much.
- yes
- If there are issues that can be addressed at the same time why not.
- Especially emergency response. We need to think ahead and eliminate the bottlenecks to emergency services during rush hour and traffic impasse as a result of accidents. They need some kind of bypass.
- it's a major road - make it wider and get on with it
- Not critical for me either but can see the value in this.
- I am most concerned with the safety on Crowchild. I avoid it in the winter or rainy days because people just drive WAY too fast on it. The traffic weave is particularly concerning. If you are familiar with Crowchild you can make your lane changes earlier but those not familiar with Crowchild end up having to changing lanes at last minute and create at times hostility to regular and impatient drivers.
- This goal is complimentary to the goals of providing for better traffic, transit and pedestrian flow, regardless of user destination.
- This is a key corridor for services for Calgarians
- Again, self-evident
- Location of FMC and ACH
- Sounds good!
- Difficult to cross and access at times.
- All improvements should respect the role Crowchild Trail plays in creating a direct and efficient route for emergency vehicles.
- agree

- I like the fact that "major access route" is stated and that emergency response and access to major institutions would benefit.
- Again this is already the case but can be improved with eliminating traffic lights and improve access.
- Efficiency of emergency response and health services is essential on such an important north - south route that services the entire city.
- heavily travelled route leading to the destinations above require good access / egress
- The population of people commuting to and from the University of Calgary and the Foothills medical centre should not be underestimated. Currently, it is not very easy to commute to Foothills via train. The bus system should be improved in the area to make transit a quicker option than driving.
- Yes, redesign should improve/fulfill this role for the NW communities.
- Hospitals in the proximity
- Seems reasonable
- Yes
- road still needs to be able to service major hospitals/centres
- Crowchild is close to several major hospitals. However, rather than expanding the overall transit corridor, do what you can to reduce the number of cars and assign a separate lane for buses and ambulances.
- It is already a corridor for the delivery of these services and we must maintain/improve access for them given the locations of our emergency facilities, schools etc.
- yes these are essential services
- Lives depend on emergency response times.
- This is an important function of the road.
- There is a lot of medical and educational infrastructure on this route. U of C provides many services besides just post-secondary education. All types of access is essential.
- Given the presence of U of C and the Foothills hospital near the corridor, it would be appropriate to take into consideration those two institutions.
- I think this is an appropriate goal for Crowchild Trail, especially emergency response and health services. There are other corridors including the c-train for connecting educational institutions in NW Calgary
- It's difficult for ambulances to travel on congested Crowchild Trail.
- It is a major through way.
- A "nice to have"
- Makes sense and seems reasonable.
- This is the only direct route between the 2 major hospitals AND the 2 major Universities. It must be made better for not only general traffic patterns, but also to enhance the emergency response and university connections.
- To get of Crowchild and to the foothills hospital is very hard in its current configuration
- "Enhance(ments)" can be accomplished by a number of methods. HOV lanes that can be used by emergency vehicles and public transit can accomplish this without property acquisitions by the City.
- Important for emergency.
- A better access route will be a result of improvements that increased traffic flow.
- Seems obvious
- This makes sense
- Seems like a good idea.
- This may eventually require a C- Train leg that connects the southern and northern lines via Glenmore/Heritage and along Crowchild and includes a stop at MRU. NOT the highest priority at the moment.
- Crowchild is a major artery that connects many essential emergency services with other parts of the city.

- The resources are there do they do need to be served.
- Access to hospitals in a direct and uninterrupted way should be a priority
- Yes hospital and educational institution traffic should be considered. People traveling to these locations are generally trying to meet a scheduled time.
- If this helps with overall traffic flow, great.
- Any new concepts for Crowchild should consider emergency responses. They also should consider impact to emergency responses during high and low traffic volumes and when accidents occur along the corridor.
- Ensure shoulders are sufficient for emergency traffic, we can't expand by eliminating the shoulder or emergency vehicles will be gridlocked at rush-hour.
- this will help us all
- Important especially since at certain times of the day this corridor can be extremely congested resulting in delays of these services.
- right now a SERIOUS bottle neck exists particularly for traffic trying to access the north from south
- It is too bad that the universities are not connected by train.
- Simply inherent in the project and goes without statement
- It is a major roadway
- It is always important to have easy travel corridors for first responders. Crowchild also provides access to two universities and to SAIT.
- Supports efficient delivery of services
- I agree with this statement.
- Agree
- Again, it is a MAJOR transit corridor of high importance and that needs to be enhanced even further.
- It is important for emergency responders to be able to move. With a bus lane in place from the above point this would be possible.
- Faster flow for vehicles and emergency response
- Certainly the route should not impede these needs in any way.
- See note above about connecting MRU and of course reducing congestion to Foothills hospital is critical as rush hour now starts about 230pm especially on Crowchild North
- Emergency access needs to be considered for all adjoining institutions,.
- No problem with this goal. I actually see it as a MAJOR ACCESS ROUTE.
- I don't know this is the official role of Crowchild.
- It is. It should have easier access for emergency vehicles and students.
- Again, perhaps a transit / emergency lane needs to be considered.
- These are society's basic needs.
- But Crowchild needs to move a lot better to be a good emergency route.
- Foothills and Rockyview hospitals need a quick route for transporting patients.
- sure
- for those south of the Bow Crowchild/Memorial is route to Foothills Hospital, Children's
- Need to make sure that access to Foothills Med. Centre is not decreased in any way. Better access to Mount Royal University would be good as well.
- Obvious
- This just makes sense with the University and hospitals close by
- This is necessary for Calgary as a whole.
- This is really a primary function of most roadways.
- How else would emergency vehicles go north to south in that area? I'm not sure why you need to be concerned with connecting educational institutions. Students usually only go to one institution per year.

- This question makes it seem like emergency vehicles and students are all that matter. Yes, there are two hospitals in the area but the number of other motorists on the road far outweigh the medical transport traffic. The City could do more by educating people on how to get out of the way of emergency vehicles for a much lower cost. Students are no different than any other commuter.
- Fully agree with emergency response and health services - this should be a priority city wide. Do not understand why connecting educational institutions would be lumped in with this, and disagree with that.
- I agree with the emergency response. I can't see how it really helps connecting U of C and MRU. Is there a high speed shuttle between the two?
- Crowchild Trail does need to be set up better for Emergency Response Vehicles, but I don't think increasing access for connecting to education institutions is a priority. Both Mount Royal and the University of Calgary, have more than adequate access points via Crowchild Trail.
- Emergency response is substantially higher in priority than connection of educational institutions.
- More important for emergency responders than educational institutions
- I agree that it's important that Crowchild Trail be available for access for emergency response vehicles as it is a major north/south route in Calgary where there really aren't any better alternatives. I don't agree that it's as important as an access route for educational institutions.
- You cannot get to the hospital in an emergency if the traffic is backlogged for kilometers. I am not sure why you would have to worry about connecting the educational facilities. Normally, a person only works or studies at one facility.
- The first part is valid, but the "connecting educational institutions" isn't. That is irrelevant and not a priority, or the West LRT would have been run past MRU.
- Doesn't it already get used for emergency response and health services?? Connecting educational institutions would seem to be a public transit issue where there need to be lots of direct and frequent buses for MRU and Chinook students who do not own vehicles.
- I agree to making it a better access route for delivery of emergency response and health services, but not for connecting educational institutions.
- Already a major access for health services but bottlenecks make it difficult in busy times. The fact that the U of C and MRU are situated on the same road is inconsequential.
- Important for emergency...less so for education...
- What are the prohibitive issues here? How are these issues best resolved? More transit and less vehicles would ease volume and flow issues for delivering both emergency services and access to educational institutions. Do educational institutions need to be connected or simply require better accessibility via transit?
- I don't think this is an issue
- But this is a COROLLARY goal - If you redesign Crowchild properly, it will allow proper access for emergency response and health services. The PRIORITY should be vehicle traffic in general and this should be a secondary goal. I DISAGREE with "connecting educational institutions" as a priority. There are 250,000 people a day who need to drive a car downtown because the transit solution is either inconvenient or insufficient for their commuting purposes.
- If we are going to build it, then build it right
- HOV lanes can easily help this.
- OK. I'm not aware of this as a major necessity, but it sounds fine so long as the cost is minimal.
- Is this the role of Crowchild Trail and what it was originally designed for? If not then why do it? If it has become this then it should be taken into consideration with its other roles unless this is its sole purpose.
- nothing to add
- The City needs to promote alternate transport to mitigate the risk of devaluing inner city neighbourhoods. The freeway experiment in large urban areas in the US serves as a warning.

- i have nothing to say
- This road needs much improvement in the McMahon Stadium to Bow Trail areas. This is a source of huge bottlenecks, and mandatory lane changes for northbound traffic is just bad design.
- This goal should be directly linked to public transportation concepts. more people on transit results in hopefully less capital for city and taxpayers
- we need an easy north south road in the nw similar to Deerfoot in the ne
- More HOV!
- I agree but only minimal enhancements should be done. If the corridor is widened, it isn't just going to be used for those purposes, it is just going to be a wider, busier, less neighborhood friendly giant road.
- Local community access should likely be from roads other than the main corridor.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Self-explanatory
- This is obvious so not further explanation needed
- N/C
- I already touched on this point above, but I'll restate it here: More space is required to provide the lanes required to meet this goal and provide for the free flow of traffic for decades to come.
- Also need a Carpool lane, not just a designated HOV bus lane
- All of the above plus the effective movement of traffic from one district to the other.
- Self-explanatory.
- seems obvious
- I think it's important, but again, if it means widening and taking down homes, forget it. Build a second upper level road as a bypass for the bridge area
- Though I despise the idea of Crowchild Trail becoming the next Deerfoot Trail in terms of the capacity and purpose, I do think it is important that emergency vehicles are able to travel smoothly and also that people are able to access the major centres off Crowchild with ease. I do not wish to Crowchild Trail to become an industrial-type highways with constant semi-trucks and other large vehicles as there are a number of private residences off the highway.
- No further comment
- see previous
- Comments should be optional, not required

Disagree:

- I disagree with enhancement. Reduce the current traffic volume and it will be fine for ER and HS etc.
- A more efficient Crowchild benefits everyone but emergency and educational uses should not become a special focus.
- This is important but I am not convinced it is separate from below - providing a continuous traffic flow.
- Hopefully the improvements will work for everybody - ambulance and school bus included
- These issues cater to a small portion of daily traffic
- Major access route for EVERYONE.
- I believe this is currently sufficient.
- I do not see this as a "problem" right now.
- This infrastructure already exists. This goal would be easy if other traffic was limited or removed or re directed
- Connecting educational institutions is irrelevant. Is there really a high need for U of C people to get to MRU during high traffic periods? Existing shoulder lanes already accommodate emergency vehicles.
- It already functions fine for these.

- Not a big concern. Current status is good enough, people can move over for an ambulance. This is not a credible goal.
- Why does this require "enhancement". What are the current limitations? It seems far-fetched to compromise quality of living in communities affected by this project in order to respond faster to emergency situations or to facilitate the movement between educational institutions. BTW, bus route 20 works just fine between MRU and U of C thanks to the transit lane, a big plus during peak traffic hours. You can always have more shuttles as demand increases.
- It fulfills this goal already. Bottleneck over Bow Bridge could be impediment to emergency vehicles.
- Seems to fulfill this role now.
- It seems as though with these questions that the real problem is being lost.
- What does "enhance" mean? Careful planning can ensure that emergency vehicles travel past slow moving vehicles when necessary without turning the whole Trail into a tunnel-like setting.
- I think there are other routes and/or Possible New Routes across the Bow that should be explored for a NORTH / SOUTH corridor before we PACK everything into Crowchild. Including extra traffic that will occur if the Calgary NEXT stadium project goes ahead. THIS IS A VERY LARGE CONCERN. PLANNING WITHOUT KNOWING THE DECISION & IMPACT OF THE STADIUM.
- Strong emergency response should be a goal for our entire City on all major access routes - but would not place an unbalanced weighting on Crowchild vs. other routes - ie. Deerfoot, Macleod, Glenmore etc. We should be taking a "whole city view" on this type of question to ensure overall health vs. picking on Crowchild. As for connecting educational institutions, public transit already provides this and would find it less important.
- I disagree that a major role of Crowchild is to connect educational institutions. Not too many people attend MRC, SAIT, and U of C concurrently.
- EMS - yes. Educational institutions?? - No.
- I don't think this should be as much of a priority, especially for connecting educational institutions.
- Not sure what this entails. Do not think this is important "connecting educational institutions". This question already had assumptions behind it like a loaded question. Not a priority overall. If traffic works better it works better for everyone.
- Access for health services is a priority for all roads but I think adding this particular subset to Crowchild is just ridiculous. Connecting educational institutions is also a bogus goal and not important.
- With respect to emergency, health services and educational services access, Shaganappi trail would be the much better route to be looking at.
- If access is up to the Foothills hospital there are other ways to get there that are quicker than Crowchild, don't see this needs to be primary goal
- Hard to disagree when you put dying mothers and burning babies into equation. While of course essential and should play some role in the decision matrix fear-mongering shouldn't be part of the salesmanship nor should this issue trump all others.
- There are services in both the north and the south.
- I disagree with the concept that the Trail will be a major access route for emergency response and health services unless emergency and health services as well as hospitals are located adjacent to the Trail.
- What does this even mean? This is a freeway. Finish it to a freeway standard without overly complex entrances and exits to things.
- It's already that. You can't possibly make it "better for fast vehicles" without damaging all the other goals.
- Look for alternatives to building more road access. More shuttles between major spots rather than milk runs like the 20 bus.
- If the road is well designed it should be suitable for this anyway.

- I don't think connecting schools is an important goal of this road. Emergency response should be considered, but not as a top goal. This is a commuter road first.
- Pretty good already.
- It's not a highway so don't make it like one.
- The proportion of users of the corridor who are not emergency response, health services, or users of education institutions are likely the majority, tailoring a capital project of this magnitude for outlier users will result in a project that diminishes the overall success of the project.
- It's a road. I think it will do this by being a road and I'm not sure what else would need to be considered here.
- nada
- I don't think this is relevant, as the limited access of the corridor in its status as a throughway/expressway impedes these activities as volumes increase to meet whatever capacity is provided.
- To reduce sprawl and the associated costs of roadways and parking, we should discourage single occupancy vehicles and encourage more sustainable methods of transporting people. Educational facilities (and everything else) are better served by active transportation links and transit links. HOV lanes might help with emergency response vehicles.
- Neutral on this. There should always be an alternate route for emergency vehicles available in case of traffic congestions which is inevitable with or without the expansion.
- This problem could be solved with more people using public transit
- Nothing
- It would be very interesting to understand how many lives could have been saved (or improved) if the "ambulance or fire truck could have got to X just X seconds quicker". While this may come off a touch cold, there is a balance between this and the lives affected by a potential expansion. If this study exists, I would love to see it.
- Alternative routes should considered.
- At 105k VPD vs a capacity of 60k, how do you propose to do this? You can't keep up now because when Crowchild was built you cheaped out on the design and now are dealing with the fall-out.. And just think when the new Cancer Centre, and CalgaryNEXT is added. What a nightmare.
- See above

Strongly Disagree:

- There is no need for any special treatment for emergency vehicles. If traffic flow in the corridor is enhanced, then emergency response will be enhanced. Drivers know to pull over when an emergency vehicle is approaching with its lights on. Nothing additional is needed.
- This was never the intent of Crowchild when it was changed from 24 St. The health and education facilities have expanded significantly and successfully with the current Crowchild corridor configuration. Both facilities have multiple Ingress and egress opportunities.
- Those institutions are currently well-served and have in fact expanded their footprints over time. They would not have been able to do this if the roads didn't work in their present configuration. How does Crowchild "connect" educational institutions? Mount Royal and the U of C are competitors.
- Works fine as is
- Services need to be delivered along every road. Where did a mandate emerge for having a road to connect educational institutions - I don't agree with that.
- I do not think that access to the university should be a main goal
- The delivery of emergency response and health services is a negligible part of the traffic problem on Crowchild Trail. I used to travel from hospital to hospital for work. Any health care support on wheels knows how and when to avoid the major traffic arteries.

- A major urban highway is out of context for the inner city. Although there are many factors to consider, respecting these neighbourhoods is the most important. Those who desire to travel vast distances by car should be pointed towards roads that don't need to slow down to inner city speeds. Calgary is already a very car-dependent city and the expansion of highways only increases that downward spiral. Promoting increased automobile use through the inner city is a step backwards.
- This is off major importance.
- Why is this a question? What, you're going to have an ambulance and school bus lane only? No. This is a stupid question.
- Sounds like a sure fire way to INCREASE the city's dependence on Crowchild and INCREASING the need for further Crowchild Trail studies in the future.
- This vacuous BS
- Obviously emergency vehicles need to get to where they are going in as quickly As possible. This should not be an influencing factor on whether or not crow child should be expanded.
- This goal is more directed at increasing investment in bordering areas for multifamily housing strategies not for health services.
- I don't think widening Crowchild will do much to facilitate emergency response. If you widen Crowchild, more cars will simply crowd onto it. Look at Deerfoot. Does that do much to enhance emergency response? Educational institutions should be linked by public transit, and should be leaders in decreasing reliance on automobiles.
- This is a completely made-up problem. That is not why some advocate widening Crowchild. No one is against better emergency response. It is politically impossible to build an extra lane and have emergency vehicles only use it. It would be dishonest for someone to suggest that. The problem is that there is too much urban sprawl and the incentives are such that cars are used, choking up Crowchild trail. Narrow it; provide an incentive for increased density and less developer subsidies.

I don't understand this goal:

- Doesn't making this a free-flowing freeway accomplish these goals without any extra consideration?
- How is this different versus just trying to ensure better traffic flow and/or better utilization (e.g. HOV or transit only lanes). The listed items after all are the main destinations along Crowchild.
- Doesn't the expansion of lanes automatically meet this goal?
- U of C and SAIT are already served well by the LRT. Increasing the capacity of Crowchild Trail will serve all vehicles, whether emergency response units or normal traffic. Entrance and exits need to be maintained at 16th Ave (only) for access to Foothills and Children's Hospitals.
- You make a proper free-flowing roadway without traffic lights and public-transit interference you then would have a major access route for delivery of emergency response and health services, and for connecting educational institutions, wouldn't you?
- Won't it be automatically enhanced once the traffic flow is improved?
- Once done it will fulfill all those concerns
- It's important to have Crowchild fulfill its role as major access for ALL citizens of Calgary.
- I thought it was already.
- use the car pool lane
- It's not clear to what the objective is truly about....? Just a thought: have you considered making lanes that change of direction during peak hours??
- What would this entail? Of course, anyone would want an ambulance to get to the hospital without delay or a fire truck to get to a fire. But what exactly does this mean? If all traffic flows better, then wouldn't emergency traffic also flow better? If this goal would reduce traffic flow or capacity, then I would strongly disagree with this goal. An explanation/illustration would be helpful.
- Not sure what the issue is here that is being addressed. I'm not aware there is a problem in this area.

- Not sure I understand how one can enhance the Trail? It's a nice goal to have, but the "how" needs to be explained for me to rate this goal.
- What educational institutions are being connected? U of C? Public schools? This is unclear to me.
- How is this different than the overall goal?
- Yes Crowchild does connect health services and educational institutions. Not sure what is meant by 'better fulfill its role.' Is it not fulfilling its role now?
- How can upgrades NOT do this?
- What is meant by enhance? Expand? Add trains? What?
- What does this mean? Sounds like justification to expand Crowchild.
- What does this mean? Would dedicated emergency lanes be provided? Increasing capacity of Crowchild trail will not help this problem, it will only encourage more vehicle traffic. This goal needs to be more specific.
- I feel like this should be decided by traffic engineer and other professionals.
- Isn't it already a major emergency access route?
- Not sure how this goal would be attained or what is meant by it
- I don't understand the health services part...
- I would think this is covered by simply it being a traffic corridor. If interest groups have input then if it becomes a restriction that should be considered. But don't understand why this is a goal.
- Don't know what this means.
- What does meeting this goal entail?
- Have you looked to see who primarily uses this road? I use it to get my family to school, but the cars I see around me are all single drivers going to downtown. If there was an LRT in the SW the picture would be quite different. Of course, no one can disagree with the idea of a corridor for emergency services and schools, but I don't think this is an accurate depiction of the primary use of this corridor.
- Connecting educational institutions should be a very much lower priority than emergency response. These are very separate issues.
- Agree: "Enhance the Crowchild Trail corridor to better fulfill its role as a major access route for delivery of emergency response and health services." Disagree: "and for connecting educational institutions." This second goal cannot reasonably be met with the Crowchild Trail corridor alone.
- I'm not sure why connecting educational institutions is a high priority. There is not much inter educational institution traffic. I agree with good access for medical services like foothills and the children's hospitals.
- Is there a significant issue now? How many people at one post-secondary institute really go to a second post-secondary institute?
- Why is it important to connect educational institutions? They don't need special transit any more than anyone else does and have more freedom to operate outside of busy times. For EMS, if the road is designed to be improved for cars and transit, I am not sure what additional design considerations should be put in place for EMS. I do agree that EMS mobility is important but do not know if it warrants additional design features.
- I'm uncertain as to what it means to enhance the corridor. Certainly access for emergency services are paramount. Access to educational institutions can be accommodated through improved public transit
- Just a corollary to the main goal.
- All routes should have appropriate emergency access. This should not be a goal specific to this project but should rather be covered in a system-wide plan for all arterial routes.
- Is this code for transit lanes?
- It's a 6 lane freeway, what are you going to do to improve it in this regard?
- No opinion. Has to be as good as it is now or better. Same with the overall goal of the project.
- Crowchild doesn't connect education institutions in the studied area

- I don't know how this could be done effectively.
- Multiple transportation use is important to any forward looking strategy. This sounds like a tactic not a goal. I'm concerned you're presupposing solutions and outcomes before considering alternatives and strategies. ie. I don't know anything about the role of Crowchild in emergency response and I wasn't aware that students were enrolled simultaneously in U of C, SAIT, ACAD and Mt Royal requiring them to commute between campuses.
- Huh?
- I sincerely believe that the chances of a successful outcome will be improved if the author of this question is excluded from further discussions. It is essentially meaningless and a waste of time as framed. Do you honestly expect that any sensible person would answer no?

Consider opportunities to provide more continuous traffic flow on Crowchild Trail, and address bottlenecks caused by traffic weaving and lanes that become access ramps to other roadways.

Strongly Agree	x347
Agree	x121
Disagree	x18
Strongly Disagree	x19
Don't Understand	x8

Please explain why you rated this goal this way.

Strongly Agree:

- Yes, fix flawed designs
- There needs to be a commitment to traffic flow with consistent lanes as demonstrated in the other parts of Crowchild Trail.
- Nothing worse than having to change lanes 4 times when your goal is nothing more than to continue straight on the road you're travelling.
- Any effort in this direction would be an improvement over what we have now.
- By stream lining the flow you would reduce the number of divers that are now using the wrong lanes so that they can cut in further down the lane. This causes delays to the people using the correct lanes.
- There needs to be a barrier to prevent northbound traffic on the Bow Bridge from using the Memorial turn-off lanes like a Nexus pass to leapfrog in front of everyone else causing accidents.
- Uninterrupted flow through the entire length is essential. Currently from the university to the bow river there is a major problem
- Fix the road for traffic flow.
- Movement of large volumes of traffic in a safe manner should be the primary goal of the Trail. Calgary is noted for so-called through lanes that become egress ramps or are subject to repeated lane changes.
- Yes!!!!
- Crowfoot is used by many Calgarians on a daily basis; continuous flow is required to facilitate safe and efficient transportation through the corridor.
- restrict traffic off and on to only a few over passes
- A North/South corridor is required for the city to expand. The North/South Corridor then should be able to connect to the ring roads.
- This is a major road, in a major city, it should be designed in such a manner. Widen the whole corridor to 4 lanes each way. Put a major intersection at 24th avenue to handle University traffic, McMahon stadium and Foothill Athletic Park. Remove the old apartment block. Rebuild the 16th Ave & Crowchild intersections so they work. Take out 5th avenue lights. Major revamp of Kensington, Memorial & Crowchild Build a second bridge or widen the existing bridge to all free flowing traffic.
- The design of Crowchild as it currently exists is utter stupid especially north bound. The billions of dollars of improvements on Crowchild have only served to create a traffic nightmare over the river

- Not just more continuous but actually continuous. Crowchild must be free flowing and the lane joggling must be eliminated completely. Having just one through lane and chaotic lane changes over the river must be addressed.
- Isn't the solution to this question the reason for this study?
- Crowchild is a motor thoroughfare. It should have no lights and should be treated as a freeway. The city spent millions putting in overpasses all along Crowchild. We should fix the ridiculous bottleneck that exists between the river and 24 th.
- Crowchild is a traffic nightmare morning or night you are going to get stopped for backups it can take an hour or more to get through
- Finish the freeway.
- The interchange at 9th/Bow Trail is terribly designed and should never have been built like that in the first place.
- If we are going to build it, then build it right
- spending money to only find more congestion during peak periods would not make sense
- There should not be traffic lights on this road, period. This should have occurred a long time ago.
- The Bow Bridge must be made another lane wider and there is too much happening around that area. Too many merger points. Also, if you remove 1 or even 2 of the access areas onto Crowchild north, that alone would eliminate a lot of traffic build up during rush hour. Do we really need access at Memorial, 5th Ave and Kensington? I think not.
- The accidents are due to the crazy lane changes required if you are northbound on Crowchild from 17 ave SW and want to get to 32 ave NW. Free flow and continuous lanes are NECESSARY
- The design should be nothing short of having 3 lanes of continuous flow. The bottlenecks are what cause the traffic issues.
- Yes - address hotspots first, low-hanging fruit, best bang for the buck, etc.
- Expand Crowchild on the WEST side at Kensington. Less impact on the communities in the area. Kensington is a bottle neck and the merge off of Memorial to North Crowchild is a nightmare, especially if you're turning East on Kensington Road.
- This will always be a major route due to its proximity to downtown, hospitals and universities. Improvements to this road will benefit a large portion of the city that use the road on a daily basis
- Ridiculous weaving is the biggest problem with Crowchild Trail as it stands. That and traffic lights.
- Create 2 new bridges over the Bow East side handles traffic off Bow and 10 Ave SW plus off ram from Crowchild to access Memorial and Kensington plus continues north and ties back into Crowchild Other bridge connects Kensington and Parkdale / Memorial to direct traffic south across Bow with exit to 10th Ave SW & Bow Trail continuing south to connect on Crowchild on the rise before 17th Ave
- 5 lanes northbound of 19 street, 5 lanes south of bow trail. 2 lanes in between.... We already spent money on both sides of this to make it free flowing and fast. This bottle neck from now trail to 16 ave is beyond ridiculous!
- See above. Is it possible to add another bridge and use what's there to access and egress traffic in a more safe, less congested, and continuous flowing manner?
- This would address traffic flow issues.
- Traffic issues, such as 24th avenue, need to be addressed to improve the traffic flow.
- Make it easy to drive and there will be fewer accidents
- Again, if you build a free flowing, unrestricted roadway, there will be no need for commuters to short cut through communities. The best way to prevent bottlenecks and backups is to ensure a roadway with proper capacity and is free flowing is constructed. Most of the concerns will take care of themselves...
- better functioning links to 17th Ave, Bow Trail, Memorial Dr. 16th Ave are mandatory for getting around - Crowchild is not a "local" route

- As a professional driver, I have navigated most of Calgary's streets and major traffic routes. I have noted numerous cases all over the city where simple improvements to signage, road markings and medians could improve traffic flow and safety. In addition, Compact diamond interchanges interacting with Crowchild trail should be designed or retrofitted as Diverging Diamond interchanges to increase traffic flow efficiency and safety without any considerable structural changes to the overpasses.
- There should be more lanes in the river area than at the ends of Crowchild for example.
- Remove impairments to traffic movement, right turn only should be used for some locations.
- The only way to go but can't be fine with the existing trail and access Ramos, turning lanes etc.
- Definitely need to increase the number of transit lanes and need to adapt ramps angles and the length of breaking and accelerating lanes to be able to handle higher speeds.
- I think the weaving and difficult lane arrangement on the bridge that crosses the river has a lot to do with heavy traffic in the evening (heading north bound).
- The biggest impact to Crowchild bottlenecks right now is the lights, the stopping and going. I cannot reasonably speculate as to whether such changes will completely alleviate the problem. But considering the 37th st and Glenmore sw changes, I am confident that similar methodology will have significant gains to the Crowchild corridor. This should be one of the first elements considered in design.
- There is currently only one lane that can be taken through the corridor without having to make a lane change. This should be minimum of two lanes.
- The at-grade intersections should be removed, and the roadway accesses and exist should be modified in accordance with the standards set by TAC and the FHWA. The city needs to stop doing its own thing and follow the standards.
- The more access roads the more traffic slows down.
- The bridges close to downtown are bottlenecked even on the weekends and off peak hours.
- Bottle neck is a major problem on Crowchild especially over the Bow.
- The biggest problems with Crowchild is the bottlenecking due to lighting that occurs around Kensington, McMahon Stadium. The 2 lane traffic between Kensington and McMahon, the bow trail interchange bridge network, and the two lane ramp from Crowchild onto Glenmore and back.
- Need to eliminate at-grade crossings throughout and remove the weaving on the bridge over the bow.
- Crowchild west bound needs to be fixed coming out of downtown. The lights at Kensington need to be fixed as they cause a lot of backups onto the bridge.
- The number of lanes that just end without warning on this road are ridiculous, and there are terrible bottlenecks where only 1 lane continued. This is awful for a major highway.
- Please consider increasing the number of lanes across the bow river.
- Less stop and go traffic.
- Redesigning the nightmare of coming out of DT on 10th and trying to get over to Memorial would be welcome. No light at 24th NW would help. I do not have any ideas for 5th NW that would not impact West Hillhurst etc.
- Major commuting road, lessening peoples commute means happier citizens.
- Strongly agree - the northbound lane changes and off ramps over the Bow River were TERRIBLY designed and should be totally redone to reduce the dangerous lane changes and major traffic jams they cause.
- 3 lanes down to 1 northbound is the primary cause of congestion. Impatient people will always sneak to the front
- the river crossing and lights thru to 24th are just a mess- Fine 50 years ago but not now with the volume needed to move
- Perhaps one of the major issues with Crowchild is the bridge right now where northbound traffic reduces to one lane (because the right lane exits to Memorial), and at the same time there is an on-

ramp where traffic is trying to merge from the left lane to the right lane to get to the Memorial exit. I'd sure like to ask whoever planned that if they put any thought into that bottleneck at all.

