



Crowchild Trail Study

Phase 4 - Online Engagement Summary June 2016

Project overview

The City of Calgary is conducting a transportation study to identify short-, medium- and long-term upgrades for Crowchild Tr. between 24 Ave. N.W. and 17 Ave. S.W.

Crowchild Tr. is an important roadway within Calgary's overall transportation network. Its function is critical to both the land use and transportation needs of Calgary as it continues to grow and redevelop in the coming decades.

The study consists of a six-phase process that provides multiple opportunities for Calgarians to provide feedback through each phase of the study.

Ideas and feedback received from stakeholders and the public will help The City make better decisions for the future of Crowchild Tr.

Engagement overview

Phase 4: Concept Evaluation is about evaluating the preliminary concepts against the study's goals.

At open houses in February and March, 2016, feedback received was used by the project team to further develop the ideas into a set of preliminary concepts for Crowchild Trail. The project team shared the preliminary concepts with stakeholders and the public online from June 6 to June 30, 2016.

Respondents were asked to review the preliminary concepts and to provide feedback on how well the concepts met the 11 goals of the study.

Approximately 1300 ratings were received online.

What we asked

Participants had an opportunity to:

- Learn about the preliminary concepts by geographic section.
- Review what we heard about parks and green spaces, transit, walking and cycling connections, noise attenuation and transportation measures.
- Review the details of a No Build scenario.

The purpose of the online engagement was to evaluate the preliminary concepts against the study's 11 goals:

Key Principle #1: Maintain and enhance bordering communities

- Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property.
- Address how changes to Crowchild Trail will affect traffic patterns and safety in bordering communities.
- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.

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.

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 for bordering communities and businesses if access to Crowchild Trail is removed or changed.

Respondents were asked to review each concept and rate whether the concepts met the goals well, somewhat well or did not meet the goals. The seven concepts were grouped by geography into four sections of the study area:

North Section: Between 24 Ave. N.W. and University Dr. (near McMahon Stadium).

- Optimization between 16 Ave. N.W. and 24 Ave. N.W. (short- to medium-term improvement)
- 16 Ave. N.W. and 24 Ave. N.W. Interchanges (medium- to long-term improvement)

Central Section: Between University Dr. and Memorial Dr. (the 5 Ave. N.W. / Kensington Rd. area).

- Kensington Rd. Interchange (medium- to long-term improvement)
- Central Tunnel (long-term improvement)

Bow River Bridge Section: Between 5 Ave. N.W. and Bow Tr. / 10 Ave. S.W. (including the Bow River Bridge).

- Bow River Crossing (short-term improvement)

South Section: Between Bow Tr. and 17 Ave. S.W. (the Sunalta / Scarboro area).

- 17 Ave. S.W. Optimization (short- to medium-term improvement)
- Rebuild Crowchild Tr. Bridges (long-term improvement)

What we heard

The following is a high level overview of what we heard via the online engagement:

- In the **North Section**, most participants felt that the short- to medium-term concept for optimization at 16 Ave. N.W. and the medium- to long-term improvements for interchanges at 16 Ave. N.W. and 24 Ave. N.W. both meet the key principles well. Some participants indicated that the interchanges could be implemented as short-term solutions.
- In the **Central Section**, most participants felt that an interchange at Kensington Rd. either somewhat meets or meets the key principles well because it improves access across the corridor and connectivity for people who walk, bike and or take transit. Most participants felt that the medium-to long-term improvement of a tunnel meets the key principles because it decreases noise and improves traffic flow and connectivity across Crowchild Tr. for people who drive, walk, bike, and/or use transit.
- In the **Bow River Bridge Section**, most participants felt the concept meets the key principles well because it improves traffic flow and connectivity for people who walk and bike, and limits impacts on bordering communities, adjacent properties and businesses.
- In the **South Section**, most participants indicated that the short- to medium-term improvements for optimization at 17 Ave. S.W. and the long-term improvements to rebuild the Crowchild Tr. bridges both meet the key principles.

For a more detailed summary of the input that was provided, please see the [Online Engagement Summary of Input](#) section.

For a verbatim listing of all the input received online, please see the [Verbatim Responses](#) section.



Next steps

Feedback received during in-person and online engagement sessions in May and June, 2016, along with the technical review, will help the project team develop draft recommendations for Calgarians to provide feedback on in **Phase 5: Concept Selection and Recommendation**.



Online Engagement Summary of Input

- '✓' indicates that participants felt the idea meets or somewhat meets the key principles of the study
- 'x' means that participants felt the idea does not meet the key principle

North Section: Between 24 Ave. N.W. and University Dr. (near McMahon Stadium).

Optimization between 16 Ave. N.W. and 24 Ave. N.W. (short- to medium-term improvement)

- ✓ Participants felt that the concept meets the key principle to maintain and enhance bordering communities because it is a short-term solution that could be implemented before the medium- to long-term improvements. However, participants indicated concerns that the concept limited access to/from Crowchild Tr. and doesn't improve traffic flow.
- ✓ Participants indicated that the concept meets the key principle to improve travel along the corridor because it is a short-term solution and improves access to/from Crowchild Tr. However, some participants indicated concerns that the concept doesn't improve traffic flow.
- ✓ Participants felt that the concept meets the key principle to improve mobility across the corridor. However, some participants indicated concerns about safety, limited access to/from Crowchild Tr. and were mixed on whether the concept improved connectivity for people who walk, bike and/or use transit.

16 Ave. N.W. and 24 Ave. N.W. Interchanges (medium- to long-term improvement)

- ✓ Participants felt that this concept meets the key principle to maintain and enhance bordering communities as it reduces traffic in neighbourhoods, improves access to/from Crowchild Tr. and could be implemented as a short-term solution. However, some participants indicated concerns about the negative impacts to adjacent properties and bordering communities.
- ✓ Participants felt that the concept meets the key principle to improve travel along the corridor because it improves traffic flow and safety for people who walk, bike and/or use transit. Participants also felt that the concept could be implemented as a short-term solution. However, participants indicated concern that the concept doesn't improve connectivity for people who walk, bike and/or use transit.
- ✓ Participants felt that the concept meets the key principle to improve mobility across the corridor because it improves access to/from and across Crowchild Tr. However, participants indicated concerns about safety, connectivity for people who walk, bike and/or use transit and the complexity of the proposed changes.

Central Section: Between University Dr. and Memorial Dr. (the 5 Ave. N.W. / Kensington Rd. area).

Kensington Rd. Interchange (medium- to long-term improvement)

- ✓ Participants felt that this concept meets or somewhat meets the key principle to maintain and enhance bordering communities because it improves traffic flow, is cost effective and enhances green space/parks. However, participants indicated concerns about the negative impacts to adjacent properties, increased traffic in neighbourhoods, increased noise and that it may not improve traffic flow.
- ✓ Participants indicated that the concept meets or somewhat meets the key principle to improve travel along the corridor because it improves traffic flow. Some participants indicated that the concept could be implemented as a short-term solution. However, participants indicated concerns about the impacts to bordering communities and adjacent properties, increased traffic in neighborhoods and that it doesn't improve traffic flow or connectivity for people who walk, bike and/or use transit.
- ✓ Participants felt that the concept meets or somewhat meets the key principle to improve mobility across the corridor but had mixed views on whether it improves traffic flow or enhances connectivity for people who walk, bike and/or use transit. However, some participants indicated concerns about negative impacts to adjacent properties, increased traffic in neighbourhoods and limited access to/from Crowchild Tr. at 5 Ave. N.W.



Central Tunnel (long-term improvement)

- ✓ Participants felt that the concept meets the key principle to maintain and enhance bordering communities because it decreases noise and improves traffic flow and connectivity for people who walk, bike and/or use transit. However, participants had concerns about the cost and negative impacts to bordering communities and adjacent properties.
- ✓ Participants indicated that the concept meets the key principle to improve travel along the corridor because it improves traffic flow and connectivity for people who walk, bike and/or use transit. However, participants indicated concerns about cost, construction and negative impacts to bordering communities.
- ✓ Participants felt that the concept meets the key principle to improve mobility across the corridor because it improves traffic flow and access across Crowchild Tr. as well as enhances connectivity for people who walk, bike and/or use transit. However, participants indicated concerns about cost, limited access to/from Crowchild Tr. and impacts to adjacent properties and bordering communities.

Bow River Bridge Section: Between 5 Ave. N.W. and Bow Tr. / 10 Ave. S.W. (including the Bow River Bridge).

Bow River Crossing (short-term improvement)

- ✓ Participants felt that the concept meets the key principle to maintain and enhance bordering communities because it improves traffic flow, enhances connectivity for people who walk and bike, and limits impacts to adjacent properties, communities and businesses. However, participants indicated concerns about noise and that the concept may not improve traffic flow or enhance green spaces/parks.
- ✓ Participants indicated that the concept meets the key principle to improve travel along the corridor because it is a good short-term solution to improve traffic flow. However, some participants had concerns that the concept would not improve traffic flow and is not cost effective.
- ✓ Participants felt that the concept meets the key principle to improve mobility across the corridor. However, some participants indicated concerns that changes proposed by the concept won't improve traffic flow and access or connectivity for people who walk, bike and/or use transit.

South Section: Between Bow Tr. and 17 Ave. S.W. (the Sunalta / Scarboro area).

17 Ave. S.W. Optimization (short- to medium-term improvement)

- ✓ Participants felt that this concept meets the key principle to maintain and enhance bordering communities. However, some participants indicated concerns about cost, limited access to/from Crowchild Tr. and traffic flow along the corridor.
- ✓ Participants felt that this concept meets the key principle to improve travel along the corridor. However, some participants had mixed views about costs and whether the concept would improve traffic flow as well as concerns about limited access to/from Crowchild Tr.
- ✓ Participants felt that the concept meets the key principle to improve mobility across the corridor because it enhances connectivity for people who walk and bike. However, some participants indicated concerns about impacts to transit routes.

Rebuild Crowchild Tr. Bridges (long-term improvement)

- ✓ Participants felt that this concept meets the key principle to maintain and enhance bordering communities because it improves traffic flow. However, there were concerns about limited access to/from Crowchild Tr.
- ✓ Participants felt that this concept meets the key principle to improve travel along the corridor. However, some participants indicated concerns about limited access to/from Crowchild Tr.
- ✓ Participants felt that this concept meets the key principle to improve mobility across the corridor. However, some participants indicated concerns about connectivity for people who walk and bike and limited access to/from Crowchild Tr.

Verbatim Responses

The number in the table (e.g. “x2”), indicates the number of times that the concept was evaluated as not meeting the goal, somewhat meeting the goal or meeting the goal well.

North Section: Between 24 Ave N.W. and University Dr. N.W. (near McMahon Stadium)

Optimization between 16 Ave. N.W. and 24 Ave. N.W. (Short- to Medium-Term Improvements)

How well does the concept meet the study’s 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x14	x72	x177
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x17	x50	x196
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x26	x78	x159
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x28	x84	x151
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x7	x55	x201
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x8	x56	x199
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.	x7	x33	x223
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x13	x29	x221
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x18	x67	x178
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x14	x62	x187
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x14	x67	x182



Key Principle 1: Maintain / enhance bordering communities

- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Tr. - You give us absolutely no way to evaluate 'current' or 'visually-pleasing'. There are no pictures to evaluate and no information about these things.
- The stop light needs to be better done. More lighting and potential better signalling. The huge towers at the stadium block a lot of the visibility. Also getting on and off the highway is painful. Traffic overflow sucks. Instead I find it impedes a lot of the traffic.
- Great idea to hook access from 16 Ave. to Crowchild Tr., would alleviate a lot of cut through traffic in surrounding neighbourhoods with lots of school, pedestrian and bike traffic. These two main thoroughfares should have been better connected ages ago.
- Minor improvements for walk/bike at Crowchild Tr. included, but do not connect to anything. To be a complete streets compliant project, sidewalks must be added to connect along 16 Ave. N and Motel Village service road. No way to access bus stop. Will require rectangular rapid flashing beacon at pedestrian crossing of ramp to avoid conflicts between pedestrians and accelerating motorists.
- Nice short-term adjustment to reduce travel times.
- Why are you wasting my money? This is [omitted] even for short term. Until we have the money, we have to save and may as well build something useful like what you show on the long term plan.
- I live in the community of Capitol Hill. If left hand turns from westbound 24 Ave. to southbound Crowchild Tr. are limited this will significantly affect our access and connection to Crowchild Tr. I do not support this at all.
- Still no direct access from 16 Ave. eastbound to Crowchild Tr. northbound - these drivers still have to use Banff Tr. or cut through the neighbourhood. It's a good start though!
- I think without removing the lights along Crowchild Tr. that the traffic noise will be just as bad.
- This looks great! Should have been done years ago!
- Please see comment made for Key Principle #3.
- Any short term development to this part of Crowchild Tr. will only create more problems in the long run. You are trying to put a small Band-Aid on a large wound, it won't work. Fix the problem right the first time. Put the tunnel all the way under the river and back up to street level after bow trail exits. Straight through drivers use the tunnel all others use the street level road.
- Yes I agree with the ideas proposed
- These answers should also have N/A, since some of them don't apply to these changes, in my humble opinion.
- Why does it even matter if green spaces and park spaces are "enhanced" along the corridor? This should be a non-issue.
- This seems to have little effect on the bordering communities aside from reducing access to the Banff Tr. businesses and mildly improving right lane flow northbound Crowchild Tr. Closing down left turn on 24 St. during rush hours will negatively impact bordering communities.
- This will cause severe backup on the already nightmarish 16 Ave. westbound during rush hour, similar to what happens at Memorial Dr. westbound to Crowchild Tr. northbound, where there is much more "ramp" available for vehicle storage off the mainline.
- Ramp will actually cause more congestion and is a bad idea. Using motel village road where dedicated lane exists just before 24 Ave. works just fine. Just need to educate drivers to use the dedicated lane and then merge over.
- I don't support this being the #1 key principle. The maintenance of existing communities serves the needs of a limited number of citizens while ignoring the necessity of improving traffic flow along a major city artery which impacts a significantly larger number of citizens.
- No work has been proposed to enhance green spaces in this plan, these spaces already exist.
- Improve the sidewalk along Crowchild Tr. by McMahon Stadium to accommodate larger crowds after events.
- Don't really care about this principle. The plans seem to fit it though. Let's get it started!
- This will allow a significant reduction in cut-through traffic on 19 St. and 24 Ave.
- This meets the goals somewhat, but the longer term goals should be pursued immediately. These steps would put us to where we should have been 8 years ago.



- Unclear: Eastbound 16 Ave. traffic should make a left at the lights at the new on ramp rather than at Banff Tr. I assume this is the plan but was unclear.
- Fine as a minimal improvement in the short term until a full proper fix can be implemented and constructed.
- These goals are miss guided you need to re-evaluate the priority to be more focused on traffic flow.
- Reversion from expressway to regular city street is the only way to truly deliver this goal to the communities it borders. Think Spadina Ave. in Toronto.
- Sure seems like a good plan, but doesn't really help Crowchild Tr. congestion.
- Uhhh where is the options to answer "meets the goal in the same fashion as today"? In other words I would like the solution where everything is the same, except more traffic flow
- Reduces shortcutting through motel village.
- Doesn't fix the congestion. We need to get rid of the traffic lights south of McMahon Stadium. This should be a thru-way road. No congestion must be goal #1.
- Larger cities with more people and more cars have turned busier roads in to safer (slower) with more transit priority. You don't have to build expensive bridges that force pedestrians and cyclist out of their way. Slow traffic down give pedestrians protection and priority using bollards. Don't emphasis traffic flow because it a huge waste of money.
- This is even less than a Band-Aid solution. It may provide some temporary relief (maybe), but doesn't address the huge traffic flow problem.
- No major land-use changes, either positive (green space, visually pleasing, noise reduction) or negative (demolition).
- These questions are confusing and poorly worded.
- These goals are immaterial to me.

Key Principle 2: Improve travel along the corridor

- Walk/bike routes not continuous. The addition of a ramp here should coincide with changes to the Banff Tr. road along the C-Train tracks. If track is to be diverted away from that road, it should be changed to reflect this, rather than simply adding capacity in addition to this road.
- Don't waste my money please.
- Left turn restrictions and removal of un-signalized intersections should help with rush hour traffic.
- Left-turn signal reduction an issue, esp. at 24 Ave.: often lanes back-up due to left-turning cars blocking up far left lanes.
- This proposal is really peripheral to the traffic flow problems on Crowchild Tr. which originate with the bottlenecks starting south of the river. It will enhance access to Crowchild Tr. North off of 16 Ave. I fully support pedestrian and bicycle traffic being accommodated on other streets and roadways given Crowchild Tr.'s importance to major north-south vehicular traffic - a more modest Deerfoot Tr. West, if you will.
- Does not address the serious traffic impact issue at the traffic light access to McMahon Stadium
- An interchange is needed at 24 Ave. and Crowchild Tr. This is the main entrance to the University! Why was an interchange built at 50 Ave. and Crowchild Tr. before this one? Prioritize things better please.
- These are not specified in the plan. Bus service must be minimum every 15 minutes during most of the day (7AM-9PM) to provide "convenient high capacity high frequency" service. Traffic flow improvement is the wrong goal for a modern city.
- I see no impact on pedestrian, cycling or transit on Crowchild Tr. I absolutely love the on-ramp from westbound 16 Ave. to northbound Crowchild Tr. I drive this route regularly and having to route around through Motel Village and then turn right onto Crowchild Tr. is a huge mess. The sooner the better!
- Short term improvements just delay long term work go right to long term solution.
- So weird that things aren't quite standardized here in Calgary as compared to Toronto. Highways are not as nice. In fact even the speeding limit is very different.
- Smoother traffic flow from 16 Ave. westbound to Crowchild Tr. northbound.
- Save the cost, this has very low impact



- Direct ramp from 16 Ave. to Crowchild Tr. northbound will have benefits but may increase total flow on both - I avoid this area because there is no easy way to make that turn.
- City MUST fix 16 Ave.-Crowchild Tr. access
- Excellent idea to replace Banff Tr. access with a ramp; this has always been a strange access point, and reducing traffic on this road would help improve pedestrian safety in Motel Village and around Banff Tr. LRT station.
- This concept is removing the bottleneck where northbound Crowchild Tr. goes from 2 lanes to 3 due to the addition of the ramp from 16 Ave. In my experience, there is not usually a back-up directly caused by the uncontrolled intersections. Closing these will not have a significant impact. This concept does nothing more than currently exists to improve traffic flow.
- Have lights entering McMahon Stadium parking lot only used during events. E.g. Football games.
- The weaving area on Crowchild Tr. is should be its own lane from that point to have them merger over will slow down Crowchild Tr.
- Closing down left turns onto 24 St. from northbound Crowchild Tr. while not addressing left turns from southbound Crowchild Tr. seems counter-intuitive as both slow traffic equally depending on direction. Removing the left turn onto 24 St. from either direction will direct that traffic into the neighbouring communities to perform U-turns and generally increase noise and traffic volume in the residential areas.
- Just adds another merge-in lane to Crowchild Tr., without eliminating the existing movement that is at least controlled by lights and/or a stop sign.
- Most pedestrian and cycling routes in this plan already exist and are somewhat disjoint. No bus service has been proposed in this plan along Crowchild Tr. proper; convenience of proposed bus routes along University Dr. appear to be placed well. Foothills Hospital resides to the west of Crowchild Tr., there have been no significant improvements in this plan for traffic flow from Crowchild Tr. north or southbound to westbound 16 Ave. for emergency access; off-ramp from 16 Ave. to northbound Crowchild Tr. is a welcome change. While it is understandable that the main bottlenecks on this section of Crowchild Tr., 23 and 24 Ave.'s, cannot be addressed with an interchange in the short term, it should be questioned the necessity of maintaining access to 23 Ave. when access to the Motel Village area via 16 Ave. is possible. Closing un-signalized intersections is a start, but the impact is minimal as they are not regularly heavily used.
- If there are going to be multiple road closures along the Motel Village service road, the 23 Ave. N.W. intersection with Crowchild Tr. needs to be addressed. Traffic will bottleneck there with vehicles trying to exit at that light - it already bottlenecks with the other entrance points on the service road still accessible.
- I think the ramp will cause additional traffic backups on Crowchild Tr. as it becomes easier to merge on. I don't see how this wouldn't negatively impact traffic flow here.
- As long as a traffic light remains at 16 Ave and/or 24 Ave., traffic flow will not be improved.
- This seems like more of a temporary fix to reduce short-term congestion and pressure points. However, it does not look at the long-term efficiency in the area.
- Fine as a minimal improvement in the short term until a full proper fix can be implemented and constructed.
- This will help get more traffic onto Crowchild Tr. Seems to be counterproductive, but may allow people to use other routes to get to Crowchild Trail North,
- Good short term improvement.
- I'm not seeing an overpass or real solution here. Perhaps that's in another part of the survey and this is just another short term hack to avoid actually doing something to fix the issues that have been around since the 1970's
- This will do nothing to fix congestion. Need overpasses and no lights...
- Concerned that the off-ramp onto Crowchild Tr. will backup, particularly at rush hour. This does not show the lights at 24 Ave. being removed at this stage. There's always a backup here. If the road through Motel Village becomes one-way, are there still going to be multiple exit points for hotel guests in the case of an emergency, e.g. a major fire?
- We spend tons of money on bike lanes, people still never use them they use roads instead. Though I like that The City would not put them on Crowchild Tr.
- Not as focused on Crowchild Tr. as it is on 16 Ave./24 Ave. which isn't a huge issue, slight bottle neck there but blocking that left turn at 24 Ave. helps I believe



