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**[Q1] What factors and topics do you think are important to consider during the engagement process for the Crowchild Trail Corridor Study?**

The 472 response(s) to this question can be found in the appendix.

**[Q2] Who do you think should be included in the engagement process for the Crowchild Trail Corridor Study? (Select all that apply)**

Response	Chart	Percentage	Count
Residents that live in communities next to Crowchild Trail		82.5%	420
Residents that live in communities that are not next to Crowchild Trail		37.3%	190
Owners of properties next to or close to Crowchild Trail		78.0%	397
Owners of businesses next to or close to Crowchild Trail		75.6%	385
Daily drivers		88.4%	450
Occasional drivers		24.6%	125
Transit commuters		61.5%	313
Pedestrians		41.8%	213
Cyclists		40.3%	205
Delivery or commercial drivers		47.9%	244
Students		29.3%	149
Community Associations/Resident Associations		61.7%	314
Other (please specify)		12.4%	63
<b>Total Responses</b>			<b>509</b>

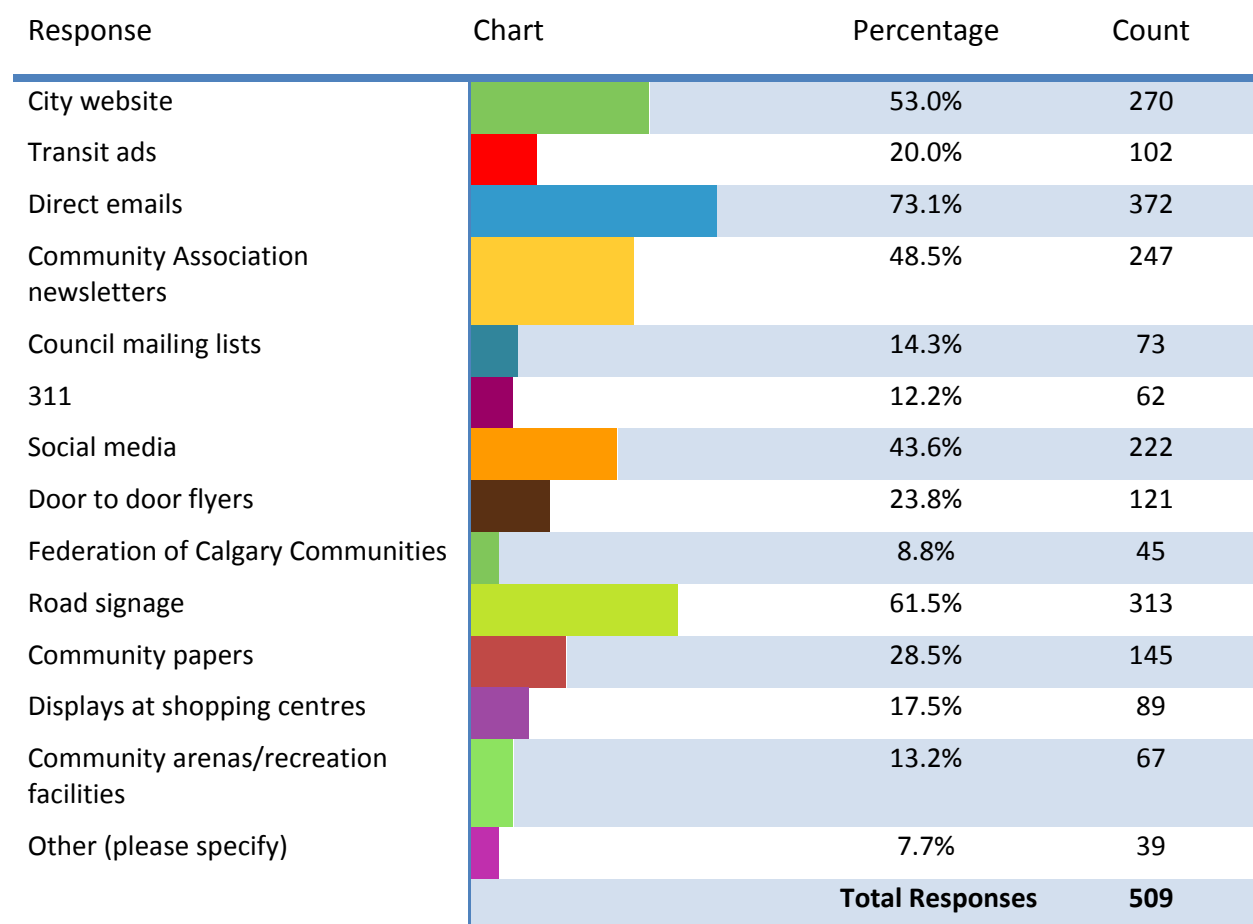
**[Q2] Who do you think should be included in the engagement process for the Crowchild Trail Corridor Study? (Select all that apply) (Other (please specify))**

#	Response
1.	City transportation and Planning experts
2.	All Crowchild Trail users
3.	Calgary Police Service (Community Resource Officers)
4.	all Calgarians should have an opportunity to be involved
5.	police/fire/EMS/transit
6.	Bike Calgary
7.	other active modes; calgary transit
8.	TransitCamp, Bike Calgary

9.	city planners
10.	river groups
11.	SENIORS
12.	Urban Planners/Community Planners, Enviromental Experts
13.	Any citizen/group who uses Crowchild Trail (the section being studied) and the citizens who will be affected.
14.	Representation in proportion to the number of users. Taxpayers and taxpayer associations.
15.	no opinion, really
16.	all residents of the City of Calgary who have an interest and use Crowchild Trail for whatever reason should be included as this inapcts everyone that resides in the city one way or another
17.	Everyone
18.	Anything that balances out the "vocal minority" and political interference of sound planning practices.
19.	Every City of Calgary Taxpayer
20.	You need input from everyone BUT a traffic specialist should come up with the SOLUTION!
21.	Community Mobility and Transportation Groups
22.	School boards as schools nearby
23.	Utilities who may have assets in the proposed ROW
24.	River users
25.	Utilities
26.	City planners
27.	Sincerely Interested parties who can contribute constructively
28.	Emergency Services, University of Calgary, McMann Stadium Foundation,
29.	Calgarians, taxpayers. Eliminating certain groups is illogical when it's a public resource.
30.	Transit, taxi truck drivers that daily are on this corridor and watch in stupefication at the drivers
31.	It affects all citizens in Calgary. Open houses and open conversations are important to info people and to allow their voices to be heard.
32.	All residents
33.	U of C and MRC students
34.	Emergency service personnel, I e fire, EMS and police. Also cabbies.
35.	anyone that uses the Crowchild Trail corridor
36.	Emergency Response vehicle drivers

37.	All the city this is a major road
38.	independent (not employed by City of Calgary) planning experts
39.	Residents of NW communities, NW of McMahon Stadium.
40.	traffic flow and ease of access into the surrounding communities
41.	Environmental, urban planning, arts, social services, emergency services, children/school/daycare/parents, and recreation groups
42.	Traffic Eng. or Consultant NOT CITY COUNCIL
43.	You already know what people think. Pretty clear, no?
44.	Tow truck operators, Police, Fire, Ambulance
45.	Anyone who has expressed an interest, commuters using Crowchild,
46.	The bridge over the Bow River is terrible.
47.	Taxi Drivers
48.	Transit Drivers who navigate this dangerous congested sector
49.	Main users should have more say than occasional users.
50.	All
51.	All impacted by access to and from Crowchild - not just within one or two blocks
52.	Community Associations whose residents use Crowchild Trail as their main way to get to work.
53.	EVDS urban planners
54.	Residents who live in Communities for whom Crowchild Trail is a collector road for access/egress to Downtown and beyond
55.	Anyone else that wants to take the time to provide input
56.	People who need this road to access things like the hospital, and like me, who need access to the north, to where my family all live. During rush hour, it takes me about one hour, to go from Garrison woods, to Kensington.
57.	Utility management for co-ordination of possible service relocations.
58.	EMS/police/fire
59.	Residents who live close enough to the highway to be impacted by noise and exiting traffic, but not all Calgarians.
60.	Residents in communities that live further down Crowchild (Ranchlands, Tuscany, etc)
61.	transportation consultants, local politicians (ward councillors), Community planners
62.	Residents that do not live in communities next to Crowchild Trail but whose children must attend their designate school in that area.
63.	Environmental actors

**[Q3] What is the best way for you to learn about engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply)**










**[Q3] What is the best way for you to learn about engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply) (Other (please specify))**

#	Response
1.	Newspaper articles, radio segments on CBC and 770
2.	News media
3.	Print Media: Calgary Herald, Radio: CBC, QR 66
4.	How about notices similar to those required for a land use change and put up by the development authority.
5.	Must be easy to find on the City website, and there must be real hard data there, not just social engineering propaganda. Shopping centres & community papers must include the far northwest & Cochrane.
6.	no opinion, really
7.	Social media however not the usual twitter