- Better flow is needed
- This makes me think of the exit on the left for 16th ave heading north. That area becomes bogged down with people waiting until the last second to merge right to stay on Crowchild. Needs to be fixed.
- Highway. No stop lights.
- A large portion of Crowchild is slowed down by the unnecessary amount of lights and bottlenecks for through-traffic and it would be greatly beneficial to increase continuous traffic flow, as there is ample access to areas adjacent to Crowchild through different routes.
- Have to eliminate bottlenecks
- Removing lights and making that stupid intersection beside the bow would make traffic a hell of a lot better
- Bridge is poorly designed and greatly slows traffic during peak hours
- For the love of God yes. Build roads that make sense.
- GET RID OF THE STUPID TRAFFIC LIGHTS.
- Yes, this is badly needed! The current Crowchild Trail corridor is a mess. I live on Bow Trail, and trying to take Crowchild Trail in either direction is such a rigamoral. It's a major interchange and it is such a mess! I've never seen something so poorly designed and I've driven in every major Canadian city. Sorry I am ranting now. It needs fixing badly. What a gong show.
- Access to the ramp is one of the major headaches of Crowfoot. Not enough space for people to get to ramp. Lane changing is just delaying everyone behind them.
- The lights on the section of Crowchild that is the focus of this project obviously need to go. They cause traffic jams that cost people time and the city money in terms of production. The lanes on the Bow River Bridge are dangerous, especially when entering off of the 10th st. on-ramp and attempting to make it to Memorial Drive. You need to cut across 4 lanes of traffic in a very short distance, which often slows traffic.
- Anyone who has ever driven Crowchild has questioned the sanity/intelligence of the original designers of this route.
- The section above Bow Trail is always congested with people weaving between lanes. Access to the bridge go from 3 lanes to 2 (one of which is a turning only lane).
- This road needs much improvement in the McMahon Stadium to Bow Trail areas. This is a source of huge bottlenecks, and mandatory lane changes for northbound traffic is just bad design.
- Traffic is bad for the environment and safety. Continuous flow would prevent emergencies and ensure that vehicles are used efficiently.
- the current traffic lights around Kensington and 5th Ave should be removed
- I think that it would be worth sacrificing some less used turn movements in favour of better traffic flow.
- The main obstacle currently on the route are the traffic lights. Notably in the Kensington-5th Ave stretch, and then the McMahon and 24th Ave intersections. After that it's wider and clear sailing. If we can afford to reduce, remove or otherwise mitigate those lights, the entire corridor will be free-flowing from the Rockyview all the way out of the city. 14th St South is another matter.
- YES. Bottlenecks are one of the major reasons traffic flow in this city is terrible. just take a look at the effects these have on Deerfoot/Anderson-southland & Deerfoot/Glenmore
- There shouldn't be any lights on Crowchild, just overpasses, underpasses, on and off ramps.
- this is a major problem currently and should be addressed - use your cameras
- Stop doing the excessively long (two exit style) weave lanes and look at replacing designs like the shaganappi bridge with an elevated traffic circle
- It is currently ridiculous.
- Again, this seems obvious

- This is the critical aspect of the current bottlenecks. Crowchild reduces from 3 lanes to 2 across the bridge over the river at the same time as considerable volume of traffic is attempting to exit or enter Crowchild from Bow Trail, Memorial, Kensington, etc.
- Wholeheartedly agree. After 25 years of living in the NW and working in the far SW or SE and requiring Crowchild Tr to get there this is sorely needed
- All bottle necks should be removed and use of over passes and removal of lights
- There is only one through lane on the North Bound Crowchild Trail Bridge (Say What!!). Who planned 'that' and rationally thought that is was a good idea. (A Failed Compromise, a bad budget decision?). We need to plan this for the future and yes we may need to buy some people out and some people will be angry ... but if the planning is sound and defined there will be support.
- Need to address cars that cut into traffic on northbound Crowchild (in the morning they cut into traffic exiting to 9th from the middle lane and in the afternoon they cut into traffic heading north on Crowchild from the exiting lane to 9th). This MUST be dealt with. Have some sort of barrier so that cars can't cut back and forth there. Also the fact that there is only one lane that goes all the way north on Crowchild is ridiculous. There can't be only one lane to handle all of that traffic.
- Tunnels @ 5th & Kensington will provide free traffic flow.
- Because at Stage 3 we hopefully transition to the true work, the heavy-lifting: studying the Corridor, to begin in a staged way the restoration of the key functions of a particular lineal infrastructure that was so long neglected that a few people actually began to believe that high quality, free-flowing skeletal roadways were not a priority in cities seeking to be world-class cities.
- The lack of continuous lanes without interruption from ramps and traffic lights poses the biggest problem on this part of crow child. The ramp to 9th downtown should be at minimum one traffic lane plus one BRT lane, if not two traffic. The Bridge over the bow needs more continuous traffic lanes, and overpasses should take the places of the traffic lights at Kensington road and further north, like in other areas
- It's challenging enough crossing two or three lanes of traffic at the best of times. During rush hour it's impossible. There must be a better way. Have you considered getting rid of traffic lights and having bridges that cross Crowchild?
- The River remains the bottle neck regardless of what occurs to the south. Lane reversal techniques etc. should be considered before widening Crowchild.
- The weave from westbound 11th ave on ramp to westbound Memorial off ramp in the space of the Bow river bridge is a death trap. There is no way it would be so designed in this day and age. From Sunalta school to Kensington Road there is only ONE true (no weaving required) Northbound through lane. We could make a vast improvement with the current structure by changing this to two Northbound through lanes. It could all be done with a little paint!
- I live in West Hillhurst and commute to Midpark (deep south) every day. When coming home, half of my commute time is just getting across the bridge. More than half if there is an accident or winter weather.
- The red lights are the issue
- This is CRUCIAL! Remove all stop lights, add more lanes and less lanes that inevitably require a lane change. This route needs to be functional and we need to keep in mind that Calgary is still and always growing. We need to anticipate population growth and traffic demands in the future as well as today.
- McMahon stadium area and the bridges across the river are bottle neck zones that need to be addressed.
- This stretch or roadway is one of the worst I have seen across Canada in terms of its design. A design that allows for smoother flow of traffic would increase public safety and overall efficiency of traffic flow.
- It's the core of the problem. But keep in mind more roads just breeds more cars and more traffic. That's not a solution. Let's be smart about this.

- My observations while driving Crowchild or catching the bus is that the traffic corridor is fine, its Calgary drivers who need to change their bad driving behaviours.
- eliminate the controlled intersections at 24th, 5th, Kensington with continuous flow options
- To my untrained observations, this appears to be one of the major causes of traffic backup South of the bridge and 17th.
- Many general benefits.
- Need to resolve traffic jam
- Makes sense but I don't have any suggestion son how to implement this.
- Yep to the 'continuous traffic flow' and a 'what exactly do you have in mind' to the 'address bottlenecks'.
- Yes, yes yes. That would help flow and safety!
- Treat it as a freeway with limited local access.
- it should be a main road like Glenmore or Deerfoot.
- I believe the bottleneck issue over the bridge might only be corrected by the expansion to additional lanes, or a longer overpass
- This is the biggest issue (other than the traffic lights)!
- These are the main causes of slow flow... Needs to maintain 3 through lanes.
- Get rid of the lights just like was done on the rest of Crowchild South.
- The current Crowchild Trail alignment creates costly, time-consuming bottlenecks that are also a safety hazard. A smoothly flowing new alignment would reduce accidents, and the cost associated with personal injury and insurance claims.
- Proper spacing between access and egress points is the key to traffic flowing. Regrettably, every existing access and egress point cannot continue to be accommodated. But for this Trail to free flow properly, it will be important to minimize weaving and limiting fast moving choices.
- Crossing the river to the University is huge bottleneck that needs alleviating.
- Need to take out all the lights and put in overpasses for better traffic flow.
- Large thoroughfares should maintain constant and continuous lanes with adequate on and off ramps as not to interfere with traffic flow.
- I would like to see Crowchild become a "right-turn" only roadway; you can only get onto North or Southbound by right turn. And, you could only get off Crowchild via a "right-turn" only situation as well. There are enough above/underneath crossings that if you needed to reverse direction, you could. This would eliminate the need for traffic signals altogether between 24th Avenue N and 17th Avenue S.
- Build another over pass with another lane or two where the bottle neck is. This will only get worse if the new hockey dome gets approved. Traffic will be a nightmare.
- The interchanges over bow trail and the University drive exit need improvement. These are aging interchanges and need to be simplified. Increased warning on all road signage for exits and road names needs to be addressed. This is a problem for all major roads in Calgary.
- Making exits work better over the river and with the Memorial interchange will improve safety and keep traffic flowing with less bottlenecks.
- Absolutely! This has to be solved. If nothing else gets built at least build a bridge over the Bow River that eliminates the need for traffic to weave across three lanes on the bridge and that eliminates lanes that just suddenly disappear as access ramps to other roads. Currently none of the Northbound lanes on the bridge are unaffected by this problem, everybody knows about it so traffic slows down to be safe but the result is traffic backed up all the way to 26th Avenue SW or even further.
- get rid of backups over the bow river bridge and Crowchild and 24th
- The interchange over the river, coupled with the light on Kensington is one of the most time-wasting roadways. Often the traffic is backed up to 33rd or even 50th now due to this failing design.
- As a user of the corridor from downtown to the northwest I see the effects daily of this phenomenon and have felt for a long time that a re-alignment is in order to increase efficiency.

- Continuous flow lanes are essential. Traffic slows down immensely whenever lane changes take place so this must be absolutely central to any solution.
- Rush hour drives people nuts.
- A perfect idea here would be to use one-way only designations during rush-hour times (similar to Memorial, with its lane reversals), so that traffic can merge onto Crowchild, but cannot cross through Crowchild.
- Continuous traffic flow on Crowchild would be a marvelous thing instead of continually stopping.
- This is what a freeway is supposed to do - provide continuous traffic flow. It's safer, it pollutes less and it enhances the quality of life for those who have chosen to use their car as a primary form of transportation. It also helps transit by reducing schedule-killing congestion.
- The current design is so flawed, any change will be an improvement!
- The on-ramp from Memorial Drive and merging into Crowchild traffic has always been a bottle neck area in my experience. Enhanced flow at points such as this would be greatly appreciated.
- Crowchild trail in this corridor study area, is a cluster-f*** the way that it stands. Drastic measures truly is the only way to correct this congestion. Parallel roads with separate on and off ramps between Kensington and 5th similar to further up Crowchild by the shopping centres is truly the only way to rid this traffic congestion.
- For too long Calgary has built roads etc. for a large town/small city. We must build for the needs of a growing city and not leave "it" to the next generation at twice three times the cost.
- Existing bottlenecks - lights at Kensington, 5th, McMahon and 24th - are the major impediments to efficient traffic flow. They need to be heavily modified, preferably eliminated. Weaving and lane changing on the bridge is an issue, but is made hugely more difficult because of the traffic light bottlenecks. Some lessons to the driving public about proper merging, lane selection and acceleration would also be hugely helpful, if effective.
- Seems like a common sense consideration to me. Need to utilize HOV lanes, better signal light timing, etc.
- This is absolutely one of the most critical components of a Crowchild Redesign, without addressing these components it would be money wasted.
- Perhaps someone can figure out a way to have several lanes going south & several more going north separately, with separate bridges over the river. I can think of no other way. There are too many lanes joining into an already over-taxed thoroughfare.
- Absolutely!!! This causes huge issues when people stop in a lane because they need to get over into another lane but that other lane isn't moving.
- That's the whole point of this. Make it flow to eliminate stop and go traffic and improve safety.
- I can't stress this enough. Build the freeway properly. We only get one chance at this. I hope city hall has learned that picking the cheapest solution the engineers propose can be disastrous long term looking at the giant dry-lake that the Elbow/Glenmore under pass is or the awful exit/entrance lanes created by the Anderson overpass debacle.
- These seem to be the problems that slow down traffic even outside the rush hour.
- Disappearing lanes are the worst thing about the current Crowchild trail.
- better ramp lane length
- This is one of the most obvious challenges with the existing corridor and fixing it needs to be prioritized.
- Crossing northbound over the bow river on Crowchild can involve too many lane changes which slows traffic and causes accidents. To avoid this, I have literally taken Bow Trail East to the greyhound station, turned around and headed west on bow trail up and under Crowchild to mitigate all of the lane changes.
- That is exactly the point of improving traffic flow along Crowchild Trail and any other major traffic corridor

- Currently it's very annoying to feel like I constantly have to make way for people who are in a lane that is ending. Only a few lanes truly facilitate through traffic for longer distances, and people constantly trying to merge in causes the bottlenecks.
- Short weaving distances and high speed traffic do not work well.
- This. A thousand times this! The flow of traffic can quickly and dangerously snarl when someone realizes their lane is actually an exit, or enter the roadway only to realize their lane ends in only a few feet. Northbound is generally better than southbound right now, but reducing the need to play lane Frogger would improve safety and flow.
- This is the biggest challenge of Crowchild trail in this section. Adding structures to improve traffic flow without specifically dealing with the weaving and lane disruptions will have minimal effect. Any plans must mitigate this in order to be effective.
- Reduced bottlenecks along skeletal routes will have downstream effects of reducing traffic slowdowns on other major and minor routes which connect to Crowchild having an overall positive benefit to all other surrounding routes and communities.
- Need to have signs clarifying merge points (like by Nick's pizza where lane is there for merging but often not used causing more bottle neck to get on crow). I would like to see the road by McDonald's (16 AVE) that curves up to 16th be considered as a 1 way and merge to Crowchild option. Businesses can then be served by taking the exit by stadium (which lights, if good merge from 16th in place, only function in evenings/weekends) or Nicks and loop around to all business.
- Case in point most of the connections north of the university. Northmount, Brentwood, shaganappi, 53st all have horrible confusing connections.
- No on-ramp should share a lane with an off-ramp, it's dangerous and creates a high collision zone. Crowchild should not be hindered with any traffic lights, this section should model the route to the north and south which have only overpasses / ramps.
- yes this should be fixed
- This is the biggest issues with this corridor. It causes major delays due to only one lane of traffic being cont. flow across the bridge.
- The current design is a disgrace.
- Between 16th Ave N and Bow Trail is the worst part of this road.
- One would expect that this would be considered as part of the change, otherwise why bother with the change?
- obvious need
- I have previously submitted a draft plan for consideration that would alleviate this very issue. Crowchild Trail should be made to provide continuous uninterrupted traffic flow, with free flowing access to the communities it serves.
- Eliminate traffic signals that cause bottlenecks close to hillhurst area plus improve merge from Crowchild to memorial heading north.
- All such opportunities should be explored.
- Bottlenecks on Crowchild near Kensington and downtown are a problem - even in non-peak times. This should be looked at for sure.
- Obviously this will help traffic flow and help limit accidents. This question is a no brainer.
- Has there been consideration to an elevated road way from the University to past the Bow Trail interchange? Crowchild flows freely from the west until 24th ave. then stop and go. If there was community access at the lower level and those vehicles in transit could cross over to the south side of the river on an elevated roadway.
- This is one of the largest problems with the major roads in this city.
- I agree

- As I mentioned in an earlier response, the biggest problem with Crowchild Trail is that it is, in effect, a single thru lane of traffic that travels from 17th Ave to the University. There is a lot of traffic constantly merging. If the existing corridor could be restructured into at least 2 lanes of traffic that were a constant thru lane that should drastically help the bottle neck problem.
- Northbound Bow Trail interchange - again. HUGE problem in the mornings.
- Congestion must be improved along with safety.
- This is self-evident to anyone who has left downtown on 11th Ave WB at 5pm and tries to go EB on Memorial Dr.
- Traffic flow is the key. The current traffic flow situation is beyond outdated and based on a fraction of daily traffic volumes. Continuous lanes are the key! You can have as many free-flow lanes as you like, but when 70% of them have to merge into other lanes, you are creating your own back-ups. The Crowchild Trail Bridge should have been rebuilt decades ago.
- This should reduce traffic along Crowchild Trail, which is a major problem currently
- It is a mess at rush hour and it is really frustrating when people wait until the last few metres to switch to the lane they need to be in. It blocks traffic wanting to exit and it feels unfair that they are able to prioritize their own time while costing everyone else theirs.
- There are currently too many access and egress locations along this stretch of roadway.
- I would consider no community access or East-West traffic flow from 24th through to Memorial Dr.
- Over and underpasses are the key as per the new Flanders overpass that is being created
- This is a key element. Bottlenecks should be eliminated or otherwise reduced. In particular, 3 NB and 3 SW lanes (not counting ramps) should be had along the entire corridor, and the necessity for double lane changes in about half kilometre should be eliminated; also the number of traffic lights should be at least halved.
- Widen Crowchild all the way! Widen the BRIDGE... would eliminate or reduce the traffic accidents at Kensington area versus traffic going downtown along the river. Lengthen the entrance and exit ramps. Eliminate the lights in the NW leg of Crowchild!
- Increases safety.
- It is always an interesting sight, watching vehicles with drivers who are unfamiliar with the sudden end or redirection of lanes force their merge into other lanes, and the overreaction of those drivers. There is no kindness in the average Calgary driver. Indicating a desire to change lanes only increases the aggression of surrounding drivers. Expecting this culture to change in the near future is irrational. Increase the opportunity for free-flowing traffic without sudden diversions.
- Not sure how this will be accomplished without affecting communities.
- Get rid of these ridiculous elevated intersections!! Use some common sense to design entry and access lanes!
- Yes, build interchanges and remove lights. Have fewer access points onto the Crowchild.
- Bottlenecks are the biggest frustration for drivers, and weaving doesn't help bottlenecks.
- anything to increase flow
- this would definitely move traffic better and allow for efficient transit along Crowchild
- For the average Calgarian, this is one of the key issues that need to be addressed.
- Reducing bottlenecks is the primary goal, no? Effective road design is a must. Poor design --a lane that merges or becomes an access ramp in the middle of a heavy traffic area. Solutions - 1.Pick a point earlier on, where traffic is expected to "back up"... starting there close the road or put up "plastic" dividers. 2. Put up 2 signs. One saying "in traffic below 30km/h, drive to the end of the lane before merging", and another saying "in traffic below 30km/h, merge here".
- Continuous flow means higher volumes can be accommodated with less noise from acceleration and stopping. Can this be achieved without expansion that requires land acquisition? On a blank slate how would one design a system to accommodate this type of flow and access? Safety is a key issue.

- THIS IS THE BIGGEST PROBLEM- just before the bridge cars need to merge across each other- often two lanes
- One of the reasons for looking at redeveloping the Crowchild corridor is so that it can handle large volumes for traffic in a , safe and efficient fashion.
- Isn't that why the study is being done?
- Agree with measures than can improve flow if they can be engineered without displacing adjacent neighbourhoods.
- These should be considered. A major issue would appear to be the bridge itself and the bridge on ramps / off-ramps. There are engineering solutions to this that would not require increasing the crow child footprint or negatively impact Parkdale/West Hillhurst.
- I would just change this to read a bit differently. We shouldn't just "consider opportunities". We should MAKE IT HAPPEN!!
- I agree with the objective but wording is wishy-washy. Use words like "eliminate" rather than "address" for any reference to bottlenecks. Removing bottlenecks needs to be a firm objective.
- This should be #1! This is the worst issue with Crowchild. The neighborhoods north and west have expanded so much, the amount of people taking this route has increased so much in the last decade. I never make appointments or avoid crossing the river anytime between 7am-7pm. Waste of my time. Calgary is one of the most difficult cities to cross side to because its span is so big. We need to get some main hubs flowing properly.
- I would hope this would be one of the main focuses of this project. At times, Crowchild comes to a standstill which is ridiculous as a major trail in the city.
- Crowchild between 17th and 24th is an embarrassment. I believe that improving the flow of traffic in this section should be the top priority.
- Traffic flow is primary importance.
- Major issue to be dealt with
- This would be one of the main reasons why the City initiated this study.
- This is the most critical issue for the current Crowchild Trail
- This is my main concern! We need to get traffic moving in this city - more lanes per roadway, better design of roadways to eliminate bottlenecks!
- This should be the main goal of the project.
- Traffic on Crowchild in general flows very well, except for a few bottlenecks and confusing interchanges - mainly near the downtown core. From 17 Ave SW through 24 Ave NW it can be a nightmare during peak travel times. In my opinion, this is the key reason to be looking at this initiative.
- Again, this is a major arterial road, free flow needs to be paramount.
- Crossing from south to north river is a nightmare during rush hour, as are the lights in Kensington up to McMahon. All of the traffic from the south is forced into 1 lane, and this even backs up traffic trying to get into downtown from the south, from everybody trying to cut over at the last minute. This is the biggest priority.
- This is the primary goal and essential to the success of all the other goals. Why is it not listed as goal #1?
- Top priority. This is a major traffic route for the city and should flow much better.
- This is the largest issue that commuters face currently. This should probably be moved to the number one goal. When I travel Crowchild it is easy, safe and convenient until I reach the bottle neck over the bow river or the ramp onto Glenmore Trail. At these two points I have to move across traffic to get to my desired lane because the other lanes become ramps to other roadways.
- I believe the bottleneck is primarily caused by the weaving starting at 17th ave SW and leading up to the lights at Kensington Rd and 5th ave NW. I think fixing this is the core objective of this project.
- This should be the #1 priority. Better on/off around Bow/10th/Memorial, less crossing (of 3 lanes of traffic) and better flow. Improving travel times should be the main goal.

- This is currently huge problem, should be one of biggest priorities
- Traffic flow absolutely has to be the #1 deciding factor in the design of the solution. Please turn to experts and engineers to come up with a proper solution. Run them through computer models and make sure the solutions will work. Do not design it by democracy that would be a terrible mistake. Grow a spine and do what needs to be done!
- This is the best point made, get rid of the bottlenecks, I have a feeling if done it will bottleneck somewhere else, but if we can get better times coming out of downtown to Crowchild that would be a step closer. A few more lanes on the bridge would help also better light timing or just getting rid of lights on major roads.
- Obviously this should be your main goal.
- Super important!!!
- Kind of the main problem there now isn't it? So you're asking, "should we fix this road?". Yes.
- This should be Priority 1. Everything else is priority 3 or lower.
- The move towards intuitive traffic flow should be stressed.
- This is perhaps the most important consideration here. Make it more of a highway similar to Macleod trail in the south.
- This, in my mind, is the whole point to any future improvements. Capacity and continuous flow. The bottleneck at Kensington, 5th Ave, near McMahon and near University have to go.
- The current situation from the Bow River to McMahon Stadium is an embarrassment for the city and a great example of half measures, sloppy design and small town thinking. Moving the greatest amount of traffic in the most convenient and safe manner, while allowing scalability to grow, should be the primary goal. This involves limited access along the whole route and eliminating the weaving.
- Isn't that the whole point? I would say "must" rather than "consider"
- Elevated freeway over Kensington-West Hillhurst is the only solution to this goal. Interchanges at 24 Ave NW, Memorial and Bow Trail. Look how easy this problem is to solve...if you pull your heads out of your ass! Note: this is the only relevant goal and point the study should be focused on or we will never accomplish anything on this subject.
- Most important!
- This is a key pillar of the project, and likely the most difficult/expensive.
- This is the biggest issue on Crowchild
- This is the main objective for the corridor project but should also include minimizing traffic lights and flattening road grade where possible.
- if this is not one of the primary goals then there is no need to do anything further - tinkering will not address any of the issues nor provide the opportunity to turn the route into a travel corridor for all forms of movement (trucks , cars , emergency vehicles, pedestrians and bikes) nor protect the communities along the corridor
- This is the most important point of all. all traffic lights should be removed from Crowchild, the bridges need to be widened and lanes added so that traffic can flow through easily
- Another portion of the primary goal of this project!
- The lost efficiency from bottlenecks on Crowchild trail likely costs thousands of Calgarian downtown commuters a total of 30 minutes of their life every day and are completely unnecessary. The needs of commuters should outweigh those of the few residents and businesses along the corridor that are served by these inefficient access ramps.
- Calgary is a car city and the west side does not have an inner city freeway like the east side does with Deerfoot Trail. The issue with Crowchild is the lack of thru lanes for the number of cars moving on it, and the stop and go caused by the lights that are remaining. Adding as many lanes as possible and removing lights should be the top priority.
- This should be the number one priority. Need three flow through lanes from Glenmore to Stoney.

- This is the most important item to improve traffic flow on this route.
- This is of course the main reason for the study I believe
- If continuous flow and bottleneck minimization is not attained, the project must be deemed a failure.
- The whole purpose of the study
- This should be the primary goal. The other goals are just icing on the cake.
- In my opinion this is far and away the most important goal for improvements to this portion of Crowchild. It is a free-flow expressway for its entire length to the north and south of this segment and needs to be completed as such though this center section. An overhaul to achieve at minimum 3 continuous through lanes & 1 HOV lane as well as proper entrance/exiting is long overdue. This will greatly improve the efficiency & safety of Crowchild.
- The whole purpose should be to move higher volumes of traffic more efficiently around the city.
- Current configuration is inefficient. Number 1 issue requiring focus.
- This should be the entire point of the study! Everything else is not irrelevant, nor is it mutually exclusive, so I strongly believe the goal of this is to improve traffic flow cause by traffic weaving and lanes that become access ramps to other roadways (or less specifically, the terrible interchange design). Everything else (aesthetics, impacts on surrounding neighborhood traffic, land acquisition, etc.) is important but should not be the goal of this study.
- THIS SHOULD BE THE #1 GOAL OF THE ENTIRE PROJECT!!!!!! (Not the fourth goal down in the second set of bullet points!)
- This is not a "consider". This has to be the primary/only objective. It is not the City's mandate to make driver's lives more miserable or to force drivers onto public transit where they can waste a good portion of their lives. THE CITY MUST UNDERSTAND THE NEEDS OF ITS CITIZENS AND ADDRESS THOSE NEEDS. IT IS NOT THE CITY'S PLACE TO SOCIAL ENGINEER. BE CREATIVE. BE INNOVATIVE MEET THE NEEDS. WORK WITH STAKE HOLDERS. MAKE THIS A WORLD CLASS CITY, NOT A CITY PEOPLE DO NOT WANT TO LIVE IN.
- Free flow is essential. However, expansion of the bottleneck infrastructure must be considered and fully funded by the City of Calgary's capital plan.
- I believe that moving traffic as freely as possible is the number one goal for Crowchild Trail. Any ideas to remove congestion and simplify traffic flow should be considered a high priority.
- This is the obvious and most important part of this project.
- That is the goal of this whole operation
- This HAS to be the primary goal! Calgary is too spread out to think that alternate transportation will ever replace cars. And it's naive to think it can. The design of this road is unworkable, and dangerous. Provide for an effective access to Memorial Dr. keep the lanes continuous so you don't have to keep shifting lanes to go straight. And get rid of as many lights as possible - ideally ALL of them.
- More vehicle traffic volume is first.
- Continuous traffic flow should be the #1 goal!
- Unless the City is planning a new freeway, this is the most important goal in improving Crowchild. Removing the 3 sets of lights (north from the river) would go a very long way to improving the Crowchild corridor.
- This is the goal to strive for
- This should be the NUMBER 1 goal at this point. Start with an overpass at 24 Ave NW and remove all the lights on Crowchild-- only right turns on and off of Crowchild, ASAP!
- This should be the primary goal of this initiative!
- Number one goal
- In my opinion, this is the biggest problem with Crowchild Trail. This needs to be the number one priority in making any major changes.
- This should be the primary focus and goal of the corridor enhancement.

- This should be number 1! Provides better travel for more people.
- Traffic weaving and bottlenecks is a major problem, possibly the overarching problem that must be addressed for safety and to facilitate movement across the bridge.
- Traffic weaving and the need to frequently change lanes is just dangerous.
- Weaving cause many delays and is unsafe
- Flow is impeded by illegal merges and discourteous behaviour of drivers. This must be addressed.
- Going from bow trail north on to Crowchild across the river and then exiting on to memorial is a suicide mission.
- There are many dangerous yield/merge areas that need to be addressed ASAP.
- The bow trail access on Crowchild trail north is a recipe for road rage as is the squeezing of all through traffic into a single lane over the Bow River. However, the lights at Kensington and 5th are also major contributors to huge bottlenecks.
- Anywhere you look traffic weaving causes issues. It is certainly a major issue in this section of the Trail. I believe that this will be in the top three of the biggest problems to solve.
- The bridge (particularly losing thru lanes northbound) and the northbound access lane to University Drive are disaster points! I travel this route every work day and fear for my life every time. I encounter road rage often. I also watch southbound traffic at the end of the day from the University and am glad I am not in it - again the bottleneck is 5th Ave, Kensington and the bridge. This project is important!!
- YES YES YES 10 ave on ramp to Memorial Drive east bound is SUICIDE EVERY DAY...the engineer who designed that should have been put in jail....IT IS A NIGHT MARE
- What we have now was fine when the population was small. However, now the on ramp from Bow Trail to NW Crowchild is nuts when people want to cross 2 lanes and going north there is only 1 lane that doesn't disappear. Maybe it wouldn't be so bad if only 1 lane was an issue but we have people crossing from the 2 outside lanes towards each other!
- Bottlenecks and traffic weaving are the biggest current problems.
- I have witness too many accidents and close calls on the Crowchild bridge deck with cars entering on the left (!!) from 12th Ave SW and weaving to Memorial drive exit in a very short distance on the right. This weaving and lane change make the northbound Crowchild bridge deck effectively one lane. This is not adequate for such a heavily travelled route!
- Crossover lanes are way too dangerous - traffic flow should be seamless
- All of the traffic lights south of 24 Ave N need to be removed, although I can't say how exactly this should be done, but the focus should be on minimizing the feeling of separation for the communities on either side of the corridor. Also, it needs to be expanded to 3 lanes south of 13 Ave, and the bridge over the Bow needs to be modified to improve the flow of traffic, as the lane changes and off-ramps/on-ramps are a bit of a nightmare.
- The bridge is a MESS. Having all cars merge into the left lane just to stay on the road while cars coming INTO the leftmost lane usually want to get into the rightmost lane to exit the road is ASSININE and causes unsafe conditions and heavy traffic- oh and those 4 lights are just awful.
- This is a huge problem on crow child and leads to a poor use of space and dangerous driving.
- YES! It is so ridiculous there is only one lane to go north and you have to merge over three lanes from N Crowchild off Bow, to get to Memorial. Scary!
- The bottle necks from people changing lanes to get to another road is one of the major issues on Crowchild. Especially northbound over the river. It is one of the craziest areas to drive....and compared to many, many different countries! A yield from Bow trail to go northbound on Crowchild; if anyone here needs to get to Memorial west its two lanes, east it's three lanes. In the same area ALL of northbound Crowchild needs to merge into the very left lane if they want to continue north!!!
- The current Crowchild Trail is a patchwork of bad design decisions. The bridge over the river, especially NB is a nightmare. I'm surprised that there aren't more accidents. Dropping the speed limit on a

freeway to 60 because of traffic lights and bad road design is not acceptable. On ramps that have built-in U-Turns (Bow Trail WB to Crowchild NB as I remember) is ridiculous.