- Any lights will continue to hamper traffic flow
- Bottle necks are the traffic light and reduced lanes
- The real problem in this area are the traffic lights that come from Kensington Rd. to 24 Ave. In peak hours it would be much better to keep Crowchild Tr. with green lights and re-route the other corridors to Memorial Dr., 24 Ave. and Charleswood Dr. to let traffic cross Crowchild Tr.
- Some of these goals are N/A
- I don't see any improvement in traffic flow. I would like to see foothills stadium replaced so the alignment for 24 Ave. could be shifted to allow an interchange there, then Motel Village and McMahon Stadium could be serviced off of service roads from there instead of from Crowchild Tr.
- The problem with this section is the "goals". Pedestrian and cycling routes should be far less of a priority versus providing more continuous traffic flow.
- Again see previous comment regarding new ramp being bad idea
- On-ramp from southbound Crowchild Tr. to westbound 16 Ave. should be evaluated. If there was an additional lane or weave zone between the off-ramp southbound Crowchild Tr. and N.W./University it would allow for a proper merge not a yield with a bit of a blind spot. As a paramedic I have been involved in a few close calls here.
- Pedestrians don't factor into Crowchild Tr. traffic flow except before and after stadium events. Bikes are a non-factor along Crowchild Tr. Buses and Emergency vehicles are stuck in the same bottlenecks as cars. The most efficient way to improve traffic is the elimination of Crowchild Tr. access at 5 Ave. and 24 Ave. and intersection improvements (eliminate the lights) at 16 Ave. and Kensington Rd.
- About time!! Seriously, I've been wondering for years why this change wasn't made. Forcing traffic from westbound 16 Ave. to access northbound Crowchild Tr. through Motel Village is ridiculous.
- Great first step, but let's just get started on the long term and bigger solution to the corridor.
- This meets the goals somewhat, but the longer term goals should be pursued immediately. These steps would put us to where we should have been 8 years ago.
- Unclear: The 16 Ave. to Crowchild Tr. on-ramp needs to be long enough to get up to speed and merge. This is not the case with all on ramps in Calgary. I'd the plan is to eventually increase the speed limit in this section the ramp length should accommodate this objective in the future (whether that means extended at that time or taking this into account in the short term to not impact traffic flow on Crowchild Tr.).
- The on-ramp from 16 Ave. to Crowchild Tr. increases the ease of connection, however, this is a high congestion point during rush hour already. By adding the on-ramp, it will only increase the congestion in that specific area.
- The proposal is a short-term solution. Eventually traffic lights will have to be eliminated to accommodate steady flow of traffic. As Calgary's population grows so too will the demands on this important artery. We need an intersection similar to 14 S. N.W./John Laurie Blvd. so that northbound traffic can flow through 24 Ave. (no lights!). I like the right hand turn lane from 16 Ave. to northbound Crowchild Tr.
- 23 Ave. intersection still a traffic inhibitor - enhance vehicular access to LRT parking off 24 Ave. and 26 Ave.
- Go to long term solution to increase traffic flow
- Move bus stops off of Crowchild Tr. onto a street parallel to Crowchild Tr. to improve traffic flow and safety.

Key Principle 3: Improve mobility across the corridor

- What about access to Crowchild Tr. northbound from 16 Ave. eastbound? This really only addresses what is largely a p.m. peak movement (westbound-northbound).
- No way to access bus stop. A new connection for pedestrians, but nowhere to connect to.
- Again.... DON'T waste my money on this silliness.
- What is the alternate access to Crowchild Tr., if access from 24 Ave. is restricted or limited?
- Stifling access to the Banff Tr. businesses will make it onerous for customers and ultimately hurt those businesses. The increased speed of vehicles travelling from 16 Ave. onto northbound Crowchild Tr. will make it tougher for northbound traffic moving to eastbound 24 Ave. to get into the right lane while northbound traffic from 16 Ave. is moving out of it when the 24 Ave. and Crowchild Tr. intersection is stopping northbound/southbound traffic and will cause congestion. This plan needs continuous flow to work smoothly.
- Doesn't seem to change bus or pedestrian or cycling routes in any meaningful way.

- Will the cross walk on the ramp have pedestrian lights?
- Fine as a minimal improvement in the short term until a full proper fix can be implemented and constructed.
- Expressway cannot deliver safe and accessible transit. Reduce speed limits to 50km, design a street for people, not a road for cars.
- Do not build expansive and useless bridges. Slow down traffic and actually make crossings safe for pedestrians and cyclist. If you build roads that allow people to drive unsafe they will (wide lanes with high speed limits). Slow the whole road down to 50km south of Charleswood Dr.
- I see no impact on pedestrian, cycling or transit on Crowchild Tr. The access change is a positive one and won't limit access to Motel Village businesses.
- Move transit stops from Crowchild Tr. onto parallel streets, this will increase traffic flow and safety (reduce safety issues of buses moving in and out of traffic when pulling over into bust stops). Cyclists should be moved onto other parallel streets to improve their safety. Mobility would be better improved by going to final solution and jumping over short and intermediate solutions.
- Does not address the problem of that area. The lights at 24 Ave. are a major problem
- I'm only afraid of how these new changes will delay traffic to date. I hope there is a good plan in place to make everything work out accordingly.
- I would never ride my bike across the 16 Ave./Crowchild Tr. interchange. Not pedestrian friendly. I'd rather cross at the pedestrian bridge near McMahon Stadium.
- Motel business access gets screwed up with the introduction of 1 way and there is nothing else proposed to compensate for this.
- I see only one small change due to the addition of the ramp to northbound Crowchild Tr.
- The new ramp should remove pressure from Banff Tr., allowing easier access to Motel Village despite reduced direct access from Crowchild Tr.
- Moving the 'cut through Motel Village ' traffic will have huge safety and noise reduction benefits for that area too! Should also decrease the amount of traffic using 19 St. and 24 Ave. to access Crowchild Tr. too.
- The only major issue I see with this plan is the lack of a pedestrian bridge at the 16 Ave. west to Crowchild Tr. north ramp site. By having a ground-level crossing here, you will increase the risk of pedestrian-vehicle collisions, and also inhibit the effective merging of traffic at this spot. An overhead bridge would negate this potential hazard.
- There is no need for a full interchange at Crowchild Tr. and 24 Ave. NW. Crowchild Tr. overpass at 24 Ave. is sufficient to have 24 Ave. east of Crowchild Tr. access U of C and related facilities and anticipated growth. Crowchild Tr. and 16 Ave. N.W. interchange access to University Dr. would provide for all Crowchild Tr. (northbound and southbound) and 16 Ave. (eastbound and westbound) to University Dr. and on to and from U of C and related facilities. Crowchild Tr. is 6 lanes. 16 Ave. is 6 lanes. 24 Ave. WEST of Crowchild Tr. is 4 lanes but 24 Ave. EAST of Crowchild Tr. is only 2 lanes and is a residential street. 24 Ave. EAST of Crowchild Tr. is only overburdened with traffic now due to the difficulty of getting from 16 Ave. to Crowchild Tr. NORTH. Fix the super (but simple) interchange at Crowchild Tr. and 16 Ave. and there is no need for a full interchange at 24 Ave. N.W. An overpass perhaps but a full interchange ... NO!
- Once again, the goals are the problem. These are the wrong goals for this project.
- See earlier comments on pedestrian and cyclists.
- Access to east side businesses will be decreased especially from northbound Crowchild Tr, and 23 Ave. will be a bottleneck. This would be a negative impact to those businesses, and to customers wishing to access them.
- The service road that runs parallel to 16 Ave. and Crowchild Tr. is dangerous and access to Motel Village should be safer.
- This meets the goals somewhat, but the longer term goals should be pursued immediately. These steps would put us to where we should have been 8 years ago.
- Addresses pedestrian access but not bicycle.
- Communities that oppose updating Crowchild Tr. to modern standards should know [omitted] It's a major transportation corridor, [not just a community access road]. So minor fixes [focus on community] but continue to make Crowchild Tr. a major roadway built for a city of 100,000 are not acceptable.
- No traffic lights please.

- It's not clear if that pedestrian access is elevated to go over the off-ramp, or whether it is another street level crossing. If it's street level, this is disappointing, and will add to traffic congestion and pedestrian safety issues.
- No brainer for accessing Crowchild Tr. northbound
- I think that there will be a lot less traffic turning left from 24 Ave. onto Crowchild Tr. heading South if the connection at 16 Ave. is made. Reducing the left turn traffic makes it difficult to get out of the neighbourhood for local traffic.
- Again, not applicable in this setting
- I would like to see bike access improved to McMahon Stadium from the LRT station; perhaps a divided cycle track between the stadium and the station that also crosses the pedestrian bridge. This may involve looking at the current age of the bridge and recommending long-term replacement and enhancement.
- On-ramp from southbound Crowchild Tr. to westbound 16 Ave. should be evaluated. If there was an additional lane or weave zone between the off-ramp southbound Crowchild Tr. and N.W. University Dr. it would allow for a proper merge not a yield with a bit of a blind spot. As a paramedic I have been involved in a few close calls here.
- Eliminate Crowchild Tr. access at 5 Ave. and 24 Ave. except for right turns and allow traffic to flow from one side of Crowchild Tr. to the other at those intersections. At those intersections, allow for traffic to cross Crowchild Tr. and make a U-turn which would enable traffic to merge onto Crowchild Tr. as a right-turn merge. This would eliminate the requirement for a left turn at both those intersections.
- No changes proposed to pedestrian and cycling paths, appears to use existing system already in place.
- Do not lose sight that all pedestrian traffic in this area is not crossing Crowchild Tr. to access transit, many are walking to the shopping centre, the University, and sporting events.
- See above comment.
- Don't really care about 'across' the corridor. I focus on travel up and down the corridor itself. Get it started.
- Fine, but low priority
- The second types of question should be in the form of an add-on. There are always options to build pedestrian overpasses. If this is a goal, then every solution which does not add an interchange have an "add 3 pedestrian overpasses" in order to satisfy the goal. Or maybe they do and I just haven't got there yet. Still seems like a rather bad comparison, as any solution can simply add overpasses to satisfy the goal. There is then no difference in the solution for this goal
- Motel Village entrance by pedestrian bridge to McMahon is terrible. Always use the signalled one set for closure as it flows way better.
- It's unclear if you're removing that light into Motel Village off Crowchild Tr. And the second light on 16 Ave. (west light) should of been gone when the east light was put in.



North Section: Between 24 Ave N.W. and University Dr. N.W. (near McMahon Stadium)
16 Ave. N.W. and 24 Ave. N.W. Interchanges (Medium- to Long-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x9	x19	x86
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x13	x25	x76
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	X25	x34	X55
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x18	x34	x62
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x9	x29	x76
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x14	x42	x58
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.	x22	x24	x68
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x23	x26	x65
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x14	x42	x58
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x11	x28	x75
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x20	x27	x67

Key Principle 1: Maintain / enhance bordering communities

- Build more roads. Just build, build, build [omitted] Look at how much area the roadways and infrastructure for vehicles is taking up. All of that is a liability and generates zero tax revenue. Then in ten years after building this, you have even more problems downstream and then you can keep building, building, building. All the while, making it even easier to drive relative to other modes [omitted].
- Lights at 24 Ave. must be removed. This is the only way to eliminate congestion at this area
- I have serious concerns about the change to the access to St. Andrews Heights. There is only one route into the neighbourhood from the west side currently, and this change would significantly lengthen the time it would take for a vehicle to enter the neighbourhood coming from the south. Similarly it is unclear how a vehicle travelling from the north would enter. Given the already very restricted access to the neighbourhood this would be a serious risk in limiting access for emergency vehicles, or if the now single entrance/exit were closed off, completely closing off the neighbourhood.
- Local park area is reduced for traffic circles and increased corridor size. Impacts on local churches (one removed and another's property heavily impacted) could be seen as a negative to the local communities.
- GOAL: IMPROVE TRAFFIC FLOW - attempt to minimize impact, but this is a Cost related factor. Enhancing, visually pleasing - adjectives that are very meaningless truthfully. Design seems overly complex and likely costly. And use of 'access' lanes (using Brentwood as example) will likely increase local access congestion with use of single lane roads. Likely business will fall off for those businesses impacted.
- Though some realignment helps, it looks as though there will be significant impacts in and around 24 Ave., due to the sheer scale of Crowchild Tr. and attempting to retain four lanes on 24 Ave. across. This results in property loss and could be detrimental to the pedestrian and community environment, in an area where lots of students and faculty staff walk to/from U of C. Instead of a four-lane 24 Ave. across Crowchild Tr., would it be possible to have a two lane overpass, have the eastbound right (second) lane on 24 Ave. feed off onto Crowchild Tr. and the westbound right (second) simply be a continuation of the exit ramp from southbound Crowchild Tr. 24 Ave. should not be a major roadway east of Crowchild Tr. and this plan is leaning too much towards making it one. It should remain a community roadway. Reducing the lanes across the overpass might lessen the impact on the adjacent community.
- These goals are immaterial to me and are here so that people will think their concerns are being heard.
- Big new interchange at 16 Ave. will take forever to build and make area more unsightly.
- Moderate to high impact to surrounding area, but design minimizes extent of impact in a cost-effective way.
- Crowchild Tr. is THE major corridor in N.W. Calgary and its beauty is not the first priority. Nobody wants to spend time inhaling exhaust in green spaces, parks and pathways next to a major road. We head to parks a few blocks away from them. The noise reducing walls should be OK looking and reasonably priced, not more "visually pleasing" than in the rest of Calgary [omitted].
- I love the roundabouts! SUCCESS! Bring on more of them EVERYWHERE! Depending on what happens with the stamps new stadium, getting to McMahon Stadium for an event from northbound Crowchild Tr. could be better somehow? Urban Boulevard and a tunnel seem fine to me!
- Overall, this plan does not address the redevelopment of McMahon Stadium and Foothills Athletic Park which will happen and could have a major impact on this area.
- My thoughts on the 24 Ave. and Crowchild Tr. intersection has always been that it should be restricted to right-turn-only traffic. Southbound Crowchild traffic can turn left at 32 Ave. or 16 Ave., while northbound traffic can exit via University Dr.
- As an option, consider running 24 Ave. N.W. as an underpass below the LRT track if possible to create a gradual tunnel. This will allow reducing noise impact on the neighbouring communities.
- St. Andrews Heights is very negatively impacted by changes to University Dr. Exit from 13 Ave. to Crowchild Tr. southbound is very awkward: traffic circle needs to be 2 lanes wide; with yield sign on 13 Ave. entering circle, when busy, there will be backups and get difficulty exiting St. Andrews Heights. Loss of 12 Ave. exit to Crowchild Tr. South is negative. Solution: make an exit from 13 Ave. directly to Crowchild Tr. South without involving traffic circle? Very concerned about emergency access especially fire trucks to St. Andrews Heights as ONLY other entry is from 29 St. and this is tight for big trucks. For St. Andrews Heights exiting to 16th eastbound is made really

convoluted with 2 circles. Don't like loss of direct exit from Crowchild Tr. South on to 13th Av & into SAH - but don't see any way around this - note that plan will necessitate coming off at 24th Av & negotiating 3 circles on University Dr. to 13th! Arrgh! This is not optimum. Concerned about heavy traffic into McMahon Stadium on game/event days. There is very heavy use of University Drive at these times into stadium/university parking lots. The exit from Northbound Crowchild Tr. to University Dr. and into the Traffic Circle Complex at such times will result in total gridlock in my opinion. It'll be bad enough with students' access and exiting from those lots too - every school day.

- Removing the expressway is the only way to give this space back to the community.
- This is a good plan to reduce as much as possible from affecting business but the Latter-Day Saints Church is affected.
- St Andrews Heights is threatened with becoming an island where a pedestrian takes their life into their hands trying to walk out to North Hill Library, University School or Foothills Hospital. There is a bluff to the south where cars cannot drive, but free running dogs jump on you if you are not careful. The installation of traffic circles and removal of traffic lights on University Drive will speed the flow of traffic, with no natural breaks for pedestrians to cross east-west. These circles gobble up a lot of land and increase the chances of bad vehicular-pedestrian interaction. I am not sure how these circles provide an aesthetically more pleasing or quieter version of University Drive than the nice green buffer that currently exists and is well used for both winter and summer sports. Increased traffic on 16 Ave. and 29 St. will add more pedestrian danger and noise. Society somehow needs to convince people that cars are dangerous to their health and stop feeding the addiction by making it easier to drive further and faster to get downtown.
- Concerned about the number of traffic circles. Traffic circles work well if the traffic on the various "inputs" to the circle is balanced. Otherwise one input can dominate the flow and constrain entry into the circle from others. Need confirmation that this has been considered and addressed. This could negatively impact bordering communities by causing traffic to back up into those communities.
- The northbound ramp from Crowchild Tr. to University Dr. will impact property East of Crowchild Tr. I don't think this ramp is necessary because traffic bound for 16th Ave can use the new 16 Ave interchange and University-bound traffic will use the new 24 Ave. interchange to avoid the traffic circles on University Dr.
- Let's make the change today instead of dragging out changes slowly and a step at a time increasing future costs. Sometimes it's better to just rip the Band-Aid off....
- All turns at 16 Ave. reduces shortcutting through neighbourhoods. Shortcutting on University Dr. (to avoid the 2-lane bottleneck on southbound Crowchild Tr.) becomes both unnecessary and impossible. Removal of ramps at 16 Ave./University Dr. enhances green space. The three major property impacts are probably inevitable for any workable upgrade here, but other property impacts are avoided.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions
- The 24 Ave. overpass will likely cause adverse "visually pleasing" and increase traffic noise to residents of 24 Ave, and houses just off of 24 Ave. on perpendicular streets. As a home owner of a newer infill just off of 24 Ave. I am concerned on effect on house values this will have on our properties. It is likely that the overpass will affect property values of the first three or four blocks along 24 Ave. North of Crowchild Tr., and will affect the first 5 or 6 houses on the perpendicular streets. It is important that The City consider this in their planning.
- Difficult access in and out of St. Andrews Heights. There are a lot of roundabouts that make it complicated and confusing.
- While some green spaces have been proposed, there doesn't appear to be a strong emphasis on or a wide variety of them.
- Better access into and out of McMahon Stadium would be nice. This design guarantees huge bottlenecks in and out. Additional access via the traffic circle on University Dr. would help offset the loss of access from northbound Crowchild Tr. into the southeast parking area, and allow McMahon Stadium to continue to be accessible in some way for vehicles arriving from the south via northbound Crowchild.
- Required in short term.
- This plan looks great. Don't care much about the specific bordering communities [omitted]. This will improve the communities because creating a large, effective corridor will reduce cut-through traffic because people won't need to look for shortcuts.



- Looks great. Make it happen now!
- Should be started immediately.
- There will have to be some impact to private property to properly address the problem.
- Low priority. It's a main road [omitted].
- Yes. Do this now!!!
- bordering communities should be kept as residential - avoid the congestion of shopping and retail outlets
- This proposal seems to use existing land quite well, with minimal impact to adjacent communities.