8.	Remember to include Rockyview. Prov. tax \$ helped pay for Tuscany Stn. which has very limited access for dropoff & No access from Crowchild.Rocky
9.	Road signage on Crowchild for commuters!!!
10.	Door to door flyers in communities/businesses in immediate area
11.	email
12.	Notices in the Calgary Herald, Sun, & Metro newspapers
13.	Push notifications from City 311 or other app (consolidation of the various apps should help too)
14.	email distribution list
15.	outdoor banners on overpasses and pedestrian bridges over crowchild
16.	2 extra votes for community assocn newsletters
17.	Global news
18.	traditional media outlets (newspapers, tv, radio)
19.	Townhall / public information sessions
20.	news media
21.	Radio. Either ads or interviews on shows like The Calgary Eyeopener on CBC.
22.	Mail directly to people who live along the part to be bulldozed or who bought properties near Crowchild that will topple in value when you make your changes.
23.	Calgary Herald advertising and articles
24.	The bridge over the Bow River is terrible.
25.	Email
26.	radio
27.	Daily newspapers
28.	U of C electronic media. Public radio (CBC, CKUA, CJSW).
29.	Calgary Herald newspaper
30.	news
31.	Media: newspapers, TV & radio news
32.	by community arenas I assume you mean you set up a display with people involved answering questions like the last time
33.	Herald/Sun Information
34.	e/Mail
35.	Community information sessions in impacted areas.
36.	Mobile App dedicated to Project

37. In the Public Libraries
38. Distribution to parents via Elementry/Middle/High Students
39. focus groups

**[Q4] What is the best way for you to participate in engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply)**

Response	Chart	Percentage	Count
Online – provide comments		87.6%	446
Online – interactive discussion		50.1%	255
In-person session – with a set agenda (e.g. workshop)		32.2%	164
In-person session – drop-in (e.g. open house)		49.1%	250
Drop-by session at a non-City event or festival		16.7%	85
Site walks or visits		17.5%	89
Other (please specify)		3.3%	17
<b>Total Responses</b>			<b>509</b>

**[Q4] What is the best way for you to participate in engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply) (Other (please specify))**

#	Response
1.	Sometimes sessions feel like the City has already made up its mind and doesn't want to hear feedback from citizens and that sessions are just to check a box off. Please listen to the feedback you get.
2.	Comprehensive mailout survey
3.	Strategic planning sessions
4.	Let people know about the process and people will take the time to draft thoughtful correspondence on what's being proposed.
5.	Real info posted on City website long before any session. All sessions include real data (e.g. number of users, costs for each type of component on the Corridor, and realistic estimates of number of each type of user during the worst weather conditions.
6.	no opinion
7.	open house and in person - each person has a right to be heard
8.	Community associations can have open houses MUST BE WILLING TO ACCEPT INPUT or explain WHY Not
9.	It depends. If there are already options known. Looking at them (initial draft design options would be helpful).
10.	Emailed questionnaires



11.	The bridge over the Bow River is terrible.
12.	TV infomercial
13.	Ensure it is early enough in the process to be considered.
14.	Phone calls
15.	Option to phone in and voice concerns (similar to 311)
16.	Over the telephone with an information gathering survey... open ended questions would be most valuable vs. choose from a list set of questions
17.	Online options here are weak. Get online!

**[Q5] What is the best way for you to learn about results from engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply)**

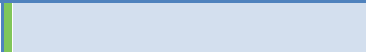
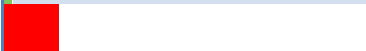

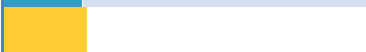

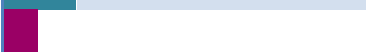

Response	Chart	Percentage	Count
Emailed report		83.7%	425
Report posted on web		63.8%	324
Blog post		17.9%	91
Social media communication		37.6%	191
Scheduled in person session to discuss results		13.2%	67
Drop-in in person session to discuss results		22.2%	113
Other (please specify)		6.9%	35
		<b>Total Responses</b>	<b>508</b>

**[Q5] What is the best way for you to learn about results from engagement opportunities for the Crowchild Trail Corridor Study? (Select all that apply) (Other (please specify))**

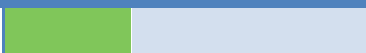


#	Response
1.	Media
2.	Presentations to Communities and/or CAs.
3.	town hall type meeting at community halls
4.	same as notifications
5.	Report posted on web with emailed notification
6.	Print media: Calgary Herald, Radio: CBC, QR66
7.	City website
8.	community newspapers
9.	Post draft, with several weeks for responses, plus post responses, and answers from the City to questions posed.
10.	no opinion
11.	Media - radio, TV, Newspapers
12.	age nor gender should nothing to do with this survey - this is not pertinent information for this survey.
13.	CA/ FCC updates

14.	Councillors mailing list
15.	Drop-in sessions are a poor idea due to people missing the proposal meetings and get upset they were not consulted
16.	community newsletter
17.	email link to report
18.	Newspaper
19.	email with the city regarding questions on the reports
20.	Have a sign up list for those interested in being kept up-to-date on what is happening. For those who don't use a computer, a podcast that is update weekly and available through 311.
21.	news releases published in media
22.	traditional news media
23.	Link to results in community newsletter
24.	Open House presentations
25.	The bridge over the Bow River is terrible.
26.	Daily newspapers
27.	Communication to community councils/newletter
28.	community newsletter
29.	Phone
30.	Calgary Herald newspaper
31.	door to door mailings
32.	Media: Newspapers, Radio, TV
33.	Community open houses
34.	Written Report in my Public Library
35.	Media REport

**[Q6] (Optional) Which one of the following categories best describes your age?**

Response	Chart	Percentage	Count
18 to 24		3.0%	15
25 to 34		16.4%	83
35 to 44		22.8%	115
45 to 54		24.2%	122
55 to 64		21.2%	107
65 or older		10.3%	52
Prefer not to answer		2.2%	11
<b>Total Responses</b>			<b>505</b>

**[Q7] (Optional) Are you:**

Response	Chart	Percentage	Count
Female		36.5%	183
Male		59.9%	300
Prefer not to answer		3.6%	18
<b>Total Responses</b>			<b>501</b>

## Appendix

### [Q1] What factors and topics do you think are important to consider during the engagement process for the Crowchild Trail Corridor Study? |

#	Response
1.	<ul style="list-style-type: none"> <li>- Corridor crossing for non-motorized traffic</li> <li>- Corridor crossing for pedestrians, wheelchair users, cyclists</li> <li>- Connections between communities separated by the corridor</li> </ul>
2.	#1 Safety #2 Traffic Flow
3.	<ul style="list-style-type: none"> <li>- Ensuring older communities are not sacrificed for new communities.</li> <li>- Preventing traffic cutting through communities where children are present</li> <li>- Connecting both sides of west hillhurst with a pedestrian overpass since many people in those communities bike to work</li> </ul>
4.	<ul style="list-style-type: none"> <li>- How much the planned improvements are going to benefit the people being displaced and inconvenienced by the changes, vs. how much they are going to benefit people who live in the far suburbs and commute</li> <li>-</li> </ul>
5.	<ul style="list-style-type: none"> <li>- Impact on neighbouring communities and keeping those communities liveable.</li> <li>- Safe and accessible crossing of crowchild for pedestrians and cyclists. ie: it is difficult to cross at 5th ave NW especially with kids.</li> <li>- Volume of traffic, type of traffic, traffic speed.</li> <li>- Playgrounds in close proximity to Crowchild with aggressive drivers.</li> <li>- Long delays for traffic travelling east / west across crowchild.</li> </ul>
6.	<ul style="list-style-type: none"> <li>- Population are residents along Crowchild trail corridor.</li> <li>- Environments impact, including wildlife, water protection, light and noise pollution during the works and after completion.</li> <li>- Opportunities for linking this project with other objectives. I am specifically thinking of the opportunity of including a bike path to this project (and every major road project within the city), allowing to support fast bike commuting along with improving motor vehicle traffic.</li> <li>- Architecture and design</li> </ul>
7.	<ul style="list-style-type: none"> <li>- unrestricted free flow traffic at same speed limit of road leading to and from corridor.</li> <li>- maintain connection with major roadways</li> <li>- expedited completion time, already over capacity by over a decade</li> <li>- complete ultimate design in a single phase to reduce ongoing construction delays</li> </ul>