- Current excessive traffic weave is accident prone & cause for much driver frustration. Also confusing now that most freeways and roads have standardized to ramps on right side only.
- Absolutely. The current traffic patterns are just stupid and dangerous. An alternative is to get the express traffic (going from 17th Ave S to 24th Ave N.) on a separate route. Perhaps a bridge that would go between the two avenues. Tongue in cheek, we could have a famous Spanish architect design it and then people from all over the world would come to Calgary to see it. Druh Farrell would vote for it.
- The current design is quite poor and dangerous to navigate. It could be smoothed out within the existing footprint with better access designs.
- The bridges over the river on Crowchild are definitely confusing to a lot of drivers, as well as the cause of traffic bottlenecks.
- northbound Crowchild from bow trail-24th ave is a headache with all of the lights, smooth flow would lessen commute times and relieve stress of many drivers
- The traffic weaving caused by the connection of routes via ramps etc. is very dangerous. I am surprised there are not more accidents than there already are on Crowchild around the Memorial/downtown ramps.
- We see constant accidents due to this. we have a traffic helicopter that buzzes overhead daily due to the congestion from the lights. I can't imagine the human cost in wasted time every day.
- Bottlenecks at 5th ave. NW and at Kensington Road are significant. Hard to weave across to 5th Ave from the University Drive southbound exit. Frequent accidents in this area. This is one of my least favourite stretches of Crowchild. You have a problem with people coming off southbound Crowchild and then heading south on University Drive back onto Crowchild to skip congested sections. This is crazy in the a.m. rush hours.
- I agree! Continuous, uninterrupted traffic flow is paramount! There are also many bottlenecks: - narrow lanes as you pass under 16th Ave - narrow lanes as you cross the Bow - the interchange with Memorial is not very elegant. Many parts of it are dangerous and involve weaving or yielding. The interchange with 16th ave is confusing and involves the use of many secondary roadways I really like the 9th ave and 10th ave interchanges. They are a bit confusing but work very well.
- the existing northbound on-off ramps for Bow Trail are HORRIBLE
- It is not safe to assume the local knowledge needed to navigate this corridor
- The constant change of lanes ending or leaving and all the sets of light need to be removed it is a huge reason for the congestion
- Trying to get on from 17th ave SB to Crowchild in the morning to Foothills is a nightmare. While I am merging in, there are short cutters in the middle lane trying to push over to Bow Trail. I have to gun it to get out of the lane. There is no barrier to prevent shortcutting
- I think some of Calgary's major traffic problems stem from a poor design or planning process. On/off ramps to major roadways such as Crowchild, Deerfoot, Glenmore, etc. and the merges required, are a major reason for traffic congestion (along with volume as well). I believe studies have been done in the U.S. that prove poor merge and exit designs are the result of many of the traffic collisions on major roadways. This needs to be strongly considered during this stage of consultations.
- This is critical to fix for both a safety and traffic flow purpose.
- Crowchild can be very confusing to visitors and people that don't drive the corridor too many on and off ramp near the river
- The current design of on ramps and off ramps (must exit lanes) is awful. Traveling from south to north, drivers need to get into the far left lane at 17 ave SW in order to stay on Crowchild (end up in the far right lane) by the time they reach Memorial Drive. Not much further (16 Ave), that lane is again the left

lane. This causes too many collisions and confusion (especially for visitors). This is one of Calgary's worst rush hour traffic spots and needs to be re-engineered.

- The merge lane from 24 Ave onto Crowchild North needs to be longer (people freak out with the shortness of the merge)
- Existing bottlenecks and 5th ave. NW and Kensington and lane switches at memorial exits are major source of safety and traffic problems. These should be addressed. There are probably too many access points on Crowchild. For instance - there is no need to have access on/off both 5th and at Kensington rd. 1 point would suffice.
- Mmm, enter NB Crow from 10th, exit to WB Memorial on a Saturday afternoon to a soccer game at Shouldice. Adrenalin rush, heavy traffic flying by without the slowing effect of weekday rush hour. This really requires separating N/S Crow from E/W Memorial/Bow. Big-ass stack interchange variant perhaps (to allow Memorial/Bow weave + inevitable stadium access).
- The current flow pattern is very inefficient and risky with respect to accidents due to the lane weaving issues
- This is also a safety aspect that has to be addressed and likely by following this statement, some of the existing problems can be mitigated.
- The traffic over the Bow River is a concern, with people having to get across 2 lanes to exit onto Memorial. Decreased speed would likely reduce collisions and therefore actually create better traffic flow. More use of dual turn lanes to get onto Crowchild (eg. Kensington Rd and 5th Ave.)
- I think there are ideas here that could be implemented without requiring major construction or lots of money
- This is where short-sighted design and planning really hurts and the solutions are really expensive. Having only one through lane across a bridge with traffic merging into it is really sad. Good luck on solving that problem that will be financially crazy. But a large part of the bottle neck could be addressed by focusing on an over pass at the Kensington Road intersection.
- Maybe some easy/cost effective solutions? Traffic lights, streamlining what we have currently?
- You won't do that by doing more of the same, e.g., widening Crowchild. Ride sharing, transit, cycling etc. will reduce the use of Crowchild.
- Why address traffic flow and expansion in any area unless all bottlenecks and intertwining ramp access is addressed. What is the point of creating even greater gridlock with more feeder lanes to these bottlenecks?
- I already addressed this in the first question on Page 1.
- right on
- nada
- The bottleneck is the bridge lane weaving
- See above.
- Three lanes of traffic traveling Northbound on Crowchild are reduced to zero lanes continuing on Crowchild - the lanes reduce down to one and that lane exits to Memorial. Priority should be given to traffic already on the roadway, if you only fix one thing this should be it.
- Build a new bridge over the Bow River, no matter what the cost.
- Why does Calgary have a Naval museum???? We are land locked. Ridiculous use of space and resources and should be gone...thereby getting rid of one bottleneck of Crowchild.
- Consider building a fly over from Viscount Bennet School SW to 24th ave NW for traffic that does not need to stop off at places between these points.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Yes, don't' make the same mistakes as was done on Deerfoot!
- I live here.

- N/C
- See comments above.
- I believe I have answered this questions previously.
- Motherhood. Again, of course. But the solutions are expensive!
- Of course.
- Bridge required

Agree:

- Through lanes should remain through lanes, not like Deerfoot.
- This causes congestion during peak travel times
- nice
- As long as they are creative opportunities
- Any innovative and proven solutions that will keep Crowchild moving are welcomed
- Crowchild Trail is a major roadway and needs updating to allow free flowing traffic. We are not a city of 700,000 anymore.
- The northbound traffic on Crowchild over the river should be improved.
- Bottlenecks At the river need to be addressed. It is a major problem.
- The current road was designed for less cars. With more people living in the Core and surrounding communities than originally anticipated traffic is severely impeded as they attempt to merge with each other. To improve timing and efficiency merges and weaving a need to be redesigned.
- Weaving zones are a major concern on this route. On-ramp metering (lights on on-ramps) and preventing left turning movements at peak hours could go a long way to addressing gridlock.
- Switching lanes, slowing down traffic can cause unsafe situations on Crowchild. So addressing this issue is important. Not sure how this can be done without increasing the width of the road to add more lanes.
- I frequently merge onto Crowchild from Westbound 24 Av, then exit onto Charleswood. If the merge lane continued another 100 m or so, these two merges would be unnecessary. Just one example.
- I agree on addressing bottlenecks in terms of ensuring the number of flow through lanes stays same. Continuous traffic flow must address whether or not the congestion just moves downstream (i.e., 9ave into downtown) that eventually just backs up onto crow child.
- It seems to me that Crowchild does not necessarily need to be wider - what it needs is better traffic flow. I suspect that taking out the intersection at Kensington Road and 5th Ave NW will go a long way to decreasing congestion with a relatively low cost. It will also help shelter the near-by communities from cars "cutting-through" as the volume of traffic on Crowchild increases.
- the bottle necks currently are horrendous at rush-hour
- I guess these sort of questions are good, because perhaps the strongest motivation for change is coming from those who drive, so the project had better go its best to accommodate the driving publics wishes as well.
- Fastest route is a straight line
- Keep traffic moving. Roundabout over more lights.
- Widening the road to accommodate more lanes should help this issue.
- It's a mess. Take care of traffic flow. widen the road
- The amount of lane changing right now is one big contributor to the problem.
- May not need access to Kensington or 5th ave, but maybe able to access from Memorial. Need a Crowchild Trail south access off of Bow Trail.
- Sure, it would be good to improve traffic flow while protecting and/or enhancing the communities next to Crowchild.
- Seems reasonable

- Yes
- I think we should investigate that certain intersections are effectively closed during certain hours. I.e. no turns on 5th
- Just dealing with this will improve things even before considering expansion
- Elimination of bottlenecks sounds sensible.
- More efficient use of on and off ramps should be examined. For example, it is very cumbersome to go from Memorial drive to Crowchild south.
- I think the Kensington Road lights, the 5th Avenue lights and even the 24th Avenue lights have to be eliminated to provide continuous traffic flow. Exiting northbound for Memorial Drive east and west is pretty awful and part of the gridlock on the bridge
- As all roads should aspire to
- Southbound, near the exit on to memorial, heading towards 'the bridge' backs up badly.
- For those who have business in the adjacent communities, have them branch off. For those who want a link to the other side of the river give them clear access.
- Crowchild corridor should be free flow without any traffic lights.
- Exactly what needs to be done
- That design makes sense
- I think that the bottlenecks are more caused by the traffic lights that have absolutely no place on Crowchild. Weave lanes are a part of free flow traffic. Crowchild goes from being a free flow road to a minor residential road in a matter of blocks. The city needs to remove the traffic lights before they address the weave lanes and access ramps.
- Bottlenecks are an issue due to 4 lanes to 2 lanes or 3 lanes and lights. In corridor of Crowchild we use don't see need for less access ramps on and off Crowchild
- Agree
- Continuous traffic flow would be nice. Also, put signs up so people merging on know the speed limit they are supposed to be matching!
- However, I do not believe that overpasses are the answer. Instead, minimize access to Crowchild through residential communities to eliminate some of the traffic lights and concentrate more on providing better, fluid access via the existing major roads.
- Once again, if the corridor is improved in an efficient, functional way, won't this automatically follow?
- Smooth out the flow if possible, but not by creating a much wider road or bridge.
- Ensure the merge / weaving lanes are long enough. Don't repeat the mistakes of Deerfoot Trail
- We should always be working to improve traffic efficiency however we have to deal with the access to downtown and the Glenmore/Crowchild Interchange.
- This is a good idea.
- Design good connections between roads like 16th avenue and Crowchild northbound so there is less cutting through neighbourhoods.
- Present access to Memorial from 10th St crossing 2 lanes of northbound traffic major source of concern
- Sure, it can be better designed but that doesn't mean that I support a wider roadway.
- True some traffic entrance and exits are poorly designed.
- Traffic weaving is less of an issue, it is the large number of lights that slow things down.
- Yes but without using private land
- Conditionally agree. I DO NOT agree with increasing capacity so Crowchild becomes noisier and heavier. I agree with getting rid of bottlenecks at certain places and bypassing a few intersections if it doesn't devastate the neighborhoods adjacent. It is already intense enough. And what is wrong with slowing down a bit sometimes.

- This is the major reason for expansion, isn't it? But more importantly, the quality of life for the thousands of residents adjacent to Crowchild should be considered.
- It would be nice to remove the bottle necks. This will be daunting. At the same time, as a resident, I do not want to have my Crowchild access seriously impeded.
- This is a worthy objective to consider but at what cost - both in economic terms and in terms of disruption and dislocation to the bordering community?
- My gosh, isn't it obvious? This is what the study is all about - moving people easily with the least amount of disruption to those who live here.
- Address major collision areas.
- Traffic flow should not trump great neighborhoods. Traffic engineering is only one part of building a great city. I'd rather stay in the neighborhood and have a drink and supper in a local establishment waiting out rush hour than have my tax dollars dedicated to multi million, perhaps billion dollar re-alignments and interchanges that will only cut a few minutes off of my travel time.
- There are two objectives here, why are they combined? Access to other roadways is a KEY role of a high-speed, high-volume road like Crowchild. Eliminating this will simply turn Crowchild Trail into a direct route to the 1A Highway and diminish the effectiveness and utility of an upgraded Crowchild Trail.
- This is an important driver of the change in the first place.
- To undertake this project and not address these issues would be a terrible waste of money. Isn't this why we are looking at this? There needs to be increased lane added at the bow river and expansion of overpasses at memorial and 17 ave, 16 ave.
- obvious goal of any transportation improvement project
- Kind of the whole reason the project is being looked at yes?
- I suppose the whole point of the project is to make Crowchild Trail more efficient for reaching destinations as well as passing through parts of the city.
- Maximising the opportunity to increase traffic flow should be a primary objective of the improvement. Traffic weaving and current use of general traffic lanes as access ramps negatively affect flows in general
- Northbound Crowchild heading East onto Bow Trail has issues: people drive along the second lane from right as long as they can, and then hold up traffic as they wait for someone to allow them in.
- The NB weave over the river is very confusing for visitors and others unfamiliar with the spaghetti-bowl.
- There are a number of confusing exit/access issues between Memorial Dr. and 24 St. NW.
- Poor merging is what is causing a lot of the accidents on the route.
- It will also reduce the number of collisions.
- The original design of Crowchild Trail, especially from 17th Ave SW to the river, is sheer madness.
- A wider roadway would help cut down issues like the ramps to 16th ave where people are clueless that their lane does not continue on Crowchild.
- As river crossings are necessarily limited the current configuration makes very inefficient use of the Crowchild crossing.
- The mandatory merge on south bound is pretty annoying and there are always jackasses at the memorial entrance - I've almost been hit at that merge (over the double line even) several times
- The Bow Trail/12th Ave access was poorly designed and was a problem from its creation
- The biggest bottleneck on Crowchild Trail, that I have seen, is the access point that spans over Bow Trail. Simply not allowing traffic coming out of Downtown to cross over two lanes to access Memorial Drive, I think, would keep traffic flowing. Force vehicles coming out of downtown transitioning to Memorial west to use the left turn at Kensington Road.
- The bridge is the hugest issue to this taking 3 lanes down to one heading north.
- If any of the City traffic engineers have driven from Bow Trail to the north Crowchild Trail entrance to the Memorial Drive east or west exit I would be very interested in knowing what the heck was behind the thinking of changing so many lanes on a bridge no less.

- Crowchild has to be one of the most poorly designed roads ever....
- The cohesive plan will help. I have no idea why there is an overpass at 26 Ave SW, and nothing at Kensington. It would appear that the approach was opportunistic. The weaving required over the Bow has been surprising effective at balancing right/left traffic flow in a tight area (something the Deerfoot designers could learn from) but is not enjoyable and could be improved.
- It is a safety issue to minimize the frustration levels of drivers who then take risks to attain their goals for time of arrival at destination.
- The narrowing by 16th ave and the need to cross several lanes of traffic to go from on ramp on 12 Sw to eastbound memorial are both dangerous.
- The changing width of Crowchild Trail and needed to negotiate lanes for access to ramps during rush hour slows traffic and is dangerous.
- The bottlenecks at bridge are awful, especially with so many needing to get across many lanes of traffic, in both directions, to get to the turnoffs they need. I don't understand what the traffic weaving means.
- Removing traffic lights and improving lane changes is important. The current structure provides for the opportunity for many accidents to take place.
- The weaving on the bridge over Crowchild is dangerous.
- The ramps over the river are difficult to navigate.
- The bridges over the Bow are confusing and difficult to navigate. With the increase in population they have outlived their usefulness and must be updated.
- I'd say the worst case of this is when you get onto Crow south bound off Kensington (coming from the west), you have to wait for the light to change before a gap is big enough to get on their otherwise you end up in the Memorial Dr exit instead of the 2 south bound lanes.
- This should not be done at the expense of surrounding communities. Rather, the changes should result in fewer connections to Crowchild - to minimize the number of options to exit (which results in all of the weaving, particularly on either side of the river). Fewer exits means more time to choose an exit, less weaving and better flow.
- The traffic lights across the river (Kensington Road & 5th Avenue NW) help to contribute to the bottlenecks as well. Not sure how you could prevent traffic crossing over lanes to access ramps, without a tremendous cost.
- Yes, weaving and bottlenecks are a problem. Some lower cost solutions such as removing traffic lights, reducing speed, should be tried before larger problems of HIGH SPEED continuous flow, new construction / lanes, larger freeway solutions are found.
- I think this should be considered as long as it is not 'wasted money'. ie. should not be of extreme cost and should attempt to align with long term goal for Crowchild
- I think providing walking paths, cycling tracks, and better transit routes would help with these problems.
- As I said above - make sure that changes don't just push the bottleneck to a different location.
- This is a major problem in the area. Very bad design of Crowchild. Traffic flow through Crowchild needs to be consider and improved but other options (e.g. ring road, 14 street, etc.) also need to be part of the solution.
- This should apply for any roadway, and it's been proven the diamond interchange is not a fix.
- Continuous traffic is key for far commuters, but this will only push the bottleneck into downtown and downtown off-ramps.
- This needs to be carefully implemented as it could increase congestion instead of reducing.
- This needs to be addressed on the bridge. This should not be fixed by building large overpasses.
- You will never be able to totally compensate for rude drivers who cut in.
- I assume that this has already been studied and attempted. Sure, give it another try.
- None
- zipper patterns don't work

- yes
- Will need to hear more about these solutions but could be compelling.
- sounds like a similar goal to one already mentioned
- I agree on the access ramps because this can definitely be stressful over the bridge. Ie. you have single lanes being used as both on and off access points combined with lane reductions. However, traffic flow on Crowchild will never be continuous at all times and commuters need to be realistic that their commute will take extra time at peak hours. This is also known to them before deciding to become commuters.
- Consider opening up the flow by reducing the speed limit so there is time to make lane changes. Speed of travel along Crowchild needs to be monitored. Drivers consistently speed, which causes some of the traffic issues.
- All options should be looked at and considered. The original design is not sustainable, causes bottlenecks and confusion, often resulting in accidents.
- Having to explain each thought process is very time consuming. Traffic without lights should be the ultimate goal.
- Neutral.
- Huh?
- Covered by my comments above
- Doing what's expected by city planners.

Disagree:

- The main issue is the traffic lights on the other side of the river.
- it's not traffic weaving and exit ramps that seem to cause the problem. We need to eliminate traffic lights and widen the road.
- No more interchanges that cleave our communities.
- Not sure how big an issue this is. If these issues can be resolved within the existing right of way, then go for it.
- Neutral on this goal. It depends at what cost we are doing this and if all other options have been explored. Expanding the corridor at the expense of wiping out adjacent communities should not be an option.
- Sounds like it is predetermined that there will be less access points which means it is not considering the local residents
- I have mixed feelings about this one. We are looking at the impact on inner city residential neighbourhoods. Should Crowchild be a high-speed corridor when there are other routes available to travel long distances across the city? Perhaps people should just accept that Crowchild is slow at times, and may find it worth going to the periphery routes if they have to go long distances, or use public transport to commute.
- This is where I worry. Continuous traffic flow probably means a cloverleaf at Kensington Road which will affect us negatively. I don't want to be living under an overpass
- There seems to be two parts in this statement. More continuous: I don't know if eliminating ALL intersections is possible without major impacts on adjacent neighborhoods.... So for this part I disagree. Crowchild Bridge IS a problem, but I doubt that this can be fixed and should be a mIn focus. I believe that nowadays we have enough data to make more appropriate long term planning.... Yet we have reproduced the issue when "fixing" Glenmore... To that I say: don't employ the same people!!!
- Again, it depends on what this goal actually means - it could be interpreted as meaning consider making a 10 lane clover leaf in which case NO. Not all opportunities are worth considering.

- Continuous flow of traffic usually means faster travel and a less appealing environment to other road users. However, better design of on-off ramp lanes would provide a safer connection for drivers that would improve overall traffic flow.
- Any work done here just causes bottlenecks elsewhere. People need to accept that driving in rush hour means waiting a few extra minutes.
- In this case, solutions to bottlenecks are expensive and will only change the location of the bottleneck.
- The biggest bottlenecks are the lights at Kensington and 24th
- The lights help keep speeding down.
- The weirdness of the road is probably what makes it safer.
- My daily route on Crowchild is between 12 Mile Coulee and Bow Trail so I cannot speak to traffic problems further South/East, however I feel the bottlenecks on my route are caused by traffic lights on the highway as to the access ramps to other roads.
- See above

Strongly Disagree:

- This strategy would simply try to move cars faster through our communities, potentially making it more difficult for pedestrians and cyclists to cross Crowchild, and possibly increase traffic through some of the adjacent communities, if some access points were dismantled to create more continuous flow.
- Crowchild Trail is not an expressway to some distant suburbs. Access to/from 'inner city' points is critical.
- Crowchild trail north and south has considerable number of bottlenecks that make getting around the city challenging. This was and is the purpose of the Trail as defined by the City and in which I agree.
- This will dramatically increase the cost and probably provide no measurable benefit.
- It's not a highway. Traffic flow is not a priority and it is a waste to try and build your way out of congestion.
- Rush hour problem only. Many other roadways in Calgary have the same issue (McLeod, Glenmore, 14 St, etc.). No reason to prioritize Crowchild over those. The ring road is designed to provide rapid North-south travel for cars.
- Well known that investing flow increases usage and the issues return within a few years.
- Don't see this as being an issue.
- If all these people don't like the typical headaches that come with commuting from the suburbs, they shouldn't have bought houses out there. We chose to live close to the core because we didn't want to deal with the bottlenecks that come with a city of a million people.
- Just leave it alone and save money
- It's already this. "More of the same" isn't going to make traffic better, but worse. To cut down on traffic, you need to vastly, vastly enhance pedestrian, cycling and transit access.
- I honestly do not think the current bottleneck is as bad as people seem to say. Obviously we are not going to intentionally create obstacles for cars commuting from outside of the inner city to the downtown. However, the goal of "continuous traffic" should be a low priority, when commuting by car is not what the city should be investing money to encourage in our current economic and environmental reality. Future generations will shake their heads at this kind of backwards thinking.
- The less bottlenecks you have, the more people will drive.
- Continuous flow is not the solution. Cannot build our way out of this problem. Cutting up neighbourhoods is too high a price to pay at the alter of single occupant cars.
- Calgary should follow the example of other great cities that have reduced or eliminated arteries with continuous flow in order to redirect commuters towards more cost effective and environmentally friendly means of transportation such as public transit. A recent example includes the introduction of an LRT in the inner ring road in Paris to reduce car traffic and improve public transit options.

- If this route remains super convenient to commuters they will NEVER get out of their cars. I don't think continuous traffic flow needs to be a goal. It can be slow and less convenient so that transit becomes the preferred option.
- We need to invest in improved infrastructure that enhances the movement of people and goods as opposed to larger interchanges which only will only serve to push bottlenecks to other congestion points. Improved traffic flow will only be achieved by reducing the number of individual cars.
- This is the most important reason to make changes on Crowchild
- Continuous flow will encourage higher speeds.

I don't understand this goal:

- Don't get it.
- I am visual. I would need a picture to fully understand this.
- Agree: "Consider opportunities to provide more continuous traffic flow on Crowchild Trail," Disagree: "and address bottlenecks caused by traffic weaving and lanes that become access ramps to other roadways." There are more causes of bottlenecks than those stated in this question, such as poorly planned bus stops.
- Not sure what you mean by this
- I cannot agree or disagree with this statements as it is answered by the first question.
- I don't like/understand the wording of the question. Sounds sneaky
- Not so much "don't understand" as don't care
- Should be addressed by professionals.

Key Principle #3 – Improve Mobility across the Corridor

Enhance access to transit throughout and across the corridor including safe and accessible transit stops.

Strongly Agree	x135
Agree	x237
Disagree	x74
Strongly Disagree	x27
Don't Understand	x20

Please explain why you rated this goal this way.

Strongly Agree:

- Efficient traffic flow is critical!
- Bus routes can go through the parts of the Crowchild Trail corridor where C-train is not present, bus stops should be made as "pit stops" so they do not block traffic driving at high speeds.
- Provide transit stops that are out of the main traffic lanes so that transit, particularly buses, does not block the main traffic lanes
- Off the road transit stops that do not hinder traffic
- Have been in a minor accident on Crowchild - Root cause was a bus pulling out in to traffic.
- Must be incorporated with no or little impact on traffic flow.
- transit stops removed but not part of the major vehicle lanes
- As long as transit stops does not impede the flow of traffic
- Buses and other forms of mass transit are an excellent method of moving people not only between origin and final destination but also between modes of transport to reach the final destination. Using Crowchild to facilitate this movement is a great idea as long as it doesn't take away from facilitation of vehicular traffic - if it does debilitate vehicle movement and further expansion of Crowchild is required, then public transit should be moved off and away from Crowchild Trail.
- Disagree! There should be no bus stops on Crowchild Tr. These already cause major backups and are a safety hazard when buses try to re-enter the high volume traffic flow. Buses should pick up only in

neighbouring communities off of Crowchild to avoid the bottlenecks caused by bus stops on it. Bus stops on Deerfoot would be considered ridiculous and should also never be allowed on Crowchild as it is the west side's corresponding major thoroughfare.

- The better transit is, the fewer vehicles will be on Crowchild.
- Access to efficient transit is critical to the development of the corridor to move people efficiently through the city, reduce traffic and bottlenecks.
- The transit stop on Crowchild westbound just before University Drive is an example of very poor design that must be corrected. Efficient transit also contributes to car traffic reduction.
- Because it's the intelligent thing to do: more transit is good for congestion and the environment.
- Anything to enhance access to transit is important. More people using transit along Crowchild means less motor traffic on the Trail (the single occupancy vehicle kind).
- Crowchild is already fairly congested with vehicles at certain times of the day. Improving public transit options along Crowchild would help reduce the traffic volumes.
- Improved transit options will lead to more use of transit and lessening of traffic congestion.
- Transit would help to fare people more efficiently across the corridor and reduce the amount of cars on the road.
- Better transit means less cars.
- The better the transit the less cars you end up with its win/win for people who take transit and people who drive
- A growing city must have appropriate transit. If this is accomplished properly we should see a decrease in vehicle traffic.
- Enhancing existing transit should lead to less cars on the road at peak hours, making traffic safer and faster. It should have the biggest bang for its buck.
- Great transit is vital in a mature city - we can't just keep building bigger and bigger roads that get more and more congested. Reducing traffic problems is helped by having good accessible transit, not just building wider roads for vehicles.
- This encourages the use of transit, which reduces overall vehicle count. It must be efficient in order to be an attractive alternative.
- We want to avoid traffic jam
- I believe if public transit is improved, more people will use it and this will help to improve traffic congestion.
- people drive because transit sucks
- The more public transit that is used, the less individual vehicles on the road. Everyone wins.
- McMahon Stadium LRT station has insufficient parking, both reserved and unreserved. I've spoken with many people who drive to work down Crowchild Trail because they cannot park at the LRT. Add additional parking and you will have less traffic on Crowchild.
- This is really important. This way those who would otherwise commute in a vehicle will see themselves commuting via transit but following the same direct routes they are used to.
- The more public transit is enhanced, the more people will use it and the less vehicular traffic there will be.
- Access to Public Transit enhances life styles and allow individuals to commute to work in a variety of ways which also cuts down on vehicular traffic.
- To reduce pollution and traffic volumes
- The better the public transit, the more people will use it and leave their individual cars at home.
- Not necessary
- We need to get people using transit and to stop it along the corridor will stop this.
- People getting on buses on Crowchild are currently pretty exposed.
- Transit will only be fully used in this corridor if this goal is met.