Key Principle 2: Improve travel along the corridor

- Ah some more supply-side, false economies to address problems that you are creating. How about doing all these things without "improving" Crowchild Tr. [The concept assumes that cyclists] enjoy rollercoasters. And there is nothing like "improving" transit like placing a station 200 m from absolutely anything.
- Painted bike lanes are insufficient for a high speed wide road such as 24 Ave. A cycle track here would separate cyclists from cars from the University/Children's hospital through to Confederation Park and the 10 St. bike lanes (which should also be physically separated). So much potential, so little thought given to active modes.
- Too many conflict points for pedestrians and cyclists due to attempts to heavily prioritize traffic flow through channelized turns. Appreciate 24 Ave. bicycle lanes - recommend cycle tracks.
- Bus service probably improved to and from university. Crowchild Tr. traffic improved considerably, but 16 Ave. N.W. significantly worsened from current configuration due to long wait times at single point urban interchange traffic light (compare to 14 St. and John Laurie Blvd.). Very expensive and not great long-term solution to have university drive ramp underneath Crowchild Tr. The 16 Ave. interchange needs a rethink!
- I think this plan is decent but Crowchild Tr. should be designed in such a way that additional lanes can be added easily. Also it seems concerning that the University Dr., 16 Ave. and 24 Ave. exits from northbound Crowchild Tr. would be very close together. Smart way to keep access to McMahon Stadium.
- This goal is 10 times more important than #1. Cyclists already have nearby bike paths and sidewalks from N.W. to downtown and there are not enough "destinations" along Crowchild Tr. between 23 Ave. and Memorial Dr. to waste money on cycle paths and sidewalks as part of this upgrade. An extra HOV lane would serve many more Calgarians; we need continuous flow that addresses bottlenecks and traffic weaving where lanes disappear and reappear.
- Why are new interchanges going to be built to accommodate increases in all types of traffic, which inevitably will just bring more traffic to the corridor, as opposed to making improvements that will enhance access for transit and multi-occupant vehicle traffic only? This solution will not yield the long-term benefits this corridor actually requires.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions
- 3 roundabouts? That is silly. Why does the transportation department in Calgary [use] roundabouts? Sadly, a lot of drivers in Calgary have trouble with them. This will likely be problematic.
- When biking or walking along Crowchild, hard to get across 16 Ave. when you are on the west side of Crowchild Tr. The proposed bridge needs to be a ramp as currently, people are carrying their bikes to cross over Crowchild Tr.
- Take the access from 16 Ave. onto Crowchild Tr. northbound and have in merge onto Crowchild past 23 Ave., that way all the traffic along there that is getting onto Crowchild Tr. can avoid the lights at 24 Ave., also removes need for bridge over access ramp coming off Crowchild Tr.?
- Adding a set of lights at 16 Ave. and Crowchild Tr. will cause a bottleneck that may be worse than the current setup and lead to worse congestion.
- While it works well for Crowchild Tr., I'm less sure that it does so for 16 Ave. or non-vehicle traffic. This design concentrates all of the pain into the single intense intersection reminiscent of Glenmore Tr. and Macleod Tr. High volume straight traffic, high volume turning in every direction, plus pedestrian and bike bombs going off all over the place. Not a very friendly intersection to be in. This intersection could easily overwhelm at peak, and press that congestion back onto Crowchild Tr., especially northbound.
- Looks much improved over the existing footprint, but I still question if this is a big enough change for Crowchild Tr. to last for the next 25 years+. Seems like half measures.
- Bus stops should not block traffic on Crowchild Tr.

- Would like to see a bit more separation between bike trails and high speed roads if possible. Emergency vehicle access to St. Andrews Heights a concern, as noted above. Turning Crowchild Tr. into a high-speed raceway is addressed well, but St. Andrews Heights suffers ingress/egress issues.
- Too many access points.
- While there are significant pedestrian and bicycle pathway connections created, they appear to be second-thought as compared to motor vehicle travel needs and this results in very complex alignments that require multiple crossings of potentially very busy and high volume roadways where motorists are focused primarily on complex movements of other motor vehicles. In a project of this scope and cost, carefully consider pathway alignments to ensure movement, particularly bicycle movement, can be done efficiently and safely, as well as in a manner that will be appealing to any cyclists who may want to use the infrastructure. Also consider whether a pathway adjacent to a major freeway is the type of environment cyclists or pedestrians may want to travel along. Due to the grid nature of adjacent communities, it may be possible, even preferable, to investigate diverting resources to creating well-connected neighbourhood greenways and only utilize the Crowchild Tr. and connecting roadway right-of-way's when a critical connection is identified. In particular, please consider the importance of the Capitol Hill bike route and the impacts the 24 Ave. overpass will have on this, i.e. it will create a significant barrier. In the case of 16 Ave., there are provisions for tunnel and I would strongly urge the City to also consider allowing for an underpass (wide and well lit, naturally and artificially) connecting Capitol Hill Crescent beneath 24 Ave.
- Since these overpasses were planned in the 1970's I believe there is no excuse that we're even discussing it. They were needed 30 years ago so get on with it. [Omitted]
- A light at 16 Ave.? Really? There has got to be a way to have an overpass there still as well. It's great that you will place an overpass at 24 Ave. but we really need to keep one at 16 Ave. too. That intersection would go nuts.
- Houses need to be demolished to make way for larger roads and overpass. That is the only way to improve Crowchild Tr.
- Why are buses using Crowchild Tr. - shouldn't they utilize the C-train stations and decentralized transit hubs in communities. Traffic on crow child reduces bus times therefore people avoid using them. Put buses in COMMUNITIES not on major traffic routes.
- Widening Crowchild Tr. and speeding up University Dr. will make things flow better for a couple of years. This will allow developers to sell "easy access to downtown" as a feature of living further out along the Crowchild Tr. (bigger house for less money leaves you more cash for a bigger car to drive the longer distance downtown) and soon the traffic will be just as congested at the expense of the taxpayers along the corridor who gain nothing but more restricted pedestrian access and noise. Nowhere in California or Canada has putting in an extra high speed road capacity alleviated traffic congestion. Look at 280 south of San Francisco, Don Valley in Toronto, Decarie in Montreal, all parking lots during rush hour. Eye sores, but no problems solved in the long run.
- I prefer the tunnel option to this.
- Fantastic improvement of North-South connectivity for pedestrians and cyclists.
- Concerned about the number of traffic circles. Traffic circles work well if the traffic on the various "inputs" to the circle is balanced. Otherwise one input can dominate the flow and constrain entry into the circle from others. Need confirmation that this has been considered and addressed. This could negatively impact travel along the corridor. Otherwise this is a generally good if not overdue plan for travel along the Crowchild corridor.
- This is the only plan worthwhile (other than tunnel). This should be short term - high priority. The City should have done this 30 years ago when they expanded Crowchild Tr. [Omitted] don't make the same mistake again.
- Crowchild Tr. becomes an expressway. There are too many bus stops along that route. I see no need for the fly-under ramp between northbound Crowchild Tr. and University Dr., the same can be done by taking the ramp to 16 Ave. and making a left turn.
- Eliminating the light at 24 Ave. without using more land is excellent. The lights on 16 Ave. are fine because 16 Ave. will never be free flow anyway. It would be nice if the 24 St. N.W. frontage road along motel village could remain 2-way and even better if it could connect under the existing 16 Ave. overpass (again restore some pedestrian and cycling continuity of the neighbourhood).
- Let's make the change today instead of dragging out changes slowly and a step at a time increasing future costs. Sometimes it's better to just rip the Band-Aid off....
- The ramp from northbound Crowchild Tr. to University Dr. seems to contradict the tunnel concept - it seems to introduce four bridge structures that become unnecessary with the tunnel.
- Can the grade of Crowchild Tr. be dropped before you hit the 16 Ave. bridge?
- 100 times better, great idea!

- The northbound exit for University Dr. becomes a redundant feature when combined with left turn lane at the 16 Ave./Crowchild Tr. overpass and traffic circles to the west. Depending on traffic and light timing, this direct access to the traffic circles (for what appears to be one bus stop) would entice traffic to use the circles as a quicker bypass to the left turn light. This could lead to negative pedestrian/traffic interactions at the traffic circle due to high traffic volume than proposed. Having two credible west bound accesses from northbound Crowchild Tr. to westbound 16 Ave. is redundant.
- While a drastic measure, this is the best concept for a long-term solution to the area. It eliminates all the intersections on the mainline, and addresses issues with traffic spilling over in to the surrounding neighbourhoods.
- Please incorporate bus pick up area/drop-off areas that do not impede the flow of traffic in the right hand lane.
- Why wait on the changes to 23 Ave. entrance and exit. The bulk of the changes can be incorporated now with very minimal cost.
- GOAL: IMPROVE TRAFFIC FLOW - the other 'goals' follow from successfully meeting that need.
- Overall a reasonably well thought out plan. One suggestion: remove the basket weave ramps at 16th Ave and make access to/from Crowchild Tr. at 16 Ave. and 24 Ave. only. This would allow for 4 lanes each direction (if required in the future) and would reduce the cost.
- This plan is required ASAP.
- Nonstop, no lights, lots of lanes. This is great.
- Let's get going on this. Enough of 20 year plans. The West LRT was built [omitted] and serves 50,000 people per day, and this would help 125,000 people per day on Crowchild Tr. alone.
- Should be started immediately. There should be no dedicated bus lanes. Transit users already have the LRT.
- It's hard to tell from the drawings, but it looks like the interchanges have traffic lights, like the Deerfoot Tr. interchanges at Memorial Dr. and 16 Ave., and those are a major traffic impediment! At times of high volume emergency vehicles will be stuck in long left turn lanes rather than a simple cloverleaf.
- This is a critical improvement that should be started as soon as possible. If it takes 10 years to put in place, we will have gridlock.
- Awesome solution!! Needed it 10 years ago...don't wait. Do.
- Skip the short term options and fix it right the first time!
- I'm not a big fan of the Glenmore Tr.-Macleod Tr. interchange, but it works, and I would expect that a similar design, as contemplated here for Crowchild Tr.-16 Ave., would also work. 3 continuous lanes with no traffic lights on Crowchild Tr. is key. Minor point, but the first off ramp westbound 16 Ave. after Crowchild Tr., the arrow for traffic direction is backwards.
- Go right to this solution do not waste time and money on short and medium term solutions this corridor is long overdue a redesign to improve traffic flow. [Don't delay]the improvement of this major roadway. Get rid of the traffic circles on the west part of the design, people don't know how to drive in them, The City said things would get better after they put one in Crowfoot, go there any day at rush hour and see for yourself the disaster it is. People haven't learned and will never learn how to use them.

Key Principle 3: Improve mobility across the corridor

- I would have said "meets goal well" if the principle was Improve Traffic Across the Corridor, because that's all this is... again. Thinly-veiled attempt to pretend (or perhaps worse, not understand that it is not so) other modes are being included.
- There are too many transit stops that are too close to the major intersections
- The proliferation of cycle lanes and modern pedestrian overpasses across the corridor is excellent! On the other hand, three roundabouts to get from the south portion of Crowchild Tr. to the university seems excessive and confusing, for motorists, buses, and pedestrians trying to catch the buses.
- Is there any way to improve the lights and fact you have three routes of traffic at 16 Ave. intersection? That will greatly slow down traffic on 16 Ave. that right now has no lights at Crowchild Tr.
- THIS IS OVER-ENGINEERED. WE DO NOT NEED MORE CAPACITY ALONG THIS ROUTE, it will only encourage MORE single occupant vehicles.
- Adding another set of lights at 16 Ave. seems like it's a missed opportunity. Investigate if there is a possibility to change that diamond interchange into an all turns interchange, OR consider a large traffic circle in order to avoid

stoppages on the road. Furthermore, seek to eliminate lights to the east of that intersection to encourage more flow.

- Removing traffic lights is counterproductive to building effective communities and enhancing connectivity. This is a major failure of design that caters to suburban commuters and impacts connectivity between communities on opposing sides of Crowchild Tr. and 16 Ave. North.
- I would worry the northbound exit from Crowchild to the roundabout on University Dr. could be unsafe if motorists take the exit at too high of speeds into the roundabout. I also worry about rush hour traffic that exits into the roundabout on the way to Foothills Hospital (such as at shift changeover) could cause significant congestion in the roundabout backing up into Crowchild Tr.
- Too many conflict points for pedestrians and cyclists due to attempts to heavily prioritize traffic flow through channelized turns. Appreciate 24 Ave. bicycle lanes - recommend cycle tracks.
- Seems like a number of superfluous bike paths in and around the University Dr./16 Ave. interchange.
- Concerned about the number of traffic circles. Traffic circles work well if the traffic on the various "inputs" to the circle is balanced. Otherwise one input can dominate the flow and constrain entry into the circle from others. Need confirmation that this has been considered and addressed. This could negatively impact mobility across the corridor. Otherwise this is a generally good and creative plan for mobility across the corridor.
- Why are we concerned so much about bus transit on Crowchild Tr.? A train runs RIGHT THERE! Who cares?
- Suggest that Capitol Hill Cres. (The road itself along with its sidewalks) be extended under the overpass to connect both segments. This will improve the pedestrian and cyclist friendly nature of this route and also provide more walking traffic for the coffee shop/bar on the north corner of this intersection.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions - not sure how to access businesses along 16 Ave. like Denny's, Boston Pizza, MacDonald's and Phil's... is this straight on and off 16 Ave. or is there another access point?
- The current pedestrian crossing of 24 Ave. by St. Pius Church is very dangerous and should have lights. Cars rarely stop as it is now. The proposed plan raises concerns about 24 Ave. becoming even busier and bisecting pedestrian access and being detrimental to walkability... i.e. kids crossing either way to get to either Aberhart or Brampton, or for students getting to the U of C may be impacted. There is a second crossing further north, but this will add to the pedestrian commute if the first is eliminated. In addition, this second crossing may become more difficult to cross than it is now following expansion of 24 Ave. More consideration may be worthwhile to the pedestrian implications for the residents if the 24 Ave. overpass is built.
- It looks good. I'm glad that is similar to intersections at Brentwood and Crowfoot. The more consistency there is from one intersection to the next the better drivers are able to plan their route, without surprises, the safer it will be for everyone.
- Again the access for St Andrews Heights is not addressed. An alternate access is not provided, it is simply removed, risking to isolate the community.
- I see traffic/pedestrian interaction at busy traffic circles to be dicey at best given drivers attention being on other vehicles in the circle more than pedestrians at the entrances and exits leading to incidents or reduced traffic mobility during high pedestrian traffic.
- Transit stop near 13 Ave. does not appear to be in a location that would help reduce off-ramp bottlenecks unless a dedicated divot allows thoroughfare traffic to pass stationary transit vehicles. An overuse of roundabouts seems to saturate the eastbound 16 Ave. route with redundant exits, for example exiting from eastbound 16 Ave. onto southbound Crowchild Tr. or northbound Crowchild Tr. onto eastbound 16 Ave. can already be achieved via the diamond interchange instead of navigating one or two roundabouts. Is access to 13 Ave. important enough to warrant a roundabout to interrupt flow from University Dr. to southbound Crowchild Tr.? According to the plan, this route navigates through all 3 roundabouts.
- removing the lights at 23 Ave. will make it difficult to access motel village
- St. Andrews Heights issues as noted above.
- Could the intersection on 16 Ave. between Crowchild Tr. and Banff Tr. be removed or changed to right in/right out only to improve travel along 16 Ave.?

- The map does show much improved cross-corridor connectivity for pedestrians and cyclists, particularly at 24 Ave., but also at other major roadways. Consider that a number of the existing pedestrian overpasses are sub-standard in terms of accessibility and function for cyclists as well as persons with mobility issues or anyone pushing a stroller or Chariot-type buggy. These must be replaced and, given the expected budget and impact of the project, should definitely be within its scope.
- The main goal is free flowing Crowchild Tr.
- There are way too many turning circles and is completely confusing to drivers between 13 Ave. and 16 Ave. This creates some major safety concerns as people will not be easily able to figure out how to get to where they're trying to get to.
- Faster, wider traffic corridors discourage pedestrians both from decreased safety and increased effort to find a way across. Level traffic signals slow traffic, but make walking more desirable and safer.
- If you are going to spend all of the transit money on the train system focus the transit stops on the train. To improve safety and traffic flow, bus stops and cyclists should not be allowed on this part of Crowchild Tr.
- Looks awesome
- Would prefer that this be done in short term rather than medium to long term.
- To decide where to put a few pedestrian/cycling crossings it would be useful to survey those living 1-2 km east and west of Crowchild Tr. to see where they are trying to get to.
- Let's make the change today instead of dragging out changes slowly and a step at a time increasing future costs. Sometimes it's better to just rip the Band-Aid off....
- Well done, this is the right solution! for Crowchild Tr. However, the roundabouts on University Dr. are a bad idea - I view 2-lane traffic circles as potentially unsafe; simple intersections are good when combined with intelligent traffic light controls. (Oh, by the way, when are you going to implement those across the city - they are some 15 years behind their time?!)
- Complicated for people in St. Andrews Heights. More detours than previously and the roundabouts are confusing. When driving on the roundabouts, you would have to try to figure out where to turn off, plus there are pedestrian crossings. Seems very congested and too many things to watch out for, and potential for more accidents.
- Excellent ideas, just what I was thinking and the traffic circles address the part of the solution I couldn't work out.
- Sometimes the road expansions and fast moving traffic create wind tunnels for pedestrians, distance between the two modes is appreciated
- GOAL: IMPROVE TRAFFIC FLOW - the other 'goals' follow from successfully meeting that need.
- The corridor is the priority and the other pieces will fall into place. There isn't as much traffic going east-west here anyways and it will be further reduced because north on Crowchild Tr. will replace a lot of people going west on memorial and other roads.
- While I wish access to 14 Ave. would have been able to be achieved, that may bring about community concerns. As-is, Briar Hill doesn't have the best access.
- 24 Ave. interchange is a must. Decrease the scope and dollars of the 16 Ave. interchange-- University Dr. does NOT need to be completely redone!
- For the two roundabouts - 16 Ave. N.W. interchange and University Dr. exit / entrance is it a 'given' that both of these will incorporate current state-of-the-practice designs for enabling safe / convenient crossings for 'people on bicycles' (aka bicyclists) and 'people on feet' (aka pedestrians)? These two roundabouts WILL be designed with faster traffic (motor vehicles) movement in the centre, bicyclists' crossing next (from the roundabout's centre) and pedestrians crossing on the outermost 'ring'? In short: SEPARATE crossings in concentric rings for each of the travel modes at each of these two roundabouts. Apologies for expressing what SHOULD be obvious but best to be clear on this.
- Seems fine
- Way better than the short-term. Do this now!!!
- It would be helpful to have a bike lane or a mixed use pathway along University Dr. The roundabouts don't look particularly bike friendly
- I don't understand why we feel that bike lanes can't be on adjacent streets through neighbourhoods



- I know there are a lot of changes required, and that they are very difficult and impactful, but I feel the city should make all of this a high priority, not on a 30 year program as it has been stated. The traffic problems are immense at this point, it would be nice if the ring road for the S.W. was completed quickly to allow for increased traffic flows to redirect there while construction is underway, although I don't know if this is possible.



Central Section: Between University Dr. N.W. and Memorial Dr. N.W. (the 5 Ave. N.W. / Kensington Rd. area)

Kensington Rd. Interchange (Medium- to Long-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x30	x88	x126
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x39	x102	x103
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x68	x89	x87
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x64	x92	x88
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x28	x89	x127
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x35	x92	x117
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.	x30	x75	x139
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x34	x79	x131
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x39	x101	x104
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x40	x89	x115
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x45	x90	x109

Key Principle 1: Maintain / enhance bordering communities

- Crowchild should not be limited to 60km/hr to reduce noise... The economic impact of causing slowdown on such a thoroughfare is large. There should other means of quieting with barriers implemented before artificially reducing the speed limit.
- Yup, more big roads. Build some more. Build more problems to your solutions.
- awesome
- The interchange concept is wonderful, and appears to satisfy all criteria at a low total investment.
- The communities are still divided by a large right of way for the road.
- North Bow River Pathway needs to be expanded to meet demand. If it were a road, it would have been expanded significantly years ago to meet demand and reduce pedestrian/cyclist conflicts.
- Much of noise is made by vehicles speeding up and slowing down. By making most traffic travel at constant speed noise reduction can be done at lower cost to the taxpayer while also allowing existing or future advertising opportunities for local businesses.
- Owners along this corridor have known that something was coming for a long time. I've lived here for 12 years and knew this was eventually going to happen. Ignorance of the plans should not allow people to stop this progress.
- 1. Concerned about residents heading downtown from 5 Ave. crowding Kensington Rd. at rush hour. Will City allow for U-turns so that drivers can cross Crowchild Tr., turn around and make the right hand turn to downtown? 2. 5 Ave. pedestrian bridge needs bike gully to easily walk bikes up and down stairs. Can be made stroller friendly too? 3. Concerned about loss of businesses, especially foot-traffic retail like Jan's Deli, Queenie Nails, and the drycleaners. What can The City do to ensure they stay in the neighbourhood? Having walkable services is crucial to the city's overall urban plan. 4. Pedestrian bridge at Parkdale Blvd. is excellent. Again, please make bike / stroller accessible. 5. City properties south of Kensington Rd. are rented by low income earners. How do we keep low income earners in the community? How many residences will be affected and made non-habitable? 6. Can the city confirm that city-owned properties will be prioritized for walking / green spaces and not for highways? 7. Again, fantastic new pedestrian bridge at 23 St. and shifting interchanges to create more green space.
- The City [omitted] ignored the community support for a goal not to tear down houses in the neighbourhoods around the corridor.
- In identifying goal #1 The City [omitted] withheld information pertaining to what The City already owned along the corridor.
- You are adding more lights which is [omitted]. There is not much room for that over pass so you will be slowing traffic down east/west. Sure Crowchild Tr. MIGHT move faster but I'm not convinced this is the right design. Especially compared to the tunnel. Save up some more money for the tunnel and in the meantime, we can suffer through some bad Crowchild Tr. (maybe west ring road will alleviate a bit of this?????)
- Not adequate.
- This solution creates a bottleneck at Kensington Rd. for access to southbound Crowchild Tr. by eliminating access at 5 Ave. and not doing anything to improve the left turn access off of Kensington Rd. resulting in worse access to Crowchild and a back-up of traffic on Kensington Rd. This was observed recently when the 5 Ave. access was blocked off for a few days for road works.
- The difficulties with traffic are not at Kensington Rd. or 5 Ave. but rather the river or 24 Ave. N.W. (depending on your direction). [omitted]
- How does this plan reduce traffic noise in a visually pleasing way or/and by enhancing green spaces etc.? It sounds like with this option, traffic will likely increase along Kensington Rd. what is the impact of this? Also traffic may increase along Memorial Dr. with new ramp - what is this impact?
- I don't imagine residents would appreciate major bus lines driving down 23 St., nor the prospect of high-speed freeway traffic being ejected directly onto 5 Ave... On the other hand, the Crowchild Tr./Memorial Dr. interchange reconfiguration adds new park space and removes some traffic from Kensington Rd.
- Traffic noise from Crowchild Tr. is noticeably higher when traffic is flowing vs. when it is stopped at red lights. Making traffic flow better would probably increase overall base noise level.
- Dropping speed to 60km/h reduces the benefit of the whole plan. For most of Crowchild 100km/h+ could be achieved safely out of rush hour. Investigate variable speed limits?
- Creating a controlled roadway, but not increasing the speed limits on Crowchild Tr. to 80km/h still creates an essential bottleneck on the roadway. The whole purpose of creating a free flowing, controlled access roadway is to allow for smoother, quicker traffic flow. This plan should allow for a limit of 100kph on Crowchild Tr. to the north

and south while slowing to 80km/h in the core for traffic volume. Keeping all the limits the same is restrictive and shows little faith in Calgary motorists.