8.	<ul style="list-style-type: none"> <li>--increasing capacity of road &amp; interchanges to handle 2x to 3x the current volumes</li> <li>--converting road into a true freeway</li> <li>--interchange movements for all directions; free flow</li> <li>--NO BIKES or PEDESTRIANS on or to the side of the road. Build separate facilities for them if justified which is highly unlikely</li> <li>--Same rules for saving homes/businesses as were applied to the West LRT project. In other words, don't use preserving neighborhoods as a lame excuse to compromise this much needed project.</li> </ul>
9.	<ul style="list-style-type: none"> <li>-A need for safe pedestrian/bike travel on 24ave across Crowchild</li> <li>-Timeliness- roads are getting busier, these changes should have been made years ago</li> <li>-Flow of traffic from south to north on Crowchild during rush hour would be much improved by working on intersections at 3rd/5th ave/16ave/24ave etc</li> <li>-North West Hub is generating more traffic and needs more efficient intersections as traffic increases</li> <li>-Close 24 street at 24 ave to eliminate congestion at intersection</li> </ul>
10.	<ul style="list-style-type: none"> <li>-Safe pedestrian and cycling routes</li> <li>-Increase the number of lanes over the Bow River bridge</li> <li>-Remove all lights northbound Crowchild after Bow River bridge</li> <li>-Increase distance to merge from 17th avenue SW onto Crowchild Tr. southbound. The current lane is not long enough to allow for a safe merge.</li> </ul>
11.	<ul style="list-style-type: none"> <li>-Sustainability of the Environment</li> <li>-Respect for neighbourhood over commuters</li> <li>-Benefits of active transportation</li> <li>-Non-automobile access to areas with parking limitations (e.g UofC, downtown)</li> <li>-Streetscape character</li> <li>-Avoid supplying roadways that promote sprawl</li> </ul>
12.	<ul style="list-style-type: none"> <li>-revised bridge flow over the Bow. All three lanes should be through lanes instead of just the left and the criss-crossing of traffic over the bridge needs to be eliminated.</li> <li>- free flowing traffic through all existing intersection by removing lights, building interchanges and/or changing flows</li> <li>- short term rush hour traffic flow improvement by restricting turns at Kensington, 5 ave and McMahon during peak traffic times</li> <li>- balanced approach to ensuring traffic flow but minimize community impact</li> </ul>

13.	<ol style="list-style-type: none"> <li>1. Free flow traffic on Crowchild to eliminate peak back-ups from 33rd Avenue SW to 24th Avenue NW.</li> <li>2. No interference from slow moving vehicles--i. e. bikes. Bike paths along the Crowchild corridor are robust and must NOT interfere with traffic on Crowchild. This is a safety issue for cyclists and drivers.</li> <li>3. Dedicated HOV lanes are NOT required as the Crowchild corridor is well served by LRT and feeder bus routes.</li> <li>4. Exit and entrance ramps must be on the right for safety/consistency.</li> </ol>
14.	<ol style="list-style-type: none"> <li>1. Free flowing traffic on Crowchild..</li> <li>2. Elimination of traffic lights on Crowchild.</li> <li>3. Three lanes northbound required in addition to University turnoff.</li> <li>4. Elimination of ground level crosswalks.</li> <li>5. Sufficient RoW along Crowchild.</li> <li>6. Fair compensation for expropriated property owners.</li> <li>7. Plan for long term traffic needs (eg. min. 50 years).</li> </ol>
15.	<ol style="list-style-type: none"> <li>1. The needs of Crowchild trail users.</li> <li>2. Construction phases and impact on users.</li> <li>3. Various options and costs.</li> </ol>
16.	<ol style="list-style-type: none"> <li>1. I am only allowed 500 words. That's engagement! Not. Typical city restriction on free thought.</li> <li>2. Calgary has Rush Hour congestion on this road. So it has 4 hours a day out of 24 where there's a perceived problem. And yes I drive this. I sail down at other times.</li> <li>3. Our mayor said he was against sprawl and increased cars on the street. This doesn't align.</li> <li>4. The city has no money for change.</li> <li>5. Plowing people's houses down is wrong.</li> <li>6. Take a look at number of lights on Crowchild.</li> </ol>
17.	<ol style="list-style-type: none"> <li>1. Independent approach/Transparency on establishing clear understanding the problem we have currently</li> <li>2. Involve the communities that have the biggest impact due to the problem</li> </ol>

	3. Get feedback from communities on solutions that we come up with
18.	1.NO lights on Crowchild. 2. Intersection @ Bl. Apt. Bldg. = fender bender heading N. & S. Traffic backs up to Sarcee in the AM southbound & PM northbound back down along Memorial.3.Eliminate crossover traffic at lights (crossbars comedown), so allow only merge onto Crowchild allowed between 7 to 10am and 3:30 to 6pm. TRAFFIC Flow is important!
19.	3 lanes at all times, plus expansion ability to 4 easily in time. No lights in any direction. Likely elimination of access from at least one of the two streets in Parkdale (5th or Kensington Rd.). Elimination of sharper curves (mostly just south of kensigton rd) to ensure easiest flow of traffic. Easier access from downtown (Bow Trail) and Memorial Drive (better entry and exit off ramps).
20.	Access control to Crowchild. Lose the stop lights
21.	Access to Crowchild Trail, impact on adjoining communities, traffic cutting through our community
22.	Air quality. Noise. Easy passage across Crowchild for cyclists.
23.	Allow citizens to provide some out of the box suggestions which are seriously considered. Provide an interactive pin map early in the process so people can pin their ideas to a specific location and generate ideas around it (much like the Main Streets maps only better).
24.	Allowing for all methods of transportation to flow through the western side of the city easily. And do this without disrupting the existing neighbourhoods.
25.	Benefits to total traffic flow versus just moving the congestion elsewhere Would dollars be better spent expanding LRT Local communities
26.	Bike access under crowchild bridge, community linkage either side of crowchild
27.	Bikes and pedestrians can cross - too many interchanges reduce the access of cyclists in a safe manner and with "flow". Having too many stops, turns, etc makes commuting a pain and makes us use cars.
28.	Blocking off (using only right-hand turns onto Crowchild) during peak-use (rush hour) times.
29.	Building a limited access freeway as soon as possible. Time to complete is the most important.
30.	Changing demographics of bordering neighborhoods, users from outside of the bordering neighborhoods, transparency in the building/development process, environmental impacts of changing the corridor, parks and open spaces use near the corridor.
31.	Clear Crowchild of the four traffic lights through to Glenmore.
32.	Closures; cost; long term benefits
33.	Community



34.	Community involvement of surrounding communities. Future development of the city.
35.	Community long term vision, cost, traffic capacity of infrastructure, impact on families/home owners and business owners.
36.	Congestion crossing river.  Freeway traffic that comes to dead stop (southbound @ 24 ave nw and northbound @ river)
37.	Consider the best solution for the majority and don't cave in too special interest groups. It is important the the interests of all Calgarians are represented on not just local communities, nimby's and cyclists. This process is already long overdue and the time and money already spent discussing is ridiculous. You're not going to make everyone happy and time is of the essence to increase traffic flow. it's crazy that such a major thoroughfare narrows to 2 lanes at times.
38.	Continuous vehicle traffic flow. Safe, well lit sidewalks for University and residential pedestrians, pleasant appearance.
39.	Convenience, safety, speed of travel, noise, line of sight, winter conditions and cost (now (build) and in the future (maintenance))
40.	Cost, traffic flow, safety, communities, long term investment
41.	Current high incident accident areas, lane width, lights and how they will be addressed.  Foot bridges over  Current design or construction flaws to be aware of and addressed or recommendations made
42.	Current road usage, future road usage, lynchpin effect on entire traffic network in calgary
43.	Cyclist, impact on neighbourhoods
44.	Definition of what the engagement process is! I received this, but since it was a while ago that the process was started, I have no idea what that term (engagement process) means.
45.	Density of the surrounding neighborhoods.  How will expanded roads effect the integrity of the areas where the roads are expanded?
46.	Disruption to people living by Crowchild Trail, albeit there are people who live close to Crowchild Trail, it may be necessary to buy them out in order to widen the current trail. As done for 16th Avenue NW.  Future use consideration, how many lanes, growth of Calgary, etc.

47.	Don't know.
48.	Effect of increased traffic on nearby communities. How to avoid cars cutting through communities to access Crowchild trail.
49.	Effective commuting for motorists, pedestrians and cyclists without huge disruption to the communities already present.
50.	Effective solution. Traffic in Crowchild is brutal. Where is the traffic coming from? How did the traffic get so bad over the last few years. We have an inner city home and still sit in traffic forever.
51.	Efficient traffic flow, environmental concerns
52.	Eliminate traffic lights  Expand Bow R crossing lanes
53.	Elimination of traffic light intersections and introduction of north-south flow-thorough interchanges from 24 Ave. NW south to the Bow River.
54.	Encroachment, proper planning so roads are built appropriately and won't require constant improvement and widening later.
55.	Ensuring traffic flows smoothing without impacting area's or access around it. IE To 16th Ave to access Foothill Hospital, quicker access in and out of MacMahom Stadium.
56.	Environmental impact. Especially if we expand the bridges over the river.
57.	Existing community impact, noise impacts, aesthetics, and cost.
58.	Factors--Cost, NIMBY's concerns do not carry a disproportionate value to users considerations, access roads minimized & cannot please all factions.
59.	Flood mitigation, multi family housing with street level retail.
60.	Flow of Traffic during rush hour Noise limitation to local residents
61.	Flow of Traffic, practicality for all Calgarians who use the corridor, not just the surrounding neighbourhood (although they need a large say). - Ease of flow to connecting routes - 17th Ave SW, Bow Trail, Memorial, Kensington, 16th Ave, 24 Ave NW - the congestion that happens when coming off Bow Trail W, merging onto Crowchild N, then wanting to get over two lanes to get onto Memorial W. - Only one lane of traffic travelling Crowchild N over Bow Trail, too much merging in that one spot
62.	Fluent traffic. Get rid off traffic lights.