- Current stops along the road have people standing next to cars going 80 km/hour.
- Some stops work while others don't - 54th ave has no shelter 50th is on the road 33rd is above the overpass 26th is under on Crowchild make one standard and do them the same all the way up
- Some transit stops (such as the one right before the Glenmore exit heading south) are just accidents waiting to happen. Safety should be top priority.
- Are those few bus stops near the overpasses really that accessible or safe? At minimum, fix those.
- Easy access to transit is one of the things that makes it successful.
- The next two items flow together. School kids cycling and walking, Soccer Parents, Hockey Parents move across from Parkdale to West Hillhurst. Tie transit stops together with pedestrian crossings.
- A welcoming environment to wait in is crucial as is an easy pedestrian connection to the transit stop
- If it doesn't work well for people or isn't safe, it probably won't get used. And transit can be a great overall solution.
- Visibility and lighting at transit stops to enhance safety and security are vital. Inexpensive public art such as murals would be a great addition as well. No giant blue ring sculptures please, let's put our money towards the community! Garden areas near transit stops could be nice too. Or trees that will grow to be large and act as natural shelter.
- The transit stops on this section are horrible. I have had multiple bus drivers pass me when I am standing there because they weren't able to change lanes in time. One driver literally told me "I've been driving this route for a year, and I didn't realize there was a stop there." These stops are a nightmare in the winter. Transit is not an encouraging option to current drivers in this area.
- Indent bus stops wherever possible. The easier transit is to use, the less people need cars.
- Safely first is always key.
- By making transit stops safe and accessible existing motorists may consider switching their mode of transportation.
- Safe accessible transit stops are a problem. They are often located under over passes and does not provide protection from wind or snow. There is also a lack of access to sun during the winter months.
- The current stops that have a pullout for the bus provides a safe and accessible transit stop.
- Hard to access, people won't use.
- Right now I don't take the bus because of unsafe pedestrian access and miserable bus stops with flying stones from cars...
- Make the whole area friendlier and safer for those using public transit.
- safe and accessible transit stops is a good thing
- Please ensure safe access points are off the lane ways. Perhaps some specific transit transfer points.
- There are some dangerous bus stops along Crowchild near University Blvd. These need addressing.
- More and better public transit should be a goal across the entire city of Calgary. Public transit users should feel safe and secure, and currently safety and security for pedestrians and near Crowchild is questionable. It can be difficult to cross Crowchild. I think this is a very important consideration. Bus shelters should be added.
- Transit should be easy and safe to use
- There should be a flashing light for the crosswalk on the exit ramp to northbound from 17th ave as cars are looking for buses and oncoming traffic before they merge. Especially dangerous in the dark.
- City transit facilities provide an alternate mode of transportation for the public which can potentially affect the traffic volumes on Crowchild and in the greater scheme of things potentially reduce the City's need to build infrastructure to handle traffic. But the transit services need to be safe and accessible
- I am a strong supporter of public transit.
- Because I use transit.
- more use of transit better for environment and people
- The expansion of a C-train four car system helps. There should be more bus only lanes.

- Must have for the project since it is already a major transit route. These bus stops need to be incorporated somehow.
- If we are going to build it, then build it right
- Discussed transit below. But having cross corridor access is important again to get more people on buses and less on cars.
- It's an organic feature, not a "wall". Must promote free movement in the critical directions (N - S and E - W)
- Increase Circle Route bus service and introduce shorter BRT routes.
- See previous question. Riders of the 20 and 72/73 will appreciate it!
- All transit stops should be in a bus bay. For instance, roads like parts of Bowness Road (with all its other names) causes traffic build-up as the bus has only one bay at 29th Street. Stops should be near signalled intersections, or places that are well lit and marked and where signalled pedestrian crossings exist.
- Transit would be more favorable if this happened.
- As terrible as Calgary Transit can be, not making it a first class citizen isn't going to improve it.
- Access for the corridor communities to cross is important for the integrity of the communities
- Great idea.
- Easier access to bus and train stations to neighbouring communities is essential
- Transit is important of course.
- These sort of questions help gauge the interest of the entire public, not just motorists. So it is important to understand success from multiple points of view, not just from the front seat of the car.
- I think this is needed for traveling North/South on Crowchild Trail, absolutely.
- Nothing to argue with here. This city desperately needs more efficient transit.
- again any way to increase use of transit by providing prompt and consistent service is good
- The state of transit along Crowchild is deplorable and means many people drive instead of using public transit. We need to improve these opportunities before considering a roadway expansion.
- transit is important for reasons discussed above
- It makes sense.
- The current bus stop situation is not acceptable. Unsafe and not efficient. A transitway scalable to a full LRT would be ideal.
- The BRT on Crowchild is a joke because it lacks connectivity to the destination because the ramps and bridges on Crowchild were built with too few lanes. At those points the buses bottleneck with everyone else
- Again this should be studied and weighted against capital cost for additional road construction.
- We really need to improve transit in the city and especially along a major route into downtown like Crowchild.
- Transit is good. Period.
- Transit is very important. Easy way to include stops is to build a pull out lane for buses.
- If the corridor is to include dedicated bus lanes, which I strongly believe it should, then it is obviously important to ensure good access to the transit stops and have good connections with interconnecting transit lines and systems.
- More public transit and broader transportation modes is always beneficial. As long as it supports goal #1.
- Drivers are very poor at allowing transit to merge. I do catch the bus and find that stops are quite safe. Again it is driver behaviour that needs to change.
- The CT lanes on the Crowchild should be separated from the highway. I watch as hundreds of motorists use the bus lanes. Many seem to be from Manitoba and Saskatchewan.
- transit availability is a must

- People, daycare centers, community centers, schools are across Crowchild from their users
- This project should enhance travel and communication, not create further barriers.
- Public transportation is so vital.
- seems like a common sense consideration to me
- Where else could they go?
- Currently transit stops on Crowchild are few and far between and not easily accessible. If it is to be used as a transit corridor, a goal I have supported in the previous section, than the stops need to be part of that design.
- It's one of the main arteries through our city.
- As previously stated, transit accessibility and flow should be a key sub-component of the study.
- Increasing public transit is essential.
- Anything to improve public transit will help encourage more people to use it.
- Makes Calgary transit actually useful for once.
- We should always be working to improve the efficiency of Transit systems.
- Transit is key to moving large numbers of people efficiently
- The road should be designed for transit regardless of whether it is immediately used.
- supporting a planned mass transit system should be a high priority
- seems obvious
- As relates to C-Train stops.
- You read my mind. Better transit will result in more use of it. No one wants to use a poor transportation option. Public transit is cheaper and more environmentally friendly and a more healthy option for travellers, provided that it is timely and available. There are problems with cut through traffic causing dangers to pedestrians accessing transit along 23 St. in Banff Trail. Cars routinely fail to stop on Banff trail at crosswalk by Banff Trail stop. Block Banff Trail off from cars.
- We need to encourage people to drive less. Otherwise the need for road infrastructure is never ending
- To cut down on traffic, more people need to take transit, walk or cycle.
- Essential as the City grows to promote public transport.
- Important part of the plan is to include transit.
- Of course. Transit is a sustainable transportation method. Emphasis should be on moving people, not cars.
- Transit is at the core of Calgary's transportation policy and therefore improving transit infrastructure is key in making Calgary a healthy and sustainable city.
- Enhanced transit alleviates traffic, reducing congestion and pollution, while reducing transportation time and costs, thus leading to greater economic productivity.
- I would like to see this city do more to help with public transit adoption and service.
- Public transit should be #1 priority. The better we serve the public the less vehicles we will have on the road!
- transit should be a higher priority in Calgary
- Access to bus routes and the train should be a priority.
- As per previous page.
- See above.
- As explained in earlier answer.
- I gave an appropriate answer 2 pages ago to a very similar question.
- already discussed previously
- Motherhood
- No comment

Agree:

- Keep transit from affecting free flow of traffic
- Once more stopping to pick up people will be counterproductive.
- But do not impede traffic flow. The west end of Crowchild embodies with the LRT connections and should be used as a model.
- Perhaps a transit only lane? But not at the expense of continual flow for drivers.
- I think I agree. If the only speedy way for public transit (buses) to move is along Crowchild Trail itself, then we need to accommodate them. If a bus route has many stops, perhaps it could take an alternate route alongside the corridor to better serve the residents. Perhaps only express buses should use the expressway.
- Access to transit is important, but traffic flow more important.
- As long as they do not interfere with traffic flows. Also there should be NO LIGHT INTERSECTIONS ON THE OVERPASSES. This is what is causing a lot of the problems now.
- But don't block off freeway lanes/restrict flow of vehicles to accommodate transit
- I think there may be some room for transit gains, but we should be careful to ensure that stops or transit improvements do not adversely impact other travelers (vehicular or otherwise) around them. Transit is important, but a happy medium must be achieved.
- Only if separated transit bays can be added with bus-only shoulders. Also, I personally would not like to stand on the side of a freeway waiting for a bus, so transit stops need to be much more welcoming, instead of standing under a dark and dingy bridge.
- This is important, but not the most important, which is getting traffic to flow better. Transit does need to be considered.
- Improving flow will enhance access to transit. All stops on Crowchild Tr. need to have a dedicated pull out to get the busses out of the traffic flow. The bus stop just a few hundred meters north of 5th ave needs to be eliminated or redesigned. Many accidents or near misses occur at this spot, then the busses need to cut across 2 lanes of traffic to make the University Dr. turn. Poor design & dangerous
- Many current transit stops require the bus to block the road :(
- Safe means not interfering with the flow thru traffic.
- As long as it doesn't interfere with traffic flow
- Access for transit and transit stops need to be designed that minimizes the effect on traffic flow for other vehicles.
- Public transit has too long been the cause of traffic choke points. There should always be a cut out lane for loading/unloading passengers.
- This should be attainable alongside the goal of moving private motor vehicles efficiently.
- But only if there is not a lot of land use for this. Car movement is more important and bus stops can go off the Crowchild and then back on as part of their route
- Can't impede existing traffic flows.
- Already answered - must be done without interfering with traffic flow.
- Assuming it can be done without adding more intersections, yes.
- Just don't stop buses in active lanes to do it. Too many times the implementation of these enhancement is done to the detriment of the entire roadway, causing congestion and accidents. Everyone wants safe and accessible access to transit, but most would agree that it should not compromise the primary function of a freeway which is to keep traffic moving.
- Only safe stops, are where the bus stop is pulled off the road completely. Otherwise it creates more 'accidents waiting to happen', as is the case on so many other busy roads in Calgary (Country Hills Boulevard, Nose Hill Drive, etc.).
- Side "pull out" stops won't congest traffic as the buss is stopped.
- I agree provided this does not impact the free flow of vehicles along Crowchild Trail

- bus stops, well separated from the main roadway, are necessary to serve the surrounding communities while not impeding traffic flow
- Yes however the Crain is already located along many parts of Crowchild tr. Often busses can cause some of the traffic blocks as they are constantly stopping or trying to come back in to traffic from a pull over.
- As long as you do not compromise free flowing traffic on Crowchild.
- I think this is a good idea in principle, although I think that the current bus stops between University Drive and 5th Avenue cause a lot of hold ups. If there was a solution like the Sky Train in Vancouver, this might work better.
- LRT transit in the NW has eliminated the need for most transit stops along the corridor. If transit stops continue to exist along this corridor, stops should be long enough to allow buses to exit without having to brake in traffic flow, and merge at speed.
- Make stops safe of access but not interfering with flow of traffic.
- Transit is important, but utilize the LRT, and not busses on our roadways
- Local transit may use local roads, not the main through road.
- I agree but this should be done so transit exits off of and then re-enters the major thoroughfare lanes.
- I agree with transit along the flow of Crowchild, but disagree strongly with crossing the corridor as it currently exists. Eliminate the traffic lights for all users (transit included)
- Already developed in other areas.
- I don't see any transit issues as long as transit continues within the community.
- There's an LRT why is this an issue
- I believe it is sufficient already. I have no issues.
- I believe the transit works well already with the separate lane in high traffic areas
- Its fine the way it is.
- It's pretty okay the way it is now, right?
- Thought this exists at present?
- ENHANCE is probably wrong. Just Maintain and consider. Don't see this as an issue.
- I don't see access to transit as an issue now
- As with the previous transit goal, improving the accessibility of transit will encourage people to use it and hopefully reduce the traffic on the road.
- This was briefly discussed, but makes sense to reduce traffic in general to improve the corridor and traffic in general. Also it would be better for environment overall.
- Better transit stops will help get more people in the community to take transit instead of drive. Since I have access to a car, if I need to do a quick trip downtown, I find it easier to take the 112, or 18 downtown and then take it back instead of worrying about downtown traffic and parking. It is usually less than a 10 min ride too!
- Better mass transit = less traffic.
- Increased transit will be required as the population increases. Hopefully, SOV traffic can be reduced by increasing transit options.
- Convenient and reliable transit reduces the number of private vehicles on the road.
- More transit = less congestion see above.
- More transit = less cars = less congestion.
- Again, transit reduces congestion so this is important.
- I agree that more can be done to make transit a reasonable alternative to vehicles.
- It would encourage more people to use transit
- Easier transit means more people use transit.
- Encouraging and supporting citizen's choices to use transit should be a priority. This helps reduce traffic congestion.

- Difficulty in using transit lowers the ridership and increases car traffic.
- Support options that get cars off road and in. Ore in transit or other alternates.
- transit that will reduce traffic is important
- maximize transit to minimize congestion
- Again this may decrease traffic on the corridor
- Having good transit available will help reduce traffic on Crowchild
- Transit is a key factor in reducing car traffic and making it more accessible should help
- If public transit is accessible more will use it and will reduce overall vehicle traffic volumes
- Need to see a plan first.
- Lower priority for me
- After improving traffic flow in general, this should be the second goal of the project.
- As a secondary goal, I agree. Cars along come first.
- Fixing the traffic flow, would allow buses to run faster no?
- As I stated earlier, there are only 2 routes, both of which are fairly low ridership (72 and 9). Build safe bus stops, but don't spend a lot of time or money on it - the demand just isn't there.
- Not the number 1 priority. This is the number 1 priority: "Consider opportunities to provide more continuous traffic flow on Crowchild Trail, and address bottlenecks caused by traffic weaving and lanes that become access ramps to other roadways."
- Sure, safe and accessible transit stops are important.
- I agree, as long as transit service is at a level that makes it attractive for people to actually use.
- Unsafe transit stops may hinder transit usage.
- Create bus stops on Crowchild with off the road indents and bus shelters with controlled walk way access
- If people don't feel safe they won't use it.
- Pedestrians may avoid using transit if stops are placed too far away from residences or other transit connections. Pedestrians waiting for transit on Crowchild Trail are always in risk of harm from flying road debris like rocks and pebbles or worse, out of control vehicles. Safe access and protection from passing high speed vehicles must be provided.
- I have waited for the bus along Crowchild and it does not feel safe.
- If it is not easy, most people won't use it.
- Yes, there are a couple of transit stops that could be in better areas, for access.
- Safe and accessible is key. Currently transit has done a good job of making sure the bus stops aren't interrupting the flow of traffic. That should continue. I think this is already a feature of the corridor.
- Enhancing transit is always a good thing. Generally, I don't take transit because I don't like the way it's set up. Safety and accessibility can always be improved.
- Some transit stops are presently challenging for access and safety
- There are not enough transit stops in the corridor and the ones that are there are borderline scary. (Check out that one by the pedestrian bridge north of 5th Ave NW - you have to sit 4 feet away from traffic travelling 50-80km/h).
- Please consider winter experience when doing so. People with strollers and wheelchairs.
- This would be necessary if you want more people to use transit
- Crowchild is a fast road and buses need space to start and stop, preferably not while trying to accelerate uphill.
- The transit stop just past the Esso on the northbound side is very dangerous.
- Again, more people will use transit if it works better.
- It would be unseemly to have seniors and children climbing noise barriers to get to the bus stop.
- Sure, buses will always use Crowchild so at least make it safe.

- Safety should be one of the top priorities.
- Once again, I agree with this concept, IF transit is convenient. Certainly the stops must be accessible and safe, but to encourage transit use, let's make it so the users can get to where they need to as easily as possible.
- We need easy access to transit stations.
- This just seems obvious. If you change the roadway, you should take the opportunity to improve transit stops for safety and accessibility.
- Access is important but needs to take into consideration the residents of the adjacent neighbourhoods. Should not negatively impact.
- safety is key
- The city needs to work on fixing the locations of some bus stops along Crowchild. There are some on boulevards without good pedestrian access along the road.
- It is important for transit users to be able to cross the corridor. I agree these should be accessible to accommodate wheelchairs and strollers.
- The goal of promoting and facilitating public transport and the benefits it brings to residents and the environment obviously requires access to transit stops.
- Accessibility across the corridor is important, especially for community residents.
- The key to getting people to use transit is accessibility and convenience.
- Doesn't apply to me but ok sounds good.
- Routes across Crowchild should be maintained/enhanced.
- Public transit is good.
- Improved Transit access will improve transit use
- I believe that the transit stops between 5th Avenue and Kensington Road on Crowchild Trail are not that well used, from my experience. The transit stops on Kensington Road East and Westbound at Crowchild Trail are well used by Route 1 and the 305.
- I'm not that concerned about this goal but yet I don't disagree that transit is important in Calgary.
- Transit is an important component of travel in the area.
- It makes sense.
- Having transit cut over 2 lanes to the university exit after stopping just north of the Esso on 5th ave is going to be difficult if traffic is allowed to flow faster.
- It makes sense.
- Getting from the u of c to mount royal university would be great
- This would encourage more riders. Possibly have a bus route that goes straight through this corridor - that continues all the way up Crowchild to have quicker access for students getting to and from the Universities/Colleges/SAIT. Now that I think of it, we have 4 post-secondary institutions that are accessed directly from Crowchild. Rather than have the bus routes come downtown for riders to transfer to another bus or a train, have an express bus continue all the way up Crowchild.
- SURE makes sense
- Public transit is important
- I agree to the point where the bus stops actually stop on the roadway and then have to merge across traffic lanes to continue on routes. May need to change routes to avoid the roadway itself. How often are the awkward bus stops actually utilized?
- obvious goal to any transportation improvement project
- This should always be a goal.
- we need this
- Agree
- more bus stops = good

- yes
- Yep.
- Agreed, this is the time to be doing it.
- because it would be idiotic not to
- Improving transit is generally good
- Getting to and from transit is important
- Sure, though I'm not typically a transit user, I can see why this is important.
- I agree with this goal.
- Calgary is a big City, not a series of little cities located in a general area. When a major artery of a big City blocks access to various parts of the City it becomes a broken up city in many ways. ACCESS is important to keep Calgary whole, and that includes transit.
- self-evident
- U of C, Mt. Royal, Chinook Learning, the hospitals. The corridor is a major destination for transit riders.
- Rapid transit
- I ride transit. Make it better!
- Access to transit is always an important goal.
- I really like the button to press to alert transit driver to stop for a pick up....too bad you have to keep pressing the button. There should be some system for the driver to turn it off once they have picked up passenger. Otherwise, can get missed.
- Important for adjacent communities.
- As we age, we will have more mobility challenges and will have to rely on efficient transit. Transit should be direct and efficient enough than a short appointment does NOT become an all-day event door to door.
- Very important but not strongly agree due to proximity to access already.
- Important.
- Conditionally...if those on residential streets favor blocking access to Crowchild then that should be considered. If certain streets residents favour access then create access.
- It can always be improved upon. Build a new bridge over the Bow River, no matter what the cost.
- Seems reasonable
- important to have minor arteries off of the main road in order to access communities which run along it
- Only way this works in my mind is under ground or above ground trains...don't do it any other way.
- Yes to transit, figure out how to get people to use it. TRANSIT LANES on Crowchild are a must. That will enable people to go faster than cars.
- I believe this end of the city is underserved by adequate public transit currently and would benefit from additional resources.
- Much need for improved transit in this area.
- Yes, of course!
- Provide parking and additional trains and more people may take transit.
- This can be engineered into the plan, there is no reason to disagree
- perhaps bus lanes could be employed along the route
- nothing to add to this - it's obvious that this should be a key principle if you are to maintain and enhance bordering communities
- Yes.
- This addresses local residents needs
- Although it's not related to this study, much of the transit infrastructure is showing its age.
- Makes sense
- Including proper planning for transit is a must.

- Why not?
- Agreed... transit access must be addressed.
- Like who would disagree with this goal? Only a bus hater.
- Seems obvious
- Access to transit must be a fully supported option
- Keep the transit lanes separate from cyclists.
- This only makes sense
- Agree
- Well it only makes sense that if you change things you would include this. Currently I believe there is a fairly amount of access already.
- Sure.
- Need to improve transit
- This is so self-evident that I really don't understand how it's not a sop to people who want to feel involved.
- Build a separate transit corridor adjacent to the traffic lanes.
- This supports the other goals in #2
- If there was a rapid train, then yes
- As much as practical.
- Of course
- Again, transit should be encouraged over car use as much as possible.
- I suspect the businesses will experience an increase in their traffic if access is safer and easier.
- Transit is always good.
- Crowchild important people mover.
- Good idea.
- I'm in favour of improving transit on crow child, this naturally follows.
- Definitely
- Does this really require an explanation? The question is based upon an assumption. Trust it.
- I agree
- It is consistent with a vision to support green transportation in the city.
- The focus of transit should be the LRT and how to coordinate with future LRT growth (i.e. MRU).
- Again this is in line with the direction that the City has been heading for a long time.
- All aspects of transit need to be part of the solution
- Transit use and growth should always be considered.
- People who use transit need to get around and are much more efficient than vehicles. So they should be on the list.
- Transit should have a priority, and their routes adjusted to avoid having to cross 3 lanes of (usually stationary) Crowchild traffic to turn left/West onto 5th Avenue.
- Complements the transit service goal and increased pedestrian use.
- Transit is a farsighted solution, should consider this now. Need to focus more on transit and less on individual single occupant vehicles.
- Transit, Carpooling, Cycling, Walking. Let's promote these modes of transport.
- I support improving public transit in general.
- The City needs to promote the use of non-auto travel within the inner city.
- Improving transit is important and should improve the overall functioning of Crowchild Trail and connecting roads.
- See above. Mass transit is a good goal in my opinion.
- A better transit system would be helpful.

- Transit should have a higher priority than individual vehicles.
- Again, that's what this whole project is about.
- Need to study if there is a need for transit
- See previous transit comment.
- No further comment
- Already answered.
- Na
- I already answered this question
- no comment
- Because. I think it's kind of dumb that I need to justify each and every answer. So I'm going to use 'Because' a lot from now on.
- Yes
- same as previous for along corridor
- I think additional work needs to be done to maximize transit access on Crowchild. Like for like replacement of existing transit stops may not be optimal.
- I live here.
- Not really an issue I care much about but no objection.
- Nothing more to add on this. Neutral.
- N/C
- doesn't matter
- underneath overhead road
- A rapid bus lane enclosed in the centre of Crowchild would involve allot of infrastructure changes, but if there was foreseeable demand, the central overpass connected stops would increase safety and transit times.
- If it can be easily incorporated into the project.
- I expanded on this earlier.
- No additional comments
- Running out of time, no answer
- More pedestrian/cycle overpasses would be good.
- Comments should be optional, not required

Disagree:

- Transit stops along the Trail are not advisable as they will be a hindrance to traffic flow. Off-Trail transit stops would be acceptable that merge onto the Trail using normal access lanes. Certainly there must be provision for overpasses/underpasses to maintain pedestrian, transit, and bicycling routes.
- We need to improve traffic flow and if a bus stop diminishes traffic flow, I don't want the stop.
- Have it run parallel to Crowchild. Transit stops are already a problem. Don't add to it unless they are built do they don't interfere with the flow of traffic such as bus pullouts
- Safety is key, BUT varying the speed and having buses slow down and pick up people on a major highway is a MISTAKE. The buses either need a transit turn-in or pick up passengers in the surrounding community and use a transit hub to transfer them to a high speed route on Crowchild.
- Access going perpendicular to the corridor needs to be secondary to the flow volume going along the corridor. As mentioned, during peak Crow times, turn off 5th and Kensington road.
- Just as I think too many access and egress points will reduce flow and create problems, too many transit stops can do the same thing. They are necessary for sure, but they must be consolidated or made to work efficiently with free flowing traffic.

- Not a whole lot of transit users now. If you could make a few stops that doesn't impede or disrupt traffic flow, that's great.
- Not if it affects the need to improve vehicle traffic flow.
- On top of a bridge is no place for a bus stop.
- I think there are far better routes for BRT and local transit.
- Other than rapid transit, transit should be kept out of the corridor including stops. These should be available on feeder routes and bordering communities
- Focus on transit in the communities. There doesn't need to be a dedicated Crowchild trail route.
- The bottleneck area does not need bus stops. Make the existing transit stops safer by increasing the merge lanes and separating people from traffic with some form of barriers.
- The road is not meant for bus stops
- Transit should exit/re-enter the corridor to pick up and drop off users.
- I kind of agree but kind of don't. As I said previously, I am in favour of a good public transit system, but I am not in favour of bus stops along freeways. Buses using freeways is fine, but I don't want to see them stopping on the freeway because A) No vehicles should be planning to STOP on a freeway because it's unsafe. B) Bus stops mean pedestrians and the side of a freeway is neither a pleasant place for a pedestrian nor a safe one.
- this is a major traffic route not a transit stop route
- I don't think there should be transit stops on a major road like Crowchild. It should be treated like a highway
- Transit stops along Crowchild Trail should be eliminated. You understand that this project requires something close to the development of Deerfoot Trail right? There are no transit stops on Deerfoot Trail...
- Transit is an impediment to the continuous flow of traffic. Only use Crowchild for express, non-stop services, and use surface roads for transit. Live the vast majority of Calgarians, I do not use transit.
- Across the corridor - nope.
- I repeat-- encourage C-train usage. By all means, provide safe bump outs for existing buses, but Crowchild should NOT be all about buses!
- It should be free slow traffic without any transit stops interruption.
- The c-train service is enough, promote access to the train, improve that service but don't congest the highway with more transit.
- transit access would be safer within the communities, slow bus traffic leaving and entering fast traffic lanes could be dangerous
- Transit should not be on Crowchild Trail it should be within and through communities
- A focus on 2 major transit pickups at both ends of Crowchild would be better instead of throughout.
- This corridor should have minimal transit access points directly located on it. All access should be in secondary locations and any stops along the route minimized.
- Corridor too narrow
- Focus should be on good access to LRT. To extend that Crowchild is used for Transit, it should be more for express buses
- Transit can use the existing overpasses without adding special transit access
- There are already safe transit stops
- I have never had trouble accessing transit or dropping people off to access transit along this route.
- feeder transit should already be in existence in the communities
- Torn between agree and disagree. As far as I'm aware, things are pretty good right now? LRT access is close and good, and folks I know busing to downtown or to U of C are happy with the service.

- There are already several transit stops along the route. They are easily accessible and well lit. Perhaps cracking down on the street beggars would increase the safety of the transit stops.
- I feel access to transit is already available and until neighbourhoods develop more they don't need enhancing. Make sure you do not take away the transit only should lane use because that helps traffic flow. Make transit access and increasing transit stops an issue for neighbourhood development, not Crowchild upgrades. (Although allowance must be made so that these enhancements can happen in the future).
- Is it worth the extra width to transport <300 passengers an hour - at peak? C-train and neighbourhood routes are fine - who are you trying to serve that isn't already served?
- current transit stops across the corridor seem quite good now
- Transit is already well served in the Crowchild corridor with the c-train. Move transit off of Crowchild and focus on the c-train to enhance traffic flow on Crowchild and focus ridership onto the train.
- lots of access already
- As stated previously, the LRT and feeder buses meet this goal now. We need to focus on vehicular traffic primarily and secondarily, pedestrian and cycle traffic.
- The transit access isn't bad. The bigger question is whether there are better existing transit corridors elsewhere that may already interface more optimally with our communities (14 st, Bow Trail).
- there is already lots
- This is already the case with existing facilities and does not need improvements.
- People crossing the corridor have children going to school and will use cars, not buses
- We have good bus routes already just no one uses them. Buses roll by on Kensington 2/3 empty most of the time. Enhancing these stops is not necessary.
- Enhance? No, I think "maintain" should be good enough unless there existing identified transit problems in affected communities.
- I think this is fine as is.
- Many many people cannot take transit depending on the types of jobs they have. Ok if going into downtown core, but a huge number of people in this city do not work on convenient transit routes and/or need their cars for their job.
- There are already safe transit spots in area where we live.
- I don't see this as a big issue now.
- Doesn't this currently exist?
- we have LRT stops there
- Not sure there is a need?
- Why is this travel across and not within?
- Unaware whether transit access is unsatisfactory at present.
- This is required because 10% of the people will still need to cross the Crowchild corridor how 90% still just require fast North/South access. Creative design on Kensington/Memorial, along with 16th & 24th avenue should be able to take care of the 10%.
- Fine, but not a priority for this study.
- There is current access to transit. There are other priorities to be address first.
- Crowchild is the car's domain.
- Should not be a priority. Secondary priority at best.
- primary focus should be on private car travel not public transit
- Number one priority should be vehicle traffic flow improvement while maintaining existing transit services. Additional transit on Crowchild is not needed.
- Must not be done at the expense of the main objective.
- Transit is second priority, Vehicle traffic increase is first.