- Minimal impact and probably cheaper alternative
- Some private properties significantly affected by this plan. Noise problems could worsen for residents in the western sections of Broadview, Bowness and Westmount and no noise mitigation features are indicated in this concept for any of these areas.
- [omitted] - the need to input ALL areas before submitting are self-fulfilling. Thus, as did not want/need to answer this section; made ALL Does not meet goal. Simply because there was no "I DON'T CARE" button
- Dose not help with the north side but great with the south side
- A very disappointing option.
- Make it happen. This looks great.
- The Crowchild Tr./Kensington Rd. intersection is not busy enough to justify a massive interchange. The intersection should be removed and the Kensington Rd. traffic should be diverted to memorial.
- The size of the Kensington Rd. and Crowchild Tr. intersection is larger. Many properties will be disrupted at the intersection, and by the additional bus routes along 23 St. The lowered road will be quieter but I suspect the budget required will kill the project.
- Do it now.
- Waste of resources, destroys connections at grade. Bridges are useless/annoying for bikes and pedestrians. Keep people at level grade, make the cars go the 'extra mile'. Remember the city planning pyramid puts pedestrians, bikes and transit far above cars.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- Neighbouring communities ... neighbour on a major commuter route and therefore why is a goal to reduce traffic noise - you live inner city you near traffic noise
- Kensington Rd. interchange is a cost effective solution.
- This will negatively impact directly our inner city community and reduce the quality of life in our neighbourhood
- Crowchild is a major thoroughfare, and will become more so with all these changes - yet it goes right through the community of West Hillhurst. This approach doesn't meet this key principle very well at all. This section of Crowchild Tr. is somewhat unique in Calgary. It's being designated as a major thoroughfare, to handle large volumes of traffic, including emergency response vehicles, and the majority of Calgary's N.W. residents travelling into the core and south. Yet it is bounded by, and very close to, residential communities in this section. As compared to The City's other major thoroughfares - Macleod Tr. and 16 Ave. have many lights, and lots of commercial land use. Sarcee Tr. has lots of space beside the roadway, and isn't splitting communities. Glenmore Tr., for the most part, is not close to residential land use. That is, most of the other thoroughfares have some combination of lights, commercial or other non-residential zoned land, or residential on just one side. Therefore special consideration should be made for Crowchild Tr.'s design as it goes through these communities, with residential very close to Crowchild Tr. on both sides - and this design doesn't do that adequately.
- These goals are immaterial to me and are just put here to appease people that they are being heard
- Need 5 Ave. underpass under Crowchild Tr. with right on and right off access to Crowchild Tr. We need to keep West Hillhurst connected with a ROAD as well as bike paths. Children need rides to community center, hockey rink, soccer fields, school etc. Can't always ride bike (winter not nice to ride, school projects, equipment etc. can't take on bike). Also more direct route for buses going to Foothills Hospital etc.

Key Principle 2: Improve travel along the corridor

- Don't care for HOV/bus lanes as majority of people will still drive.
- Still has only 2 lanes in rush hour available, not the best for thoroughfare traffic.
- Not enough roads, pave over downtown too please.
- A bridge seems like a band aid fix as the city continues to grow.
- The concept still wouldn't be enticing for pedestrian and cycling traffic along the corridor based on the traffic road still a major barrier that could make travel along it uncomfortable. Also, Crowchild Tr. should function as a freeway at all portions. Reducing the speed limit likely wouldn't remove traffic congestion at this region; nor would the speed limit be followed by many. It should be at 80km/h minimum.

- As can be seen on the south section of Crowchild Tr., interchanges are effective at improving general transit, pedestrian and cyclist traffic flow. All while improving safety for all by keeping pedestrians and cyclists away from high speed/volume traffic.
- Eventually you will need to deal with 26 St. Same for the tunnel. Cyclists should in no way expect that their journey is not subject to a stop light or two - not sure that all those bridges are worth the expense. Nice to have, sure...necessary? Questionable. (and I bike to work)
- Adding more lights east west... this is [omitted]. Build traffic circles (which probably means booting some residents out but the needs of the many outweigh the needs of the few... who buys right next to [a] corridor like that anyway?)
- Adequate but not optimal.
- A 60km/h speed limit seems to run counter to the investment proposed: 80-90km/h the length of Crowchild Tr. makes the most sense.
- Ridiculous to keep ruining inner city Calgary for the benefit of the suburbs (especially as inner City Calgarians pay ridiculous amounts of tax).
- Weaving on Crowchild Tr. between Kensington Rd. and 5 Ave. could be a nightmare.
- So long as the issue of 2 northbound lanes at University Dr. off-ramp is resolved
- Redirecting 5 Ave. transit to Kensington Rd. is not really an improvement, though it would have the advantage of connecting to the Kensington Rd. routes, which tend to be more useful overall than the routes along 5 Ave.
- Freeways are not the place transit should be, transit should be accessible by walking.
- Huge amounts of space are wasted unnecessarily by free-flow loops on University Dr. and Memorial Dr. Put lights on these roads and save lots of valuable inner city land. Right in/right out entrances at 5 Ave. look like very sharp substandard freeway entrances. Either ensure these are of good standard or delete them.
- Access from southbound Crowchild Tr. to eastbound Memorial Dr. is not efficient. Could possibly tunnel or elevate ramp to southbound Crowchild Tr. from Kensington Rd. and allow for no lights access from Crowchild Tr. to Memorial Dr.
- This plan will have the greatest impact on traffic flow.
- Leave speed at 80km/hr. Do not reduce to 60km/h.
- The set of lights at Kensington Rd. and Crowchild Tr. are still too close to the bow overpass and memorial exit. This may lead to congestion. Maybe don't keep this interchange?
- While this meets traffic goals there is a large expense to build an interchange at Kensington Rd. This is an unnecessary expenditure as it would be much cheaper to route traffic seeking to cross Crowchild Tr. to the immediately adjacent interchange at Memorial Dr.
- [omitted] - the need to input ALL areas before submitting are self-fulfilling. Thus, as did not want/need to answer this section; made ALL Does not meet goal. Simply because there was no "I DON'T CARE" button
- As long as there are lots of lanes (4+ each direction that aren't starting/ending continuously, this would be great.
- Addresses traffic weaving, but 60km/h is an unrealistically low speed limit for what would be a freeway. I would expect significant issues with speeding, and frustration of the average driver being required to travel 40km/h slower than most freeways.
- Kensington Rd. and Memorial Dr. are so close together, and Memorial Dr. is a more major route and has much better connectivity at Crowchild Tr. already. Rather than force more commuting traffic and buses through Kensington Rd. and the surrounding neighbourhood, more traffic should move along Memorial Dr. Less residents will be upset and more infrastructure is already in place. Kensington Rd. is not a major enough intersection to justify this, and with Memorial Dr. so close it does not seem wise to enlarge it.
- Do it now.
- This should be moved up to Short Term Improvement status.
- Expressways are not conducive to effective transit, pedestrian and cycling infrastructure.
- We need a solution quickly. Please make a decision and move on. Everyone won't be happy.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- Will greatly improve flow of north/south traffic. I live in the area and I 100% support this proposal.
- Incorporating time signs would help with traffic weaving.
- Don't think that this will solve the traffic flow problem



- As I noted elsewhere, I'm concerned that this approach will not have the capacity that Calgary will need in 50-100 years; and then another major capital project would be required, with even greater impact on the communities. Having said that, this design is well considered for the Memorial Dr. - Crowchild Tr. section, and will likely serve that purpose quite well. Capacity-wise from Crowchild Tr., this design is fairly comparable to the tunnel, but I'm much less comfortable with the access to/from the adjacent communities.
- Too complicated, too expensive
- 5 Ave. underpass needed with right on and right off access.

Key Principle 3: Improve mobility across the corridor

- Not enough roads, pave over downtown too please.
- Crossing Crowchild Tr. by active nodes is improved, but the amount of lanes to cross itself makes it a large barrier to cross over. It's not encouraging as it could be.
- Pedestrian overpasses do not generally improve connectivity, but rather are compensation for heavily prioritizing automobile traffic. Underpasses are more efficient for cycling. 5 Ave. will continue to encourage high-speed turning movements into the community but also reduce walk/bike connectivity. Should be an under road with no access off/on Crowchild Tr.
- Given the space, or lack thereof, there was always going to be some casualties to the accessibility. A short drive or bike ride will sort that out. I would much rather spend an extra 30 seconds traversing my local neighbourhood streets that wait an extra 20 minutes in traffic (with all that extra emissions to boot)
- Off-ramp from southbound 14 St. to westbound Memorial Dr. should be added to alleviate Kensington Rd. traffic with new development (Legion) on Kensington Rd. Kensington Rd. should be a no turns flyover with traffic pushed to Memorial Dr. or 16 Ave. for entry into West Hillhurst/Hillhurst via 19 St. and 14 St. Residents want no impact on property and peace and quiet, access to Crowchild Tr. is a city invented goal that can be achieved via Memorial Dr. (interchange at 19 St. and Memorial Dr.) or 16 Ave.
- 5 Ave. restrictions in this concept fail on this principle.
- Ridiculous to keep ruining inner city Calgary for the benefit of the suburbs (especially as inner City Calgarians pay ridiculous amounts of tax).
- There will be no access across 5 Ave. anymore.
- For pedestrians crossing Crowchild Tr., this would be a massive improvement. Neighbourhood access suffers with most access concentrated on Kensington Rd. (additional access to Memorial Dr. might be helpful)
- Pushes westbound 5 Ave. to southbound Crowchild Tr. traffic to Kensington Rd. increasing traffic on Kensington Rd. Turn timing with bridge will help but will make tuning onto Kensington Rd. west of 19 St. difficult
- Poor myopic solution that will significantly worsen traffic flow with passing years. Road closures and turn restrictions will only increase already bad problems on access roads. Transit will also suffer. We should turn page on 2-dimensional road engineering.
- Proposed bike/pedestrian routes here seem fragmented and confusing.
- Better than the status quo. Make sure pedestrian overpasses do not have lengthy detours like most currently being built by the city. Pedestrian paths should take the most direct route possible. Crossing Crowchild Tr. on foot in Hillhurst will be greatly improved by not crossing at grade.
- 60 km/h is too slow of a speed limit for this option. The road would be free-flowing, it should be 80 km/h minimum.
- I am disappointed that The City has not found a way to make eastbound Memorial Dr. traffic able to go northbound on Crowchild Tr. without going through a traffic light. There should simple be an on ramp onto Crowchild Tr. It has essentially been left unchanged. I will have to make a left hand turn across westbound Memorial traffic, which is not easy and why the bus has its own traffic light. I would have hoped these plans would remove the need for that light.
- The purpose of a transit corridor is to provide a corridor for people using it, not to provide an idyllic park like environment for the nearby residents.
- [omitted] - the need to input ALL areas before submitting are self-fulfilling. Thus, as did not want/need to answer this section; made ALL Does not meet goal. Simply because there was no "I DON'T CARE" button.
- We don't need MORE engineering along this route. All we need is to actively discourage suburban residents from driving, and get them on public transit- we need to make people PAY for using the roads, since they're not actually



free. Any changes to this corridor will only encourage people to drive MORE, which will increase congestion in the long term. YOU CANNOT BUILD YOUR WAY OUT OF CONGESTION, unless you're building NOTHING but public transit infrastructure. I wish I was more surprised by the total lack of public transit integration in this scheme, but its Calgary- transit is a dirty word. We want to be a world class city? World class cities DON'T RELY ON SINGLE OCCUPANT VEHICLES as a primary method of transportation. [omitted] actually realize we're living in a new century, and plan accordingly.

- It's a bridge over an expressway. I'd say this would improve mobility across the corridor.
- This would significantly affect service for transit running along 5 Ave. This alternative would remove the existing businesses, and not allow them to realistically set up again after construction.
- This plan seems like only a minor improvement to the existing problems.
- Too much focus is put on the cyclists and pedestrians access when sufficient access already exists near Memorial Dr. and at 16 Ave. and University Dr. The focus of the study should be on traffic congestion.
- Again, through bus traffic should be moved along Memorial Dr. which is already a major route and does have schools and children crossings. Local buses can continue without massive disruptions to the intersection. Relatively few pedestrians/cyclists cross at this intersection because there is already a nice pathway and connectivity from Memorial Dr. which is very close. With this plan, the transit stops are good along Crowchild Tr., but not enough consideration is given to the adjacent communities.
- Do it now.
- Good compromise, between a full tunnel and what we have now.
- Expressway model is an immense failure of the 20th century. Tear down Crowchild Tr.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- The people in West Hillhurst are getting less access to improve traffic speeds for people who choose to live farther from downtown area. The situation will only get worse as the city encourages further development in the adjacent communities Also how does a person east of Crowchild Tr. now turn south on Crowchild Tr.?
- It is important that a bridge for pedestrians and bikes is built across Crowchild Tr. close to 5 Ave. for this to work well for east west flow for the communities on either side and to catch south buses easily rather than catching two buses, one on 5 Ave. and another at Kensington Rd and Crowchild Tr.
- As a resident of the west side of West Hillhurst, I'm a regular user of the many roads affected by this design. For northbound-southbound traffic, this approach works. There's no fundamental flaw in the approach, but it's more restrictive to residents of the adjacent communities.
- Don't want a bike/pedestrian path right next to Crowchild Tr. Too noisy, busy and scary. Would avoid using it and take 19 St., 29 St., St Andrews Heights or Briar Hill pedestrian path to Motel Village. Waste of time and property acquisition to build if too close to road. Would need a wall to divide path from very busy and fast traffic to make is desirable to use.



Central Section: Between University Dr. N.W. and Memorial Dr. N.W. (the 5 Ave. N.W. / Kensington Rd. area)

Central Tunnel (Long-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x42	x53	x148
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x25	x35	x184
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x31	x49	x164
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x31	x37	x176
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x22	x32	x189
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x24	x38	x182
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.	x22	x21	x201
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x23	x20	x201
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x28	x47	x168
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x24	x37	x183
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x25	x53	x166

Key Principle 1: Maintain / enhance bordering communities

- Great way of compromising noise and having traffic in a tunnel
- The obligatory decent option, but costs way too much therefore... build wider roads. In either case, build more roads.
- The tunnel improves community space by removing visible traffic
- awesome
- Separating the freeway from the above ground portion allows for the communities to have a more fluid connection with one another.
- Would prefer no access to 5 Ave. N.W. at urban boulevard.
- Putting a major roadway below grade is expensive at this point. This is an area that floods. I do not support this idea and think that council is acting against The City's best interest if it continues to pursue this option when there are less invasive options that will solve the problem. Sometimes the simple solution is the best solution and the right solution.
- This plan will cost the taxpayer a tremendous amount over an interchange and be subject to much larger maintenance costs. Vents will be loud and no matter how much The City spends on artistic works to hide them they will still look like vents. The city has an abundance of great parks in the area, it doesn't need another park located next to or on top of a loud road way. People go to parks to play and relax, not to be pummelled with traffic noise.
- This seems much more expensive...nice but necessary?
- Some of the design changes for the Interchange plan, especially for 5 Ave., not included here. Seems overly ambitious, financially excessive, and politically fraught.
- Building the tunnel AND maintaining crow child on top of the tunnel is very contradictory, what is the benefit to the community of the tunnel if we ALSO have the existing road on top of it?
- Wow! Great design. My only concern is getting on northbound Crowchild Tr. from the new "urban boulevard." I think local businesses would really benefit from this too. Getting on and off Crowchild Tr. can be a pain here, especially when trying to turn left. The tunnel design would make me more inclined to stop here.
- Tunnel best addresses this principle, is creative and overdue.
- Too expensive.
- As a resident in very close proximity to Crowchild Tr., my key concern would be what would be the low frequency noise and sound impact of a tunnel on adjacent properties. I also have significant concerns about how the tunnel properties will be repurposed, I believe that a greenway/pathway would be far superior to the proposed urban boulevard.
- Ridiculous to keep ruining inner city Calgary for the benefit of the suburbs (especially as inner City Calgarians pay ridiculous amounts of tax).
- Love this idea think it is great for such a high volume pedestrian, bike, family etc. area by the river - need the high volume traffic safely away.
- The tunnel is more property-hungry than the other concept, but still not outrageous. Community access is well-separated from through traffic on Crowchild Tr.
- New traffic congestion has been created. Anyone trying to access Crowchild Tr. North, essentially from the river to 5 Ave. area must take the urban road north, go through two roundabouts and then sit at a set of lights until they can get on Crowchild Tr. An unnecessary design flaw that should and can be addressed.
- This is the most residential portion of Crowchild Tr., nowhere else along the trail are homes so close to the highway. To want to increase capacity it does make sense to bury this portion of the road.
- Hate the tunnel idea
- Really cool idea, will make that area of Kensington Rd. much nicer with reduced traffic and a nice boulevard
- I assume that a tunnel would reduce overall traffic noise from Crowchild Tr. despite ventilation machinery required. "Urban Boulevard" concept is promising. Would be nice to join the two communities together and have space for more of the kinds of businesses you may want to hang out in / bike to - shops, cafes, and so on. I wouldn't want to do that right now what with the noise and exhaust fumes.
- Mostly excellent plan, fulfils many purposes and will make the bordering communities much better places to live.



- DO NOT BUILD THIS
- Expensive and cannot be expanded.
- What happens to tunnels when they flood...? Are we really that [omitted]... Why was an elevated freeway not considered or selected as a concept... This study is [not useful]..
- May be a cost intensive design and highly intrusive during construction. Should be excellent once complete.
- I am concerned about access to the university from the south, will the university drive route suddenly have more traffic on something that looks like it is designed for minimal flow?
- GOAL: IMPROVE TRAFFIC FLOW - the other 'goals' follow from successfully meeting that need. The 'tunnel' seems to be an attempt to reduce sprawl, to reduce the need to expropriate. Fine, but this adds access problems. Think that this idea is wrong, and especially TOO COSTLY (let alone the problems that would occur during construction.)
- This option is MASSIVELY over-engineered.
- This tunnel needs to happen to help reduce traffic
- The tunnel is the obvious way to go here. A huge improvement over the other concept.
- Build the tunnel.
- Tunnel allows a lot of bypass traffic to avoid the area and get it out of sight of the communities. Lots of cities going to this model (see the Big Dig in Boston) creating great surface avenues that are friendly to all modes of transportation.
- Despite the complexity, the tunnel option seems to be the best way to improve the transit traffic flow and enhance the local communities and local access at the surface.
- I love this idea! This would allow the east and west parts of West Hillhurst far better access across Crowchild. Would significantly improve walkability. It would also be a potential condo development area.
- I think the urban boulevard idea is an excellent addition to the community
- It will be very expensive and is larger which will disrupt residents. The tunnel is of course a nice concept but will be very expensive given that it only improves 2 intersections. It would be more cost effective to reduce the intersections at Kensington Rd. and 5 Ave., and streamline/enlarge the ones at Memorial Dr. and 16 Ave.
- No cost estimates are provided, but this seems unnecessarily expensive, just to add bike lanes (which are unnecessarily as we do not live in Portland).
- This just seems overly ambitious. Tunnelling, especially after the river, does not make a lot of sense to me. Wouldn't it make more sense to build an overpass?
- Why is this the long-term plan? DO THIS NOW.
- Why not just create an urban boulevard without the tunnel and expense of digging? This is a much better and cheaper solution.
- Significant land impacts especially for construction, but results in major enhancements and opportunities for the neighbouring communities. Excellent plan.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- The tunnel will create increased noise when traffic flows in and out of it. Also, the exhaust fans will increase noise. Very undesirable for surrounding residential areas. I am not happy to see that many homes and businesses will be negatively impacted by the tunnel.
- The Tunnel is a very desirable concept. I like this one.
- Tunnel creates less noise for neighbourhood.
- Too expensive.
- This would meet our desire to sustain our neighbourhood and improve traffic flow.
- This design allows the communities adjacent to Crowchild to be connected, safely.
- These goals are immaterial to me and are just put here to appease people that they are being heard
- DO NOT want "Mainstreets" plan for Kensington Rd. Do not remember our community being asked if they wanted this. We are a great neighbourhood with a SMALL village feel. We do not want or need the hustle and bustle of the Kensington Business Community brought into our quieter community of West Hillhurst. We are NOT Kensington,



we are West Hillhurst. Children crossing Kensington Rd. going to Queen Elizabeth Elementary have a hard enough time crossing Kensington Rd. safely without extra traffic and businesses bringing more traffic in.