63.	Free Flowing Traffic
64.	Free flowing traffic
65.	Future population growth. Future transportation solutions (modes, tendencies). Current traffic loads. Public Safety
66.	Get rid of all lights between the Bow river and 24 ave NW including the 24 ave lights. Widen to 3 lanes
67.	Getting rid of all the traffic lights.
68.	Getting rid of the lights & making traffic free flowing.
69.	Getting the traffic moving is most important.
70.	Gridlock, first and foremost. It is so frustrating to drive this stretch of Crowchild that I've had to limit where I'm willing to work.
71.	Growth plans for the city in surrounding zones. Pedestrian crossings. Account for the needs of residents, not just the few voices within a community association.
72.	HOV strategies, congestion around McMahon stadium through 10th ave., Impact on corridor residents, additional park and bike opportunities for residents in NW communities.
73.	House appropriation. Access to Crowchild trail from west hillhurst. River pathway impact. Boat launch options.
74.	How can traffic get over the river better and around the Glenmore turn better.
75.	How do locals want to get where they go....example, the last plan cut off 17th Ave from Crowchild.  NOISE REDUCTION!  Do we want to encourage more volume along Crowchild Tr? Who decides this?
76.	How expanding Crowchild will affect the people in the neighbourhoods where it will be expanding - they should have the same access to Crowchild and other main arteries that they currently do - and also keeping the noise level down to its current levels.
77.	How the communities will be affected, including increased noise pollution Access from the communities

	Safe pedestrian/bicycle crossing
78.	How to decrease congestion during rush hour. How to more effectively move cars from north-to-south, especially onto Glenmore Trail and past downtown during rush hours.
79.	How to get 6 continuous free flow lanes on crowchild.
80.	How will it affect existing businesses and residential communities? How will properties be expropriated and the owners be fairly compensated? How will access to neighbour hoods and businesses be maintained effectively?
81.	I don't really know except that a turn off to 26 Ave from Crowchild would help enormously
82.	I think that we need to fix the Crowchild bridge over the Bow River and the onramps from Bow Trail as well as the lights on Kensington Rd. and 5th Ave N.W. which hold all the traffic back south as far as Marda Loop. The lanes only permit going certain directions - they are not good enough to move the amount of people that it is currently handling. That bridge with all the on ramp and exit to memorial is a nightmare at the best of times.
83.	Impact of Communities Surrounding Crowchild Trail Reducing backlog and travel time on the road Walkability/ Active transportation in the project
84.	Impact of the changes to the flow of traffic within the established communities such as West Hillhurst, Brentwood, Parkdale  Access to/from Memorial Drive, Crowchild Trail and other major transportation corridors such as 5th Ave NW, 16th Ave NW, 24th Ave NW from established communities  Space for alternative forms of transportation such as cycling and walking  Noise generated by cars, Ctrains, trucks using new transportation corridors
85.	Impact of the total population of Calgary vs a select few.If there is opposition to appropriation of homes,have a fair process to compensate but make it clear that a growing city of over a million people requires necessary changes to infrastructure to handle a growing and large metropolitan urban city. Inform citizens that if it doesn't happen now it will inevitably happen but cost incrementally more.Don't wait until Calgary is 2 million people to appropriate what is needed for infrastructure.
86.	Impact on communities, ability to adapt to changing demographics over the next 50 years.
87.	Impact on inner city communities Impact on commuting patterns for neighborhoods close to downtown Impact on commuting times for those using Crowchild Trail.

88.	Impact on neighboring communities and residents who sacrifice their noise levels, air-borne toxicity and congestion to allow a major thoroughfare to impinge on their community.
89.	Impact on surrounding community, environment and ease of transition in developing and utilizing a better Crowchild Trail
90.	Impact to nearby communities/safety, improvement of transit options to reduce congestion, improving movement of traffic
91.	Impacts on speed of travel through already congested roadway. Access to roads for existing communities. Increased traffic that may need to be rerouted into or through surrounding communities. Specified times for disruption of traffic (i.e. no construction during peak drive times).
92.	Impacts to neighbourhoods; growing public transport; accurate forecasts of vehicle traffic; input on future driving and public transportation behaviours for Calgarians; constant check points with the public during the entire project; continue with emails and web surveys to share information and gather feedback
93.	Improving cycling and transit mode shares. Reducing auto dependence.
94.	Improving the bridge and access in/out of downtown via Crowchild.
95.	<p>Include all people - not just commuters.</p> <p>Topics - traffic flow; bottlenecks; exits that do not obstruct ease of flow; how to maximize traffic flow and minimize congestion especially during peak use</p> <p>topics</p>
96.	Impact to surrounding communities - what will be the traffic routes, will traffic be cutting thru the neighbourhoods as shortcuts. Will any home owners be impacted if Crowchild trail is widened and what will the cost be to taxpayers.
97.	Input
98.	Input from residents and users who use any part of Crowchild, not just those closer to downtown.
99.	It is important to communicate to the public what the engagement means to the City. Is it simply informing the communities of the planning department's intentions or is there to be real engagement where the communities will significantly impact the decision making process.
100.	It is important to look at travel times, number of accidents that occur along that corridor and at exactly which locations, number of vehicles travelling the route and at what times, impact of traffic on residents along the corridor, Consultant & Engineering costs,

	Construction costs, how to re-route traffic during construction to minimize impact, explore various options to find the best solution.
101.	Keeping communities together. Making it easy for drivers, pedestrians, & cyclists to get across Crowchild Trail. It is as often an obstacle as it is a way to get somewhere.
102.	Lack of proper connections with 16th Ave Traffic constriction between Kensington and 16th Ave Length of downtime and/or constrictions during construction phase?
103.	Letting people have a say in what happens with crowchild...not just telling us what you want to happen with it
104.	Listen to the road users and the residents, they know what's wrong with this piece of road. Then validate their input and take steps to provide a way for traffic to flow. There are infrastructure and space challenges to overcome, perhaps this corridor needs something different from other urban highways in Calgary.
105.	Main goal is to get traffic through without bottleneck conditions of stop & go, or lane narrowing.
106.	Major streets like Crowchild Trail are barriers to pedestrians and cyclists. In the 10 to 15 km radius of downtown, bicycle and pedestrian crossing must be well planned to promote walking and cycling.
107.	Making Crowchild Trail less crowded and less dangerous during peak hours.
108.	Making a change that will help Calgary for the next 40+ years not the next 5 years Making swift and effecient changes to reduce the impact on traffic while the construction is happening
109.	Making opportunities for people to feel like they have been heard. No idea is a bad idea at this stage.
110.	Making the bridge over the river wider..need more lanes added and then widen it from the river to McMahon stadium
111.	Maximizing uninterrupted traffic flow along Crowchild.
112.	Method (in person meetings, online, email, 1:1, etc.), timeline and schedule, extent or who are you engaging. What are you going to do with the information collected. How much is being spent on the engagement process. I would like to see the scope, plan, timeline, budget, resourcing and quality measurements.
113.	Minimize resulting cut thru traffic, and easy access to get on
114.	More smooth flowing of traffic with less crossing of lanes with restrictions at certain times of day.
115.	More through lanes
116.	Morning and afternoon rush hour and how to achieve free flowing traffic. The lane changes required heading North from 17 ave. S across the bridge to 5 avenue N.

117.	Movement of traffic during rush hour is very important. Also it would make so much sense to have a carpool lane! This will really help with not only the environment but reduce the number of cars on the road and speed up the drive for everyone.
118.	Moving in out and across Calgary on foot, by bike, and by transit, and certainly NOT a solution that enhances the driving experience at the expense of those who are willing/able to leave their individual cars at home.
119.	Multiple user types, including students, need to maintain/improve vehicle flow
120.	NOT widening existing roads.  Availability to the LRT and easy to transfer to buses.  Public transport is the answer.  How to get people out of their cars.
121.	Necessity of clear unimpeded traffic into and out of downtown.  Appropriate access to recreational facilities (McMahon, Foothills track.
122.	Neighbourhood quality of life; Residential safety and security; Environmental sustainability; Creative mobilities
123.	Neighbourhoods near the freeway will be impacted most, especially with regard to access to the other side of the road. Plans to reduce cutting one side off from the other are necessary for pedestrian movement through the area.  Reduced speeds on exits would mean tighter ramps and smaller areas taken up by exit ramps - safer for neighbourhoods and not as noisy and intrusive. The faster the speed of the vehicle, the louder the sound for residents.
124.	Noise and safety for local communities. Access into the university (this causes backlogs). Expansion over the river (also causes backlog). Maintaining/ adding park space (i.e. along river, etc.)
125.	Noise and traffic flow around existing residences. How do people living in surrounding neighborhoods get in and out to Crowchild Trail.
126.	Noise control, aesthetics of the design, capacity for the future.
127.	Noise, increased traffic, safe for pedestrian traffic, speed.
128.	Noise, pedestrian and bicycle crossing.
129.	Noise, pollution, safety and communities.
130.	Number of traffic lights and exits to communities.
131.	Obtain feedback from regular users of the corridor and residents of the corridor.  Be mindful of costs.