- This isn't about transit use
- The current transit stops are adequate for my needs. Though improvements are always beneficial, I would rate this goal as a lower priority compared to some others.
- I am a transit user and transit lover, but this goal makes me picture bus stops along Crowchild where buses impede traffic to pick up people desperate enough to sit at a stop along this loud, smelly freeway. It is hard to understand what problem is being solved with this goal.
- Ok
- Because I do not use the public transit along the Crowchild Corridor I cannot speak to whether the current access is acceptable or requires enhancing. From what I currently see it appears adequate. If the transit stops were to be improved to provide shelter while people are waiting then I'm in favor of that
- See above

Strongly Disagree:

- Buses stopping on the side of a busy road just adds to chaos and confusion.
- Emphasis should be on moving traffic.
- Transit should not stop on Crowchild trail unless there is a pull out where a stopped bus does not affect traffic
- Transit should make more use of the areas surrounding the corridor; stopping in free flowing traffic is not safe.
- public transit can be accommodated on other routes or have a limited number of stops, stop and go buses are not compatible with free flow traffic
- You're not thinking of putting bus stops on Crowchild, are you?
- Should not be transit stops on Crowchild - they should be on parallel roads.
- Crowchild Tr is such a fast road. Too dangerous for pedestrians to stand and buses to merge. Only if there are safe locations
- There should be no transit stops on the corridor. Treat the corridor as an expressway. You don't see bus stops on the side of an Interstate in Los Angeles.... Nor should you on a road in Calgary.
- There shouldn't be any transit stops at all! The corridor is terribly planned as it is, why would you want to incorporate a hybrid transitway to make the issues even worse???
- There should be NO bus stops on Crowchild. It should be a freeway. No stopping should be allowed. The existing bus stops are dangerous and should be removed.
- Keep other transit separate from Crowchild
- Keep buses and stops off Crowchild as it would further impede traffic flow.
- Take public transit off Crowchild and relocate within the community borders.
- I don't want transit on Crowchild. They are too big and slow. They will be constantly merging into traffic slowing down the other drivers.
- There is no need to have transit stops along Crowchild as it is a MAJOR ARTERY. At the bottom of Crowchild below the University the buses pullout and cross to 5th Ave, moving over during rush hour traffic, blocking several lanes.
- I do not see an issue with traffic flow across the corridor.
- It is now working out. More access or stops should not be needed.
- Crowchild Trail is already well served by the C-train that runs along the majority of its length. The redesign of Crowchild Trail should not be pulling pedestrians, cyclists or public transit users towards it, instead Calgary Transit and traffic planners should be enhancing transit service WITHIN the neighbourhoods that border Crowchild Trail and not the Trail itself. Crowchild Trail isn't Centre St. - there is almost no street-level commercial / social real estate to try to access.
- Agree: Enhance access to all features of the corridor (not only transit),

- Don't take transit
- This goal is of no value. Very little transit uses the corridor. The C-Train is already there. Transit should feed into the C-Train.
- Not for Transit!
- Hope complicating the solution for Crowchild with transit will not delay work.... However expect if it is linked to also being a transit route funding will "appear".
- This is, to my mind, the weakest Goal within the Three Key Principles. Let's not conflate many buses crossing over Crowchild at 3 at-grade intersections, and a few more traveling briefly along it, for some part or all of the Study area, with some 'must have' that will cause the Corridor Study's cancellation if not achieved.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.

I don't understand this goal:

- No transit stops, get those bottleneck causing buses off the [expletive removed] road.
- Still don't get it, if people are taking transit why do they need access to Crowchild?
- Tunnels @ 5th & Kensington + eliminate transit from Crowchild.
- I agree to exit ramps to get to transit but I think Crowchild Trail needs to be more like Deerfoot Trail and not more like 16th Ave NW or 17 Ave SW.
- Transit c-train wise seems very accessible already. I cannot input on the bus infrastructure though.
- They are already there.
- It seems that access already exists.
- I don't see a current need for enhancement of transit stops, and I view existing ones as safe.
- Doesn't make much sense
- Transit stops on Crowchild?
- While I see the value of increasing public transportation in general, I don't know what this is meant to achieve, in this particular context.
- It seems to me the access to C-Trains is fairly reasonably laid out, and quite safe as most are pedestrian overpasses. I am not a regular user of public transit, however, so I acknowledge there could be a raft of access issues I'm unaware of.
- I don't take transit down Crowchild. Should not comment
- I'm unsure about the amount of transit riders in the area.
- Not familiar with this.
- There is no large scale transit crossing the corridor that I know of.
- What's wrong with it now?
- While it's true we need transit I think we need to focus on the road/bridge/lights at Kensington and 5th. All the overpasses north of that and south are done we need something done with these intersections.
- Idk
- huh?

Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings (i.e. safety, accessibility).

Please explain why you rated this goal this way

Strongly Agree:

Strongly Agree	x143
Agree	x226
Disagree	x77
Strongly Disagree	x40
Don't Understand	x6

- Providing cycling and pedestrian access across the corridor will give people options when they go out somewhere across the corridor. Currently it impedes movement of cyclists and pedestrians across the city.
- We use our Crowchild cross links (N of 26th ave, 26th ave, 33 ave and Currie barracks) ALL THE TIME). We don't need more, but other areas are probably not well served in this way. It helps to link communities across the roadway.
- Access *across* Crowchild for cyclists is extremely limited already, and gets far, far worse with every interchange you've built. For example, Nose Hill was a great north/south cycling route when I was younger -- now it's something best completely avoided despite 100's of millions of dollars of "infrastructure" investment.
- The pedestrian bridges connect our communities and allow for easy access to parks and the river in our neighbourhood.
- Pedestrian and cycling access is critical
- Crowchild splits the city and makes it difficult to get across
- Again, the pathways are already used frequently; let's continue to encourage both pedestrians and cyclists in this city.
- Again, if you're going to make the parks nicer, and have bike and pedestrian access improvements along the corridor, getting on to it from both sides is very important.
- It makes sense.
- Elimination of lights will create a virtual wall between neighbourhoods and we need to make sure there is access to cross for everyone else.
- It will be necessary if lights are removed
- Because this sub-goal is important to achieving the next, and much more important, goal of alternate access routes for residents and businesses where vehicle access is removed or altered at Crowchild Trail.
- I agree and this statement should be part of connecting pedestrian and cycling accessibility.
- I walk or bike back and forth across Crowchild at least 6 times per week. Don't make it a barrier.
- Need to maintain all the existing crossing locations with non-vehicular overpasses or tunnels. Especially near McMahon, Memorial, and the U of C.
- Yes
- As a resident in an adjacent community, I use these overpasses several times each week. When I can walk or cycle, I drive less.
- Enhanced pedestrian and cycling access encourages greater personal health and encourages more dynamic economic growth as people explore their cities at a more measured, human pace.
- Need to at least keep what is there, but if interchanges disappear, as they should, then additional crossings are needed.
- This addresses local residents needs
- seems like a common sense consideration to me
- With the university there are many cyclists... crossing Crowchild must be addressed.
- But will the cyclist use them? In my experience, cyclists cross where ever they want. Very unsafe and frustrating for drivers.
- Covered by previous comments in Principle 1
- Of course. Must be incorporated.
- Pedestrian and cycling must not conflict with traffic flow on the Trail, therefore, suitable overpass/underpass crossings should be provided. In no instances should cycling be permitted on the Trail for reasons of safety and traffic flow. There should be no level crossings or traffic lights along the Trail.
- As long as it don't reduce traffic flow

- More public transit and broader transportation modes is always beneficial. As long as it supports goal #1.
- Enhance yes, but please don't let the cycling and pedestrian needs limit the free flow of vehicles and transit along the corridor. Keep separation, keep visibility and ensure safety with the surrounding communities.
- Because I always choose to cycle or walk before I will use my car.
- Infrastructure investments will encourage/support behaviours on transportation, and these options encourage more active (healthy) transportation options.
- I am supportive of improving all forms of non-motorized transport
- We need to encourage people to drive less. Otherwise the need for road infrastructure is never ending
- Any initiative that encourages cycling and walking gets my support.
- Get as many cars off the road as possible.
- Keep our city walker and biker friendly.
- Crowchild being a convenient corridor to important destinations, it is important to offer it to other sustainable modes of transit...and not just for cars.
- Enhances alternate modes of transport.
- Would align with the City's goal of increased cycling use to offset car use
- Same answer as previous question. Again are there numbers of cyclists and pedestrians who would use alternative means to driving if they had them.
- Because I walk and cycle. That's about it. I don't expect others to do it, but it'd be nice.
- Inner city requires inner city urban style design. Of course we need to provide better pedestrian and cycling access across Crowchild. This is a requirement of modern urban design. Expanding high-speed vehicle service through the inner city is old-school urban planning and is no longer appropriate.
- Overall for green spaces and pedestrian/cycling: This is important even if not everyone walks or cycles much in the area. Many people do. And we want to encourage others to begin which can only happen if they have the means. We need to consider our future long term i.e. that Calgary continues to grow. So let's set ourselves and our community up for success now.
- Would be great as right now the space is completely useless unless you are a driver.
- Encouraging and supporting citizen's choices to walk, bike, and walk to transit should be a priority. This helps reduce traffic congestion.
- Pedestrian and cycle support are vital parts of reducing traffic problems - we can't just keep building bigger and bigger roads that get more and more congested. Reducing traffic problems is helped by supporting pedestrians and cyclists not just building wider roads for vehicles. It also helps the adjacent neighborhoods by encouraging people to walk or cycle to run errands or get around rather than requiring a car.
- A healthy community includes walkers and cyclists. We must have crossing options.
- You want to make alternatives to cars as attractive and viable as possible.
- The impact of congestion and risk is dramatically reducing the number of people that cycle and walk in the corridor. Have you tried to ride along the corridor? It's a mess. If we ride bikes to the university it is dangerous because there are inadequate lanes along University Drive.
- Cycle commuters need to be taken care of.
- Pedestrian and cycling access is at the core of Calgary's transportation policy and therefore improving those infrastructure is key in making Calgary a healthy and sustainable city.
- Weaving together the neighborhoods on both sides with great cycling and pedestrian connections for transit users, locals and visitors can only strengthen our city....making it more desirable and safer. Think Highline!
- Transit, Carpooling, Cycling, Walking. Let's promote these modes of transport.
- Other forms of movement are paramount to the city's growth and general wellbeing.

- Promoting the future of Calgary's fossil free future goes hand in hand with future planning for vehicle alternatives.
- Maintain pedestrian access between the communities on either side of the highway is vital to vibrant dense growth within the current City limits.
- These are very important concepts to making cities safer and healthier. The future is in pedestrian and cycle access not cars.
- Healthier lifestyle for all.
- Anything that promotes alternatives to car traffic - walking and cycling for example - is worth considering, especially in this city that is so utterly car dependent.
- A bit messy under the Bow/Crow, could be improved but most importantly, don't increase the local motor traffic.
- Increasing ease of use for these modes of travelling should increase use
- Absolutely critical to keep and enhance pedestrian and cycling access across the Crowchild Corridor, especially along the river
- Pedestrian/cycling crossings, access give a human interaction and human interface to this horrible traffic corridor. Interesting crossings can give a sense of "place" to various parts of the corridor and create "meeting" events, etc.
- Where possible, crossings should be convenient for the type of transport. Frequent crossings for pedestrians, less so for cyclists.
- Again seems obvious
- We need a dedicated bike path, absolutely. Kids bike to school, and parents bike to work downtown.
- Maintaining similar access to/from Crowchild Trail and across will be important.
- Of course. See above. It will make it better and safer for travelling. Safer options will encourage more pedestrian and bicycling. Safety is a priority over subsidizing real estate development outside the core. I have nothing against real estate developers, but city council and city planners must do what will benefit the public.
- Crowchild is a major barrier to other modes. To meet the goals of our cycling (and future pedestrian) strategy we must provide additional, safe crossing points which integrate with our commuting and recreational path networks.
- While Crowchild Trail itself should be concerned only with road traffic (including transit), it should not form a barrier for other modes to move across. Pedestrian overpasses/underpasses are essential!
- it is frequently a barrier as is
- We really don't need another Deerfoot Trail creating a divide in the city.
- I cross Crowchild Trail either on a bicycle or walking to get to work every day. Some of the crossings can be treacherous in snowy or wet conditions and are impossible to access with strollers. Crowchild trail is a real barrier between adjacent communities. Improving crossings would reduce the impact of Crowchild Trail on neighboring communities.
- Crow child should not become a barrier to travel across the corridor
- Travel along and across should be made safer for pedestrians and cyclists in order to make the corridor seem like less of a barrier.
- The Crowchild acts a barrier and separates the community of Richmond/Knob Hill.
- West Hillhurst was cut in half by Crowchild. I have to take kids across the road to soccer and it's frightening.
- Don't let the corridor split the community in half. The two halves may not survive on their own.
- There is a lack of connection between the communities on either side of Crowchild and creates the feeling of being disconnected. This is not possible without allowing for the free flow of traffic between communities.

- This is very important or the roadway becomes a mobility barrier to bikes and pedestrians. Cars do not need the same number of crossings to remain efficient.
- Enhanced pedestrian and cycling access across Crowchild Trail is good and enable people to visit neighbours on the other side of roadway
- You need to prevent the project from physically isolating communities that are now connected through the use of schools, community centres, businesses and friendships between adults, youth and children (e.g. going to the same school), or it will choke the life out of these communities. (E.g. residents in West-Hillhurst and Parkdale west of Crowchild have many connections to the east of Crowchild. This enclave is surrounded by the river and other major roads making it very vulnerable to this.
- Build a tunnel and problem solved. West Hillhurst could be one cohesive community again and we could enjoy what either side of the community has to offer. I do not feel safe taking my children (walking or riding their bikes) across Crowchild as it is now.
- Access for all users to go across the new roadway should be highly available and safe. This includes access for pedestrians and cyclists.
- Ensures connectivity for more than just cars and buses.
- A multi-modal transit system is critical in the movement of people and goods.
- Important to expand this and not just think about cars.
- Sure as long as they are off the trail.
- Already mentioned earlier that it is important to have sufficient amount of under- or overpasses for pedestrians and cyclists
- Cycling and walking would probably increase if Crowchild was made free-flow. Again, I wouldn't want to walk any major roadway and have to deal with crazy drivers, dirty snow, etc. Overpasses would make the area much more attractive to people crossing Crowchild.
- There should be no level crossings for pedestrians or cyclists across Crowchild as they cause severe traffic slowdowns. There are already overpasses at Memorial, 16 Ave, McMahon Stadium, and 32 Ave so several pedestrian / bike overpasses could be built in between but there should be no level crossings, just like there aren't any on Deerfoot.
- Pedestrian overpasses likely the way to go. Particularly as some designated schools for children living west of Crowchild are located east of Crowchild.
- underpasses or overpasses for them
- Pedestrian overpasses are really the way to go here.
- Only under or over the main flow thru traffic
- Use more overpasses as they are the safest and don't effect traffic
- Good idea.
- And keep them off Crowchild.
- Bikes have NO NEED to have access to Crowchild, however over Crowchild connecting with separate bike paths in the communities alongside, yes.
- This is currently a huge safety concern
- The current crossings are inconvenient and dangerous in the winter.
- Safety is of primary importance when dealing with pedestrians and bicyclists.
- The lack of sidewalks and safe bike lanes leading to universities put low income students at high risk.
- Being both a bicyclist and runner/walker, I often find that crossing areas are not well marked or lit. I have almost been hit both biking and walking as I was crossing the road. Perhaps a new signalling device at these crossings needs to be installed that will actually attract a driver's attention that someone is crossing.
- I don't think pedestrians/cyclists should use Crowchild - but they should be able to easily cross it without slowing traffic or putting themselves in danger

- The occasional bridge is useless. Either build many more bridges or keep the current traffic lights. Make the bridges accessible for people with vertigo. I can't cross many bridges in Calgary!
- Make it easier to travel to the university
- Safety for pedestrians is important.
- Reduce crossings, a pedestrian bridge would be safer and help the flow of traffic.
- Less stairs for cyclists and pedestrians. I tow my daughter to work in a Chariot behind my bike. I cannot use stairs. I like the pedestrian crossing over Memorial just east of Crowchild.
- Crowchild is a very dangerous road to cycle on. Communities can commute on their bike if it is safer and easier to access.
- Crossing Crowchild on foot is scary. Particularly with children (which we need to do). The crossings are not safe and border on traumatic for the kids. There is one pedestrian overpass in the entire study area! That overpass doesn't even allow for cyclists! Crazy.
- The underpass is great and must remain. The overpass along memorial is also critical. Enhancements to these would be great to ensure the safe flow of non-vehicle traffic along the corridor.
- Overpasses need to be modernized and be logically integrated with the regional bike system. In my community, the bridge to Sunalta School should be replaced and better and safer (non-looping) access is needed.
- Currently, if pulling a child carriage behind bike, we do not all fit on some medians. Either kids or my bike stick out onto road. If able to turn bike-carriage into V-shape it helps, but takes time and then delays traffic again as I have to straighten it all out again to start going and crossing the road again
- Walk lights at 5th ave are too short. The bridges are crumbling into dust. Walking up the west side of Crowchild isn't possible - you end up shunted onto University Drive. I cross at 5th Ave (dangerous), and walk up the east side, then cross back at 16th.
- Makes each neighbourhood more accessible.
- Safety should always be paramount. As with drivers, bike operators need to learn the rules of the road. It is also very difficult for some pedestrians to cross Crowchild all the way with short lights.
- This is also a terrifying area to cross on a bike. Cars wanting to turn left on a red light often have to sit behind a single bike wanting to go straight, which creates aggression and alienation between people in their cars and people on bikes. Then, once the light turns green, people trying to make left hand turns onto Crowchild in either direction have been waiting so long, they start to make fast, aggressive moves in front of cyclists and pedestrians. It's a very dangerous situation.
- currently Crowchild is a nightmare to a pedestrian or cyclist, their safety is of the utmost importance
- Access is currently minimally adequate but in redeveloping the area, there is definitely room for enhancement that would take pedestrian and cycling traffic off the road itself via pedestrian/cyclist bridges. Increased safety would certainly be achieved.
- Accessibility, fluid movement across is essential. Local traffic should remain at current grade to avoid pedestrians trying to run across and tunnels which feel unsafe. Crowchild should fly over
- You need safe crossing to encourage cycling and pedestrian traffic in the city.
- People will cycle from further west to the downtown core if it's safer and has better quality crossings without interfering with traffic and/or pedestrians.
- More people will cycle if there is a safe path.
- Also don't forget the frequency of crossing. Currently the light's on Crowchild trail are over 2minute wait, which is far too long of a wait for a cyclist or a pedestrian.
- Crowchild is a very unfriendly street for pedestrians. I have seen some pedestrians and cyclists trying to use Crowchild where there is not a sidewalk (along the Bow River Bridge). Perhaps better signs and maps directing pedestrians and cyclists to the underpass bike path on the Crowchild Bow River Bridge would be helpful.
- Yes, especially a safe (underpass) pathway for bicycles along WB (uphill) Bow Trail interchange.

- Crossing Crowchild at 24th Avenue is incredibly dangerous as a pedestrian or cyclist because cars turn at the same time. Let's have accessible pedestrian overpasses and more of them.
- Prioritize this but do not spend millions on bridges
- This will help with car traffic across
- See above.
- This is also important. When you restrict traffic one way it has to flow another. While there is still a lot of traffic cutting through West Hillhurst, can all of this traffic be handled at Kensington and then have business traffic using residential streets.
- Tunnels eliminate the need for pedestrian/bike traffic.
- Fundamental to the success of the project.
- I gave an appropriate answer 2 pages ago to a very similar question.
- Same as previous for along corridor
- I live here.
- Cars and bikes don't mix well. Biking should be encouraged for many reasons.
- Because
- This issue would be resolved if the plan I had submitted previously was taken into consideration.

Agree:

- Add a few places access points for bikes/pedestrians across the road.
- There should be access to connect West Hillhurst across the corridor.
- Increased accessibility to cross the corridor is worth while
- Again, it would be nice to walk easily to the other side of the bow since the pathway is not that easy to get to.
- If we are going to build it, then build it right
- The more pedways, the better!
- It is currently difficult to cross from 24 to the first set of lights
- Existing access is quite good - it should be maintained or improved if possible.
- It makes sense.
- Close off 5th Ave access to Crowchild and build a bridge to move traffic etc. east / west without interruption Close Esso gas station
- Since you are designing overpasses to cross Crowchild, adding a cyclists lane on the outside of the traffic in each direction is a good idea. Also without taking away vehicle traffic lanes, you could add cyclist lanes to each side of the road way where possible. (5 ave, Kensington.)
- obvious goal to any transportation improvement project
- It is important that people can cross over Crowchild to avoid more motorists that would otherwise be pedestrians or cyclists.
- within reason
- with decent overpasses this is easy enough
- The current ones look like they were installed in the Reagan era and were designed by someone with no aesthetic concern.
- Over I agree with
- Makes sense to have overpasses for pedestrians and bikes.
- This is important. As I recall one of the bridges doesn't have a sidewalk for pedestrians or cyclists
- We don't need many more of these but a couple are probably needed as there are some long distances between bridges across Crowchild
- From a long term perspective, this would be wise.
- Self-evident

- Not great currently, but not real poor either.
- Bikes and pedestrians should be able to safely cross the corridor without a doubt. But special infrastructure should not have to be added. A simple pedestrian lane on vehicle bridges across Crowchild will be adequate.
- Yes, it would be good to improve the flow for cyclists and pedestrians in this area.
- Seems reasonable
- Yes, crossing the corridor. Along the corridor, no.
- Especially important at 24th Ave and Crowchild for access to /from U of C, the hospitals, and sports areas around the stadiums.
- Sure. Especially if it becomes a freeway.
- I agree with this recommendation
- Access across Crowchild Trail particularly for getting to/from the University is important as well as for commuting downtown. I do not necessarily see the need for parallel pedestrian and cycling access, but do see the need to cross Crowchild safely
- Makes sense. Where can you cross Crowchild trail except at the intersections. Pedestrian bridge is not cycle or handicap accessible.
- If traffic lights are eliminated, new crossings will be required to replace pedestrian/cycling access.
- I cycle a lot and Crowchild crossings are a problem that would be nice to fix while we're at it.
- The road is too big for this to not be considered
- I'm not sure that I know the need for this but am sure that there are areas of need
- Agree
- If you take out the lights, yes you need pedestrian crossings.
- If possible and can be incorporated into the design, this seems like a nice thing to have. Especially if there are going to be transit stops along the way.
- We want people to be able to flow.
- This is necessary if promotion and facilitation of public transport is to be successful
- Again, accessibility for community residents is most important. But this is also important for people traveling through the area using more green travel.
- A well designed major roadway is no place for pedestrians and bicycles. Access across the road is appropriate
- Crossings that do not impact traffic
- Sure as long as it doesn't interrupt traffic flow. Let's stick to bridges and overpasses and no more lights!
- Keep the pedestrians and cyclists safe, but most importantly keep them from impeding traffic.
- Free flowing traffic is not safe to cross and will require overpasses.
- I agree but crossings must be over the trail and in no way impede the flow of traffic.
- If there is a high volume need to cross the corridor then it should be provided for (e.g. LRT to McMahon Stadium/University). But they should all be independent of the traffic flow (i.e.: no lights or surface crossings, etc.)
- Safe access is important, but must not impede traffic flow.
- Allow pedestrians to cross without stopping traffic on the road
- I agree only to the extent that the primary goal of flow through (zero at grade intersections and traffic lights) on Crowchild is achieved.
- Important, but not at the expense of car traffic flow.
- Again, as long as these accesses are NOT part of the main vehicle traffic routes
- As long as it does not interfere with traffic flow
- the less interruptions you have on Crowchild the better

- Yes there needs to be access, but not every block, and again remember that Crowchild needs to move cars. Pedestrian/bike overpasses, and other options that don't impact traffic flow need to be investigated.
- I agree provided this does not impact the free flow of vehicles along Crowchild Trail.
- As long as it doesn't affect traffic flow, i.e. overpasses, that's great. But this roadway should be free of lights to stop flow of traffic
- As long as you do not compromise free flowing traffic on Crowchild.
- Again, vehicle alternatives are important. However, I don't think this goal should hold up the traffic flow improvement.
- Only if vehicle traffic is not affected
- Unlike what appears to be going on at Flanders, where a possibly unnecessary overpass is car friendly and bike and pedestrian unfriendly, consider flow more than access and prioritize people over cars.
- You can't really cross the river at all there by foot or bike now so I suppose some improvement might not hurt but is a 2nd priority to getting the vehicle traffic flowing better.
- This doesn't seem necessary now but the project will change many things so walking and cycling may become popular in the area afterwards.
- The better transit and pedestrian access, the fewer vehicles will be on Crowchild.
- Increase in number of crossing would encourage pedestrian and cycling traffic, which is good overall. I don't really think the existing quality is an issue based on the amount of use. However, improved quality is always welcomed, and likely further encourage usage.
- This is part of the new direction that the City is going and it should be supported.
- We should recognize the benefits of pedestrian and cycling use compared to auto use. Let's encourage this method and discourage SOV's.
- If we wish the curb the upward trend of vehicle use in the corridor while reducing the disjointed nature of the neighbourhoods surrounding Crowchild Trail, cycling and pedestrian routes and crossings must be provided where feasible.
- Pedestrians and cyclist should be considered because they help ease the load of cars on the road and it is much more convenient in residents in neighboring communities to travel downtown if this type of route is offered to them.
- Yes, let's try and make Calgary less car dependent!
- Important to provide easy, efficient alternate modes of transportation/ commuting for these "inner-city" communities.
- The Bow is a wonder asset to be enjoyed by walkers and bikers. Easy access will prevent urban blight and increases civic pride.
- as above, everyone does not travel by car
- People choose to walk or cycle depending on the trade-off of time lost doing so.
- Perhaps less impactful than improving public transit, but still should lead to positive outcomes.
- build it and they will come
- We want to encourage more cycling.
- alternatives to driving are important
- I agree because it is in everyone's best interest if more people can navigate the city without resorting to using their vehicle all the time. However, I again must raise the concern of sinking a fair bit of money into something that will only be used for about half of the year.
- Bikes and pedestrian convenience will lessen vehicle traffic
- Again bike paths enhance healthy life styles and allow individuals to commute to work in a variety of ways which also cuts down on vehicular traffic.
- This might help to improve walkability in the communities surrounding the Crowchild corridor.

- Important for other people who use alternative means of transportation to be able to safely access this area
- The City needs to promote the use of non-auto travel within the inner city.
- There should be access across Crowchild for everyone. It should be made safe and accessible. It should also be done in a beautiful way to enhance our city, and so people will enjoy the walk/bike.
- This is the inner city where pedestrian and cycling are common means of transport that should be further encouraged. Few connections/crossings will only discourage.
- Self-explanatory
- As the density of the Inner City increases we will need this capability. It will also make densification more attractive.
- As the corridor grows, being able to cross it by foot or bike is still needed.
- People have to be able to walk to university.
- Yes.
- Yes but using one overpass is not the same as having three or four intersection crossings. DO NOT CLOSE CROSSWALKS....I WILL CROSS THERE ANYWAY! Almost out of spite.
- More access for cycling would be better but pedestrian is fine.
- Agree certain location require one to cross at busy street on bike.
- Planning policy, planning and architecture textbooks, and the general social and political atmosphere supports and promotes this. Talking about it is getting rather tiresome. Please proceed.
- Important but the current number is fine.
- Pretty good already.
- Ideally, this would be great but don't know how expensive this will be.
- This is important, but should be weighed against efficiency and cost.
- I agree but not at any cost. It must be reasonably inexpensive.
- Crowchild should not be a barrier to traffic attempting to cross over Crowchild, whether that be vehicles, pedestrians or cyclists.
- Not sure how much the pedestrian bridges are used. Major traffic corridors, such as Crowchild, can become impenetrable obstacles to non-vehicle cross traffic.
- Over passes for pedestrians and cyclists are necessary to allow people to go from one community to the next.
- You do not want the corridor to divide the city and isolate communities like a barrier so there is a requirement to provide ways for alternate modes to transportation to cross over it
- A major traffic route should give consideration to all users and not bisect adjacent neighbourhoods.
- Not sure I see a lot of pedestrians walking along Crowchild today.
- While a lesser concern than commuter traffic, bike crossing of the road may be better served under rather than over the road.
- Crossings are important. Keep the cyclists and pedestrians off Crowchild Trail.
- Per overpasses r needed
- Removing intersections will need to be replaced with overpasses for pedestrians.
- As long as they are above street level
- Crossing the corridor is important. Should be grade separated and accommodate cyclist traffic.
- Keep pedestrians and cyclists off the road with safe options to cross. Options like those at the NW train stations are a great idea.
- This will bottle neck traffic if left on the road, what we need is some underground or over ground walkways.
- I think Over/Underpasses are the answer here.
- Need to keep cyclists and pedestrians off Crowchild so more access to cross are necessary

- across ok but never on Crowchild
- If this would be done by an overpass.
- As I am hoping Crowchild will become a large road with no lights or bottlenecks, pedestrian and bicycle crossings will have to be bridges. They don't have to be extravagant just useful.
- Pedestrians and cyclists should not have to make their way across the actual road that is Crowchild Trail. Overpasses are necessary.
- Pedestrian bridges instead of crosswalks. Get rid of all lights on Crowchild (at least during rush hour)
- the above grade connector north of 5th Ave needs to be moved underground to make room for Crowchild expansion
- Pedestrian overpasses could be installed along the route
- There is a need for more over passes
- Bridges and tunnels them, please.
- This needs to be accomplished through the building of grade-separated pedestrian and cycling bridges.
- Keep pedestrians off of Crowchild
- underneath overhead road
- Build appropriate overpasses for pedestrians and cyclists at key intersections along the route. Keep cyclists and pedestrians routes separate from the driving lanes on Crowchild trail.
- Elevated crossings at strategic locations would be preferred to any traffic lights.
- Add pedestrian/cycling overpass around 5 Ave E-W
- If a goal of the city is to encourage people to live more centrally quality of life must be considered. Allowing for safe and adequate access for pedestrians and cyclists is key to this ideal.
- Only in the form of bridges. No stop lights or pedestrian lights.
- There may be areas that require safe crossings.
- Ped/cycle bridges, not at grade crossings would be helpful. They would need to be accessible for seniors, parents with strollers, etc.
- I want to be able to cross Crowchild in a safe manner with my family while walking or biking.
- Pedestrians and cyclists need to be able to cross Crowchild safely.
- Very few options at present that are accessible or safe.
- Safety for cyclists and pedestrians is important. It kills me to hear about people dying on the way to work. Should not happen. We should be keeping cars/cyclists/pedestrians away from each other.
- Safety first!
- We plan on living in the neighborhood for many years. As our children get older it would be nice to give them some freedom to ride their bikes without being worried about vehicles.
- People that do not use cars still need to cross the road. The amount of crossings right now is acceptable. Stairs are not very useful for people with bikes or wheelchairs. Ramps are better.
- safe commutes are good commutes
- Pedestrian crossings between 5th Ave and McMahon Stadium are sketchy and dangerous as it stands. While there is an above-grade crossing for pedestrians, there's no easy or good way to get there on the Eastern side - especially in winter with snowbanks and slush/spray from the vehicles on Crowchild.
- Ensuring bicycles and pedestrians can get across safely is important
- This should be looked at only if the numbers warrant the cost. For instance, the Shaganappi pedestrian bridge that was put in, does not appear to have stairs. You see a lot of people still jaywalking because they either have to walk to the lights at Dalhousie or all the way to the end of the ramp (to access the bridge) which is almost at Crowchild Trail. The bridge does look nice and safe, but you don't see anyone use it.
- Trying to cross Crowchild is a stressful situation. Traffic trying to turn at lights cannot get through because of pedestrians and bikes

- I think the number of crossing is fine but safety can be improved
- To cross Crowchild Trail as a pedestrian or cyclist south of Bow Trail, one can take the Quarry Park bridge to Sunalta School (if a person can find it), or 26th Ave (which has lots of marked crossings, but is still iffy for pedestrians), or 33rd Ave, (which doesn't have walkway on both sides, by the way, on the Richmond Avenue side), or Flanders (don't even get me started on the difficulties of walking through the old Curry Barracks area), or 50th Ave, (which is also iffy for pedestrians).
- Having walk/cycle overpasses would be safer than the current intersections
- Appropriate placement is key, however walking/cycling underpasses are nicer to use.
- Elderly are slower and need even surface in winter especially.
- Self-explanatory. Safety is paramount... I just passed a cyclist who got hit by a car on Crowchild tonight
- Particularly if intersections are removed, pedestrian and cycle traffic must have a safe method of crossing.
- Currently the sidewalk on 17th across Crowchild is bad. The pedestrian bridge is dated but OK. Either suffices as is, but for an enhancement if priced right
- There are currently a sufficient number of crossing points, creating underpasses for continuous flow-through traffic on Crowchild would improve their safety and access.
- Right now crossing Crowchild is dangerous at certain points and downright frightening if you are travelling with children
- Sure include space for pedestrians and cyclists on overpasses. Just be prepared to clear them of snow in the winter and not just use the space to push snow from the road.
- I think current number is adequate but could be made safer
- Probably more quality than number. I do bike but do not go that way.
- Important to maintain bridges above major roads for safety.
- You are separating communities from their schools and parks. We are outside busing to Westmont yet we are across Crowchild. We are expected to have grade 1 kids cross this?
- Give the cyclist the means to travel safe corridors alongside Crowchild trail.
- Providing safe access to cyclists and pedestrians across the roadway would go a long way to potentially increasing the number of people who choose those modes of transport. Find a good way across the river that is safe would make it more likely I would bike to U of C than I do now.
- Safety and accessibility are no-brainers.
- It is a fast busy road and the danger to pedestrians and cyclists is considerable
- Safety and accessibility should be considered.
- Agree that need more spots to cross in the 5th Ave to University area since crossing access is limited to old pedestrian bridges which are not cycle friendly.
- Make it safer to cross.
- The needs of walkers/cyclists always have to be taken into consideration, as they are keeping cars off the road and thus helping to reduce traffic. Perhaps more overhead crossings of Crowchild are needed, but need to be easy to use.
- Not the number 1 priority. This is the number 1 priority: "Consider opportunities to provide more continuous traffic flow on Crowchild Trail, and address bottlenecks caused by traffic weaving and lanes that become access ramps to other roadways."
- Lower priority for me
- Yes, but cost before aesthetics!
- Where appropriate.
- I think the number and quality are fine as they are, but there is some room for improvement. Again, this should not distract from the main goal of the road/transit.
- Yes, but transit and vehicles move more people, so they should be a priority. Scalability and buffer space will allow room for pathways.