- Meets goal well

Key Principle 2: Improve travel along the corridor

- Or we build nothing and actually improve all the other modes, instead of just pretending everything can be continually improved for everyone at all times, paying no heed to financial constraints or spatiotemporal limitations.
- A tunnel reduces driving options thereby reducing the opportunity for driver error and accidents
- Separating the freeway from the above ground portion allows for a grade level that is more catered to pedestrians, cyclists, and transit in regards to aesthetics and comfort. It opens up the possibility for a new urban corridor in the inner city, which is ideal with its location between City Centre and the University of Calgary/N.W. HUB.
- This is some excellent engineering. Now let's build it!
- The new urban boulevard would finally fix the damage Crowchild Tr. did to West Hillhurst. Cycle tracks, new development and real sidewalks? Amazing!
- Shouldn't have access from 5 Ave. N.W. to new road, should close this connection.
- If the city is under the impression that having emergency services travel through a tunnel is a good idea they are [mistaken]. The city would have to over build the tunnel considerably to allow emergency vehicles to pass during heavy traffic. While they would have to do this with above ground concepts as well, it doesn't cost nearly as much to do so above ground as it does below ground.
- Again... we need just a slightly better way to get people from this boulevard to northbound 16 Ave. I hate to say it but maybe eliminate some green space between McMahon Stadium and Crowchild Tr. and build some big structures?
- Tunnel and urban boulevard best address this principle are creative and overdue.
- Also has the advantage of removing Crowchild Tr. from so removal need
- Tunnel has more significant property impacts and probably be extremely expensive.
- Tunnel would be great, however, if City doesn't have the funding for this then why propose it/study it/pay for engineering concept design? In fact, why pay for these studies to improve Crowchild Tr. when one alderman already admitted to the press that there was no money for any improvements?
- Ridiculous to keep ruining inner city Calgary for the benefit of the suburbs (especially as inner City Calgarians pay ridiculous amounts of tax).
- Full marks here! The urban boulevard above the tunnel provides for the non-auto needs along the corridor.
- Hate the tunnel
- Huge amounts of space are wasted unnecessarily by free-flow loops on University Dr. and Memorial Dr. Put lights on these roads and save lots of valuable inner city land.
- DO NOT BUILD THIS
- Do not like that there is no access to Crowchild Tr. from West Hillhurst.
- What happens to tunnels when they flood...? Are we really that [omitted]... Why was an elevated freeway not considered of selected as a concept... This study is ludicrous.
- Wondering if potential LRT tracks have been considered in the tunnel?
- This will require a lot of construction and is expensive, should not be done without an alternate route (i.e. Stoney Tr. S.W.) of traffic during construction would be the worst.
- While it meets the goals the cost to build the tunnel is exorbitant and would have a very serious impact to Crowchild Tr. traffic during construction. For these reasons I do not support this idea at all.
- Tunnel address traffic flow, and bottlenecks better
- Cost? This tunnel would be extraordinarily costly. Don't see the benefits compared to the other option
- [omitted] - the need to input ALL areas before submitting are self fulfilling. Thus, as did not want/need to answer this section; made ALL Does not meet goal. Simply because there was no "I DON'T CARE" button
- This option is an enormous waste of money.

- This plan does meet all the goals, however I hope you have a Plan B in place as this will never get built due to the cost.
- This is the only option that has a substantial opportunity for future growth built in.
- As long as there are lots of lanes (4+ each direction that aren't starting/ending continuously, this would be great.
- This concept provides more options for safe travelling of local residents and public transit away from the main transit artery in the tunnel.
- Improves all forms of travel along the corridor. Car, emergency access, bike, walking. Everything would be accommodated well.
- The urban boulevard seems like it will provide better and safer bus stops and cycling routes. The free flow tunnel will greatly improve traffic flow through the area!
- Pedestrians/cyclists already have fairly good connectivity across Crowchild Tr. in the Northern Section (University Dr., 16 Ave.) and at the Memorial Dr. Pathway. The buses that are local should be able to travel down Kensington Rd. or 5 Ave., and the through buses should be diverted down a major roadway such as Memorial Dr. or 16 Ave.
- No cost estimates are provided, but this seems unnecessarily expensive, just to add bike lanes (which are unnecessarily as we do not live in Portland).
- This is an extremely well rounded plan which addresses a number of key issues. This plan keeps the freeway aspect of Crowchild Tr. intact through the use of a tunnel while keeping the community above intact and connected. The new interchanges also ensure a wide variety of traffic movements are accommodated. A job well done!
- I really like this option.
- Why is this the long-term plan? DO THIS NOW.
- Digging tunnels is expensive. Why not create an urban boulevard here without a tunnel? Urban boulevard should be the 'default' design for all new / renovated arterial roads in Calgary. Expressway needs to go the way of the dodo.
- This looks great, but is probably the most expensive, and will take the longest.
- Major improvements for local and regional traffic. Excellent plan. Somewhat awkward connections between the urban boulevard and Crowchild Tr. at the north end.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- This is an ambitious and expensive proposal but I 100% support this as making Crowchild Tr. a free-flowing artery is an inevitable necessity. Wish The City had thought of this 20 years ago! Need money from Justin Trudeau's Infrastructure campaign promises!
- Ambulance would get stuck in tunnel
- Crowchild Tr. is, in my opinion, one of those major connectors that needs a 50-100 year planning and design horizon. This approach does that. It also has capacity to add additional lanes, if needed, to the tunnel over time.
- Tunnel too expensive council will spend large amounts of time debating it and will slow things down in the process
- Meets goal well

Key Principle 3: Improve mobility across the corridor

- Nothing says improved connectivity like more roads and cul-de-sacs!
- This is amazing!!! It is so badly needed in this section of roadway.
- There would be more cross sections available at grade level, and attempting to cross to the other side isn't as daunting. The communities would be better connected.
- The new urban boulevard would finally fix the damage Crowchild Tr. did to West Hillhurst. Cycle tracks, new development and real sidewalks? Amazing! Should have even more access across Crowchild Tr.
- Considering the cost of a tunnel there is no pay off in terms of green space above the tunnel or reduced property impact. This will not alleviate the primary problem with Kensington Rd. which is westbound traffic turning right onto southbound Crowchild Tr.



- Need a better way to get into northbound tunnel... maybe look at a loop into the south tunnel portal when you are traveling southbound on the new boulevard trying to go northbound on Crowchild Tr... might be tight for space though?
- Tunnel and urban boulevard best address this principle are creative and overdue.
- Ridiculous to keep ruining inner city Calgary for the benefit of the suburbs (especially as inner City Calgarians pay ridiculous amounts of tax).
- Access from West Hillhurst to northbound Crowchild Tr. becomes a problem - they have to go up to 16 Ave., through two roundabouts in unintuitive directions. Access to southbound Crowchild Tr. is much nicer, and more distributed than in the other concept. Again, additional access to Memorial Dr. might be helpful.
- New traffic congestion has been created. Anyone trying to access Crowchild Tr. North, essentially from the river to 5 Ave. area must take the urban road north, go through two roundabouts and then sit at a set of lights until they can get on Crowchild Tr. An unnecessary design flaw that should and can be addressed.
- The tunnel is an excellent solution when combined with interchanges at Memorial Dr. and 24 Ave. The only accompanying features I seriously doubt are the 3 traffic circles on University Dr. I view 2-lane circles as potentially unsafe, and I believe simple intersections would be better.
- Hate the tunnel
- Is it necessary for the roads on top of the tunnel to be so high-capacity? Seems like there are still very few places for pedestrians to cross and connect the two sides of the community. Would be nice to have a plaza-like area where pedestrians could cross freely. Could maybe support food truck-style businesses, or some green space.
- The biggest problem is access to areas north of Memorial Dr. and east of Crowchild Tr. when travelling from Crowchild Tr. North which requires a massive detour either down 16 Ave./University Dr., or all the way down to Memorial Dr. then looping back. No access to Memorial west from Crowchild Tr. heading south. Neither of these would be so bad if there was easier access to the new urban boulevard from the 16 Ave./Crowchild Tr. interchange, suggest a one way access ramp on each side of Crowchild Tr. attaching the 16 Ave. intersection to the new urban boulevard. Provide better access to the communities on the S.E. corner of 16 Ave./Crowchild Tr. by allowing access from 16 Ave. on a few streets where the noise barrier currently is. Currently cars have to travel down to 19 St. and back. Definitely consider allowing more access for crossing avenues on the new surface road, will definitely improve community connectivity. Why roundabouts on University Dr.? Aim to make this a high density corridor which roundabouts would get in the way of. Make sure pedestrian overpasses and pathways do not have lengthy detours/switchbacks like most currently being built by The City (this applies to other projects too!). Pedestrian paths should take the most direct route possible. Where possible separate bike and pedestrian paths.
- DO NOT BUILD THIS.
- The comparison in these sections are well done. It's too bad costs weren't included to truly evaluate what people's priorities are.
- What happens to tunnels when they flood...? Are we really that [omitted]... Why was an elevated freeway not considered or selected as a concept... This study is [not useful].
- I prefer this option. In fact, I'm very impressed with this "thinking outside the box" model. Well done! One question... what about the water table since tunnel entry pretty close to the river...
- Cost is a concern as is the disruption time to build it. I would also plan for emergency considerations in the case of a significant traffic event in the tunnel.
- Cost.
- [omitted] - the need to input ALL areas before submitting are self-fulfilling. Thus, as did not want/need to answer this section; made ALL Does not meet goal. Simply because there was no "I DON'T CARE" button
- I cannot believe that after all this time and effort, THIS is the option that people think is best. [Omitted] This option is too expensive, too disruptive, and has entirely the wrong goal (the goal should NEVER EVER be to move more cars. Cars come LAST. [omitted] about cars? NOBODY SHOULD. Cars are what's gotten us into this [omitted] mess in the first place)
- Make it happen!
- More crossings will be available.



- With the urban boulevard, the existing access would be significantly affected during construction, but it would end up far better after construction.
- The urban boulevard will be great for pedestrians and cyclists! And the tunnel will be an excellent solution for motorists!
- Memorial Dr. is better connected for cars, buses, pedestrians, and cyclists, compared to Kensington Rd. The long term plan should treat Crowchild Tr. as more of a freeway and try to phase out smaller intersections instead of enlarge them.
- No cost estimates are provided, but this seems unnecessarily expensive, just to add bike lanes (which are unnecessarily as we do not live in Portland).
- Ideal solution, likely to be much more expensive.
- Way, way too expensive a solution!!!
- Why is this the long-term plan? DO THIS NOW.
- Buried transit stops dark / unsafe / inaccessible. Bike crossings improved with urban boulevard.
- Excellent plan to increase mobility. Can the intersection on 16 Ave. between Crowchild Tr. and Banff Tr. be removed or changed to right in/right out? Add southbound to eastbound left turn lane from Banff Tr. to 16 Ave.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- There is no way for a person living in West Hillhurst to go South on Crowchild Tr.
- Expense is the only concern, does the big benefit of the tunnel over the changes in the other plan war rent the significant price. I think the medium plan will make a big difference.
- Improved intersections in this area also improve flow of traffic to Foothills hospital!
- This is an elegant solution that moves large volumes of traffic north-south, and onto and off of the various connectors. (16 Ave., Kensington Rd. and Memorial Dr.). It also makes it easy for east-west traffic from the communities to flow.
- How do West Hillhurst residents (on east side of Crowchild Tr.) access Crowchild Tr. for northbound? Convolutated way through University Dr. to 16 Ave. to Crowchild Tr.? Or how do they access tunnel? Via 19 St. south to Memorial Dr. west? This has implications on increased traffic on 19 St. which concerns me as many young children cross this road to and from school (there is a school on either side - especially elementary). Also kids cross 19 St. to go to West Hillhurst Community Association, rink, Bowview pool, and soccer fields etc. Like the local traffic flow over top of the Tunnel. Connects the community well (and West Hillhurst is on both sides of Crowchild Tr.). Like that bike/pedestrian paths are along a much quieter road above the tunnel. Then paths are more desirable to be on. Don't need walls between paths and road so much if roads are quieter and slower. However, don't want to see neighbourhood homes knocked down for a bike path either. Would like to see homes rebuilt on sites if they had to be torn down to build a tunnel. We are a great residential community and want to maintain our village feel where neighbours help neighbours. Minimize loss of homes. A lot of Great people live in this community - don't want to see them have to go so people that chose to live in the suburbs can have a shorter commute to work.
- Meets goal well.



Bow River Bridge Section: Between 5 Ave. N.W. and Bow Tr. / 10 Ave. S.W.

Bow River Crossing (Short-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x16	x48	x170
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x21	x56	x157
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x30	x78	x126
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x42	x67	x125
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x21	x65	x148
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x22	x91	x121
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.	X27	X59	x148
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x34	x42	x158
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x22	x106	x106
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x31	x77	x126
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x24	x75	x135

Key Principle 1: Maintain / enhance bordering communities

- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Tr. Unable to evaluate due to lack of details regarding "noise assessment" and visual details of potential walls.
- Narrowing lanes on Crowchild Tr. is a smart short-term strategy, hopefully one that maintains high levels of safety. Pedestrian bridge at 23 St. is an excellent community improvement.
- Do not waste the time and money on the short term solution proceed to the long term design and solution.
- This is a more sensible short term plan than what you have in the north section. Adding three lanes over Crowchild Tr. will help but it won't do any good unless you deal with the lights at Kensington Rd. Spend money there on a permanent solution before you build a temporary solution here (in my opinion)
- I do love the idea of the continuous lanes across the bow and yes this concept does improve traffic flow greatly but not sure how it addresses communities around these intersections? The traffic flow from these changes will likely increase the traffic - resulting in increased noise, pollution, safety issues etc...what is being done about this?
- I attended the meeting last night and again it was very well designed for input. I did provide written comments at the tables at the meeting but I want to emphasise my one concern here: My main concern from a green space standpoint is the expansion of the interchange into the green space east of Crowchild Tr. on the North side of the Bow River. Myself and my neighbours that live on Broadview Rd, and the many users of the playground park at Broadview Rd. between 22 and 23 St., would now see an elevated "basket-weave" bridge rather than an unobstructed view through green space to the other side of the river. With the basket weave bridge we would now be in the middle of an ugly urban setting. The appeal of living by the park would be greatly diminished. I request that the east-bound ramp exit off of Crowchild Tr. onto Memorial Dr. be left where it is. It is a relatively low volume ramp and, with proper signage and slight improvements to the curve, I believe drivers can easily exit on to that ramp and not disrupt traffic coming from behind them in the new northbound outside lane on the bridge. (Also the expansion of greenspace by eliminating the existing ramp is of little value - I have run or rode from our house on my way West on the paths hundreds of times and I have never seen a person in the greenspace close to that ramp).
- Enhance green space (will help noise and air pollution for those living close by) with a major tree and large shrub planting program. All I see are trees and shrubs being cleared from the verges.
- Extend the proposed tunnel all the way to the south side of bow trail ramps. Allowing through traffic to flow directly. All other traffic would use street level rias to access ramps. And get rid of lights at Kensington Rd. and 5 St. These two lights create the bulk of the congestion.
- Get rid of lights at Kensington Rd. and 5 St. if you want to reduce congestion.
- Lengthening the merge lane is nice but cars always want to get over to the curb lane immediately after the bridge. You need to put a lane barrier restricting the immediate merge to the curb lane which would eliminate that congestion spot.
- If the noise wall is made higher to address the current 2nd floor traffic noise problems for houses in the western sections of Bowness Rd. and especially Broadview Rd. (those nearest Crowchild Tr.), I think this proposal meets this goal quite well. If the noise wall height is left unchanged, this proposal would likely worsen the problem for these residents as the wall moves east.
- Virtually no change to bordering communities. I don't see how there is any improvement at all regarding noise abatement. The design of the Memorial Dr. interchange cuts into the existing park space but I am not sure there is a better solution.
- This design rationalizes and addresses bandwidth, congestion, flow, and weaving issues at the river, which has implications for all of northbound crow child. Thumbs up.
- Why Is Crowchild Tr. not maintaining 80km/hr? It passes through all other neighbourhoods at 80km/hr
- I am not sure why there needs to be a way to reduce traffic noise on Crowchild Tr. The goal needs to be making Crowchild Tr. work effectively as a north / south corridor for the West side.
- Expanding road capacity does not enhance neighbouring communities. The existing bridge is plenty wide enough for a regular city street. Tear down the expressway is the best option for future Calgary.
- The concept renderings seem to have limited impact on adjacent properties. The additional pathways should help with bicycle and pedestrian connectivity.
- Argh, the website is so inconsistent and time consuming to deal with. One section opens a new web page, another opens a pop up you can't zoom. The back button does different things. A simple page by page would be much easier to deal with.

- How does this improve connections from Bow Tr. east onto Crowchild Tr.?? Doing a U-turn on 10 Ave. is [frustrating]...
- I see minimal impact on the surrounding communities. Hillhurst/West Hillhurst retain full access to Crowchild Tr. and the road remains within the existing footprint, meaning no purchases of private property are required.
- These changes all appear to be well considered, and will make a big improvement to the flow of all forms of traffic (bus, vehicular, bike, pedestrian) in the short term. Impact on adjacent communities are minimal, which is good, but also does not address the desire to better integrate the two parts of West Hillhurst. The new trails are good, as is the light on Parkdale Blvd. at Kensington Rd. Is there consideration for two turn lanes from Kensington Rd. eastbound to Crowchild Tr. southbound? How about adding a long merge lane, so that traffic no longer needs to sit at that intersection waiting to make a right turn from Kensington Rd. onto southbound Crowchild Tr.?
- These goals are immaterial to me.

Key Principle 2: Improve travel along the corridor

- Narrower lanes in high capacity, at higher speed is not a good idea. 3 lanes north past 17 Ave. was needed years ago. At current capacity, 3 lanes is still below what is needed today. Merging from Bow Tr. and 10 Ave. is only relocating the problem not solving it. Moving northbound Crowchild Tr. to eastbound Memorial Dr., is wasting money, in the current way, it reduces the traffic at the exits by splitting it up. You will overload the one exit. No need to change. The major bottle neck is still the traffic lights.
- Will narrow lanes impact public transit and emergency vehicle service?
- Do not waste the time and money on the short term solution as it does not adequately address travel along the corridor. Traffic will continue to back up in an unacceptable fashion over the Bow River if at grade intersections remain on Crowchild Tr. Anything short of proceeding to the long term design and solution is akin to rearranging the deck chairs on a sinking boat.
- See comment on principle two. Northbound bottleneck will just move to the lights at Kensington Rd. Moving the merge lanes to the right from bow trail westbound on to Crowchild Tr. is VERY sensible though... Good idea. That should make the left lanes on northbound Crowchild Tr. a little better... until they hit the lights...
- Goal does not address pedestrian or cycling.
- This absolutely has to be the first improvement. Getting rid of the [omitted] lane discontinuity is a top priority.
- Added pedestrian crossing at 5th on Memorial Dr. will cause more issues; crossings just before, at, and just after 29 Ave. already slow down rush hour traffic considerably. Also note that civilian traffic often abuses left-turn signal for transit at 5th, with seemingly no ramifications.
- Badly needed but absent is a solution to the northbound BOTTLENECK between 17 Ave. and Bow Tr. The right solution would be shifting to the east the exit ramps for Richmond Rd./17 Ave., and for Bow Tr. They should start farther south of 17 Ave. as a single ramp, which would quickly split; the Bow Tr. part of it should be lowered so that the incoming ramp onto Crowchild Tr. could cross it over a new bridge just before going under the 17 Ave. bridge; that loop ramp would also split taking the lowered Bow Tr. ramp between its forked parts, the rightmost of which would join the Bow Tr. exit ramp about midway between 17 Ave. and Bow Tr., after which a bus stop could be placed there (naturally, the leftmost part would join the main Crowchild Tr. lanes to cross the river). This means that 3 new northbound lanes would have to go under the 17 Ave. bridge, suggesting its extension or replacement.
- Still doesn't fix need to get from far left to far right when entering from Bow Trail and wanting Memorial Dr. but we need more lanes and this does that so it's a good plan.
- Looks like a great way to have 3 through lanes instead of 1.
- An extra lane each direction on the bridge is nice but one isn't enough unless partnered with the tunnel that extends under the river as well.
- This is nearly pointless if you don't also do something about the lights at Kensington Rd. (and getting rid of only the left turn northbound is [omitted] and pointless, either restrict all traffic crossing Crowchild Tr. or none at all). Combine this with the plan that lowers Crowchild Tr. under Kensington Rd., and you've got a winning team. Also, **DON'T BUILD THE TUNNEL.**
- Still no access from northbound Crowchild Tr. to westbound Bow Tr.
- This will improve river crossing but will not address congestion further northbound and southbound at 16th avenue
- Northbound Crowchild Tr. only has 1 through lane between 17 Ave. overpass, and Kensington Rd. There are 3 lanes of northbound Crowchild Tr. before 17 Ave. overpass. 2 lanes, not 1 need to be added in the northbound direction to address people merging from Bow Tr. and exiting onto Memorial Dr. As for southbound adding 1 lane is all that's necessary.