	How to increase traffic flow through the area.
132.	Peak flow capacity requirements
133.	Pedestrian and bike traffic.
134.	Planning for the next 50-100 years, and not just short term.
135.	Please email the residents to solicit their ideas regarding how Crowchild should be changed through our part of the city. Also make a website to allow folks to contribute.
136.	Please look at how to speed traffic on Crowchild Trail at 24th Avenue NW to Glenmore Trail SW. There is a narrowing at the bridge over the river AND too many lights.
137.	Potential for increased noise and light pollution resulting from various proposals (ie overpasses)  Potential for increased commuter traffic flow on residential streets  Disruption in neighbourhoods during construction
138.	Preserving established communities
139.	Protect inner city communities.
140.	Provide an opportunity for citizens to suggest design concepts BEFORE the actual designers start creating scenarios. Little to lose by doing this - perhaps some worthwhile non-traditional solutions will be proposed.
141.	Proximity to Crowchild Trail, how often individuals utilize it, future development concerns (e.g., instead of building for current or near future proximity, consider 10, 20, 30 years down the road).
142.	Public engagement.
143.	Public involvement in design
144.	Put options of road re-alignments and potential changes/upgrades up for discussion with affected communities and general public BEFORE making final decisions.
145.	Recommend avoiding paralysis by analysis. There will always be concerns and antagonists for every plan. Get a few plans out for consideration and review, choose one and move ahead while the price of labour is expected to be low.
146.	Reduce traffic congestion between 17th Avenue SW and 24 Avenue NW
147.	Reduced congestion  Controlling traffic flow  Public transit integration  Aesthetic
148.	Reduction of congestion on Crowchild Trail and the east/west cross town streets/avenues intersecting with Crowchild.



Uninterrupted traffic flow between 17 Ave SW and 24 Ave NW.	
149.	Rejoining the neighborhoods of West Hillhurst and Parkdale. Arranging elevated roadways both E-W and N-S for through traffic with minimal connection to the local traffic north of the Bow River.
150.	Removal of traffic control signals.
151.	Removing flow restrictions at 24 Ave, 5th Ave, Kensington Road (remove traffic lights) Widening Crowchild Trail from 2 lanes to a minimum of 3 Adding additional bridge capacity across the Bow River The concerns of inner city neighborhoods is not important (the needs of the many outweigh the needs of a few)
152.	Removing the bottlenecks at 5th Ave and at Kensington Rd
153.	Removing the lights between Kensington and 24th Ave. Free flowing Crowchild Trail.
154.	Routing, ease of transit thru area
155.	Rush hour congestion, access to and from 16tg
156.	Rush hour traffic
157.	Rush hour traffic flow
158.	Rush hour traffic jams, safe merging..
159.	Rush hour traffic. Traffic lights need to go from Kensington to 24 Ave NW
160.	Rush hour trafic
161.	SPEED, this project needed to be operational, at least 10 years ago. I participated in the last study, about 3 years ago and we all know what happened when council got its nose in the report. Something has to be done, NOW, with the 4 sets of light on the North Side of The Bow as they are slowing down all the traffic.
162.	Safety since the crowchild trail under the 17th Ave bridge is crazy. People are using the Bus only lane for most of their drive, then just about getting into accidents with people merging from the ramp off of 17th Ave going north bound. People treat Crowchild as a highway and speed on it even when the traffic is really bad.
163.	Significant city growth. Average number of vehicles per household (it's increasing). Improve traffic flow by removing traffic lights at all intersections on Crowchild. Widen Bow river bridge.

	<p>Improve ramps on and off Bow Trail.</p> <p>Widening to 3 lanes, six lanes total.</p> <p>Improve Glenmore Trail interchange to better handle the volume of traffic (South Crowchild to East Glenmore.</p> <p>Improve other North - South roads to off load peak traffic on Crowchild (i.e., in and out of downtown during rush hour).</p>
164.	Smart growth, sustainability, quality of life, traffic, improving existing communities
165.	Speed up traffic on Crowchild.
166.	Surrounding housing. You are looking at neighborhoods with million +++ dollar houses and considering putting an overpass over them - please don't. You will destroy the value in these homes and kill the net worth of many of the owners.
167.	That only individuals and businesses with actual interaction with Crowchild Trail be taken into account. People residing in Mackenzie Towne ought not to be included in the process. Also, northwest residents that don't make use of the motorway that is Crowchild Trail ought not to be included.
168.	The biggest factor would be to keep traffic moving across the river as the City continues to grow, as well as how these changes will effect the neighboring communities.
169.	The bottlenecks from 24th Avenue NW to 17th Avenue SW, and the segregation of through traffic versus entering & exiting the bottlenecking junctions...
170.	The bridge over the Bow River is terrible.
171.	The construction of Crowchild Trail over the past several years has had a major impact on the older communities along its route especially the areas around the Brentwood Mall, 14 st and the Dalhousie areas. As construction proceeded to the West, traffic from the Ranchlands, Arbour Lake areas found it quicker to travel John Laurie Blvd and cut down Shaganappi Tr and through residential areas accessed by Brisbois Dr, Charlswood Dr, and 19 St. Future develop must take this into account.
172.	The interaction of all kinds of traffic (e.g., pedestrian, automobile, bike)
173.	The least invasive solution to maximizing the number of lanes and reducing the number of access points crossing the Chrowchild trail. Expense should NOT be the prime consideration - the BEST solution possible should prevail
174.	The life cycle of the communities within the influence of Crowchild Trail needs to be taken into consideration. CT acts like a knife through the communities, deadening the flow of everything but vehicular traffic. There needs to be a focus on what is unique within the surrounding communities and how future developments along CT can foster those unique qualities and generate even more diversity.
175.	<p>The northbound traffic backup every afternoon on the bridge over the Bow.</p> <p>The chaos created on the same bridge every time something happens and a lane needs be closed.</p>

176.	The number of cars that utilize Crowchild to drive to and from work. To recognize that cyclists should not be included due to the ratio of cyclists to motorists.
177.	The participants should reflect a broad spectrum of Calgarians including the neighboring communities but not ignoring others. Representatives of alternative transportation groups including cycling must be given adequate airtime.
178.	The point of view of the people who travel the Crowchild Trail.
179.	<p>The time consuming that the Calgarians spend trying to get home, and not been able to cross the river faster.</p> <p>This is my suggestion: as much as Crowchild is a road with no lights before the river and after 24 th, why the city can not only apply the same all the way? In between the river and Charleswood we have already 2 ways to cross Crowchild, and the distance is much shorter than between 53 and nose hill. So, is it not easy to only take off the lights and leave it as it is?</p>
180.	<p>Timing</p> <p>Cost</p> <p>Amount of potential disruption</p> <p>Long term viability of project</p>
181.	To increase traffic flow and essential supporting infrastructure to best alleviate current congestion and accommodate future growth. Let's make major changes now; not incremental fixes.
182.	<p>Topics:</p> <p>Traffic ease of flow</p> <p>Elimination of control signals</p> <p>Sufficient capacity to provide for future traffic growth</p>
183.	Traffic
184.	Traffic Flow
185.	Traffic Flow from 33 SW north to stadium area
186.	Traffic Volume required given future growth plans, Volumes during peak times and during those times what impact school buses and construction vehicles would have, access to businesses, and ongoing maintenance.
187.	Traffic and congestion.
188.	Traffic and neighbourhood preservation. And bottleneck after 5 Ave nw
189.	Traffic and the flow of traffic. Planning for future hi levels of traffic as this is a major path and backs up 35 min to cross the bow. Eliminate the lights from the bow river up to the church: stadium intersection.
190.	Traffic bottle neck

191.	Traffic congestion and improvement Engagement process Project alternatives Schedule
192.	Traffic congestion
193.	Traffic during peak, and off hours on Crowchild.  Points of congestion, or bad traffic flow.
194.	Traffic flow
195.	Traffic flow
196.	Traffic flow
197.	Traffic flow
198.	Traffic flow  I don't believe things such as pedestrians or bikes are factors - this is a major thoroughfare, and needs to move traffic efficiently.
199.	Traffic flow (both the fact that it's crazy now and Crowchild needs expanding and what the impacts of that expansion will be), noise, access (i.e. don't screw up the on/off ramps at Bow and Memorial if you widen the road), future needs (i.e. when CFB West is built out and you add 20 to 30 thousand people, how much more access will you need).
200.	Traffic flow (eliminating weaving, more lanes etc)
201.	Traffic flow ..... Near bow River
202.	Traffic flow and changing patterns to surrounding or impacted communities
203.	Traffic flow at the speed limit without lights or controlled intersections. Elimination of bike and pedestrian traffic on the automobile traffic flow section of Crowchild
204.	Traffic flow during peak times, construction cost, degree of disruption during construction, impact to the surrounding communities
205.	Traffic flow is the most important issue. Bottlenecks are the biggest problem with the Crowchild corridor. This can be alleviated greatly by making Crowchild a true freeway from Glenmore Trail to the northwest exit of the city.
206.	Traffic flow with minimal access points  Design it for vehicles as much as a freeway as possible  Keep it simple (previous version had too many bridges, it would never have been built due to cost) build new bridge over Bow Trail east bound, eliminate turns on and off by