- Nice to have, but not a priority.
- Where practical and cost effective.
- Yes, in moderation. The pedestrian overpass at Shaganappi Trail simply doesn't get used. It is too big and the ramps are so long that pedestrians can walk to the crosswalk faster than they can use the overpass. Thoughtfully placed pedestrian overpasses near LRT stations and major cross-roads make more sense than randomly placed overpasses that don't get used. Study where people start & finish when crossing Crowchild and place the overpasses accordingly. Remember, measure twice, cut once!
- I agree this is a reasonable goal which should be achievable, though i don't see it as that poor at the moment.
- Not that important
- A secondary goal.
- A bridge of two for pedestrians/cyclists where traffic lights are eliminated makes sense.
- While I agree in principal, it seems that facilities should be made available on an as needed basis.
- I don't think that this one is a crucial as some of the other points, however still worth investigating. Anything done to Crowchild should enhance cross traffic, rather than hindering it.
- This is another 'nice to have', but not at the top of the priority list
- Where this is reasonably practical. It should be a 2nd tier objective.
- I agree to an extent - because I wonder what the cost/benefit of this would be. I don't see a lot of people crossing Crowchild except at a few intersections (by university, 5 ave , and Kensington) so these crossings needs to be safe but not in favor of adding any more
- Again, low priority
- See previous cycling comment
- Minimum every 10 kilometres.
- An elevated roadway would allow this to happen.
- SAME
- See comments in previous section regarding pedestrians and cyclists.
- Limit crossings to spots that service a specific destination - access to University, hospital, linking a major pathway e.g. river, 16th Ave.
- I'm not sure what to say on this point.
- again, you're asking me the same question as before
- The number of crossings does not need to increase very much if 16th Ave had decent walkways, the quality definitely needs to be addressed as the current crossings are 50 + years old and provide limited access. What's not needed is some ridiculous structure like the one spanning Shaganappi between Crowchild & Northland. That is a poorly designed and quite ugly crossing
- answered above
- Agreed, but only if there is an existing or planned network that will make it the crossings worthwhile.
- I'm more neutral on this.
- I agree with this goal, although it is very similar to previous goals.
- Keep costs reasonable.
- As above
- Nothing more to add on this. Neutral.
- N/C
- Wow, too many objectives. The problem is obvious and by the time solutions are in place, the problem will be way more serious.
- But the cycling routes do not need to be beside Crowchild.
- But again only in a manner that respects the adjacent communities.
- If it can be easily incorporated into the project.

- Motherhood
- See answer in previous section
- I know you Don't do any drugs
- This is so self-evident that I really don't understand how it's not a sop to people who want to feel involved.
- See above

Disagree:

- The pedestrian and cycling access should change, but I don't believe more are needed.
- Must not be done at the expense of the main objective.
- I feel that there is enough already.
- I'm satisfied of how it is right now. Maybe just preserving or thinking of alternatives in case of major changes.
- not really necessary, already enough access
- In the SW, the communities on either side are distinct. There is enough already.
- I think it's pretty good right now, although if lights are removed in in the Kensington to 24th Street stretch, then obviously something will need to be done in that area. Otherwise, access seems okay.
- Don't we already have bike/pedestrian access across Crowchild? How many do we need?
- I think its fine.
- Pathways below Crowchild exist already.
- Crowchild is a key roadway for getting around and the crossings currently in place seem to work fine.
- Its fine the way it is. Maintain the current number.
- This is fine as is
- Cycling path along memorial is enough.
- its good enough
- lots of access already
- We don't need more pedestrian bridges and cycling crossings if the existing bridges allow pedestrian and cycling crossings and the transit system is accessible.
- There is enough access already and not more needed.
- We don't need more transportation over Crow.
- The current pedestrian and cycling crossings are fine as they are.
- I don't believe that there is a serious backlog for pedestrians and cyclists getting across Crowchild. There is the path which goes underneath along the river, level crossings at both Kensington Road and 5th Avenue, as well as three pedestrian bridges between 5th Avenue and 24th Avenue. However, if any of these were affected by traffic changes, alternatives for pedestrians/cyclists do need to be considered.
- No you make cycling and walking along Crowchild, not across it. We already have lots of ways to get across it.
- I think this is fine as is.
- seems reasonable already
- Perhaps isolated cases, but I think it's very well served by a comprehensive networks of pedestrian overpasses and crossings. Very few pedestrian/cyclist vs car incidents reported.
- Just maintaining existing access is sufficient. It is going to be a big roadway.
- It would appear that the current number of bridges across Crowchild Trail are adequate. The bridge that connects to the Sunalta School could definitely be enhanced for its safety.
- Didn't see this as a problem, so no need to create one, and COST CONCERN. But existing crossing points or known issues should be considered (but not surveyed to add more!). Communities should be able to provide this info.

- Connect existing pedestrian and bicycle access. This corridor project should be mainly for vehicular traffic.
- There are currently a sufficient number of crosswalks or overpasses to suit my pedestrian and cycling routes. The number should be maintained, but added expense is not required to create more.
- Doesn't this currently exist?
- Don't think more access is needed than what's available now.
- This is too similar to the previous point "Provide for continuous pedestrian and cycling routes separate from, but complementary to, Crowchild Trail to connect major destinations along the corridor." and should be removed. The cost/benefit of improving pedestrian and cycling access on such a large stretch of road is low and doesn't need two goal points of focus.
- I agree with increasing the quality of crossings: better time to cross; no or reduced interaction with merging/turning traffic; etc. Increasing the amount of crossings is silly and a waste of taxpayer dollars.
- These corridors would not be well utilized
- I don't think that's necessary.
- Better to have people use 19th, 14th, and 10th.
- Would like to know what usage of pedestrian is and cycling bridge near the school on south side of Bow? The pedestrian overpass at stadium is necessary for events. Would this overpass not also be used for students going to university or do they need one for themselves between this overpass and the LRT overpass at the university? How far apart do they need to be?
- Eat a dick with the bikes already. Who walks Crowchild?
- While I recognize and appreciate the pathway and pedestrian access under the bridge on Crowchild, this is a heavily travelled road and I don't see the value of adding further cycling or pedestrian access when I don't believe it's the issue.
- Not my worry
- Where is your proof that people are walking to get to a destination across Crowchild? The bikes can take the crossroads that vehicles use. Unless there is demonstrated need for such additional crossings, backed up with real data, then there is no need for these additional costs.
- Pedestrians and bikes don't use Crowchild Trail in any numbers that warrants enhancement of access
- More costly add-ons. The city cannot justify spending any more money catering to the tiny cycling community. A grade-separated Crowchild Tr is inherently safer than the current configuration. There currently crossings at 17 Ave SW, Bowness Rd, 5 Ave NW, 16 Ave NW, Stadium Shopping Centre, 24 Ave NW, as well as dedicated grade-separated pedestrian crossings. None of them are grossly overused or congested.
- not needed
- As I said earlier, this is a tertiary goal that should not be planned for and build the road around it (so-to-speak). If it fits to add more access across, then great, but I'd hate to see the highway changed just for pedestrian/cycling access. Not a priority to me.
- There is minimal use by pedestrians and cyclists that would not ease congestion.
- Would have to include overpasses - again an insane waste of resources.
- Cycling and pedestrian access can happen at designated underpasses.
- Make it over or under, but not on Crowchild Trail
- Unless they are overpasses, I don't agree with this goal.
- The only way I could agree with this statement is to have crossing remain above or below the traffic surface. Pedestrians and cyclists can much more easily cross within these structures than vehicular traffic can.
- Again, as a major vehicular path, decreasing this roadway seems a poor decision.
- This can be achieved simultaneously by providing overpasses at intersections as a result of improved free flow traffic.

- It would be too dangerous for cyclist and pedestrians in high traffic volume. Also very stressful on motorists.
- Pedestrians and cycle can use existing overpasses. Focus should be on automobile
- Traffic lights and crosswalks should be avoided on major traffic thoroughfares. Instead, provide pedestrian bridges and underpasses (as seen on 14th St) wherever a crosswalk would be. The benefit to traffic flow far outweighs the cost of building such infrastructure.
- again, automobile traffic is primary concern
- Doesn't that defeat the purpose of improved traffic flow?
- While not a bad idea, I'd prefer that funding is focused on traffic based issues.
- Vehicle traffic flow is the critical goal that needs to be addressed!
- Given the desperate need for improved traffic flow, priority should be vehicle usage -- pedestrian and cyclist travel options may best be pursued elsewhere, in less high-traffic areas
- This corridor should enhance the economic viability of the region by effectively moving product and employees. The cyclist component can be dealt with later when and if surplus tax dollars become available.
- As mentioned earlier this can be addressed as a phase 2 - the main issue is traffic congestion.
- Too much emphasis on bikes. We are a winter city. Focus on public transportation, then the road itself, then sound walls, then the surrounding community.
- Don't go overboard here.
- Current pedestrian/bike access along the bow river is excellent now. Some additional pedestrian bridges across Crowchild would be helpful, but not a major concern
- I feel compelled to put 'I disagree', in case planners are thinking of a multitude of expensive crossings. However, I do agree that some are needed (perhaps 2 between river and 16th Avenue overpass).
- Biking along Crowchild Trail should be a secondary goal to the others pertaining to transit v and easier movement of vehicles, etc.
- Pedestrian and bike should not be on a busy through roads there should be pathways for their travel
- Keep pedestrians and bicycles away from major arteries throughout the city unless necessary to access public transit.
- see above
- keep cycles away from major traffic, for safety to health
- I get pedestrian access. I'm sick of cyclists taking over. We live in a vehicle culture. Let's just face up to that.
- See above
- Would only become a priority if these became drastically reduced from what they are now.

Strongly Disagree:

- If need be put in overpasses for these people cause traffic is slow enough without having to stop for them.
- There is very little need for this. Overpasses & underpasses at selected sites are sufficient for the few people who would use this. The goal here is to make traffic flow not to make it easy to cross the road wherever you want. The focus of this study often seems to be about how to make this painless and convenient for the bordering communities and not the commuters who need to use this road every day.
- There are lots of crossings already. I don't think this is critical.
- I think current infrastructure serves this purpose adequately.
- Access points should now be sufficient.
- The usage of these things is so low now why bother
- There are overpass pedestrian bridges that appropriately provide enough access to pedestrians and cyclists to cross Crowchild in my opinion.

- Again, sidewalks and overpasses for pedestrians are already there. The City's bike lanes are a joke and as mentioned in the Calgary Herald days ago, more dangerous than integrating bicycles into existing traffic.
- There is enough already
- Crossings are adequate as they are, I would like to see funds spent elsewhere, or not at all.
- Multiple pedestrian crossings have been built along Memorial that I question supports that many people walking to work each day. Calgary's climate does not support year round outdoor movement of people. There are multiple pedestrian bridges that connect to DT high traffic office towers and Crowchild is not proximal to these buildings
- I think the cost is too high to be adding many/any pedestrian bridges. This should be carefully studied as these projects add value to a small number of users. Maybe residents in those communities should be polled and if majority decide then increased taxes in those areas could fund. There are so many new bridges that have been built in close proximity to existing bridges. STRONGLY think this needs careful consideration of cost benefit.
- Enough with the priority on cycling.
- There aren't enough cyclists
- Not a major route for cyclists but the route is always congested with traffic, would be a waste of space to include cycle lanes.
- It is a waste of resources on a tiny demographic that only gets used a few months of the year.
- There is very little pedestrian and cycling traffic for the majority of the Crowchild corridor. Spending boatloads of money to build crossing specifically for this group will not change that. Crossing in the downtown area are the only higher volume area for pedestrian and cyclist crossings.
- I would agree but the City of Calgary, again, does a poor job of this. The pedestrian bridge over Shaganappi Tr. connecting Dalhousie to Northland Mall is beyond a joke. Too many years to complete, waaay over budget, waaay over-engineered and gets almost zero foot traffic. Build a new bridge over the Bow River, no matter what the cost.
- No need, waste of budget money since its winter most of the time. Take a plebiscite on this less than 1% of population probably uses bikes compared to the volume that flows down that street...common sense is needed for this.
- Other places in the city offer this. Crow child doesn't need to augment more bicycle lanes
- Don't waste money trying to stuff cycling and walking down our throat. The bottom line is the Crowchild corridor should be for automobiles only and free of cycling and pedestrians.
- Eliminate EAST-West flow in this area entirely.
- make provisions on new road over passes only
- Unless you are considering overpasses (without bridges to nowhere like the oh so fantastic Peace Bridge that has done nothing but cause people to jaywalk across Memorial Drive at all times of the day and night . . . that was a BRILLIANT idea!) forget it. You'll cause more accidents and congest traffic even further.
- For safety and flow, pedestrians and bicycles should be kept away from fast moving, free flowing highways so the automobiles they are built for can benefit from their use in a safe manner.
- If you mean separate overpasses for pedestrian and cycling traffic = ok. BUT not on Crowchild, as the traffic is bad enough.
- As I said, pedestrian bridges (or tunnels but no one likes using them) are an essential part of the overall plan. People that need to go from one side of the freeway to the other are going to get there one way or the other. If we don't provide them with safe and convenient options, they'll create their own unsafe options.
- This is a major arterial road, or it should be, not a pedestrian mall.
- Emphasis should be on moving traffic.

- Focus on enhancement for vehicles. Cycle and pedestrian are secondary on this particular route
- Crowchild is for cars
- I agree, but only as a secondary priority. Maybe this type of traffic should need kept away from the new freeway.
- Already answered
- I've already explained this.
- no
- See previous explanation re: pedestrians and cyclists
- BS
- Same comment as along the corridor.
- They should use other roads (i.e. 14th street)
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.

I don't understand this goal:

- This question is meaningless without specifying parts of the corridor in more detail. Agree with enhancing access across some parts of Crowchild Trail but not in others.
- Why?
- Yes, let's waste taxpayer dollars on the bitchy minorities, rather than solve the problem. I thought the cycle track "experiment" was finished with. This is idiotic.
- na
- Huh?
- I do not cycle or walk across Crowchild regularly so I cannot answer the question with knowledge.

Consider alternate access routes for residents and businesses where vehicle access is removed or altered at Crowchild Trail.

Strongly Agree	x160
Agree	x223
Disagree	x49
Strongly Disagree	x20
Don't Understand	x42

Please explain why you rated this goal this way.

Strongly Agree:

- If the existing route is disrupted, yes. But not if it's just a "nice to have"
- Changes should improve the accessibility to communities for users and emergency services. Removing access should only be a last resort.
- If access is restricted, alternatives should be considered.
- that's normal process
- That makes sense
- There should be access to connect West Hillhurst across the corridor.
- Make sense
- Yes.
- I don't think a corridor design is going to hit the mark if consideration of this item is omitted.
- Need access to homes and businesses.
- To bring west hillhurst back together would make our neighborhood feel unified again.
- Because vehicle access routes will have to be altered!
- Access to businesses and residences from Crowchild may need to be restricted. Will have to make allowances for these residents and businesses in return

- This access should be included as a preplanned part of the roadway and not added as an afterthought. This would mean that the inclusion of future capacity planning and good local access need to be considered together and not as opposing goals.
- I assume you mean alternate vehicle access routes. Yes, communities still need to be able to access Crowchild Trail in their vehicles. Crowchild Trail is an important route for us.
- Makes sense.
- Service roads could be used for access, into and out of neighbourhoods/businesses,
- Communities along Crowchild are well established and thoughtfully laid out, access must be maintained to meet and exceed the standards citizens have had for the past decades.
- Can't leave them hanging
- If you can alter traffic especially around the bottle neck areas I think that would be a great way to provide the best route for Crowchild.
- Important to gauge everyone's valuation
- If you're going to take something away, provide an alternative.
- residents who are affected by restrictions to access need to be considered
- locals should be able to access the road quickly
- Residents need easy access to their communities
- Makes sense to me
- But people find solutions that do not match the infrastructure. Watch what people do at 5th Ave and Crowchild to make left turns. They make a right turn turnabout and drive straight through or they drive straight through do a turnabout and make another right turn. Just like in the old days where the best place to build a road was where the cows walked - pay attention to how people are solving these flow issues themselves. Form should follow function
- That seems to go without saying. If you cut off access in one place you have to provide it somewhere else.
- From this goal may come the few truly innovative ideas for the skeletal roadway more quickly and fully (and at lower costs) regaining its functionality? Leveraged from & with more and better 'cross-Crowchild' walking and bicycle accesses from the above goal, the likelihood of finding acceptable alternates to get vehicles to the adjacent businesses and homes is much increased.
- Fundamental to the project
- Everyone need access to their homes and businesses but we need to reconsider driveways right on and off of Crowchild Trail (e.g. the Ski Cellar) - crazy and dangerous for a thoroughfare.
- Having on/off ramps rather than traffic lights.
- The third portion of the overall primary purpose of this project.
- I'm concerned that I will lose direct access to Crowchild in my community as 24th ave access is modified.
- It would be nice if an access point to Crowchild is closed that a right handed access point can remain. This will at least allow access in one direction onto Crowchild without causing a slow of traffic
- I think it obviously follows that if vehicle access is removed? Alternative routes for access should be considered?
- This is essential.
- The point of enhancing the Crowchild Trail corridor is to improve infrastructure in general. Consult with urban planners and look at the future of the community and how these communities will continue to perform for the next 20-30 years as they become part of the "inner city." Do the planning now, creating meaningful public spaces and efficient access to business and residential areas that will serve the communities for years into the future.
- Businesses certainly need to be afforded good access to their businesses. The lights and traffic patterns at Crowchild and McMahon need to be finessed.

- My case in point is the Brentwood Care Centre at 2727 16 Ave NW. That property is completely void of adequate access and egress. Heaven forbid there should ever be an emergency, there is absolutely no way that emergency utility vehicles could address the issue or patients could be removed before a tragedy. The Quebec fire of 2014 with the photos of seniors frozen in blocks of ice haunts me almost constantly: there is no way trained rescuers could access helpless seniors out of that facility.
- I hope this doesn't happen
- If access is taken away new access should be provided.
- Agree with this strategy.
- With the new stadium proposal, I can see massive traffic jams whenever there is a Flames or Stampeders game.
- I can't imagine a solution (a total overhaul) which would not include modifications to access/egress to Crowchild.
- Of course you would do this, why would you remove access and then not provide alternatives?
- Community exits & entrances will reduce interchange use, while being limited use for some community members. I believe this to be a net benefit.
- This should be a primary goal and design objective. Where it can't be made to work tap into the main through corridor.
- It would be important to maintain or enhance connectivity between the different neighbourhoods and areas. Part of the solution would be to redesign the corridor so that it would be less car-focused and more community friendly with increased pedestrian, cycling and transit infrastructure.
- If I live or work in a neighborhood I will get to know how to approach and then leave my destination and I'll get directions ready for visitors. Maybe with time my visitors and myself will NOT use vehicles but arrive by foot and/or bike.
- Again, if there is a way to decrease intersections and maintain 3 lanes, alternative means of access to strip mall, university and stadium should be considered.
- I have no issues losing access in one location, if other access point makes is nearby and better than before.
- Minimize access and egress points to improve flow. This will require alternatives which will become the norm over time.
- This addresses local residents needs but does infer that the closure of access points is predetermined
- Alternatives for residences and businesses are vital for those people whose vehicle access is removed or altered.
- This is a question of quality of life as well as fairness. Neither homes nor businesses should be cut off in terms of activity and value.
- If existing access routes are altered, there needs to be an alternative.
- Based on the question, I'm really hoping that you're thinking about doing something at 24th st, 5th ave, and Kensington road. If you do cut those access points off, local traffic will need some way to get on to Crowchild.
- The community will still need to have a method to move across the corridor
- Communities and business should not suffer by improving traffic flow, alternate routes will still allow businesses and communities to prosper, ultimately attracting people to live and work in these communities.
- People need to get to where they want to get too.
- A side road could be upgraded to reach the next interchange.
- underneath overhead road
- This is important for local businesses to survive in the location they are at. I think, for example, that Northland Mall suffered a lot when the traffic pattern was changed on Crowchild.

- Absolutely. If you are going to alter the current traffic access routes than alternative routes need to be considered
- Again, obvious. If you take away access to business, the business can't survive so of course people need access.
- Ya, of course. This states the obvious. Sounds like the city has a plan...you should share that.
- alternate access routes for residents and businesses where vehicle access is removed or altered at Crowchild Trail is good
- Inherently part of the project - if existing access is removed it must be otherwise restored or the business/resident otherwise compensated
- I live adjacent to Crowchild Trail. I enjoy the current level of easy access to Crowchild (and hence destinations far beyond). I would be very discouraged if access routes were altered in such a way that negatively impacted access. We lived through that in Rocky Ridge when Rocky Ridge Road was closed to make way for LRT and Stoney Trail. Poor access was one of the reasons we moved from there. Don't want to have it happen again.
- This will be necessary.
- Live close to Crowchild and would not want to see limitation on access into the community
- A few select access points is sufficient to address this concern.
- Consider an overpass above Crowchild to facilitate East-West traffic flow.
- There should be alternates
- we can't cut them off from Crowchild but must provide alternate access, NOT direct
- alternate access at times of rush hour
- I believe that reworking connecting points could well serve both the commuter traffic and the communities along side of Crowchild. These connectors can create a sense of place, stimulate aspects of the community and increase the value of that community as they depend on access as much as anywhere else.
- Need to ensure that where access is removed or restricted that convenient alternatives are provided so that residents, have access to homes, customers have access to businesses and emergency services do not have response times lengthened.
- We, in Lakeview/NGP lost 20th Street exit. Now all traffic is diverted onto 24 ST (Crowchild) to exit the community. This has unfairly increased the traffic issues for those residents living on 24th.
- Reducing access routes would increase volumes in an alternate access route... all of this must be considered so that a problem is not just moved to another area... access must be improved overall not made worse.
- It is already slow getting on Crowchild south bound off Kensington. If for example access is limited for 5th Ave or Kensington then the volume of other access points should be increased
- The city keeps building more and more homes but doesn't plan for how all these new cars from all the new communities can access the main routes. I know in my community with all the bluffing in Marda Loop and the Army Barracks you have put thousands of more people in a small area and no new access to get out of the neighbourhood to Crowchild. This add to the backups. When Crowchild is backed up it takes hour and half at times just to get five blocks to Crowchild.
- Most people will buy into the change if reasonable mitigation is provided.
- We don't necessarily need to keep every intersection that we currently have with lights but alternative ways to access areas that will be cut off from the road will be necessary.
- Improving traffic flow a top priority, so limiting access to fewer points will improve that. If done correctly, intersections/exchanges that support higher volumes, although fewer of them, will improve traffic flow.

- As already mentioned all the changes in the communities traffic patterns should be a part of the project. If some entrances or exits to the communities have to be shut down due to limited space, alternative modifications within the communities should be made in order to improve community access.
- Alternate routes would benefit many motorists.
- no business access from Crowchild
- There are too many inconvenient access routes that slow the flow of traffic on Crowchild that could benefit from alternate routes depending on your destination.
- While we can't keep all the houses and business around to expand Crowchild, we must provide alternative routes to people for access to their communities.
- Need to maintain some form of access, even if it isn't as good.
- Where existing connections can't be maintained, new routes should be created to maintain access and the feeling of connection between communities on either side of the corridor.
- While less entry points reduce cost and improve flow, it should be done with careful consideration of how traffic gets to these points of entry, and how those points will look with future development, let's not just think of now, but what capacity will be there if we increase density in these communities over the next 20 to 50 years. Something that Calgary has failed to do in the past
- Yes, overall improvement for the whole area is critical. Let's not fix one problem and create more in other areas.
- Freeways have access / egress that is very structured and controlled, and that has to come first for the safety of the freeway. It may mean that in cases where there simply isn't any good option for doing it safely, it should be removed.
- Yes, if we make it more difficult for people to access their homes and businesses (and they were there first) we need to consider upholding access and some convenience for them.
- If access is removed, there should be reasonable alternates in place.
- Yes I would use alternate routes from this area.....at present we have few choices.
- Still want to be able to get to my house without taking a large detour.
- Off / on ramps at major crossings (24th, 16th, Memorial, Bow Trail) should be included and minor / secondary routes should be removed and redirected to major crossings.
- Businesses and residents affected by the closeness of the corridor and can no longer access their properties the usual way, should be given an alternate access to park their own vehicles and provide access to customers. Also it is important that Crowchild users have easy access to it without having to crisscross through residential communities as is the case presently with Richmond Road creating backed up traffic at rush hours and making it difficult for residents to leave the community.
- Maintaining similar access to/from Crowchild Trail and across will be important. Thought must be given to alternatives for access points that are removed.
- The number of accesses to and from the community MUST remain the same, if one is closed another one in the immediate vicinity must replace it. I want it to be MY choice as to the route I take to and from my home and not be stuck in traffic for an extra 20 minutes because somebody decided it was a good idea to close a street.
- the people that will be effected by the changes have to be treated fairly,
- While improving Crowchild is for the greater good of the city, those impacted must be adequately cared for and compensated.
- The people in the neighbourhoods affected need to be able to access roads that they could before
- Taking away access routes can kill businesses, decrease property values, and make traffic congestion elsewhere.
- Don't remove my access, it was there when I bought my house over 30 years ago!
- Need to minimize impact to residents and businesses.
- Don't screw over the businesses on crow when you make the road better

- 5th street and Kensington Road (to a much lesser degree) is my main access out of the community. I'd be very disappointed and frustrated if I lost this access.
- Please don't bulldoze existing businesses and hide remaining residents behind tall sound barricades.
- Unfortunately, the community of West Hillhurst is divided by Crowchild Trail. If it is to be continued as one community, access to join both sides is important, for both residents and businesses.
- You can have a big impact on people and their businesses by making changes. Mitigation should be allowed for businesses.
- Changes to Crowchild shouldn't be made at the expense of local residents. We are a big part of the population and are directly affected by these routes.
- The rights and lifestyle of homeowners and the integrity of core communities must be the priority
- Access routes for residents and businesses is critical for limiting the negative impacts on adjacent residents
- This would have huge repercussions on everyone using Crowchild. Also, if access to businesses is lost, they will suffer and perhaps even close.
- I strongly agree that alternate access can be helpful at reducing increased traffic in residential areas, however, business should not have to suffer for the redesign of Crowchild. Sometimes reducing vehicle access to neighbourhoods also makes it difficult for even the residents themselves to enter their own neighbourhood.
- Yes, careful thought should be given to the impacts the corridor changes have on existing residents and businesses
- Consideration for the impact on residents and businesses is important.
- Would kill businesses and communities if not provided in a reasonable fashion
- Really? This requires a question in a survey? Isn't that transportation's job.
- Yes, box those [expletive removed] in the adjacent communities in. If they don't want a functional and efficient Crowchild Express-way, in favour of parks, bike paths and less noise, then they sure as [expletive removed] shouldn't get access to it either.
- Access at 5th Ave is not require. Access at Kensington should be via Memorial.
- I agree! The Hillhurst community could access Crowchild via the Memorial or 16th Ave interchanges. All traffic on Kensington Road could be diverted to Memorial as well.
- I think other roads should be looked at for downtown access. 19th Street, perhaps?
- There must be a continuity of free flowing traffic through the areas of Crowchild trail north of the river or the entire route suffers due to congestion at these points. Overpasses and/or reduced access may be the only solution.
- Removing cross roads would help with traffic flow
- Removing intersections will make life easier.
- To eliminate bottlenecks
- Make Crowchild as a mover of traffic.
- Access yes where it does not limit flow on Crowchild.
- by having an above grade express lane for Crowchild across the Bow River flats (from Bow Trail to 5th Avenue) the community can connect at grade using the existing roadway. The express roadway, should skip Memorial Drive, Kensington and 5th Ave to speed through traffic.
- not doing so simply creates another bottle neck in another area and can create serious safety problems for emergency responders
- I Fully Support removing the current access routes, which slows the traffic flow. Better use of 16th Avenue would assist with this and eliminate the need for the existing lights. Remove the traffic lights and redesign 16th ave overpass to accommodate... hospital, university, local business access!
- The lights need to be removed, if this affects business so be it.
- Removing of lights on Crowchild should be the goal.