- I drive this to work every day and this proposal is a long time coming. All the weaving and lane changing that takes place on that bridge is ridiculous. Totally agree with moving the ramps and putting another lane in. Should have been done a long time ago.
- Why not build a third bridge to take traffic from bow trail and 10 Ave. across the river, onto Memorial Dr. They would then merge with Memorial Dr. traffic onto Crowchild Tr. reducing traffic weaving on the current bridge considerably. This bridge would also provide an alternate travel route when the current bridges are rebuilt in 30 years while enhancing access to the west village in the short term.
- From reviewing the plan it appears you are losing access for eastbound Bow Tr. to northbound Crowchild Tr., this seems to fail the plan for Crowchild Tr. as a main north south freeway.
- Bridge changes are well thought out and will greily enhance safety be reducing weaving.
- Very good improvement to flow on northbound Crowchild Tr. - the Bow Tr. interchange and expanded Bow River Bridge are excellent designs.
- There needs to be an interchange at 5 Ave. and Crowchild Tr. and Kensington Rd. and Crowchild Tr. and 24 Ave. and Crowchild Tr. I can't believe other interchanges around the city are being prioritized over these. The need is higher here.
- If the only improvement made was to create additional lanes over the Bow River Bridge that alone would be a huge improvement.
- YES, widen the bridge. And moving the Memorial exit further north is a good plan.
- I think this will reduce weaving and bottlenecks but it just seems like a half solution. The extra lane in each direction over the Bow River is necessary, as is the shifting of the ramps to the right to avoid weaving, but it feels like this solution would have been good in 1997 and should have been constructed 20 years ago. I think that after 5+ years of construction this solution will be out of date as soon as it is launched.
- Pedestrian crossing at Parkdale Blvd. should be overhead to reduce congestion of traffic on Memorial Dr. Memorial Dr., in general, could be converted to another major transit route connecting downtown to the west of the city.
- The bridge over the Bow River has the greatest bottleneck on Crowchild Tr. and the most traffic weaving. Cars coming from eastbound Bow Tr. should not appear in the left lane of Crowchild Tr. and should instead appear on the right.
- This is also a great plan to ensure that there are continuous lanes throughout the entirety of the Crowchild Trail freeway segment. This also addresses the weaving issues which has plagued this area for several years.
- Extra lanes on Bow River Bridge would be great - as soon as possible - current situation very dangerous.
- There will still be a degree of weaving people needing to get to memorial will have to cross people from Bow Tr. and 10 Ave. trying to get to North Crowchild Tr.
- These all sound like VERY logical changes to make to Crowchild Tr.. Extra lanes on the bridge, and not having to merge several times from east to west just to continue northbound on Crowchild Tr. would make a big difference. An entirely new 10 Ave. ramp would be nice as it is a complete problem [omitted] and merging into the middle is terrifying. If you DO merge into the middle and want to access memorial you basically have to get lucky.
- This will still be a bottle neck because of the lights at Kensington Rd., however it will be improved greatly by not having the lane weaving that is currently present.
- I don't understand why Bow Tr. and Crowchild Tr. - 2 major thoroughfares in Calgary - do not have an all-point, all-direction access at this interchange? E.g., northbound Crowchild Tr. to westbound Bow Tr. looks like it is still impossible? Eastbound Bow Tr. to northbound Crowchild Tr. still has to go through the 10 Ave. mess below the overpass? This fixes nothing. I'm so disappointed.
- I sure hope signage will be updated! This area has some of the worst! Highly recommend these short term improvements are implemented. Significant improvement for travel across the bridges and entry/exit at Bow Tr. and Memorial Dr. interchanges.
- These short term improvements are well worth implementing and constructing as they would greatly improve travel across the bridges and entry/exit at the Bow Tr. and Memorial Dr. interchanges.
- How fast can we get started on this?
- Why should a major transportation corridor not include the most direct access via walking and cycling? These are the highest priorities in the city's transportation guidelines, but don't appear to be addressed here. Why not have direct cycling and walking access down this corridor? It is often the most direct route between services.
- A very good short term improvement that would be a good first step in a longer term plan.

- Improving the ease and safety for merging and through travel motor travel across the Bow River is appreciated as the current lane configuration changes/reductions seems to be a significant contributor to congestion. For pedestrians and cyclists, additional pathways on the north side of the river will improve connectivity between the corridor, adjacent communities and the Bow River pathway. Please consider that the conceptual alignments of the pathways east of Crowchild Tr., i.e. where they intersect cul-de-sacs at Broadview Rd. and Westmount Rd., will have some negative impact on travel in terms of transitioning between various types of infrastructure. Along with this will come winter maintenance challenge (pathways are cleared, residential cul-de-sacs are not). I would encourage considering whether it's possible to have a continuous pathway as with the realignment at the Bowness Rd. cul-de-sac. In terms of the alignment of the east-side pathway between the Bow River and north side of Memorial Dr., i.e. where the concept calls for two new pedestrian bridges, consider that the alignment of the pathway between the bridges (big swing to east and then back west) and likely associated grade changes, will cause no end of frustration to cyclists and pedestrians who will desire a direct connection between the two overpasses to the point where, depending on topography, many may simply cut straight overland across this area. I would strongly encourage, given the overall cost and scope of the project, that the design incorporate principles that recognize that, similar to motorists, pedestrians and cyclists will desire a direct and efficient connection with minimal grade changes. As such, I would suggest the alignment of the pathway should more closely follow the exit ramp between northbound Crowchild Tr. and eastbound Memorial Dr.
- No Interchange at Kensington Rd. seems to indicate that you have no plan ever to make Crowchild Tr. free flowing like it should be. You managed it everywhere to the north and south yet [not here]. The City is not served by making everyone suffer to accommodate the vocal minority. People don't all have time to deal with this long drawn out hard to follow survey.
- How does this improve connections from Bow Tr. East onto Crowchild Tr.?? Doing a U-turn on 10 Ave is ridiculous...
- Not enough info to judge for the first two options, so not sure if they will meet goal or not.
- I am not sure if the new pedestrian bridges across memorial drive are cost effective decision especially when there is already a pedestrian bridge a few hundred meters to the east and with the proposed pedestrian crossing at Parkdale Blvd. I believe the proposed road work to widen the bridge over the bow and new on/off ramps for Memorial Dr. are a great idea.
- There is still a two lane bottleneck on southbound Crowchild Tr. right after you cross Memorial Dr. which will impede all the new free flowing traffic achieved previously.
- One extra lane will help somewhat - but isn't enough. One lane may help with some of the current traffic bottleneck but is short-sighted for future growth.
- There remains no plan to allow access from northbound Crowchild Tr. to westbound Bow Tr. or from eastbound Bow Tr. to southbound Crowchild Tr. This has been a long-time challenge for emergency services as well as residents of the communities off of Bow Tr. West. Bow Tr. is a superior road-way for emergency access than 17 Ave. is, and multiple high-call volume facilities and residences are located in the area of Bow Tr./33 St. Access to those areas from the south, as well as emergency access from the Bow Tr. communities to the Rockyview Hospital would be improved by adding this interchange.
- Should eliminate traffic lights altogether on 5 Ave. and Kensington Rd.--need to implement intersections that allow continuous flow of traffic on Crowchild Tr. such as what exists at Crowchild Tr./32 Ave. I like the new approaches to/from Memorial Dr., however.
- Huge bottleneck has been at Kensington Rd. Three lanes coming from North Crowchild Tr. turns to 2, then one of those turns to Memorial Dr. with another coming into Crowchild Tr. then yet another. Too few lanes on top of the Bow River. Would be a nightmare during construction which would lead to a nightmare in the alternate routes, but ultimately short term pain for long term gain.
- Kensington Rd. is the big bottleneck, only two lanes over the Bow River slows things up in a big way every day
- I would have appreciated a more extensive overhaul, but I understand the limits. I think the revisions of the northbound lanes over Bow Tr./Bow River will be helpful, in particular the relocation of on-ramps from 10 Ave. and Bow Tr. to the east side (right side) of northbound Crowchild Tr. I drive this route daily and this is an enormous bottleneck. Better lane continuity and less weaving will help immensely.
- The bottle neck for traffic from 17 Ave. S.W. to Kensington Rd. needs to be addressed. Current conditions during rush hour are very dangerous! I use the off ramp from 17 Ave. going to north Crowchild Tr. and the backup of traffic means that people use the lanes entering the Bow Tr. exit very inappropriately. People use it to cut into

traffic vs. using it as an exit lane. It is hard to leave this exit and enter into the flow of traffic to either merge north on Crowchild Tr. or Bow Tr. I dislike this section. Very bad planning.

- These changes all appear to be well considered, and will make a big improvement to the flow of all forms of traffic (bus, vehicular, bike, pedestrian) in the short term. Impact on adjacent communities are minimal, which is good, but also does not address the desire to better integrate the two parts of West Hillhurst. The new trails are good, as is the light on Parkdale at Kensington. Is there consideration for two turn lanes from Kensington Rd. eastbound to Crowchild Tr. southbound? How about adding a long merge lane, so that traffic no longer needs to sit at that intersection waiting to make a right turn from Kensington Rd. onto southbound Crowchild Tr.?
- Look good.
- Move right to long term solution to prevent wastes of time and money on short and medium term solutions. Fix this corridor is long overdue.

Key Principle 3: Improve mobility across the corridor

- How will this plan influence the access to Crowchild Tr. from eastbound Bow Tr. The current 10 Ave. U-turn loop is quite awkward.
- The Tunnel and Urban Boulevard address this and we should move to that solution forthwith! Anything short of proceeding to the long term design and solution is akin to rearranging the deck chairs on a sinking boat.
- Bottleneck traffic elimination is Top Priority
- Not much going on to improve mobility across the corridor in this concept.
- A NEW RAMP should be constructed from eastbound Bow Tr. to northbound Crowchild Tr. This should be solved in a similar way to the other problem (see previous comment) with the exception that it should be a loop ramp located just south of cul-de-sac on Scarboro Ave. The existing ramp going down to 10 Ave. should serve only that avenue, and not connect with the new planned ramps from westbound Bow Tr. Also desirable would be DEDICATED UNDERPASSES FOR BICYCLE TRAFFIC to cross Crowchild Tr. (especially westbound, to avoid the difficult and dangerous lane changes while pedalling uphill)!
- I'm concerned about this solution. It will cost a ton of money and will likely not alleviate the current traffic problems. The fact that the traffic light will remain at Kensington Rd. will still cause northbound Crowchild Tr. to back up over the river, and therefore any new off ramps or lanes will become pointless as traffic will have to stop for the light anyways. This solution looks similar to the Crowchild Tr./Glenmore Tr. overpass which still continues to backup and doesn't have the Kensington Rd. light at the end of it. A better solution would be to remove the Kensington Rd. traffic light all together. The area can still be accessed off Memorial Dr., 5 Ave. or 14 St. There are a lot of communities in Calgary with worse access than this.
- Only concern here, is for transit stop safety at the stop near Hounsfield Heights-Briar Hill which has not been addressed. This bus stop currently has no area for the bus to turn out of the right-hand lane of Crowchild Tr. which causes the lane to back up and occasionally has led to dangerous behaviour.
- Once again, far too much priority is being given to enhancing cycling access.
- The light at Kensington Rd. will continue to be a major source of bottlenecks for northbound traffic during rush hour.
- Very little change to community access or mobility across Crowchild Tr.
- There needs to be an interchange at 5 Ave. and Crowchild Tr. and Kensington Rd. and Crowchild Tr. I can't believe interchanges are being built at less busy places around the city and not here. The bike bridge under Crowchild Tr. should be widened.
- Over engineered and unnecessary. We need to DECREASE TRAFFIC, not make it easier for more cars to travel!
- Transit stops along the Crowchild Tr. corridor should be constructed in designated "pockets" if they have to be on the Crowchild Tr. Minimizing the number of stops on the transit route would definitely improve the safety of public transit users and drivers. When possible, bus stops should be constructed on the streets parallel to Crowchild Tr. to avoid buses stopping on a transit route. That's why putting as much Crowchild Tr. in the tunnel seems to be a good way to segregate transit traffic and public transport.
- Not relevant to the bridge, I don't think.
- See comments in above section.
- I believe there should be more pedestrian/cycling bridges over Crowchild Tr. (such as at the major intersections of 5 Ave. and Kensington Rd.), so as to give pedestrians and cyclists a much safer opportunity to cross this major thoroughfare.



- This plan is completely lacking in thought about improving traffic flow and will only alleviate the traffic problems in the near future. Consider a two level solution one elevated path for through traffic and a lower level for the local traffic.
- Expressway cannot deliver a transit solution. Long walks to access transit, no services along Crowchild Tr. corridor, pedestrian crossings extremely limited. Think 21st century and tear down the expressway!
- Minor improvements in short term.
- Again, coming back to the scope of this project and the related importance of the east-west Bow River Pathway on the north bank of the Bow River, as arguably the most heavily utilized active modes travel corridor between the northwest and Centre City, please consider opportunities to preserve or create additional space to allow for widening-twinning of the Bow River Pathway between Parkdale (25 St. N.W.) and West Hillhurst (20 St. N.W.). This area is currently extremely constrained, with an impractical 10km/h limit and numerous utilities (power poles and street lights) encroaching onto the pathway. Allocating existing space would be a one-time opportunity to greatly enhance this critical mobility corridor.
- How does this improve connections from Bow Tr. east onto Crowchild Tr.?? Doing a U-turn on 10 Ave. is [frustrating]...
- This should be done immediately. I have spent too many wasted hours at a snail's pass on this bridge and the changing of lanes on a bridge is so unsafe and slows everyone down.
- I see few changes in this regard.
- This is a badly needed upgrade!!! This should be started ASAP!!!! I live in West Hillhurst and travel along Crowchild Tr. a lot and this is a great short-term improvement that should be started ASAP!! Please get going on it!! Great ideas with minimal impact on West Hillhurst community and many upsides to improving the bottlenecks around the Bow River very quickly without impacting the access into and out of our community of West Hillhurst. Hopefully, it will also reduce the cut-through traffic in our community also by reducing the bottleneck at the Bow River Bridge. Also like the way the bike paths are kept under Crowchild Tr. and enhanced around the bridge. :)
- Not clear how disabled persons cross.
- These goals are immaterial to me, what is important is to improve traffic flow along corridor.

South Section: Between Bow Tr. and 17 Ave. S.W. (the Sunalta / Scarboro area)

17 Ave. S.W. Optimization (Short-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x9	x19	x86
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x13	x25	x76
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x25	x34	x55
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x18	x34	x62
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x9	x29	x76
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x14	x42	x58
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.	x22	x24	x68
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x23	x26	x65
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x14	x42	x58
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x11	x28	x75
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x20	x27	x67

Key Principle 1: Maintain / enhance bordering communities

- Seriously, what impact will this have on the current situation...let's just spend money for the sake of spending money is the theme of this "idea".
- At this point, the addition of costly add-ons does nothing to address the key issue of gross traffic congestion. If the city had acted responsibly in making improvements over the last 20 years it might have been acceptable to discuss "extras". Now you are in the difficult position of having to make improvements to a road that road that is currently operating in an unsafe manner.
- No mention of cost anywhere. Is this work all being done for free?
- These goals are immaterial to me, and are just here to allow people to think their concerns are being heard.
- This "consultation" is really poor. The problem isn't whether or not the goals are met, it's what the goals are to begin with. And this portion of the project has some terrible goals.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions
- Little impact on surrounding communities.
- I don't see anything in this plan that addresses traffic noise. Maintains existing green spaces but does not enhance them.
- As someone who accesses Crowchild Tr. southbound from 17 Ave S.W. on a daily basis, there needs to be a dedicated RIGHT turn lane onto 24 St. Cars often get stopped at the light and then cut through the neighbourhood, where there are cars parked on both sides of the street making it quite congested, especially in the winter. Also, the on ramp from 24 St. southbound needs to be lengthened. There is almost no room to merge.
- I live along Crowchild Tr. and actually don't care about enhancing the communities. This is about transportation, not about a tiny percentage of people in Calgary who wants to live beside a large important roadway yet expects it to stay the same forever.
- The access to southbound Crowchild Tr. is still limited by having community access on 17 Ave. and 24 St. It would have been preferred to see a more direct on/ off ramp option.

Key Principle 2: Improve travel along the corridor

- Seriously, what impact will this have on the current situation...let's just spend money for the sake of spending money is the theme of this "idea".
- Failure to include cycle track on 17 Ave. S.W. is an oversight. Given proper infrastructure, this route is key to access a large portion of the city.
- Not one word about cost anywhere. Why no mention of financial estimates? I can't afford more tax increases please do whatever is the cheapest.
- Go right to long term plan.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions
- Is access from 17 Ave. to Crowchild Tr. still a yield? Or just a yield to transit?
- Calgary is located in a climatic zone not amenable to safe year-round bicycle traffic. The construction of bike lanes does not seem prudent, as the majority of citizens do not use these lanes during the winter months. A reassessment of this initiative that better reflects the Canadian climate is strongly advised. A reduction of traffic lanes on the 17 Ave. bridge over Crowchild Tr. does not seem appropriate to the goal of reducing traffic bottlenecks. Instead the construction of the planned pedestrian/bicycle bridge south of 17 Ave. appears to be a better option. This is really terrible stuff here. The bike lanes aren't necessary. They will be poorly utilized most of the year. And there's no way a lane of traffic should be removed from the 17 Ave. overpass.
- Making access ramps from Bow Tr. is still not being properly addressed. How is this not a priority? This is an important route for ambulances and yet is not even being planned at this stage. Both are major roads. The fact that they do not connect at all going south is ridiculous and the going north is a [very serious] traffic issue [omitted].
- This will lead to more congestion on 17 Ave., less congestion on Crowchild Tr. It is moving congestion - not solving the problem.
- The main issue here is the lack of consideration for travel from westbound 17 Ave. to northbound Crowchild Tr. Why does that traffic still need to flow through a couple blocks of residential? With the small commercial buildings on 24 St. and on street parking there are many times where 100% of northbound Crowchild Tr. merging traffic gets stopped to let 1 car back up to parallel park on 24 St. Additionally pedestrians cut across this road and it is dangerous at night with taxis and people u-turning to avoid Crowchild Tr. The changes here are only one left hand turn lane, and that's not enough.

- The City [doesn't seem to be addressing] the fact that there are not enough traffic lanes to carry the 110,000+ vehicles that clog Crowchild Tr. every weekday. [Omitted] this problem [should not have] fester[ed] for the last 20 years.
- How will connectivity to the river pathways be provided for the bike pathway. The new path connecting Marda Loop is great but once through Scarboro/Sunalta it seems to simply dump you onto 10 Ave. How will this connect with the river pathway system? The developments over the last few years have more or less cut off easy/safe access to the river pathways.
- I'm not an engineer and the diagrams aren't detailed enough to see what actually is being improved. If it's free flow, easy access from connecting MAJOR roadways and has a minimum of 4 lanes in each direction I'm all for it. 2 or 3 lanes just mean we'll have the same problems in another 50 years - and after all, we're always 50 years behind - so that's at least 100 years of suffering for future generations.
- Again, better lane continuity is a top priority here!
- A connection (overpass) from Crowchild Tr. North to Bow Tr. West is critical to stop traffic cutting through communities to get to Bow Tr. West.
- 17 Ave. to Crowchild Tr. north traffic still required to weave a bit with northbound Crowchild Tr. traffic trying to get to Bow Tr. One of the existing problems is the northbound Crowchild Tr. traffic is backed up past 17 Ave. during rush hour. The traffic coming from 17 Ave. gets to jump the queue and then cuts into northbound Crowchild Tr. lanes at the last minute, thus contributing to the northbound Crowchild Tr. backup.
- Good low cost concepts.
- Great design for Bow Tr. interchange for little capital outlay and substantial improvement to traffic flow. Does not address 17 Ave. interchange that is too close to Bow Tr. Weaving will still be a problem and a bottleneck.
- This plan - specifically for 17 Ave. - does not improve Crowchild Tr. ability to move traffic or reduce bottlenecks and weaving.
- The ramp onto northbound Crowchild Tr. is too close to the Bow Tr. exit and is a major bottleneck. With the planned expansion of northbound Crowchild Tr. and two left turn lanes from 17 Ave. this will only get worse. This plan does not even consider this. I know it was taken off the list for consideration but access to/from 17 Ave. should be at 24 St.
- Merging onto Crowchild Tr. north at 17 Ave. is a gong show, this is not going to manage the flow well as there will still be people diving left.