	Memorial Drive -all traffic access at a bridge intersection at Kensington Road, fly over at 5 Ave, leave 16 Ave as is, 24 Ave access to include motel village
207.	Traffic flow, easing pressure entering/leaving downtown.
208.	Traffic flow, emergency services access to Foothills and Children's Hospital. Fixing the Crowchild / Bow trail / Bow River / McKnight interchanges to allow more than 1 lane NB
209.	Traffic flow, expansion of lanes, fewer traffic lights.
210.	Traffic flow, traffic bottlenecks, connection roads
211.	Traffic flow. Impact on residences.
212.	Traffic flow. GET SOMETHING DONE! No more reports if whiny Druh Farrell cries enough to have them ignored!
213.	Traffic flows for crowchild at a city-wide level. The ultimate design impacts the entire city, not just those living in the areas immediately abutting crowchild. Crowchild has always been there and they knew that when purchasing their current properties.
214.	Traffic fluidity along the entire length of Crowchild Trail. Traffic noise control. Integrity and the habitability of the neighbouring communities. Access to and egress from Crowchild Trail.
215.	Traffic into and out of neighbouring communities. Walkability of area - getting over/across Crowchild. Traffic on Crowchild Bridge
216.	Traffic movement
217.	Traffic needs that do not include bike lanes Communities that will be effected must be consulted Cost of course How to do this without infringing on the demands of traffic flow unnecessarily Over what time span Where will the money come from?
218.	Traffic on the bridge over the river.
219.	Traffic not stopping
220.	Transit plans, bus and pedestrian access where present/needed.
221.	What are the impacts to the communities along the corridor.
222.	What will create flexibility in the future as the city grows. Be clear to your delivery as to what is the Crowchild Trail Corridor Study. It is vehicle movement, encompassing cycle, pedestrian and business?

223.	Whether the primary purpose of the Crowchild Trail corridor should be changed from its current status as little more than a "vehicle sewer" (ie. a system designed to move a large number of vehicles through as quickly as possible) to something else, such as a transit/bike/pedestrian corridor lined with medium to high density mixed use (ie. residential, retail and office) developments.
224.	Widen the bridge -, construct more traffic lanes and eliminate the traffic lights at Kensington, 5 ave nw and McMahon stadium and 24 ave.nw--you have to flow and eliminate all the congestion..
225.	avoiding the loss of neighbourhood and property to accommodate traffic flow
226.	communications to communities and community associations, community engagement and feedback
227.	community connectivity, walkability, reconnecting communities split by the freeway and multimodal transport
228.	community recognition and interaction - keeping the big picture in mind(not focusing on one community) - brainstorming for options, not immediate solutions -
229.	<p>congestion NB Crow at Bow Trail rush hour - Middle lane traffic is blocked because vehicles are trying to merge to the Bow Trail lane</p> <p>vehicles slow down between 17th Ave and Bow Tr because the road bends but, sometimes it's because the sun is quite bright during afternoon rush hour and it's hard to see.</p> <p>trying to merge from Crow to Glenmore is a gong show when traffic is heavy</p> <p>speeding vehicles can be a problem, depending on the day and level of congestion, it's an aggressive road to drive on</p>
230.	<p>cost</p> <p>long term traffic needs</p> <p>avoid impacting the existing flow of automobile traffic.</p>
231.	cost, traffic capacity and flow, longevity, meeting all transportation uses.
232.	determine impacted communities and other stakeholders including transit.
233.	easy of traffic flow for Cars
234.	elimination of traffic lights at Kenington, 5 Ave. & 24 Ave.
235.	<p>future development (ie. increased density, currie barracks).</p> <p>getting past problems that stopped last plan</p> <p>glenmore/crowchild interchange expansion to increase flow</p>

236.	<p>honesty and openness - the city must be forthright as to its objectives from the beginning and citizens/users/residents must come with an open mind</p> <p>Respect - I don't think anyone would ask for a high speed/volume traffic road like Crowchild in their backyard so users must respect the opinions of those who live in the neighborhoods it cuts through</p>
237.	<p>how to filter out the noise that is meaningless, every one wants something, but the road needs to get upgraded, find a way to progressively limit the input and get consensus but default</p>
238.	<p>impact on neighbourhoods</p> <p>traffic flow studies</p> <p>access to Bow Trail going west</p> <p>keep stakeholders informed</p> <p>Alternative routes for drivers.</p> <p>study of bottle neck areas that exist now, such as Kensington Rd and the bridge over the Bow</p>
239.	<p>in order of priority:</p> <ol style="list-style-type: none"> <li>1. Efficient movement of Traffic both on and off Crowchild, and through neighbouring areas</li> <li>2. Ensuring sufficient on- and off-ramps without excessively cutting off neighbourhoods.</li> <li>3. Planning for future city and neighbourhood growth</li> </ol>
240.	<p>maintaining the neighborhoods (as they are) adjacent to crowchild trail without the need to demolish homes;</p> <p>minimizing noise from crowchild trail</p>
241.	<p>noise</p> <p>traffic flow</p> <p>cost (current, long term - if we wait 10 years, opportunity cost of delays)</p> <p>alternative designs (raised, underground)</p>
242.	<p>not everyone will get what they want. compromise will be needed by all parties.</p> <p>however let's not study this to death, big problems exist , fix them!</p>
243.	<p>pedestrians</p> <p>cyclists</p> <p>other active modes</p>

	transit only lanes transit priority infrastructure quality transit stops, amenities and waiting environment
244.	re-design of existing intersections budget of project approximate completion determine why project never happened in the early 1970s when it was originally proposed
245.	reaching all users of Crowchild ensuring that the input of lobby groups like bike YYC does not overrepresent ensuring that Crowchild users have a say not just inner city wards
246.	rush hour traffic and lane reduction on over the bridge
247.	the fluidity of traffic along the crowchild trail. No lights. exits and entrances to be the same as from after 24th to chrochane.
248.	to fix the traffic problem as fast a possible!
249.	traffic
250.	traffic - the amount and how the corridor affects surrounding areas.
251.	traffic flow
252.	traffic flow between brentwood mall and bridge over bow river  ability to cross crowchild on floodplain (5th ave or Kensington rd.)  extend entrance lane from brisbois onto southbound crowchild as a full lane for exit onto 32 ave to reduce backup on crowchild just north of university
253.	traffic flow, ease of access & traffic noise in surrounding residential areas.
254.	traffic lights  merge lane northbound on Crowchild to exit on Kensington (too short and crosses merge lane from Memorial to northbound Crowchild)



	merge lanes northbound on Crowchild on the bridge crossing the Bow. Many accidents here.
255.	traffic patterns, road use, rush hour traffic
256.	ultimate capacity, cost, plan going forward
257.	users and home owners effected
258.	who pays the taxes - who will be footing the bill - keep it simple - just get it done
259.	will it solve the problems not only that we are having now but prevent new ones coming up from our rapidly growing city. will it be done properly, at a fair price, in an effective time period.
260.	[24th Ave]  * Address the congestion on Crowchild Trail between 17th ave SW and 24th ave NW. Balance this with the need to improve transit and bike lane access.
261.	[24th Ave]  Here are three ideas:1. Perhaps more two-lane turns (e.g. from the University at 24th Ave., turning north on Crowchild) to minimize back-ups at lights, especially during rush hours. 2. Improved signage so motorists do not have to adjust to lane changes at the last minute.3. Timed access in on-ramps to alleviate congestion (San Diego model).
262.	[24th Ave]  One of the worst issues are the intersections at 24th ave, 16th ave, Kensington and Fifth ave. All four bring Crowchild to a stop, and this is completely inappropriate for an Expressway. The issue of the bridge and bottleneck over the Bow River wouldn't be as terrible, were these four intersections removed.
263.	[24th Ave]  The free flow of traffic along the Crowchild corridor from 17th Ave SW past the 24th Ave NW interchange.
264.	[24th Ave]  The section from 17th ave th 24th ave.
265.	[24th Ave]  Traffic flow and congestion at Kensington and 5th Ave NW Bridge expansion over the Bow River. More traffic lanes from Bow River to 24th Ave. Flyover from 33 Ave SW to 24th Ave NW
266.	[24th Ave]  Traffic flow, the City of Calgary has boomed so much and increased the number of cars on the road. The problem with crowchild trail is between 24th ave and all the way to pretty much 17th ave. There are so many bottle necks which is so very unsafe and slightest traffic would just make things worse on a bad stretch of road. We should have bridges with more lanes for traffic and NO traffic lights, what is the point of them on a rather highway sort of road. Also the speed limits don't make sense.