- Be careful....I am still looking for the ON RAMP on to east bound Memorial Drive from 14 Street.. WHERE IS THAT?
- I can just the shadow of the interchange in this question. Forget it! We need more options for getting places rather than building more roads. This never solves the problem- we always quickly move on to the next road that is needed. If people have to struggle in their cars, that is not necessarily a bad thing and may be an incentive to change the attitudes to driving everywhere.
- Alternate access should definitely be considered to improve flow-through traffic.
- Local access to the trail might have to suffer a bit but if traffic along the corridor moves better in the first place I think the disruption will not be as bad as people will make it out to be. For example, if you removed the fifth street interchange and it resulted in local traffic having to drive an extra five minutes to go around then I'm sure they would complain. They would not say though, that their overall drive time is shorter because now they don't have to put their car in park at times.
- We need less intersections in general on Crowchild, especially in the Bow Trail to McMahon Stadium areas. This is a large cause of traffic backups both in the mornings and evenings. Access to these neighbourhoods might be adversely affected by developing something more efficient for Crowchild traffic, but the Crowchild traffic should be given a priority. Even extending the light cycles for more efficient traffic flow might work here.
- Tunnels @ 5th & Kensington achieves the desired result.
- No business or residence should have direct access to Crowchild, similar to other areas of the road
- Always good to understand new traffic flows impacts and mitigations. -I don't really believe that current access points are an issue considering the flow of Crowchild.
- Nothing
- Yes keep Crowchild vehicles only.
- Perhaps tax relief for 5 years could be offered to these people as compensation.
- I live here.
- As access to Crowchild is reduced, traffic patterns need to change within the community. This needs to be upgraded.
- Traffic should not be restricted indiscriminately. 33rd ave is extremely congested because of neighboring communities Traffic Calming efforts. Blocking individual streets causes 33rd ave to be congested and does not allow communities to share the traffic equally.
- When Crowchild is closed my 12 minute commute has been 3 hours.
- This issue would be resolved if the plan I had submitted previously was taken into consideration.
- See above
- Covered by comments in Principle 1
- If this is not addressed, they should be compensated monetarily

Agree:

- Vehicle access should not be an issue.
- I believe that this is inherent in redoing a road - you will need to provide access where it is removed.
- These people will still need access if they are still there upon completion of the project. It need not be as direct as it is now but they still need a way to get in and out.
- To ensure local residents, business owners and visitors have access to the corridor for travel.
- Makes sense so that businesses stay viable, and customers are able to access the businesses.
- Business and community access is very important. Business deserves access
- People need to get on and off the road.
- This helps to mitigate the impacts of transportation changes.
- Provide a reasonable number of access routes to maintain pre-existing community functions.
- Yes

- Absolutely. Residents and business owners need access if the routes change.
- Ok
- If changes to the corridor affect a business or home owner(s) access, it would only be fair to provide an alternate solution including buying them out.
- We need to provide access routes for residents in the area.
- In ending the bottlenecks on the route residents and businesses will require other access points.
- OK
- Of course you need to look at alternate routes if, for example, you shut down the 5th Ave access.
- Agree
- It makes sense.
- People need to be able to enter their communities with ease while still preventing dangerous "cut-through" traffic.
- It's only fair.
- It is only right to do so.
- Just necessary part of the design.
- That's how all the rest of us operate. It's a fact of development.
- This can't stop people from accessing their homes and business.
- obvious goal to any transportation improvement project
- This is only fair to those that are negatively affected.
- Well generally people are butthurt NIIMBY's so when you take at-grade intersections and interchanges away to meet the TAC standards you should probably throw them a bone or something.
- Businesses ideally should not be impacted. One way roads onto the road way for residents would help.
- You can't take away access without allowing for some other way in or you will decimate local businesses. If access is taken away, some sort of reparation should be considered.
- yes agreed
- Wouldn't want to see any businesses go under due to poor design (such as the McKenzie Towne Co-op)
- It's only fair
- Yes, in order for businesses to survive, alternate access arrangements must be made.
- I mean, at least consider them.
- Though not optimal as I don't think adjoining communities to the Crowchild should lose access, I understand it may be necessary.
- As well as helping business with advertising the new access points
- Need to be fair
- yes
- This is needed to mitigate the issues. Again, based on my experience in Tuscany, and the various changes to access made over the years when I was there, people can adapt even though it is very disruptive at first. It's also likely to quiet down the communities from having traffic cutting through on 5th Ave, and the other streets heading up to 16th Ave.
- Obviously something would have to be done
- This is obvious, where vehicle access is removed, there needs to be alternate access provided.
- The people who are affected will need a way onto the freeway
- Yes, the access to Northland mall from Crowchild East (coming from downtown), is a good example. Multiple access points with dedicated lanes.
- If I were a business owner, I would still want my customers to access my shop. Similarly, If I were a resident, I would expect access to my home.

- Consider alternate access, DO NOT just remove or alter. CONSIDER it carefully and with common sense. Residents and businesses make this City and they not only need corridors in the City, but they need access, too.
- It would make sense to do this.
- That is the only way I think this can work
- If not considered, users of the corridor will find alternate routes on their own which may disrupted adjacent communities. This is also needed to handle emergency road situations.
- Again self-evident
- For businesses it is pretty hard to keep running your business without access and to respect private property rights it needs to be considered.
- How will they get anywhere?
- Err... yeah. That's not really fair for those businesses, right?
- This is important for local residents, but for businesses especially.
- I think this will become an obvious requirement
- Yes, routes for residents and businesses need to be considered.
- Residential access is still important
- Access to residencies should not be significantly altered.
- This will help improve safety and reduce congestion in residential areas
- Seems reasonable
- Of course
- Vehicle access will have to be altered - perhaps on a busy time of day basis only, but nonetheless changes will have to be made because the present situation is not very workable. However, people who live and work in the area will need to have access to their homes and shops.
- Mitigation measures should be considered
- People need adequate access to their homes.
- I can understand that some accesses will need to be changed//eliminated and that will effect businesses and residents.
- A thoroughfare should provide adjacent access onto and off of the major roadway.
- This would be necessary to move traffic out of these areas
- Absolutely. Alternate access for businesses and residents on Crowchild should be considered.
- This is essential
- Sounds like a good idea. If it runs along sides of Crowchild, then drivers still can see businesses and get onto the parallel road to access those businesses.
- Residents still need to be able to go from point A to point B even when it crosses a major road.
- YES! That is one of the primary reasons of traffic congestion is that we have traffic lights to allow for residential and business access. If we could eliminate these lights with some form of hybrid over / underpass with parallel side roads to Crowchild Tr. to allow "easier" access to residents and business with greatly reduced congestion to Crowchild flow.
- It is critical to consider the needs of existing businesses and residents.
- Vehicle access will have to be removed from some business areas in order to accomplish corridor enhancement, so it's only fair to consider alternatives. It may be cost-prohibitive and otherwise impractical to try to maintain an equal level of access for all businesses.
- seems like a common sense consideration to me
- These people still need to be able to access these roads so something should be considered.
- I would an altered access version similar to what Glengarry, Knob Hill, and Richmond communities have. Access to 26 ave was taken away.

- Perhaps West Hillhurst and Parkdale residents could be given easier access to Memorial Dr. Parkdale Blvd. to mitigate a lack of access to a more efficient Crowchild Tr.
- To a small degree....buyer beware - this has been know about for a long time. Access yes but may not be really pretty but functional! (See example of use of the access road to Saigon y2K and McDonald's etc.)
- It's important to minimize the impact to surrounding business and residents as they use the area or depend on traffic flow / access the most.
- I feel that the businesses on the sides of Crowchild need to have moderately easy access for their patrons. There are fewer and fewer brick-and-mortar stores, and I feel we should encourage their business by increasing traffic to them, not making it more difficult.
- Options should be considered.
- This sounds like a no brainer to me.
- I agree
- Agree
- Duh!! What else would you do?
- The idea is to enhance, not detract access.
- Alternatives must be found.
- As long as overpasses are not included
- Alternate access to bike should also be considered if they can't be accommodated along Crowchild Trail
- Businesses would probably like to have their customers have easy access to them.
- Yes, where possible but there may be instances where this isn't possible.
- Making major changes to the Crowchild corridor to maximize efficient traffic flow makes no sense if we then restrict access to the residents and businesses that need to use it.
- It is important to maintain viable access for businesses and residents.
- Businesses in particular require favorable access to remain viable and they are the life blood of employment particularly during trying economic times fueled by oil patch woes that are so difficult for Calgary's economic growth
- If access is removed then yes.
- Certain businesses have direct access to Crowchild that has been effectively grandfathered for years. Given the City's growth and demand on the roadway, this access needs to be eliminated (thinking of the ski shop) for safety reasons while providing alternative access
- Of course, no resident's access should be cut off. For businesses, perhaps this need not be absolute, but alternative access should be at least considered.
- Of course
- I would think you have too. Otherwise how do they get home or to work?
- We should work to preserve access.
- Need to be as fair as possible to people/businesses impacted
- ummmmm....seriously? You alter access and are wondering if new access should be provided? Are you actually asking this question? If I altered access to City Hall, should I provide another access point?
- Relocate or compensate. Reduce shortcutting.
- One solution would be "one way" access points - similar to what is located in some communities along 17th Ave SW (i.e. Scarborough) and 16th Ave NW - e.g. cars can go out but not come in. However - I worry that people leaving the Foothills Hospital would still see these as opportunities to shorten their commute and cut through between 29th Street NW and Crowchild. I am very concerned about hospital traffic cutting though the west side of West Hillhurst as the Foothills Medical Centre grows.
- Provided such access doesn't incentivize cut-through traffic.
- not sure how this can be done without increasing traffic in neighbourhoods though

- Do this but in a way that prevents short cutting.
- Local traffic patterns will change and alternate access will be required.
- As long as access points don't attract people cutting through normally quiet streets in attempts to get down town quicker, this is important. I strongly support local businesses.
- Access is necessary without diverting traffic flow to small back streets.
- This should be addressed to ensure that corridor entrances/exits are safely added and will not reduce the traffic flow just because "there has always been an exit there".
- While the goal is to get traffic moving, moving within the bordering community should be taken into consideration. For example and underpass on 5th avenue, service roads alongside Crowchild, Motel Village/McMahon Stadium underpass.
- I agree, as long as these access routes are not designed to be convoluted.
- Some roads simply should not have access to Crowchild as it impedes traffic or may cause accidents and be disruptive of flow.
- I don't think residents and businesses will mind losing the current access points as long as there is a logical and easy way to manoeuvre to/from another access point. And as long as GPS is updated!
- Not taking away access, but maybe reducing options from 5 to 2 for example.
- Make sure the new rout isn't too much of a change.
- If you are going to cut off neighbourhoods, you need to ensure easy alternative access.
- It is important to provide people with alternate routes where Crowchild is not an option for overall satisfaction.
- Reasonable access should be provided but that does not mean existing access needs to or should be maintained (e.g. 5th Ave NW does not need to cross Crowchild).
- This is going to be the largest issue the project faces. In the vicinity of the university, this can be mitigated by improving access to 16th avenue. Right now it is terrible going from Crowchild to 16th. This will be an efficient way for residence to get around and will hopefully provide enough traffic that businesses do not suffer. At the bottom of the hill, improved access to Memorial Drive and improvements to 14th st. will mitigate the loss of access to Crowchild.
- As long as efficiency is the primary concern, and not serving a special interest. This corridor serves the whole city, not just select neighbourhoods.
- Where practical and cost effective.
- some routes should be completely reconfigured to allow for better flow
- I am not sure what can be done but I am sure there are numerous options that can increase safety and reduce volume.
- If flow patterns are changed, residents need reasonable options to get out of their community in a timely fashion.
- Not if that alternate access results in longer to meeting times
- Imagine redesigning Crowchild for the "right-turn" only sequence. Build a giant wall straight down the center of the median, thereby eliminating left turns and traffic lights. At this point, residences and business would have to use alternate routes to cross.
- Some access would have to change but the same amount should be maintained
- Alternate access - a few places where you can get on and get off
- I am limited in my access to Crowchild trail because of volume, sometimes I can't get out of my own neighbourhood
- If communities are no longer connected to Crowchild Trail, traffic flow must be considered to allow current residents and businesses quick access. There is no point in improving Crowchild flow if it takes 20 minutes for vehicles to access the corridor from a surrounding community.
- This goal should be able to be accommodated within a reasonable cost, and it seems only fair to attempt to do so.

- Only if it is not simply a cost addition. The city has to prove beyond doubt that any alternate access route is absolutely necessary for existing traffic, not for some assumed future need. I would go so far as to offer to pay to relocate any business that is compromised to the point of failure by an altered Crowchild Tr. It's probably cheaper than building its own access route.
- I agree to a point. You can't please everyone. If it will cost a huge amount to give one to a few businesses access, no. A few access points to enter communities is fine.
- This is very dependent on the situation. Some businesses may no longer be viable so expropriation and re zoning maybe appropriate. Reasonable access should be provided to all residents.
- Only if you're considering taking out some of the businesses and original housing on the West side of Crowchild. The East side of Crowchild is much further along in the development of new houses than the West. Multi-million dollar houses.
- Consider also removing residences and businesses.
- But let's not go overboard here. If it makes more sense to relocate, then let's consider that first.
- Within reason. Businesses can relocate and residents can plan on getting onto and off Crowchild recognizing it's a major thoroughfare. Don't spend hundreds of millions accommodating a few businesses that are worth few million dollars, and can in most circumstances move elsewhere with a small amount of relocation assistance.
- This should be considered for major commercial areas (i.e. around McMahon stadium) but not the few businesses that are in isolation. This land should be expropriated and used for traffic structures and park/cycle/pedestrian paths.
- We don't want to negatively impact individual livelihoods. We have oil and gas to do that.
- Yes, they need to have access to their homes and businesses, without too much disruption.
- Accommodate negative impacts to existing businesses
- With the building of any road, you cannot block business access completely. However, in many places in the city the construction of off-ramps has solved this. Access for business and residential while maintaining appropriate traffic flow.
- Only do this in the name of safety. If it helps pedestrians and cycling, modify traffic accordingly. But cutting off local traffic routes in order to improve commute times for people who are simply passing through would be a mistake. It could potentially harm local businesses, and ironically increase commute times for the people who live in the area just north of the river.
- Existing residents and businesses should not be effected by this unless it is for the better for them.
- This is important especially in the motel village area, and at Kensington Road. Don't kill the businesses. Make it safer to access the Restaurants in the Hilltop Plaza across from McMahon. This is a dangerous area, needing better access and weave zones.
- The new Crowchild Trail alignment should include plans to alter access to this corridor in such a way that impacts to local business and personal mobility are appropriately mitigated.
- The overall objective of the project should not be allowed to disadvantage adjacent communities by restricting access thereby reducing property values and impairing quality of life.
- It is important not to cut off traffic access to businesses that enhance Calgary's culture such as Kensington. However, these businesses might benefit from having the traffic flow be a little more controlled and directed.
- not to harm business
- Removing any of the existing access points would have huge impact on the people that use them today
- Caution as to not disrupt the integrity of the neighborhoods by building major roadways thru the neighborhood.
- People currently have access to homes and business and the design cannot remove that so that it is no longer viable for the business or the person to use
- This should always be considered, what kind impact will there be on local communities and businesses.

- Residents and businesses rely on accessibility and certainly need to be accommodated. Residents who are negatively impacted by increased traffic flow due to a change in traffic pattern should be approached by the City for consultation.
- No disruption should be primary for neighbouring communities.
- I agree in part. One of the best things about these neighbourhoods is that we are not locked in to access our neighborhoods at one point. DO NOT block us in like the newer neighbourhoods.
- Statement slightly ambiguous. However, I agree than hours could be considered (trucks not allowed during peak hours).
- I'm not entirely sure what this is referencing. But access to businesses should be changed in some cases because the approach to a parking lot from 60km/hr. is dangerous. The illegal u turns at 5th ave need to be stopped.
- Does this mean during construction?
- What would be the alternative?! It seems so self-evident that the traffic will need to go somewhere and that it is best to plan for this, that I am wondering whether I understood your question.
- Well there are communities that are blocked off from Crowchild already and it does seem to work for them.
- Some access to Crowchild should be closed off from roads such as Kensington and 5th avenue. People in those communities can easily access Crowchild and other roads from memorial drive or 16th avenue.
- Keeps local traffic off the main route which improves commute flow.
- The number of access points is not the reason Crowchild slows to a crawl. The traffic lights at Kensington Road, 5th Ave NW, and 24th Ave NW are one of the corridor's major problems, and each can be mitigated by building overpasses and on/off ramps where needed.
- should limit number of intersections (and remove all lights)
- Need to accommodate existing traffic flows.
- Of course, but don't lose track of the main objective - - moving more vehicle traffic.
- In order to make Crowchild corridor free flow some alternative routes are needed.
- As long as it doesn't impact traffic flow.
- Again, if this would allow for improved flow on Crowchild AND improve access for residents of bordering communities, I'm all for it.
- Less interchanges, better traffic flow, less backups, higher efficiency. That's called a "Freeway" and was invented a good century ago. Time for us to get one!
- I'm not that concerned about this goal but yet I don't disagree.
- All businesses and residents must have access to their properties, though not necessarily via Crowchild. This goal should be considered secondary to other goals.
- Consider, but again a relatively low priority.
- This should be considered, but not prioritized over other concerns.
- Support access once road is widened.
- I agree with this goal, but it's more an understanding of priorities that would not become relevant until the planning process is further progressed.
- Determine if McMahon Stadium is moving or not and what the long term use of Foothills Athletic park.
- We are all equal components of the community.
- No further Comment
- this should always be a goal, but might not be achievable
- I think the main goal is/ought to be to get Crowchild to flow like the major arterial it is. But not at the expense of those who live on the corridor.
- Remove left turn from 19th Street NW onto Memorial instead allow traffic west bound and then put in a reverse lane between west and east lanes before Crowchild This will also remove. The need for

Kensington road access to Memorial as they would now utilize 19th street There is enough separation to put in a U-turn lane on Memorial

- I note that has been public knowledge that the city intended to close the intersection on the west side of Crowchild trail at Esso station on 5 avenue for at least 30 years by the business owners at that time. It is time to close off the intersection.
- it should reduce some complaints about such changes
- This may be necessary, but it depends on what sort of methods are proposed.
- I only agree if the need for alternate access is temporary.
- Progress means change many neighborhoods have bus traps and barricades limiting access to major roads already. It is not a new concept to cities - it may add 10-15 mins to someone's day but could fix a very broken transport corridor
- Very minor changes to the existing road network around this area will be sufficient for residents & businesses
- A solution that works for everyone would be nice.
- We have to accept that changes are necessary
- Maybe this would make businesses less reluctant to Crowchild improvements
- Of course. Build a new bridge over the Bow River, no matter what the cost.
- The majority of the traffic is not from the bordering communities. Crowchild Trail is a major route to get around the city.
- Whatever works.
- There are already local knowledge access routes. They must be protected. E.g. Westbound memorial towards Crowchild flies over and returns, providing west hillhurst access at 25 St.
- N/C
- There is alternative route out of those communities should they be shut off to Crowchild
- Yes.
- see other responses about alternate routes
- I'm not sure what this would mean, but reasonable access to Crowchild is essential for this project's success.
- Or just let the traffic sort that out for itself.
- If it can work with-in the bigger framework of Crowchild improvements.
- Seems obvious
- Reasonable
- No additional comments
- Motherhood
- This is so self-evident that I really don't understand how it's not a sop to people who want to feel involved.
- Some will be a problem
- Try to accommodate existing communities transport needs.
- Comments should be optional, not required
- Depends on what happens...

Disagree:

- Although I agree that access for residents is important I think there are too many businesses with regional focus and these should become comprehensive local commercial redevelopment sites targeted at people in the community. I think it is a waste of money to provide expensive interchanges to allow access to the businesses along Crowchild that are regionally focused and provide few services to local residents.
- I am very afraid that this means more traffic being diverted onto Morley Trail and 19th Street. Please explain what you are contemplating. This could make living in Banff Trail a nightmare.
- This will probably just increase traffic in neighbouring communities
- It depends. It would be difficult to provide access only for residents and businesses but not cut through traffic. The city has been terrible at traffic management and preventing cut through traffic. I see no reason why they will be able to provide alternative routes for local traffic but dis-incentivize non-local traffic. Even if possible they have not done so in the past, and will not do it in the future.
- Create more vehicle access (on and off ramps or mirroring side roadway) to Crowchild to eliminate funneling traffic to already-y crowded alternate routes and side streets.
- Anything that I have seen like this in this City has decreased the daily traffic but has created a route that is more onerous to the businesses and residents to get in and out of their properties. If alternate routes could be designed to avoid this problem, then I would most probably agree. I don't want to go 1 km out of my way just to get out or into my property!
- Access to Crow S from/to Scarboro has been painful for all 23 years I've lived here. But I've become OK with that, as long as it means less local traffic. So please don't make it harder to access Crow, but don't make it easier, either.
- You will never please everyone. Consider buying out and rezoning.
- Eliminate business that requires access from Crowchild trail, this slows the traffic and is dangerous.
- Some of these commercial sites will simply need to be eliminated when they are acquired by the city.
- Neutral as I strongly disagree with the "removal" of businesses and residents.
- Once you start messing with residential streets you hurt those who live there and affect property values significantly. Those will have to be done on an individual basis
- I live in Royal Oak and being cut off from Crowchild Trail has added a considerable amount of time to my commute. I also notice vehicles speeding through the neighbourhoods of Royal Oak and Rocky Ridge to get to the train station.
- "Consider" is not a firm commitment and is meaningless unless a deliverable is defined.
- This goal concerns me. How would it be altered? Would there be passes electronically read that would allow the opening of access gates if you were a resident but deny other citizens because they don't have a residence in the area? I don't understand how this would be operationalized. Also, are the other accesses able to manage the increase in traffic flow without significant delay or increased risk to community members?
- There are currently the right amount of resident access routes.
- Not required.
- Time to move on and move people, not be worried about impacting a few people. How many are now impacted sitting in traffic. The needs of the many outweigh the needs of a few. Isn't that how a democracy is supposed to work
- OK< i guess it has to be considered but I don't think building anything special for a few folks who have altered access is necessary.
- Residents can suffer through an extra 30s in their daily commute - it should not be the burden of the city to save them 30s and spend millions in the process. They will be vocal in their protest but they also don't want higher taxes
- I don't believe there are enough businesses in the area that justify this.

- Too bad.
- Traffic calming for the affected communities is more important. Remove the lights and have only right hand turns on and off of Crowchild, with the addition of an overpass at 24 Ave NW.
- Luck of the draw
- You made 30,000+ residents in Tuscany go all the way around to get to Stoney. You closed off a major road without an alternative in Royal Oak. You closed access down for certain roads for the Stoney Trail NE trail. Why are these neighbourhoods getting special treatment?
- Not a priority for me
- If is easy enough to access businesses along Crowchild via nearby overpasses such as Memorial Dr., 16 Ave and 32 Ave. so having to drive a bit further to use those accesses would be the same as everyone else does who lives or does business near Deerfoot Tr.
- I don't see why this is necessary, as long as there is some sort of access. Don't spend a lot trying to make everyone happy.
- As an inner-city resident, I don't use Crowchild very often. I would be willing to "drive-around" to get access.
- There are plenty of ways to get out of communities where access is cut. Drivers can usually go either North, South (or both) to get to a road that accesses Crowchild Trail. The only ones who "suffer" are those who are trying to cross Crowchild from one community to another. I believe most people would just "find another way across". This is extremely UNIMPORTANT to the project.
- I think the existing roads should do the trick. Just look at how other communities further north or south have dealt with the problem.
- the long term goal should remain for this to be a high column corridor
- It's a major roadway. Sometimes access is restricted and that hurts some people for the greater good. They will get over it.
- Removing vehicle access would be damaging to the efforts to improve traffic flow.
- Keep Crowchild the main corridor. If the city is prepared to provide service access roads for business I am all for it.
- Not sure how the residents adjacent to Crowchild would feel about roads like Kensington and 5th Ave. being closed to Crowchild access. Perhaps there could be closures during peak periods e.g. 6-8:30 AM, and 4-6 PM, but the roads could be open at other times. Also, the dual turning lanes would facilitate people getting on/off Crowchild at those times. Perhaps the first 2 blocks of 5th Ave. east of Crowchild could be no-parking during peak periods.
- Must not be done at the expense of the main objective.
- Some reduced access to the freeway is a by-product of faster speeds, you cannot have a higher speed road without long on ramps. There are too many access points at this time particularly north of Kensington road two more access points may be too many.
- Leaving the existing roadway in place for community use and using an elevated roadway would make this happen.
- Maybe an additional pedestrian bridge or two, but I don't see why businesses would need access. Maybe at Banff trail, but there should be an interchange with collector/distributor lanes to provide better access.
- Only if it is a significant change and disruption.
- Take a train, bus or drive.
- If overpasses are used (and adequately planned) this should not be an issue.
- We need more connections for residents and businesses. A highway is not appropriate here. This should be slow-moving traffic that is capable of being lively and accommodating active transportation options.

- Improved pedestrian connections and improvements along the corridor will have to come at the cost of some automotive access points.
- This would drive up the overall cost
- Nothing more to add in this area

Strongly Disagree:

- shortcutting traffic destroys quality of life in communities.... traffic needs to stay on the main arteries to exist as close as possible to end destination
- This is the same dumb idea that leads to unnecessary traffic on the primary roadway as close-local traffic is prevented from travelling via the shortest (and most energy efficient) route, thereby picking winners and losers AFTER connection roadways have been established and in place for decades Don't try to sell the idea that people will instead jump on a bike or walk to these isolated locations - this is a fantasy promoted by the healthy and able at the expense of all others' needs and ability
- I don't think any access routes for vehicles should be removed along Crowchild because I think it would mean more traffic diverted through adjacent communities, therefore this goal is a moot point and I strongly disagree that it would need to be considered.
- This would re-create the problem that already exists. There is an excessive amount of access around the Stadium that results in constant traffic slow-downs and severe accidents. Create a single efficient access point. Access to businesses across from the stadium by southbound traffic via a traffic light is not a viable option.
- There is currently only two points to get from my neighborhood to Crowchild trail. During morning rush hour there is no advance green and with a 2minute light cycle it can take up to 3 cycles to get 6 cars out. I'm not even joking. I live in the inner-city to have multiple access and eroding this feature to make it more like a suburb with a single access point is outrageous. I bike most of the year, but let's face it. There are a couple months in Calgary where biking is not an option.
- This is confusing to drivers, makes the project cost more, and is unnecessary. Hopefully the residential area and businesses are accessible to everyone who might have business/visit there.
- Let's focus on moving traffic.
- I don't think this is necessary
- they will adapt
- Just leave it alone
- lots of access already
- People can get to where they want to go through 16th or Memorial.
- already good for what is available
- anything that will inhibit traffic flow is a bad idea
- The goal is keep Crowchild moving!
- Consideration of alternate access is good. Not removing any existing access is better. Adding alternate access and keeping existing access is the best, it should decrease the traffic wait time / driver stress, and keeps the city moving.
- See above, do not modify Crowchild, modify behaviors and improve transit and the problem goes away.
- n/a
- They should never be on a major route
- We oppose the closing of Sarcee Road at Richmond Road! This is a horrid idea! We live in Glamorgan and find that the intersection at 37 St and Richmond Road to be too congested, so we use the shortcut on Sarcee. The WB route on Richmond has room for only 3 cars turning south onto 37 St and is not a viable alternative. Our daughter is attending AE Cross next year as well, so more traffic at that intersection will increase the likelihood of her being in an accident.