Key Principle 3: Improve mobility across the corridor

- Seriously, what impact will this have on the current situation...let's just spend money for the sake of spending money is the theme of this "idea".
- Nothing short of removing the expressway is a reasonable option here. Safe and accessible transit by bus cannot be provided along expressway. Pedestrian crossings are severely limited by the expressway.
- These goals are immaterial to me, and are just here to allow people to think their concerns are being heard.
- This doesn't seem to accomplish much.
- These changes MUST happen to provide proper connections between 16 Ave. and Crowchild Tr. in all directions - not sure how people get to Denny's, Phil's, Boston Pizza, MacDonald's... you removed the access road so do people turn right on and off 16 Ave. into the driveways? Or is there a rear access somewhere?
- Provide proper access to and from Bow Tr.
- The extra pedestrian bridge is a welcome addition but this plan does not significantly improve transit in the corridor. No alternate access if Crowchild Tr. is changed.
- The new pedestrian bridge is a nice addition.
- The City has had 20 years to do all of this studying and it is inappropriate at this time to even discuss "short term" solutions. All you have done is delay desperately needed improvements while traffic congestion continues to build. It gives the impression you are really NOT interested in relieving congestion, but are more interested in continuing the failed "congestion management" practices of the past 20 years.
- Looks Great. This should be the top priority. There is no point in fixing distal blockages when the bridge acts as a choke point. Having one functional lane across the bridge, and traffic crisscrossing to either get to memorial or enter a lane that connects to Crowchild Tr. North is a safety hazard. I also like how the 3rd right "cheater lane" now allows access to bridge. Having people zoom along the 3rd lane and then try and merge left at random points creates erratic driver behaviour which slows efficient flow.



South Section: Between Bow Tr. and 17 Ave. S.W. (the Sunalta / Scarboro area)

Rebuild Crowchild Tr. Bridges (Long-Term Improvements)

How well does the concept meet the study's 11 goals?

Project Goals:	Does not meet goal	Meets goal somewhat	Meets goal well
Prioritize concepts that fit within the existing City-owned lands over concepts that require purchasing private property.	x13	x17	x124
Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.	x16	x18	x120
Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.	x22	x29	x103
Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.	x27	x31	x96
Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	x16	x34	x104
Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	x18	x22	x114
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.	x16	x24	x114
Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	x20	x18	x116
Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	x17	x32	x105
Enhance pedestrian and cycling access across Crowchild Trail, both in number and quality of crossings.	x19	x35	x100
Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	x21	x30	x103



Key Principle 1: Maintain / enhance bordering communities

- Save your money and allocate towards something strategic that actually solves problems
- There are not enough new roads in this option. I still see some green and developable space. Please add more roads and pavement.
- I don't care about the community. We need a better road.
- Expressway is the incorrect design choice. Consider conversion of Crowchild Tr. to an urban boulevard with cycle tracks, similar to the Burrard St. Bridge in Vancouver.
- When Bow River bridge is built extend it past Kensington road, drop memorial drive to ground level so it passes under Crowchild Tr.
- These goals are immaterial to me and are just put here to appease people that they are being heard
- It's obvious that the bridge needs to be redesigned to reduce weaving, ease merging, and lower noise impact on communities. If West Sunalta could enjoy some increased mixed development and neighbourhood enhancements in the process, that would make it all the better. The design looks good, but this is assuming that the bridge connects to the Interchange plan and not the Tunnel plan.
- Still can't get south onto Crowchild from Bow Tr.
- GOAL: IMPROVE TRAFFIC FLOW - while ATTEMPTING to minimize impact on surrounding communities.
- Will this plan address the problems with east bow to north bound Crowchild Tr.?
- Seems like an okay plan. I like the westbound bow to southbound Crowchild Tr. concept. This is a ZOO.
- Adding lanes to the bridges is hugely important
- Still don't understand why you would build new bridges....but have them feed a tunnel that will flood and basically have to be closed...when they may be needed most... Why not have a new bridge from these proposed bridges all the way to 24 Ave NW, with 1 interchange at Memorial (where there is plenty of land for it)????
#commonsense
- No real impact to bordering communities other than eliminating traffic slowdowns. Let's get going on this.
- Do it now.
- If you are going to completely rebuild the bridges, you should plan to include westbound access to bow trail from northbound Crowchild Tr., and SOMETHING needs to be done with the northbound access from Bow Tr., as it is a complete disaster.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- There are a lot of details in the prints, and perhaps I missed something but I think it is key to expand the width of the overpass at 17 Ave. and Crowchild Tr., allowing for more lanes north and south on Crowchild Tr. I am aware that the bridge is highlighted, but no reference is made to bridge expansion.

Key Principle 2: Improve travel along the corridor

- Save your money and allocate towards something strategic that actually solves problems
- There are not enough new roads in this option. I still see some green and developable space. Please add more roads and pavement.
- There are not enough new roads in this option. I still see some green and developable space. Please add more roads and pavement.
- Cycling is [omitted].
- Having 3 continuous lanes should not be a long term goal, it needs to be a short term goal. When bridges are replaced in the long term where will traffic go during construction? If a third bridge is added in the short term it will make construction easier in the long term. This third bridge could also help accommodate any west village improvements (i.e. new stadium or increased population)
- Without cycle tracks and dedicated pedestrian space in this corridor, this can be considered a design failure. What could be a great improvement for the city is being squandered by 20th century thinking.
- This will not improve traffic! We need another bridge and more lanes and less lights.
- Build the tunnel at Kensington Rd. and I think this will work well!
- It addresses one bottle neck point out of approximately six points.

- Interchange at Crowchild Tr. and 16 Ave. should NOT have traffic lights. Intersection between two heavy traffic roads should be free-flow. Banff Tr. service road and 16 Ave. should be closed to eliminate the traffic light on 16 Ave to reduce congestion.
- Still can't get south onto Crowchild Tr. from Bow Tr.
- Traffic flow on Crowchild Tr. needs no lights no stopping.
- These changes are too little for what will be needed by the time The City is ready to do it. Wait until it is time to create a better design so you don't get in the same fuss as the Southwest BRT
- 30-40 years? We'll all be in self driving cars by then.
- Still no good way to get from eastbound Bow Tr. to Northbound Crowchild Tr.
- Why just one lane onto eastbound Bow Tr. - major route into downtown.
- Adding lanes to the bridges is hugely important.
- Still don't understand why you would build new bridges....but have them feed a tunnel that will flood and basically have to be closed...when they may be needed most... Why not have a new bridge from these proposed bridges all the way to 24 Ave. N.W., with 1 interchange at Memorial (where there is plenty of land for it)????
#commonsense
- The additional bridge over Bow Tr. on Crowchild Tr. southbound seems an obvious EARLY phase project, which should move with the adding of a 4th lane over the river. Why wait until the bridges are re-built in 30-40 years to do that? Of the three existing Crowchild Tr. lanes going North at 17 Ave. S.W., only ONE remains as a true Crowchild Tr. lane after the bridge. [Omitted] merge going North over the bridge has to be a priority. Cars cross in an X fashion and that simply needs to stop now. Period.
- Goals #1-3: simply flow from good meeting Goal #4. Subdivision is meaningless, unnecessary, and not needed. GOAL: IMPROVE TRAFFIC FLOW - not individual transit service, bicycle access, emergency response, HEALTH SERVICES [omitted]
- As long as there are lots of lanes (4+ each direction) that are continuous, we are in business with this plan!
- The ramp from southbound Crowchild Tr. to eastbound Bow Tr. needs an accelerating lane instead of the yield sign to improve traffic flow to downtown.
- Do it now.
- May help, but without improvements between Kensington Rd. and 24 Ave., will be less effective
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?
- New bridges should be 4-lanes in each direction to support future volume.

Key Principle 3: Improve mobility across the corridor

- You forgot to include a pedestrian bridge. I for one, love being herded like cattle, up, down and all around, put into more weather exposure and needless circuitry - well, I guess not needless - cars! after all. Walking in direct paths is overrated!
- There are not enough new roads in this option. I still see some green and developable space. Please add more roads and pavement.
- There are not enough new roads in this option. I still see some green and developable space. Please add more roads and pavement.
- Nobody uses transit on the expressway because it requires a long walk to get there, it's relatively unsafe being right along the side of the road, and there are so few worthwhile services within walking distance. Convert to urban boulevard, open space for businesses in the corridor, build cycling and walking infrastructure.
- Do not use the excuse of 30 to 40 years and then we will fix it. Get to a real solution. This is another example of [omitted] The City [not] fix[ing] the problem [omitted].
- An expressway should not have transit stops. I don't see the need for the pedestrian overpass just north of 17 Ave. when there are sidewalks on that bridge and another between Sunalta School and Oliver Quarry Park
- Adding lanes to the bridges is hugely important
- Still can't get south onto Crowchild Tr. from Bow Tr.
- Going north on Crowchild Tr., how does one go west on Bow Tr.?
- Removal of all lights on Crowchild Tr. (right on and right off only plus an intersection at 24 Ave N.W., and potentially Kensington Road) need to be done in advance of bridge reconstruction. We need mobility now! The priority has to be on getting the traffic moving, and keep the costs to a reasonable level.



- If Crowchild Tr. is elevated from Bow river crossing, only up and down ramps are needed intersections can be below, Crowchild could run to 16 Ave. and go over or under, the city would not have to disturb or buy more property.
- These goals do not really apply here
- If rebuilding the bridges, we should try to find a way to provide the current missing links: 1) connect eastbound Bow Tr. to southbound Crowchild Tr. 2) connect northbound Crowchild Tr. to westbound Bow Tr.
- We are adding a traffic light to 16 Ave. N.W. A different interchange design could allow for both Crowchild Tr. and 16 Ave. to not have a traffic light. I favour the 3-level stacked roundabout. They are rather common in Britain, I have found but one example in North America, it is located in Louisiana --> <https://www.google.ca/maps/@29.9714671,-90.1563209,418a,20y,41.64t/data=!3m1!1e3>
- Still don't understand why you would build new bridges....but have them feed a tunnel that will flood and basically have to be closed...when they may be needed most... Why not have a new bridge from these proposed bridges all the way to 24 Ave NW, with 1 interchange at Memorial Dr. (where there is plenty of land for it)????
#commonsense
- Parks along major roadways - not liking the idea much, but appreciate the green space and perhaps the enhanced walking route - not all pedestrian traffic is headed to a transit stop.
- GOAL: IMPROVE TRAFFIC FLOW - while minimizing access impact. THIS is the principal SECONDARY GOAL, access and business access.
- An excellent plan overall. Why wait? Build this into the short-medium term plan. When the proposed short/medium term changes to the Bow Trail interchange are implemented there will be a perfect opportunity to build this concept.
- Do it now.
- It's a nice solution, but too far out in the future. Improvements are needed now.
- Could you design a more frustrating and time consuming survey? With loaded questions, popups and back and forth and small pics for some sections to really make it frustrating? And sections you have to fill out even though you might not actually care about them?



Crowchild Trail Study

Social Media and Emailed Feedback Summary (June 2016)

Project overview

The City of Calgary is conducting a transportation study to identify short-, medium- and long-term upgrades for Crowchild Tr. Between 24 Ave. N.W. and 17 Ave. S.W.

Crowchild Tr. is an important roadway within Calgary's overall transportation network. Its function is critical to both the land use and transportation needs of Calgary as it continues to grow and redevelop in the coming decades.

The study consists of a six-phase process that provides multiple opportunities for Calgarians to provide feedback through each phase of the study.

Ideas and feedback received from stakeholders and the public will help The City make better decisions for the future of Crowchild Tr.

Engagement overview

Phase 4: Concept Evaluation is about evaluating the preliminary concepts against the study's goals.

At open houses in February and March, 2016, feedback received was used by the project team to further develop the ideas into a set of preliminary concepts for Crowchild Trail. Throughout June 2016, social media was used to direct the public to the Crowchild Trail Study website or the online tool where they could learn about the study and find information on upcoming public engagement opportunities. While social media platforms, including Facebook and Twitter, were only used to share information, comments received have been recorded and included in the stakeholder feedback.

Feedback on the preliminary concepts was also received via email and these comments have been recorded and included.

What we heard

Below is a record of the feedback received through social media and email. For social media feedback, a 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 by participants in response to the original idea.

Please note: *Personally identifying information, as well as portions of comments not in compliance with The City's Respectful Workplace Policy have been removed from the participant-submitted comments that follow, the intent of the comment remains.*

Next steps

Feedback received during in-person and online engagement sessions in May and June, 2016, along with the technical review, will help the project team identify a set of recommendations for Calgarians to provide feedback on in **Phase 5: Concept Selection and Recommendation**.



Verbatim Responses - Facebook

June 13, 2016 Facebook Promoted Post – City of Calgary

"Hey Calgary. We are in Phase 4: Concept Evaluation for the Crowchild Trail Study and asking you to evaluate the preliminary design concepts against the goals you helped us develop. Give your input online until June 30." (61 Shares, 120 Likes)

- I just saw a map outside of the work site of where Stoney Tr. S.W. will connect with Anderson Rd. and Southland Dr. in 4 years' time. It will be amazing how much that will alleviate traffic off of MacLeod and Glenmore...in fact the whole S.W. to be exact, during rush hour. That ring road alone will fix Crowchild's traffic problem and the whole city's traffic problem as well. (x7)
 - Don't be too complementary – it only took them 50 years to figure it out.
 - Ok, but as of right now it's being built so that's all that matters. Any other problems I should know about in the last 50 years or was this road the only one?! :P (x1)
 - Don't get too excited. By the time the social engineers have their way with 14 St. S.W. traffic will still be a nightmare.
 - All these people telling me to "don't" this and that and all I can think of is "don't expect there to not be any traffic jams at rush hour".
- Go double decker like Maryland has for some roads. And then stick that train in the middle going south, why wait. It is ridiculous the way you have to turn left and then come back right to go east 16 Ave. N.W. coming north and notice how you are driving around an apartment building which could be bought out. Close 24 Ave. N.W. off period during rush hour. Shorter, better on and off ramps. Oh and you have to love the way there is no off ramp to Crowchild Tr. from Bow Tr. coming east. And that 17 Ave. S.W. south interchanges to Crowchild Tr. are just bizarre too. Must be absolutely confusing to our new Calgarians instead of these outdated outgrown band aids slapped on in the 60's 70's 80's. Oh yeah and there is so much to remember while doing the input that I quit because I need a picture for every option to look at while answering questions. Good Luck. Must be our highly talented City Planners that studied so well the city infrastructure classes. (x3)
 - City planners- [omitted]. (x1)
- I still say your infrastructure leaders should [not have] to ask citizens what is wrong when it is YOUR job to make our life easier. [omitted] (x6)
 - Agreed completely- they should have figured this out years ago. Don't get too excited anyways – this is just another useless study.
- Still chafes me to ask for input when an average citizen has NO idea what future infrastructure (roadway-development) plans are [omitted]. (x1)
- Elevated road from 16 Ave N.W. to 17 Ave. S.W., bypass for through traffic, existing roads would be able to handle traffic for non-bypass commuters. Simple is often the best and cheapest.
- Just rip out the lights at 24 Ave. N.W. and Crowchild Tr. problem solved. The problem with Crowchild is you go from 3 lanes down to 2 lanes then back to 3 lanes again. Why wasn't there continuous 3 lanes all the way down Crowchild Tr. When you drive in Edmonton you don't have this problem on their main roads.
- So how many millions are being spent and they still have traffic lights?! Figure out a way to make it so there are no traffic lights. [omitted] (x2)
- Step one [omitted] Step two, hire engineers from Edmonton that's know what an overpass is. (x1)
 - Ummm right. Edmonton who had to close the new overpass on Groat Road because it buckled in the wind.
 - [omitted]
- Modern city planning. You guys decide we build it.
- Crowchild Tr. needs more Cowbell. (x1)
- [omitted]
- EAST/WEST/EAST/WEST/EAST/WEST/EAST/WEST/EAST/WEST..... How about a GOOD East/West road?! (x3)
- Crowchild needs at absolute minimum 3 lanes north and south continuously from Rocky Ridge to Glenmore Tr. In some areas like McMahon or University of Calgary and Memorial Dr. and Bow Tr. they need 4 lanes and long on ramp/off ramps. It's a good practice to build designs that will serve Calgary populations 15-20 years from now: Not this poor reactive practice the city commonly uses. Be proactive. Memorial should have been 3-4 lanes from

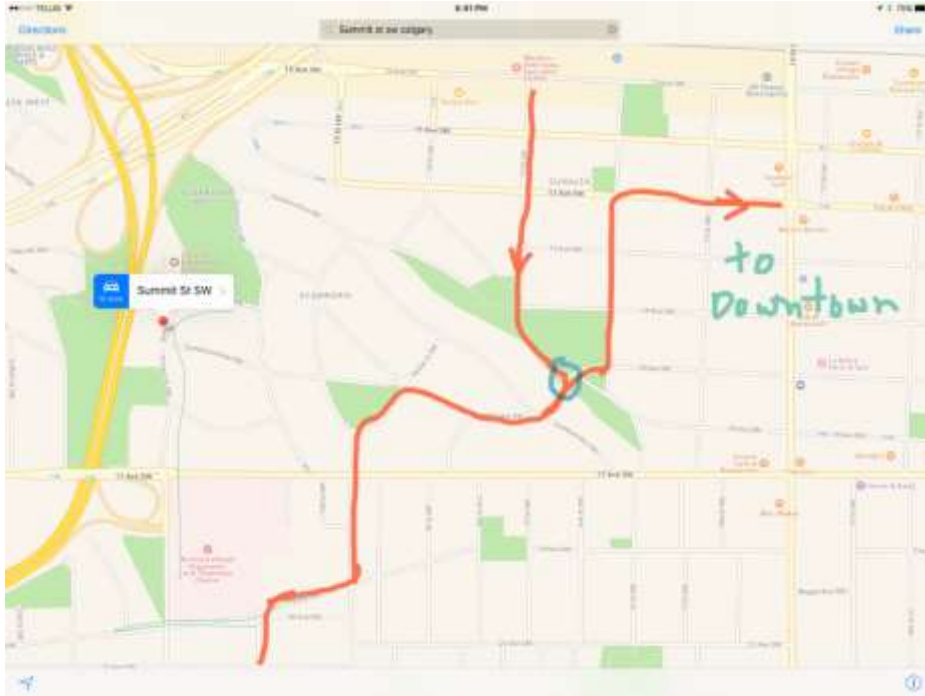


beginning to end as well as Calgary has no major east west express ways especially centrally located. Or no major north south expressways in the west end of the city. Good idea to prepare for when our population reaches 1.5 million plus because it's better to be prepared and have infrastructure in than to try and continually play catch up.(x12)

- Do over all the way north to past the University and double decker south. (x1)
- I use the whole stretch of Crowchild Tr. both ways, 4 times a day and in my opinion completion of Stoney Tr. is the only thing that will reduce congestion on Crowchild Tr. You can add lanes, change traffic flow, but none of that really matters when there's an accident. I have been stuck for as much as 2 hours because [one person] raced his car into a barrier at the northbound Memorial Dr. turn off — diverting traffic into downtown. If Stoney Tr. was connected at the time I wouldn't even have been stuck in that mess. Crowchild Tr. should be considered as vital as Deerfoot Tr. and where Stoney Tr. makes a huge difference — it needs to be completed. On a side note, there is a major buckle in the road southbound Crowchild Tr. just by Brentwood Station I think. I noticed it used to be larger vehicles slowing down for the bumps around there but now it's smaller vehicles too. (x3)
- [omitted]
- Oh yeah another possible light on 16 Ave. N.W. [omitted] (x1)
- Online survey for Deerfoot Tr. as well <http://engage.calgary.ca/deerfoot?redirect=/deerfoot>