267.	[Access Points]	Costs of providing numerous access points vs benefits needs to be presented. Too often the city tries to please everyone and the end result is a big costly mess.
268.	[Access Points]	Environment (idling time) Access to businesses Flow of traffic Crowchild is essentially a highway or at least a major thoroughfare. For this purpose it has too many lights and access points.
269.	[Access Points]	Required capacity for future growthEffective access points to secondary roads along the routeNoise Access for maintenance, primarily snow removal
270.	[Access Points]	Topics - (1) Respect established communities (such as St. Andrews, Briar Hill, etc., that are "older"). Do not even think of running more traffic through those communities. (St. Andrews has only two access and egress points that are already overused.) When you go farther northwest, due to configuration of newer communities, those residents will take for granted that they will not be seriously impacted by expansion because residences are set back farther from main arteries such as Crowchild.
271.	[Access Points]	Unobstructed fast moving traffic flow along all of Crowchild Trail. Minimize points of entry and egress. No on Crowchild retail access points - including McMahon, although if access and egress can be accomplished without reducing the flow and speed of Crowchild traffic, then ok. Communities as individual communities on either side of Crowchild but not at the expense of the traffic corridor. Focus communities to access and egress using 19th Street or 29th Street respectively.
272.	[Access Points] [Kensington Road]	The proximity of the neighbourhoodscommunity access i.e. 5th ave and kensington roadtraffic choke points
273.	[Access Points] [Memorial Drive]	West Hillhurst/Parkdale accessImprovement of access point to Memorial Drive during rush hour
274.	[Adjacent Communities]	All transportation modesThe value of the corridor to the community as a whole and weighing that with the desires of the adjacent communityImpacts of recommendations on the surrounding roadway networkTimelines for improvements (stages and ultimate)
275.	[Adjacent Communities]	Effect on adjacent communitiesMaking proper allowances for future interchanges to handle growth

276.	<p>[Adjacent Communities]</p> <p>Impact on communities adjacent to Crowchild Trail as well as other nearby communities. This includes any impacts of widening of Crowchild and its intersections, as well as changes to connecting roadways. Also how any widening may impact homes along the route and along the cross-routes, as well as how to mitigate any changes in traffic patterns on cross-routes if there is an increase in traffic or additional congestion/queuing at intersections on connecting roadways.</p>
277.	<p>[Adjacent Communities]</p> <p>Integration of motor vehicle traffic with other modes of transportation (Bicycles, pedestrians) Impact on communities adjacent to Crowchild Consideration of improvements to alternative North- South corridors such as 14th Street SW &amp; NW and 19th Street NW to meet varied needs</p>
278.	<p>[Adjacent Communities]</p> <p>[Affected]</p> <p>[Directions]</p> <p>- all communities directly adjacent to crowchild are made aware of the study and given the opportunity to participate in open dialogue - all affected parties who may not live close to crowchild yet are affected by it (experience driving on it and traffic) are consulted and given opportunity to attend open houses -open houses and open forums occur as early as possible to maximum public influence and occur in easily accessible neutral locations</p>
279.	<p>[Adjacent Communities]</p> <p>[Affected]</p> <p>[Directions]</p> <p>[Consider]</p> <p>Participants should be those directly affected by the project - Businesses, Schools, U of C, McMahon Stadium, adjacent communities, adjacent community associations. Alignment with LRT needs to be considered. Individual's age and gender are not relevant to the study. Usage is what is important.</p>
280.	<p>[Adjacent Communities]</p> <p>[Consider]</p> <p>[Traffic Volume]</p> <p>The primary factor to consider is the expected long-term vehicular traffic demand between the SW and NW quadrants of the City, as that is the most essential aspect of the Crowchild Corridor. A second factor to consider is how to better integrate bus-rapid transit onto those portions of the corridor that are not presently well served by LRT. Lastly, one has to consider the impact of greater traffic volumes on the adjacent communities, weighed against the consequences of not addressing the problem</p>
281.	<p>[Adjacent Communities]</p> <p>[Ensuring]</p>

	How to keep traffic moving on Crowchild while at the same time ensuring that mobility within the adjacent communities is not restricted and that traffic from the community continues to have full access to Crowchild
282.	<p>[Adjacent Communities]</p> <p>[Improve Traffic Flow]</p> <p>Improved traffic flow, reduction in traffic accident potential and minimal impact on adjacent communities.</p>
283.	<p>[Adjacent Communities]</p> <p>[Kensington Road]</p> <p>[Overpasses]</p> <p>[Consider]</p> <p>Consider the adjacent communities and the fact that they do not want to see crowchild from their front yards or have visible overpasses in sight. Fifth Avenue is a cut through that really is not needed. It has a school, community center with park and Grand Trunk Park along it where children play. It would be nice if traffic cutting through the community was restricted to Kensington Road so that children in the neighbourhood could play safely. Referring to West hillhurst.</p>
284.	<p>[Affected]</p> <p>Communities surrounding crow child- how homes will be affected</p>
285.	<p>[Affected]</p> <p>Engage city wide stakeholders, crowchild development affects people across Calgary, not just the nearby communities. There needs to be a balanced approach, communities bordering the road have a say but so do those who use the road daily.</p>
286.	<p>[Affected]</p> <p>It will be important to work with the businesses at the Crowchild Trail and 5 Avenue intersection. They should be involved in and communicated with throughout this process. There are seven businesses which will be affected no matter what decisions are made. My husband and I own LaserHealth Solutions. When the last proposals were presented a few years ago, one of the options at this intersection meant that our business would be eliminated, as the City would need our land to build. Quite a shock.</p>
287.	<p>[Affected]</p> <p>New development at Currie Barracks and how this will affect Crowchild; future projected traffic amounts on Crowchild as city grows - need to plan not just for current needs but future needs - less playing catchup</p>
288.	<p>[Affected]</p> <p>Traffic concerns, (especially the bottleneck during rush hour at Kensington &amp; Crowchild), access to businesses and affected communities, possibly cycling access to the University from the Bow pathway.</p>
289.	<p>[Affected]</p>

	Traffic flow on Crowchild Trail affects citizens from all areas of Calgary, so input/consultation should not be restricted to any particular special interest group or area of the city.
290.	<p>[Affected]</p> <p>Traffic flow: Despite being a Parkdale resident, this is a significant barrier in Calgary's traffic system. It affects my decisions as to when to travel, and I see significant room for optimization without much disturbance to the surrounding communities. That said, it's still important to consult the communities.</p>
291.	<p>[Affected]</p> <p>Traffic, noise, parking, and affect on current housing.</p>
292.	<p>[Affected]</p> <p>Where the road widens and properties it affects..</p>
293.	<p>[Affected]</p> <p>[Consider]</p> <p>That we consider all stakeholders. Crowchild doesn't just affect local residents and business, it is the major corridor connecting the NW to downtown.</p>
294.	<p>[Affected]</p> <p>[Directions]</p> <p>The following should be part of the engagement process:Directly Affected communities Directly Affected businessesCommuters who use Crowchild trail as part of their daily commute</p>
295.	<p>[Alternate Route]</p> <p>Car pool lanesBicycle and pedestrian accessEnvironmental impactAlternate route during construction</p>
296.	<p>[Alternate Route]</p> <p>[24th Ave]</p> <p>1. Eliminating of traffic lights between 24th Ave nw and the Bow River2. Talking to as many users of Crowchild Trail as possible.3. Alternate routes to Crowchild Trail4. Public transportation use</p>
297.	<p>[Alternate Route]</p> <p>[Consider]</p> <p>Engage surrounding communitiesDo not consider bicycles on a high-traffic, high-speed road. There are plenty of alternative route (I am both a driver and a cyclist).Start considering a fully elevated roadway in the north section</p>
298.	<p>[Alternate Route]</p> <p>[HOV Lanes]</p>

	Frequency of usage, peak period (traffic jams and connections), alternate road ways and multi use streets (HOV lanes, cycle tracks, pedestrian routes)
299.	<p>[Alternate Route]</p> <p>[Kensington Road]</p> <p>Less lane congestion at peak hours, no changing of lanes at peak hours over the river, no traffic coming out of the downtown at peak hours (make alternative routes to go), widen the roads and bridges over the river, and synchronize the lights at Kensington Road and 5 Ave. NW.</p>
300.	<p>[Alternate Route]</p> <p>[Traffic Volume]</p> <p>Volume of traffic stats over a certain period of time, alternate route like the ring road, speed limit on the ring road</p>
301.	<p>[Better Flow]</p> <p>1. better traffic flow2. effects on home/business owners</p>
302.	<p>[Better Flow]</p> <p>Impact on residents/businesses - they will have to leave if the corridor is to be free-flowing through to 24th Avenue NW. Separate roadway for transit. Flow NB over the river is atrocious. Needs a much better way to exit DT from the west end.</p>
303.	<p>[Better Flow]</p> <p>Providing better flow of traffic into and out of the downtown core.</p>
304.	<p>[Better Flow]</p> <p>[Improve Traffic Flow]</p> <p>- Unrestricted Traffic flow- Pedestrians should not cross at ground level. Should add pedestrian bridges or tunnels.- Improve safety on the bridge over bow trail- Improve access to NB Crowchild from EB Bow Trail. Get rid of that goofy U-turn. It was better before</p>
305.	<p>[Better Flow]</p> <p>[Left Turns]</p> <p>[Overpasses]</p> <p>[Improve Traffic Flow]</p> <p>Crowchild has become a major roadway. We need to get ped traffic off of it (overpasses for pedestrians), we need better light sequences (non-essential roadways maybe shouldn't dump into crowchild during peak times i.e. 24th Avenue NW), can we improve traffic flow (can we lane reverse?), can we make things like left had turns a nonoption during peak times? Let's have the courage to try some radical things!</p>
306.	<p>[Better Flow]</p> <p>[Memorial Drive]</p>