I don't understand this goal:

- You shouldn't close roads and access unless you have a terrific plan for the bottleneck you're going to cause at the alternate access.
- Again this is a money issue. Of course it is desirable but can we as a City afford it?
- Restricting access to your own house? Yes! We pay multiples in taxes and then can't get to our own houses to serve the needs of the suburban masses? Coming out of our business so Tuscan residence who decided to drive 15 km each way save time? You moved there knowing you had to travel there.
- As long as this does not make Crowchild an isolated roadway just for cars. It will become an unsafe area for pedestrians.
- Does this assume that vehicle access will be removed or reduced? How? What does this mean? Why would we do this? Just don't remove the access.
- Not sure what is meant by this.
- I do not understand. Probably need an example.
- I do not understand this goal.
- What would the purpose of this be?
- What does this mean?
- I don't understand this goal
- Don't remove access. Provide additional access to promote a vibrant neighbourhood. This goal makes assumptions about removing access. Asking this as a survey question is unfair because it will result in skewed answers. It is not reasonable to disagree with this...and yet agreeing with it can be interpreted to mean that someone would also be agreeing to make Crowchild Trail even less human-friendly.
- To date in this survey and in the community meetings we are told about maintaining the integrity of the bordering communities and here, all of the sudden the question assumes you have removed access or altered it. Obviously if you do this you have to consider alternate routes but the question should be whether vehicle access should be removed or altered.
- Not sure what this means.
- I am assuming the City isn't going to develop a project in a manner that leaves no access to current residences or businesses. That would be super stupid. So, what do you mean by this goal? I certainly do not want new vehicle access to Bow or Crowchild that INCREASES the traffic on my neighbourhood street - especially given that this is already a very serious problem on 24th street SW north of 17th ave - people cutting through at very high speeds to get to Bow Trail.
- Why would vehicle access to businesses and residents be limited with a revamp of the Crowchild corridor? Does this goal apply to cyclists? Pedestrians? Shouldn't the goal be focused on making the corridor work for all neighborhoods and residents along the Crowchild corridor?
- Very unclear statement. If you mean that access to business will be changed that should be considered. However, to date, very few businesses will be affected. Maybe those by 10 thousand villages, Esso station and car wash. With my suggestion of an elevated roadway, the access to those businesses would not be affected as those wishing to access would take the ramp to the lower level.
- I cannot comment if I do not understand
- I'm not sure what you have in mind here. You still need the existing entrances and exits onto and off of Crowchild.
- Are you saying to increase traffic on Crowchild or increase traffic in the community??
- Would like this question clarified
- Not sure what this is getting at, but I would like to cut down on the cut through traffic through Banff Trail, even if that meant having to take a longer way round to access Crowchild.
- I don't get it...but probably doesn't apply to me.
- I'm not sure about this one.
- Why would you be removing vehicle access?

- I would need to see drawings, participate in planning discussions, or other activity to gain a better understanding before I could provide an informed reply
- Where is access-removal being considered?
- I don't know what this means
- Perhaps an example would clarify what this means.
- I don't know.
- What plan would be in place to remove vehicle access?
- Or just get rid of the traffic lights. Where exactly is removed or altered?
- How?
- It would depend on where you are talking about exactly
- Don't get it. Are you talking about the new hockey arena?
- I must apologize that I don't totally understand the statement here and don't feel qualified to give an explanation.
- Drivers will figure it out on their own.
- Are you saying move the strip malls?
- It's fine.
- Na
- Multiple transportation use is important to any forward looking strategy. This sounds like a tactic not a goal. I'm concerned you're presupposing solutions and outcomes before considering alternatives and strategies.
- huh?

Additional Information

**How did you learn about this opportunity to review and provide feedback on the draft project goals?
(Please check all that apply).**

I received one or more emails.	x307
I received information mailed to my home/business.	x59
I heard about it from my Community Association.	x84
I saw it on the project website at calgary.ca/Crowchild.	x79
Other, please specify...]	x114

Other, please specify:

- Reddit x40
- Road sign x24
- From someone else (e.g. friend, neighbour, colleague) x8
- Website x3
- Provided input in past/attended a past event x4
- Twitter x2
- Social media x2
- City advertising x2
- Councillor email/ update x2
- Radio x2
- Facebook
- Media coverage

- I was told about this project at an info session for another project.
- I think I learned about it at a Chinese cultural event downtown, can't recall for sure.
- I drive this [expletive removed] road, and googled why it's so broken
- I volunteered but have not yet been asked to participate other than these surveys.
- I have been following this since I attended the 2012 Preliminary concepts open house at McMahon
- Traffic sign on Crowchild, no effort was made to engage me or my community...I guess the new communities are not important to City Hall.
- I googled it
- Unfortunately, though I have been directly involved in this process for a few years, I continue to receive emails indirectly and not directly from the City.
- Banner on Crowchild Trail
- I had to go to City Hall to be heard as no form of communication about any of this has reached me.
- Looked up project
- Bulletin board at bus stop at 17th Ave and Crowchild
- The first mailed notice I have received was on Aug 17, 2015 although this process began some time ago and I live adjacent to Crowchild Tr.
- Found it on google while trying to figure out what was going on at 24 ave.
- I didn't do the previous community survey. Oops
- I busted my city councillor's [expletive removed] for the last proposed plan!
- I have been emailing the city for years to resolve the traffic on Crowchild Trail.
- General community uproar
- I have been involved with transportation planning since mid-90s
- These surveys should not be undertaken from June to August.
- Community Association
- Community Association did not say anything and has constantly dropped the ball on all traffic and development issues.
- Don't use Community Associations as a point of contact. They don't represent the residents only a select few.

Did you provide input on the project goals in June and/or July (e.g. through workshops, walking tours, bus tours, community events, comments on idea boards in the community or at a bus/LRT stop, door-to-door information sheet, social media, or the online discussion tool)?

Yes	x159
No	x294
I don't know	x37

If yes, do you feel your input was reflected in these draft goals? Please explain.

- Yes x13
- Some of these draft goals clearly stated my concerns.
- No. I believe the city has an agenda which will be pushed through. Citizens are shown to "agree" to this agenda through craftily worded surveys. The majority of citizens are marginalized.
- The draft goals captured a portion of my input, but some key items were missing (as indicated in the earlier pages).
- Partially yes. That is what I was expecting; I'm satisfied with that.
- I think so.
- Some

- Partially
- Minimally. The goal of this project is the increase in usability of the Crowfoot corridor, and the stated Key Principle #1 seems contrary to this goal.
- There is one aspect that became apparent in the drafts is that there are a wide range of opinions ranging from status quo to plant trees everywhere. I want a city that is well maintained, yet practical and I can be proud of calling myself a Calgarian.
- Somewhat. There seems to be some realization that something needs to be done. The focus still seems to be on the bordering communities and their inner city comfort and not the people who use the road. Calgary is a car based city, not transit or cycling, this may not be a popular choice to planners but this is a fact. We need this part resolved.
- Somewhat.
- A little bit
- Yes but it's obvious that the specific local concerns of a few are overwhelming the larger importance of this project to the whole city. This project should have never been delayed in the first place. Because the city is trying to make everyone happy this project may never get built which is unfortunate.
- Yes, but my goals are simple - make my daily commute driving on Crowchild easier / faster.
- Some of my feedback was addressed in this goals survey. My major concern and input is to do the best job we can to resolve the issues the first time around not piecemeal. Clear the bottlenecks, provide frequent and proper ramp on and off access and interchanges, allow for future expansion, restrict pedestrian and bicycle access to the roadway.
- Sure
- Yes I do. Thanks for allowing us to input online when I couldn't be at the in person sessions.
- Yes. I felt like this planning process has been drawn out far too long. Eventually there has to be some decisions made and some progress on construction!! It is impossible to please everyone.
- I am very glad to see that the city is prioritizing public transit and environmental responsibility to maintain healthy, vibrant communities.
- I think so. Mostly, I would just really like all the bottlenecks to be cleaned up so the roadway flows as an arterial in a major city should.
- It was somewhat. There is more that I want out of the expansion of crow child trail.
- Not really. My main focus is on getting traffic flowing and the priorities identified here seem to focus on peripheral issues like sound and new pathways.
- I'm concerned about Sunalta School. I don't want to see it be annexed by the City to increase the width of the Trail. We do not have many sandstone school buildings that are used for educational purposes in the City.
- The draft goals have some ideas that are in alignment with my input. I am afraid of one of the points though. I feel that providing for "more continuous traffic flow" will have other affects. Calgary is already a very car-dependent city and the expansion of highways only increases that dependence. Promoting increased automobile use through the inner city is a step backwards. Let's place emphasis on the other design goals that promote active transportation.
- No, the main goal is the efficient movement of people for social and economic purposes and through all seasons or we will not be able to afford quiet, pleasant and undisturbed communities!
- I think so.
- Sure drafts are fine but Crowchild has been screwed up for years and I honestly think that nothing is going to happen in my lifetime...look at the ring road...sorry I am so negative BUT...
- Not sure. I was at least happy to see mentioned the lanes and ramps issue on the bridge.
- I believe that many of my concerns have been considered.
- Somewhat. Given that the City has a "transportation pyramid" with walking on the top and cycling second, it's a hilarious joke how little you're willing to spend on either of these.

- Decision makers need to step back for a long term perspective=how much weight should historic community boundaries drive the function of the road, when community boundary changes would seem to solve the needs of crossing links - as the west campus is developed... those on the west side will be drawn in that direction-it does not exist today- don't think that has been factored into the "ideal"=hard to look past the current community structure for a road that needs to be built for the future.
- I live in the northwest, Traffic flow should be improved, only 1 question related to that.
- Yes, I do feel like these goals captured the main themes discussed in the engagement opportunities I participated in.
- Yes thank you - my main concerns have been addressed
- Yes. That the first few goals were that the surrounding community and other modes (transit, bicycle, pedestrian) would be as important as vehicle traffic is important.
- N/A
- Walking tour guides were very receptive to comments and the goals reflected the general thoughts and feelings of our tour with the exception of cycle lanes.
- Not really, as my major concern is that there should be NO traffic lights nor traffic crossing Crowchild at 24 Ave NW, McMahon Stadium, 5 Ave NW or Kensington during the 2 hour morning or afternoon rush hours as this causes major backups. Nearby overpasses already exist and could easily be used for access to the hospitals + university during those times.
- Possibly. Some of the issues seem to address many of my concerns
- Nope
- Some what
- Partly, yes
- They know what the concerns are from people, but will they be able to handle and execute them properly.
- Not strongly enough. The PRIMARY goal NEEDS TO be removal of all at grade intersections and traffic lights on Crowchild and fixing the Crowchild bridge deck traffic pattern.
- It is nice to have input, but my taxes pay people to make decisions. The general public, unfortunately do not always have all the facts, or knowledge, to make decisions. I am not a doctor so I would not give medical advice to someone. The City has Transportation Engineers who are intelligent. Let them make the decisions, not people who have no clue about Engineering. We have been talking about this work for years now. It would be nice to see ground broken and work done. Fix Crowchild.
- Not really reflected as it is very unpopular to expropriate people to make way for roads.
- Probably not. This is a problem road that's been around for decades; longer than I've been alive. I am highly skeptical at any change happening within my lifetime to remedy the issues, given the track record of patch-work fixes and "good enough" mentality.
- I feel this process is proceeding at a snail's pace and attempting to please too many special interest groups. Let's move on and have professionals put forth the best solutions. The slowing of the economy is presenting an excellent time to re-develop this portion of the road.
- Very well.
- I can't recall off hand what I wrote, but it seems like it is being addressed from what I can recall
- No one wants to change. No one wants to spend the money they should have spent 30 years ago. Get over it. Build the infrastructure.
- Yes, however the communication has been inconsistent. I'm also totally opposed to create a program whereby much of the communications are scheduled for July and August. If the city truly wanted constructive and important feedback the schedule should not have been so heavily weighted to the summer months. I also suspect that this was an intentional goal of the city planners. (sad really)
- My input was reflected quite well.

- It is hard to say. My feedback was to make Crowchild more vehicle friendly, but I feel like there is a cycle pathway initiative worming its way into this.
- Mostly. I believe the questions/categories were already set, so no chance to set those, just work within those. I question if we even need to consider this without looking for simple solutions first? e.g., Crowchild lights/frequent stoppage, HOV etc.
- Some of my input was reflected. However, notions of ramming a bunch of cars through the inner city still linger in the draft goals.
- Yes
- I DID NOT get a summary of the June 20 meeting I attended, only the bus tour and June 27th meeting. The goals seem a bit flowery - "motherhood and apple pie". I don't think they place enough emphasis on Crowchild and spend too much effort on surrounding communities. On that, while you define the north/south boundaries as 17th ave to 24th Ave, you DO NOT define the width of the study. Is talking about Foothills which is 5 blocks west even appropriate? Define width as well.
- I tried to provide but wasn't able to submit
- Yes, but the study is still at a very broad level.
- I feel the overall goals are, for the most part, logical, reasonable and fair. The devil is in the subsequent detailed design, and it will be interesting to see how some of the conflicting goals can be balanced.
- In my opinion, these are not "goals." They are perhaps "principles" (values, preferences) that would get used to rate project goals. The overall purpose of this project is still not clear to me. I would like to see the PROBLEM explained. Then, the solutions can be itemized and rated in relation to the principles discussed so far in this study.
- I don't know
- Yes, many of these goals were talked about in the community events. However, one goal that came up consistently in our neighbourhood (that was not specifically mentioned here) was striving to maintain property values (as well as safety, noise reduction, traffic maintenance etc. which were all mentioned in this survey). Many of us have invested significantly in our neighbourhoods (personally and financially) and maintaining property values should be a top goal.
- No mention of the impact specifically to the Sunalta Elementary School.
- No. Build a new bridge over the Bow River, no matter what the cost!!
- I think the draft goals have narrowed into the important matters. How they are handled will be very important
- yes, our group stressed that the plan had to give a very high importance to people living along the corridor and had to really work on ways to reduce car use
- No. The draft goals appear to be hijacked by a transit and bicycle fetish and the actual GOAL of the project (moving more traffic) is 2/3 of the way down the priority list. 250,000 cars go downtown, 50,000 people take transit and 8000 people ride bicycles (on the BEST of days). Please plan in order of priority. (Until transit capacity is increased, it is maxed out during rush hours. Bicycles are a reliable solution about 4 months of the year)
- Yes, I believe so. Thank you.
- Nothing I requested was missed. Glad to see the focus on transit, walking, community use of the land which goes beyond the car centric society we live in! The continuous flow and noise and aesthetics and mitigation are necessary. Don't be too hemmed in by the current corridor limitations if you need to. Make it right. A lot of lives are affected by the mess we have right now. Fit it in with the CalgaryNEXT proposal too. That section of land is wasted currently and a real eyesore to boot.
- Yes! So far, you have done a good job at listening. Keep up the good work!
- Some of it was.
- No - I feel like the focus has detailed from trying to expand Crowchild and creating a complete free flow corridor for Calgary. Other methods of transportation must be ignored (i.e. cyclist and pedestrians).

- Yes - I feel these points are reflective of the conversations held on the walking tour that i attended. The only thing I am not sure I see reflected in this survey - is trying some different approaches - like diamond shaped ramps/no left turns onto Crowchild - and attempting to implement some changes that make sense - as quickly as possible - perhaps that is the next step?
- No. The City (and particularly Druh Farrel) will do what they want to do regardless of who it impacts.
- Yes thank you. The first goal is the one I am most interested in.
- Not sure.
- Somewhat. Again, the need here is for flow-through traffic all along Crowchild Trail.
- Some of my input is reflected in the goals but I strongly object to one of them. I do not want to "provide for more continuous traffic flow on Crowchild Trail". I think that is inappropriate for an inner city roadway.
- Not sure at this point, but am looking forward to more information
- To some extent yes. I am not sure your goals are mutually achievable. I hope objective #1 maintaining and enhancing the bordering communities is truly a priority but fear that ultimately you will not be able to do this if you move ahead with adding lanes and tearing down houses
- Silly hall.
- Somewhat
- Partially. There is still an expectation apparent that traffic and cars will go away, and be replaced by transit, bikes, and walking. That's not realistic
- Yes - I was happy to see many of the items raised at the workshop.
- Yes they make a lot of sense from my perspective and I am in favor of them all to some degree.
- I think so
- No. I feel very strongly that the city is deceiving the people of Calgary by characterizing these "public opinion opportunities" as a gauge of public opinion. Having been involved with transportation planning since the mid-90s I have seen the same people attending these meetings over and over. These gatherings are grossly over-represented by people who cannot be considered "main stream" Calgarians. They are usually anti-road activists who skew the debate to their own narrow-minded views
- Yes, it was well organized, and I believe my views were shared and certainly reflected.
- Somewhat.
- Not in the least. This once again feels like a check-box step where citizen's views will be canvassed and summarily ignored in the final project, which will reflect the whims of those in control of the project. If you disagree with my cynicism, feel free to surprise me with REAL change.
- Doesn't appear to have
- Reasonably so
- Somewhat
- Yes -I saw several of my concerns in these goals
- Somewhat. Missing rush hour aspect. And you don't provide your data to the residents which is wrong...
- The survey I did was very high level....these goals seem too extensive for the project. Worried it will be too costly to do anything. May need to separate stages to get some results sooner with bigger bang for the buck portions.
- I feel the main goal is to streamline traffic flow on Crowchild through the valley and that the other goals, while all have merit, should not constrain the main goal.
- I do not know. At this point in the study it seems very political in terms of the concepts & questions. Actions and decisions are needed now. The real practical choices are very limited and the longer the City delays... the problems and costs just get bigger. Strong leadership on this project is need.
- Not particularly
- I think the goals are very high level. Too high level. There is a lot of context missing that is important.

- Somewhat. However, it's my opinion that the plan is focused on meeting the wants of too many stakeholder groups (transportation), and not focused on maintaining the integrity of the communities that the corridor passes through.
- No. There were a number of discussions about all the long overdue upgrades to the Trail (making it light free north of the river, proper ramp exit to Bow Trail Westbound), plus an exit westbound from 14th St north of the river to Memorial Drive, etc. etc.) Not discussed, prioritized, presented. The whole discussion on CalgaryNEXT and the impact on traffic was not discussed.
- So far so good.
- Pretty much except for the issue of the bridge over the river and expanding that bottleneck area.
- Somewhat. The northbound Bow Trail interchange was not noted specifically.
- Not much.
- Some
- It appears to be reasonably reflected.
- Seems as if there is a predetermined scope of construction already and we are just going through the motions.
- I believe most of my comments were captured.
- Yes, I believe that the city reps heard very clearly about the importance of Inner City Communities and what the essence of our concerns are related to our survival into the future.
- I believe the issues have been captured but would like clarification on a few of the points
- Yes, based on how I interpret the principles and the underlying goals
- Not sure - it has sounded from the beginning like better crowd means bigger and more cars. I don't see a very forward looking vision. PLEASE DON'T TURN CROWCHILD INTO THE DEERFOOT. THAT ROAD IS AN UNSAFE RELIC OF A CARBON ECONOMY.
- Somewhat
- It was very friendly and informative
- We had no community association advertisement of any opportunities. Online City website was terrible. The questions seemed biased in terms of supporting widening Crowchild Trail. I did not see any bus tours offered. I participated a year or two ago in a City Planning exercise and it was a waste of time because it seemed like a phony hypothetical exercise that could be used by the City or planner to game dealing with community feedback.

Which community do you live in?

- | | |
|--|---|
| • 9 ave NW, either west hillhurst or briar hill. | • Brentwood x18 |
| • Altadore x7 | • Brentwood Care Centre is in St. Andrews Community |
| • Arbour Lake x9 | • Brentwood Heights x1 |
| • Banff Trail x10 | • Briar Hill x8 |
| • Banff Trail, on the boundary with Capitol Hill | • Bridgeland x1 |
| • Bankview x4 | • Bridlewood x2 |
| • Bearspaw x1 | • Britannia, but I use the Trail every day. x1 |
| • Beddington x1 | • Calgary x2 |
| • Beltline x2 | • Canyon Meadows x1 |
| • Beltline (but moving to Hawkwood at some point in next 2-3 years) x1 | • Capital Hill x4 |
| • Border West Hillhurst and Briar Hill x1 | • Cedarbrae x2 |
| • Bowness x2 | • Charleswood x7 |
| • Braeside x1 | • Connaught x3 |
| | • Coventry Hills x1 |

- Coventry Hills (formerly in Silver Springs) x1
- Cranston x2
- Cranston (I commute along Crowchild)
- Crescent Heights x2
- Currie Barracks x1
- Dalhousie x8
- Discovery Ridge x1
- Does it matter? I use the road. X1
- Downtown x2
- Eamon Road NW (Rocky Ridge). x1
- Edgemont x10
- Edgemont Estates Phase 1 x2
- Evergreen x3
- Foothills Estates x1
- Forest Lawn x1
- Garrison Woods x4
- Glamorgan x1
- Glenbrook x2
- Glendale x1
- Glendale but I have lived in West Hillhurst and Killarney. x1
- Hamptons x4
- Hawkwood x16
- Hidden Valley x3
- Hillhurst x3
- Hounsfield Heights - Briar Hill x3
- I live in Scarboro. Back onto Crowchild. And I own a commercial building on 10th Ave close to the 9th Ave exit ramp off Crowchild. No one has been talking to us. We inserted ourselves in the process in order to be heard. I did not contribute to setting the goals as no one was able to properly define what problem we are trying to solve. x1
- I live in Varsity and work in Willow Park x1
- Just moved out of Charleswood, temporarily living in Garrison Woods, Sept moving to West Hillhurst x1
- Kensington x3
- Killarney x6
- Killarney - former long time Brentwood resident who would drive 5+km out of my

- way every day, both ways, to avoid Crowchild bottlenecks. x1
- Killarney/Glengarry x1
- Knob hill x5
- Lake Bonavista x1
- Lakeview x8
- Lakeview/NGP x1
- Lincoln Park x3
- Live in Renfrew but work at the University x1
- Live in Wildwood, but own a business in West Hillhurst x1
- Lower Mount Royal x1
- Lynxridge x1
- Macewan x1
- Mapleridge x1
- Marda Loop x4
- Marda Loop, but I lived in Scarboro for 26 years and have strong ties there. x1
- Marlborough x1
- Mckenzie Towne x1
- Mission x3
- Montgomery x4
- Mount Pleasant x1
- Mount Royal x1
- None of your [expletive removed] business x1
- Northaven x1
- NW x1
- Oakmount Estates x1
- Parkdale x6
- Parkland x1
- Point McKay x2
- Ranchlands x8
- Ranchland Estates x1
- Ranchlands, right along the barrier to Crowchild Trail. x1
- Richmond Park Hill x1
- Richmond x4
- Richmond/Knob Hill x8
- Richmond Knob Hill. No one here got the door-to-door information sheets. Would have been good. x1
- Richmond Park x1

- Richmond Park (west side of Crowchild) x1
- Rocky Ridge x3
- Royal Oak x9
- Royal Oak, commute to Marda Loop daily x1
- Rutland Park x6
- Sage Hill x2
- Scarboro x20
- Scarboro / Sunalta West x1
- Scarboro and Sunalta x1
- Scarboro/Shaganappi x1
- Scenic Acres x13
- Shaganappi x15
- Signal Hill x2
- Silver Springs x13
- Silverado x1
- Southwood x1
- Spruce Cliff x3
- St Andrews Heights x6
- Sunalta x8
- Sundance, but I work by the university x1
- Sunnyside x1
- Sunnyside, with a commute to Garrison Woods x1
- Thorncliffe, 64th ave x centre st N x1
- Triwood x2
- Tuscany x14
- Tuxedo, but I work adjacent to motel village x1
- University Heights x4
- Upper Scarboro x2
- Upper Scarboro/Shaganappi We are away in the summer and couldn't attend open houses. x1
- Upper Scarborough/Sunalta x1
- Valley Ridge x1
- Varsity x9
- Varsity Acres x3
- Varsity Village x1
- West Dalhousie x1
- West hillhurst x64
- West Hillhurst & Charleswood x1
- West Hillhurst / Briar Hill x3
- west hillhurst soon to be radiator spring x1
- West Hillhurst/Parkdale x1
- West-Hillhurst, west of Crowchild. X1
- westhillhurst. East of Cowchild x1
- Westmount x4
- Westmount (also considered part of Hillhurst) x1
- Wildwood x1
- Woodbine x1
- Work in Brentwood x1

CROWCHILD TRAIL STUDY

Phase 2 – Confirm Project Goals Mindmixer Online Feedback Summary

An online questionnaire was hosted on the project website from Friday, September 25, 2015 to Sunday, October 4, 2015 to gather feedback on the refined project goals. Under each of the three Key Principles for the project (maintain and enhance bordering communities; improve travel along the corridor; and improve travel across the corridor) the following four questions were asked:

- *Do you feel the goals for this Key Principle reflect the input that was provided by citizens?*
- *Do you think goals for this Key Principle balance what is important to communities bordering Crowchild Trail and the needs of the transportation network?*
- *Do you feel the goals for this Key Principle will be useful in evaluating future ideas and concepts?*
- *Do you have any comments on the goals for this Key Principle? Or if you think the goals for this Key Principle could be made better what might you change?*

Refined Project Goals

Goals in Key Principle #1: Maintain and enhance the integrity of bordering communities

- Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property, while considering all opportunities that will address the long-term needs of the corridor.
- Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.
- Consider current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.

Goals in Key Principle #2: Improve travel along the corridor

- Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.
- Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.
- Enhance the Crowchild Trail corridor to better fulfill its role as a primary route for delivery of emergency response and health services, and for connecting to major destinations.
- Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.

Goals in Key Principle #3: Improve mobility across the corridor

- Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.
- Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.
- Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.

Overall, 14 respondents provided feedback. The verbatim feedback received is provided below.

Key Principle # 1 – Maintain & Enhance Bordering Communities

Do you feel the goals for this Key Principle reflect the input that was provided by citizens?

- Yes, I can see how the input has been used to develop the goals. – x5
- Somewhat – some goals reflect what was heard more than others. – x7
- No – I don't see where citizen input was used. – x1
- I'm not sure. – x1

Do you think goals for this Key Principle balance what is important to communities bordering Crowchild Trail and the needs of the transportation network?

- Yes, I think these goals achieve the right balance. – x8
- No, these goals could be more balanced. – x3
- I don't think balance is important for this Key Principle. – x3
- I'm not sure. – x0

Do you feel the goals for this Key Principle will be useful in evaluating future ideas and concepts?

- Yes, I can see how these goals can be used to evaluate concepts. – x6
- No, I don't see how these goals can be used to evaluate concepts. – x2
- Somewhat – some goals look like they will be easier to apply than others. – x6
- I'm not sure. – x0

Do you have any comments on the goals for this Key Principle? Or if you think the goals for this Key Principle could be made better what might you change?

- No comments.
- No other comments.
- The goals must be prioritized. For instance is the primary goal to enhance parks or provide more traffic flow. Some goals will take priority in a project this complex.
- A top priority should be to simplify the road network to more traditional designs. Tire tracks across the green spaces tell us drivers are not capable of following the current roadways. Exiting at 53rd to get to Northmount is very confusing.
- Crowchild Trail is a major traffic bottleneck. The worst sections being the bridge over the Bow and the Glenmore interchange. This project is 5 years overdue already.
- Crowchild Tr. has existed for 50 years. The bordering communities have already changed and have been impacted by it so their "maintenance" is redundant. It is a waste of money to try to "enhance" communities that border a freeway. The communities will evolve naturally as they have already done.
- Ensure that the teams that work on this project refer back to this principle and goals at all times.
- I think all Calgarians' views on Crowchild should be taken equally. Instead, it appears as though mainly those whom live nearby are the only ones The City listens to. To have an adequate transportation system, of which Crowchild is a major component of, it has to address the needs of Calgarians all around the city. Not within 500 m of the road in question.
- I think people appreciate the chance to review actual concrete design proposals. Your best community feedback will be once there are some actual designs for people to see and discuss.
- In my opinion, The City will have to purchase and remove houses on 24 St N.W. behind the noise wall (east side of the existing Crowchild Trail) in order to widen the corridor or even to put a second level over the existing Crowchild Trail.

- Looks good.
- No.
- No additional comments.

Key Principle # 2 – Improve Travel Along the Corridor

Do you feel the goals for this Key Principle reflect the input that was provided by citizens?

- Yes, I can see how the input has been used to develop the goals. – x2
- Somewhat – some goals reflect what was heard more than others. – x1
- No – I don't see where citizen input was used. – x1
- I'm not sure. – x0

Do you think goals for this Key Principle balance what is important to communities bordering Crowchild Trail and the needs of the transportation network?

- Yes, I think these goals achieve the right balance. – x1
- No, these goals could be more balanced. – x2
- I don't think balance is important for this Key Principle. – x1
- I'm not sure. – x0

Do you feel the goals for this Key Principle will be useful in evaluating future ideas and concepts?

- Yes, I can see how these goals can be used to evaluate concepts. – x1
- No, I don't see how these goals can be used to evaluate concepts. – x1
- Somewhat – some goals look like they will be easier to apply than others. – x1
- I'm not sure. – x1

Do you have any comments on the goals for this Key Principle? Or if you think the goals for this Key Principle could be made better what might you change?

- Key principle #2 should be simply to move as many cars along Crowchild Tr. as possible with the least expenditure. Pedestrians and bicycles do NOT belong near freeways.
- No comments.
- The primary goal should remain, and should have always been, to create a free-flowing Crowchild Trail. Everything else should be secondary in importance. Private property was purchased when Glenmore was improved. It may be necessary with Crowchild as well.
- Why are you limiting yourself to bus service? Why not other public transit options? To me public transit is key. There will never be a road big enough to handle all the single car drivers.

Key Principle # 3 – Improve Mobility Across the Corridor

Do you feel the goals for this Key Principle reflect the input that was provided by citizens?

- Yes, I can see how the input has been used to develop the goals. – x1
- Somewhat – some goals reflect what was heard more than others. – x1
- No – I don't see where citizen input was used. – x1
- I'm not sure. – x0

Do you think goals for this Key Principle balance what is important to communities bordering Crowchild Trail and the needs of the transportation network?

- Yes, I think these goals achieve the right balance. – x1
- No, these goals could be more balanced. – x1

- I don't think balance is important for this Key Principle. – x1
- I'm not sure. – x0

Do you feel the goals for this Key Principle will be useful in evaluating future ideas and concepts?

- Yes, I can see how these goals can be used to evaluate concepts. – x1
- No, I don't see how these goals can be used to evaluate concepts. – x1
- Somewhat – some goals look like they will be easier to apply than others. – x1
- I'm not sure. – x1

Do you have any comments on the goals for this Key Principle? Or if you think the goals for this Key Principle could be made better what might you change?

- A road, even a high occupancy one like Crowchild isn't a barrier. It never has been a barrier. However, priorities have to be for the highest amount of users, and that really should be motorists on Crowchild.
- No comments.
- Travel across Crowchild Tr. should be governed by the principle of not disrupting travel along Crowchild Tr. Overpasses should be used for pedestrians and bicycles and interchanges (free of lights) should be used for vehicles.
- The entire "citizen involvement" posturing that the city planners go through is one big charade. In the end the city does what it wants and hides behind its bogus surveys to justify its bloated existence. The tax payers get the same dysfunctional, dangerous and inadequate roadways they always have.