Verbatim Comments – Email

1. Pedestrian feedback in south section:

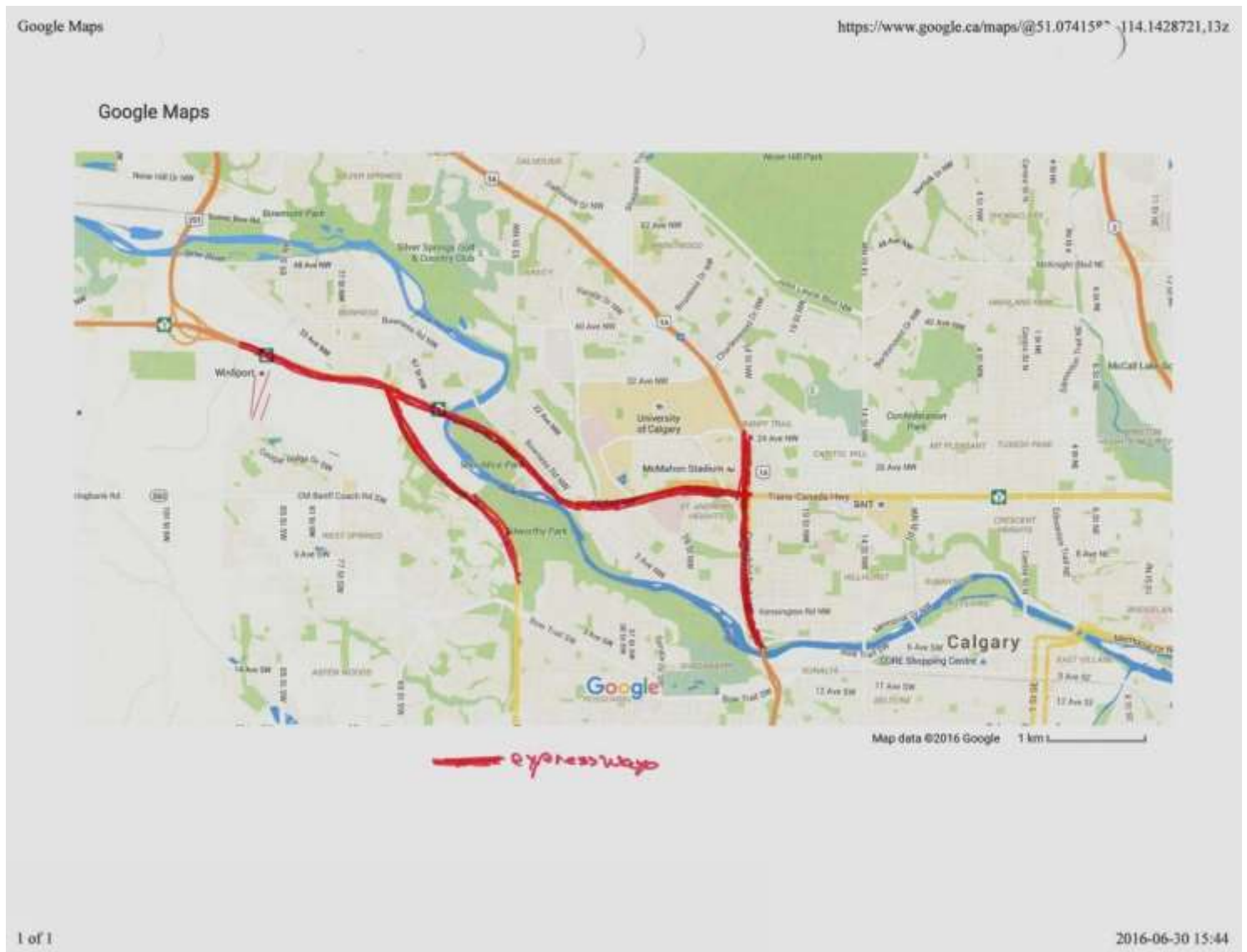


2. I was quite impressed with the information session this evening. Especially with [the project team]. I much prefer the tunnel option below the centre section of the development for a number of reasons and I look forward to further communications down the road.
3. This Crowchild proposal is NOT a tunnel. This is a FLY-OVER IN DISGUISE. The key here is that the road is not lowered, but elevated, and another road is even put on top of it. This TOTALLY affects the air/visual/noise quality of the bordering communities. This will increase the number impacted properties tremendously. A real tunnel is a solution, this misleading version is not. Related to this: I wonder how the impacted area is defined: I never received a letter, but I am living in the area that will be impacted, especially in this proposal [omitted]
4. I had filled out the survey on the short term solutions for 5 Ave. N.W. online but the survey ate my feedback so I was told I could send to you directly. Apologies if my feedback is not as considered as the first time I wrote it. For the short term solution, I am concerned that 5 Ave. N.W. becomes a dead end. I - as well as many, many others in the neighbourhood - use the intersection at 5 Ave. N.W. to travel in all directions - both north and south on Crowchild Tr. as well as west on 5 Ave. N.W. to access Memorial Dr. Causing all of this traffic to reroute to Kensington Rd. for these movements will cause significant short cutting through residential streets (20/21/22/23 St. N.W.) as well as causing an overload of an already overloaded intersection. I realize that we are trying to improve access along Crowchild Tr. as a main artery but this is doing so at the expense of the neighbourhood that is already bearing the brunt of noise impacts, and will continue to do so in the future without at least the benefits of connectivity to main arteries. As well, all buses that service 5 Ave. N.W. currently come either down or across 5 Ave. N.W., and this would cause yet more issues to the already limited transit options to downtown. If you have any questions please let me know.
5. Firstly, I'm very impressed by all the work that has gone into this new Crowchild Trail study. It's certainly proposes much better and safer automobile connections through this part of Calgary. I did want to let you know that I'm disappointed with the Central Tunnel option. Sure, it's a great idea to bury a freeway through a low density neighbourhood, but the proposal completely misses the opportunity to stitch West Hillhurst and Parkdale back together. Essentially this option is to bury the expressway as a freeway and replace it on the surface with, well, an expressway. Has there been no consideration for the opportunity of turning 24 St. N.W. into a "main street"? Rather than disconnecting most of the roads to the adjacent communities, shouldn't the proposal reconnect them? Is this



all about moving vehicles, or is there the possibility of creating a new employment and retail corridor? I'd be curious to hear your thoughts on this.

6. Have been active in the Shaganappi and Home Road cycle lane processes but not in the Crowchild Trail study as was either not around or otherwise occupied. Finally got around to reviewing what has been done to date, and the thought occurred that it looks like some fundamental big picture issues have not been clearly highlighted and/or do not come through. Here are my thoughts around that:
 - (1) The section of the Crowchild Trail from 24 Avenue NW to north of 17th Avenue SW is a bottleneck of epic proportions that creates significant economic cost from alone the total hours spent by people trapped in that jam. Try to travel either north or south along that part during busy times. There is an expressway to the north and an expressway to south, anything short of the same though the whole of that section will not solve the bottleneck problem. What is there now is [really terrible], and anything short of an expressway comparable to what is now north and south will amount [an ineffectual solution]. That means exchanges at 24th, 16th, Kensington, reconstruction of the Crowchild Bridge, and improving the Bow Trail Crowchild exchange. But that big picture reality does not seem to have been expressed, instead the options largely amount to tinkering around but not solving the problem.
 - (2) The idea of a tunnel north of the river makes no sense whatsoever. Less sense than the proposed NW LRT tunnel through Sunnyside did once the construction and on-going operations & maintenance costs where worked out. A sensible plan is one that incorporates a combined Memorial-Kensington-Crowchild exchange with the Crowchild dropping down to the surrounding level immediately north of Kensington, no access for 5th avenue to Crowchild with only an under or overpass, and a service road between 5th and Kensington. Would mean removing the businesses along the east side of Crowchild, which for the most part are non-essential, at best are marginally economic, and can be relocated, as well as only a minor incremental impact to the surrounding community re traffic noise.
 - (3) From the conceptual drawing it looks like it is contemplated that people heading east on 16th Avenue NW will have to go through a traffic light to access Crowchild Trail north. That concept does not take into account the big picture of accommodating traffic going through the Sarcee Trail & 16th Avenue NW and Shaganappi Trail & 16th Avenue intersections wanting to go to the near NW. To me, an expressway from Sarcee & 16th to Crowchild & 16th with appropriate interchanges on 16th at Sarcee, Shaganappi, and Crowchild makes a lot of sense. Given the elevations and space to work with in the immediate of area Crowchild and 16th, it should not be exceptionally difficult to build ramps that allow traffic without traffic lights to, heading south on Crowchild to go any of three directions, east, west, or south, heading east on 16th to go north, south, or east, or heading west on 16th to go north, west, or south. An expressway through Montgomery with a service road and interchange access at around the Shaganappi intersection/interchange would not be that disruptive, just removing some service stations, strip malls, and [omitted] hotels. And service roads could be configured so that the Foothills Medical Centre, the proposed development on the Stadium Shopping centre, and 29 Street traffic uses the existing overpass northwest of the medical centre to access 16th avenue.
 - Attached are a couple of sketches illustrating what makes sense to me. Oh, and by the way, some of the concepts utilize traffic circles. For many situations they are far more preferable to intersections controlled by traffic lights. About a decade ago spent some time in the UK on a North Sea project, and after getting accustomed to them learned to prefer them over traffic lights.

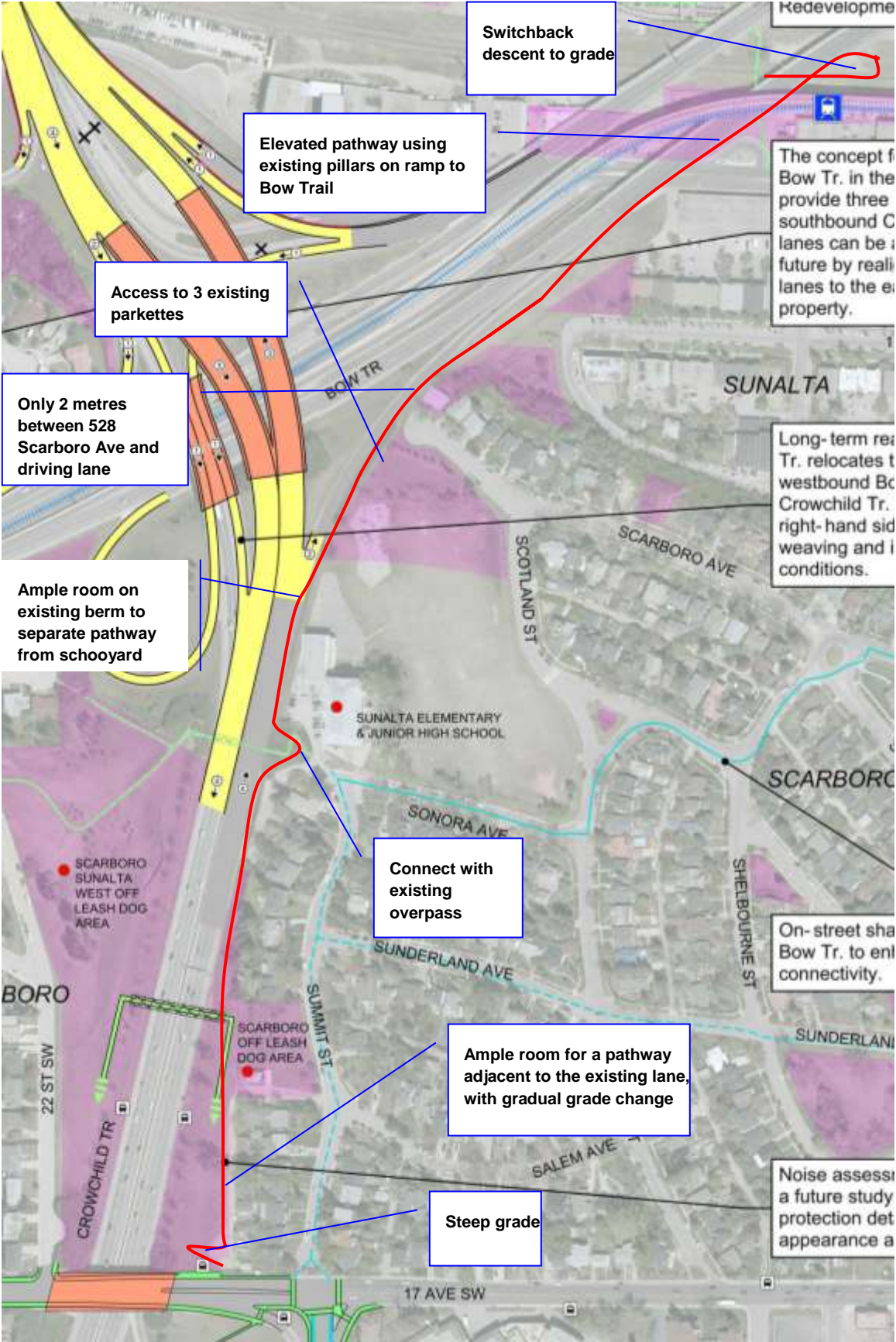


7. City area of concern: This is a feedback concerning two recent notifications I received that relate to construction and traffic flow surrounding the area between Parkdale boulevard and the escarpment, and Crowchild Trail and 29th St NW. It includes parts of West Hillhurst and Parkdale, hence the unofficial "West Park" name given by locals. The small West Park is boxed-in by these arteries and natural boundaries.
- Background: The Crowchild corridor plan is impressive. I find it very comprehensive and thoughtful. This comment is about two projects which in combination create a concern: The first phase of the plan for the Crowchild corridor, specifically closing the access to Northbound Crowchild from West Park on 5th Ave NW as well as closing the ability to go east. Extensive construction over the span of one year at 29th St NW and 16th Ave NW.
 - Issue: If both (1) and (2) are carried out at the same time, there will be very significant restriction on North and Eastbound routes from the West Park area. In other words, West Park will be drastically more boxed-in because of its small size (i.e. no alternative routes) and its particular geography.
 - Proposal: To delay the closing of the access to Northbound Crowchild from West Park on 5th Ave NW until the construction at 29th St NW and 16th Ave NW has been completed.

- Details of the issue: Compounding the above issue is that leaving the West Park Southbound is (ironically) conditional on the state of the traffic on the adjacent Crowchild Bridge. Going Eastbound via Southbound 29th St: Going from West Park onto Southbound 29th St can be extremely difficult to do. The 30 km/hr zone between the lights at Parkdale Boulevard and 8th Ave NW and the heavy traffic leaving the Foothills Health complex combine to make for an uninterrupted flow of crawling cars at certain hours on 29th St. Going Eastbound via Southbound 25th St: the other option for going East is via 25th St. and making a left turn on Kensington road. However, by being so close to the intersection of Kensington Rd. and Crowchild trail and with an exit ramp from Memorial drive on Kensington road right there, this turn is often impossible to make. So, all manners of going Eastbound from the West Park will be closed or are very severely restricted. Going Northbound via 29th St: Turning North on 29th St is easy, but this Northbound route will be compromised during the extensive 1-yr construction at 16th Ave NW and 29th St NW - this is an issue when all other routes are already severely compromised or closed. Going Northbound via a Westbound route: while going Westbound is easy, because of the escarpment, the next Northbound route is Shaganappi, which is far out of the way when the intention is to be Eastbound. Going Southbound via a Westbound route: because of the Bow river, the next Southbound route is Sarcee trail.
 - In conclusion: I am asking that you consider waiting for the completion of the construction at 16th Ave NW and 29th St NW before altering the traffic patterns at Crowchild trail and 5th Ave NW. If this is not possible, perhaps creating a 4-way stop at 29th St and maybe 7th Ave NW while the two traffic-altering events overlap would alleviate this issue? The ability to go Southbound on 29th St would open up East and Northbound (Crowchild) options for us.
8. Why are we not exploring a double decker road from 16th Ave NW right through to Glenmore trail SW? Many cities in the US use this concept. This way – you would be using the same footprint. You wouldn't have to buy up more land to construct it. The result could be all lanes going North on the lower level and then all lanes going south on the upper level. I wouldn't think it would be a lot more costly than the extra bridges and tunnels and interchanges.
 9. I have reviewed some of the online material for the Crowchild Trail Study and the concepts look good overall. I like the split of short-term and long-term projects. A few areas that are of interest to me. 1 - Access to Crowchild South from 17 Ave along 24 Street The traffic flow in this section is heavy and mixed with too many distractions. The parking along the 24 Street section in front of the stores is often causing near-misses as people turn to head onto Crowchild mixed with people slowly creeping along looking for or backing into parking. Not sure how parking along this section of 24 St was allowed in the beginning but needs a review. The addition of a left turn lane off 17th will be helpful in the east-west 17th flow and is a good idea. Ideally there would be space added along 24 Street to allow for people turning right off of 17 Ave interchange their own lane and then merged along 24 St to then merge again onto Crowchild South. That Crowchild South bending merge with a mixed bus lane is tricky enough - that hopefully gets covered as well in the future. 2 - 10 Ave - Bow Trail - Crowchild Connection Agree that this needs some adjusting but it sure is handy when traffic is low. The Bow Trail ramp and 10 Ave intersection could be improved as it looks like an ideal spot for a traffic circle. Those that try to turn directly off the Bow Trail ramp onto 10 Ave through the gap in the barrier can often cause some close calls - any way to block that? If this area is rebuilt as proposed, it will be critical to improve first the access to Crowchild North from 17 Ave or at least ensure its wide open. The idea of removing the current blending of traffic from 10 Ave onto the bridge from the inside to the outside lanes is a good idea (and as noted above - it may take a while to implement so please keep alternative Crowchild North options open during that construction). The navigation of the web site is awkward but thankfully the detailed diagrams are worth the effort. Once you finally navigate to the section to review, the zooming and panning would often conflict with the browser requiring a reset back to the main page. It wasn't clear how to add specific comments as the survey at the bottom of the page was too detailed for a causal review, so have taken my comments to e-mail.
 10. Generally speaking I like what I see. Start fixing, digging and building. We need this artery working! Some concern: 1) No change @ Merge 17th Ave to North on Crow, and 2) Double Roundabouts on University appear to be overdone. Good with 5th Ave as a pass thru, and over/under @ both 24 and Kensington. Do it. Cannot make your sessions
 11. I have reviewed all options and note that majority of them are medium to long term solutions. My answers are that you have ensured all goals are met however that means do nothing until sometime in the medium to long-term future. What of short term solutions that improve the situation immediately. I met at a city discussion some time ago and we discussed short term changes along the Kensington to 24th corridor and all except the changes at Banff Trail intersection have been forgotten. What short term changes can be made to improve the traffic situation? At

the forum we discussed restricting left turns at 24th and this was done however abandoned. What was the reason? Going to university from northbound Crowchild to University drive is not good enough? We also talked about rush hour restrictions (7-9 and 1600-1800). What about the idea presented of restricting all left hand turns and cross overs at Kensington, 5th and 24th during rush hour? Could a test be done to show the impact even for a week or a day. A test might show some very interesting improvements to flow in both directions. Please give credit to people who will adjust. I wonder about the simple changes discussed. Example LH turn from Crowchild to westbound Kensington road. There is a flyover from north bound Crowchild to west bound memorial that allows access to neighborhood instead of the LH Turn off Crowchild. Why are two options given to people where one option slows the flow north and south. This could be implemented immediately with no physical changes except signals and signs. Again people will adjust immediately once they realize that a similar option is available. I understand the constraints put against you as the politicians balance the needs of residents and their desire to ensure everyone is happy in the area. If we don't do anything except implement a 7 stage study then all is good seems to be the philosophy of the day. The needs of the 100's of thousands who travel this route are not taken into account against the 10 or so that disagree. Too bad.

12. The map on the next page shows the proposed alignment for a dedicated cycle path connecting the proposed 17th Avenue and Richmond Road cyclepaths to the existing Bow River pathway system. In the absence of this pathway, cyclists will be forced to cut through Scarboro and Sunalta on shared roads. The purpose of the proposed connector is to make cycling from Southwest Calgary to the Bow River and downtown quicker and safer for cyclists and less disruptive for residents and motorists. The proposed alignment is based upon a number of assumptions:
 - Cyclists will choose shorter routes over longer, roundabout routes
 - Cyclists will choose routes that minimize changes in grade
 - Cyclists will choose routes that do not involve stop signs and traffic lights (or will ignore these traffic controls)
 - Cyclists prefer dedicated routes over routes shared with pedestrians or cars
 - Dangerous mixtures of cars and bicycles will discourage cycling
 - Long stretches of isolated pathways with no way off the pathway (such as the one beside Deerfoot Trail between Sue Higgins Park and Heritage Meadows Way) are unappealing, if not unsafe
 - A 3 metre right of way is required for a cycle path at speeds up to 30 km per hour, although short sections as narrow as 2 metres can be acceptable
 - Increased use of the level crossing over the CPR tracks at 19th street is undesirable
 - Any elevated crossing over the CPR tracks must have an elevation no less than the existing elevated roads
 - Although residents do not like traffic noise from motorized vehicles, they will not object to the use of land adjacent to homes for cycle paths, provided privacy is maintained.
 - Residents would not like to see increased commuter bicycle traffic on residential streets
 - Costs for bicycle paths must be modest, relative to the costs of facilities for motorized vehicles
 - The map was taken from the City of Calgary Crowchild Trail Study at http://crowchild.engagingplans.org/sites/calgaryclone.dev.engagingplans.org/files/26227_RP7_South_B_R_ebuild_Final.jpg. The proposed alignment of the cyclepath is shown as a red line. The most challenging aspect of the proposed alignment is crossing the CPR tracks without multiple grade changes or detours. The proposed alignment follows the ramp from southbound Crowchild Trail to eastbound Bow Trail, returning to grade immediately north of the tracks. Less desirable alternatives would involve an expensive elevated pathway above Bow Trail or crossing 10th Avenue and the railway tracks at grade.





13. Just build a second deck on top of the existing roadway and run it from about 26 Ave SW past 24 Ave NW. Too simple. Very little additional right of way would have to be acquired or houses knocked down. Just where additional on and off access was needed. It could all be built of precast and could be stood up and in use dramatically faster and more cheaply than something like a tunnel. A tunnel would be an enormous boondoggle and very costly. Probably 10x the cost of just standing up a second deck over the existing roadway. With some good design work, it could be attractive to look at and a pleasure to drive on. The bridge over the Bow would then become the real bottleneck and would likely have to be twinned. The bridge is 50 + years old so twinning it is a bit of a no brainer. A series of tweaks here and there will likely help somewhat but a solution for the Crowchild parking lot is long overdue. Go big or go home.
14. I live [near Crowchild Trail]., and attended the May 28 meeting at Hillhurst Community Centre. *[personal identifying information removed]*; I had planned to retire here. I have been thinking and would like to suggest that the City [shift the proposed changes at Kensington Road to the north side of the road].