	<p>[24th Ave]</p> <p>Cost. Transition from 10th Ave. SW to Crowchild North and the bottleneck crossing 3 lanes of traffic to Memorial Drive West. Better flow over the Bow River heading North. Traffic is backed up from Mount Royal University to 24th Ave. N.W. from about 14:30 - 18:30 daily.</p>
307.	<p>[Better Flow]</p> <p>[Overpasses]</p> <p>[24th Ave]</p> <p>[Consider]</p> <p>1. Consider alternate lane use during peak periods to allow rush hour traffic to gain access to an additional lane north and southbound on Crowchild Trail on the overpass. Easy win. Cost effective. 2. Modify Crowchild Trail from Memorial Dr to 24th Avenue NW. to permit alternate lane uses. Easy win. 3. Widen Crowchild Trail from Memorial Dr. to 24th Ave NW with an additional lane. (greater expense) 4. Underpass at 24th Ave 5th Ave and Kensington Rd. N.W. to allow better flow.</p>
308.	<p>[Better Flow]</p> <p>[Public Transit]</p> <p>[Consider]</p> <p>- Traffic flow and traffic congestion alleviation- How can the project better incorporate pedestrian and public transit through the corridor?- Land ownership and rights of way, including impacts to private ownership and utility ROW- Cost impacts and benefits over the long term- Should the project consider a P3?</p>
309.	<p>[Bike Paths]</p> <p>Study how to get bikes off the streets and on designated biking paths leaving room for vehicles on the streets. Precious space is taken up by bike lanes with only minimal use. It is dangerous for the few on bikes and inconvenient and detrimental to the flow of traffic for the many. Keep number of lanes consistent throughout, no widening to 3 or 4 lanes then narrowing to 1 or 2 in the most critical city center area. Keep growth in mind. New communities feeding into Crowchild is staggering.</p>
310.	<p>[Bike Paths]</p> <p>people not losing their homesbike paths/lanes</p>
311.	<p>[Bike Paths]</p> <p>[Ensuring]</p> <p>Balancing inner city communities with suburban needs Ensuring future vision and development is done despite NIMBY's to ensure the new routing doesn't need upgrading again in 15 years. Protection of easy routing for bike and walking paths Ensure that traffic isn't forced through residential neighborhoods as a shortcut.</p>
312.	<p>[Bike Paths]</p> <p>[HOV Lanes]</p>

	<p>[Traffic Volume]</p> <p>1. De-bottleneck Crowchild from 17th Avenue SW to past 24th Avenue NW. Rush hour traffic back-up is unacceptable.2. Enter from right, exit to right. Entrances and exits from 10th/12th Avenue SW and to Memorial westbound are unsafe and cause traffic backup.3. Sizing capacity for future volumes.4. There is no need for dedicated transit or HOV lanes as the well planned NW LRT in the median addresses that capacity need.5. No need for cyclist input as NW bike paths already address needs.</p>
313.	<p>[Bike Paths]</p> <p>[Kensington Road]</p> <p>pedestrians and cyclists!! The whole Crowchild Corridor is currently made for cars. I do have one and I do drive (from Brentwood), but I LOVE to walk, and I walk and cycle to work at the U of C, and I like to bike down to the river paths... it's very very awkward with a bike or walking down around the kensington road/crowchild area.... to cross the road... to access the river... to access kensington road. DANGEROUS.</p>
314.	<p>[Bike Paths]</p> <p>[Left Turns]</p> <p>Alleviating the terrible congestion and dangerous merges just south of the bow riverThe university Dr to crowchild S merge is dangerous and frustrating (particularly if you are trying turn left on 5 th ave. the bike paths/walkways often just end nowhere (ex. Under 16 ave or the stadium pedestrian bridge)Need a pedestian bridge at 24 AveImpact to homes a concern.</p>
315.	<p>[Bike Paths]</p> <p>[Memorial Drive]</p> <p>- Transportation freeflow (why add traffic lights when it can be freeflow particularly to for memorial drive)- Creating a bike corridor to access excellent bike path system by river (aka less interaction with cars = better, less stops for bikers (lights, stop signs etc, crosswalks etc) helps increase users on bike path system. Minimize potential biker and pedestrian conflict- Minimize noise and impact of home owners in the area</p>
316.	<p>[Bike Paths]</p> <p>[Removing Lights]</p> <p>[Directions]</p> <p>1)Traffic flow at the intersection of Bow Trail and Crowchild Trail to allow for direct access from Bow Trail to Crowchild Trail2) Flow though traffic on Crowchild trail. Removing lights at Kensington, 5th avenue and 24th Avenue3) Separate bike paths away from toxic fumes.</p>
317.	<p>[Commute Times]</p> <p>How many homes are impacted. Length of time for commutes because of street lights</p>
318.	<p>[Commute Times]</p> <p>[Efficiency]</p>



	The corridor is made more efficient for commuters. While at the same time building the changes is not disruptive to the current situation. This means that minimal lane removals/closures.
319.	<p>[Commute Times]</p> <p>[Kensington Road]</p> <p>- how to keep traffic flowing from Kensington Road through to McMahon Stadium (the 3 sets of lights that impede the morning and afternoon commute)- staging solutions so that even if the big picture can't be achieved immediately (because of budget or timing) other solutions can be put in place to ease movement in the interim</p>
320.	<p>[Commute Times]</p> <p>[Public Transit]</p> <p>Commute times, public transit impact, construction delays</p>
321.	<p>[Commute Times]</p> <p>[Public Transit]</p> <p>[Affected]</p> <p>Pollution (air and noise) from car traffic. Property values in areas adjacent to Crowchild. Traffic pinchpoints on Bow Trail and 17th Avenue coming off of Crowchild. Public transit alternatives to accommodating single passenger car traffic. Review of how the expansion of Glenmore affected traffic, commute times and adjacent neighbourhoods.</p>
322.	<p>[Commute Times]</p> <p>[Traffic Volume]</p> <p>Traffic volumes..number of lanes...commute times...traffic signals after university station ...glenmore exit lanes</p>
323.	<p>[Consider]</p> <p>Consider how many man/women hours are wasted every day by how many thousands of vehicles parked on Crowchild every day during rush hour. ( Hint: it is a big number )</p>
324.	<p>[Consider]</p> <p>Consider residents of WHCA - they pay high property taxes and home purchases for the benefit of being able to walk or bike to work and errands in community. It should be a priority that their homes, lives and community are not impacted by transportation choices made by others. Consider the health of residents of WHCA - enabling more traffic on Crowchild will increase: air, noise and light pollution in their community.</p>
325.	<p>[Consider]</p> <p>Find permanent solution that address the ability to handle free-flow traffic demands across the Bow River / Crowchild during all peak times. Consider what bypassing traffic can be diverted to other road infrastructure or river crossing options. Stop expecting that people are going to stop driving cars and provide traffic infrastructure solutions that address current needs.</p>
326.	<p>[Consider]</p>

	I think you should tell people about the study before asking them what's important to consider. kind of a bad question with no context. With that said, maybe consider community connectivity, pedestrian realm.
327.	<p>[Consider]</p> <p>The main consideration should be the uninterrupted flow of vehicle traffic. from 17ave SW to 24 ave NW. Consideration should be given to building another bridge across the Bow with mass transit (buses) in mind. Pedestrian and bicycle lanes should be considered a high priority. Property expropriation is required to allow for expansion thus should be considered now instead of later.</p>
328.	<p>[Consider]</p> <p>Traffic flow, safety and transit accessibility should be considered. Could also look at car pool lanes and other traffic flow mechanisms.</p>
329.	<p>[Consider]</p> <p>[Traffic Volume]</p> <p>vehicular volumetransit optionsless traffic lights and consider changing to a 'highway'. tunnel under river</p>
330.	<p>[Directions]</p> <p>1. Modes: truck, transit, POV , bikes, peds in their place (ie no bikes on Crowchild but assure safe (ground level) and practical (current non-functional elevated) cross-overs). 2. Prioritize modes and direction alternatives at various locations, Another wording: quit trying to deliver all modes in all directions at all intersections. Look critically at reducing the current inventory of possible POV turn / merge alternatives, I would take this as a measure of success in the new design.</p>
331.	<p>[Directions]</p> <p>Adjusting the mix of traffic along the corridor so as to make transit, walking, and cycling as direct (A to B) and safe as possible, even if this is at the expense of private vehicular traffic.</p>
332.	<p>[Directions]</p> <p>All communities in the NW are engaged not just those directly on Crowchild</p>
333.	<p>[Directions]</p> <p>Eliminating the bottle-neck over the Bow river - both directions. Speeding up the entire strip between 24th and South of the river. It is time to accept that people need to use their cars to get that far across the city - when that don't have two hours it takes to use city transit.</p>
334.	<p>[Directions]</p> <p>Free flowing traffic in both directions !!!!</p>
335.	<p>[Directions]</p> <p>Minimal disturbance to existing communities of Parkdale and West Hillhurst. Use of alternate lanes and widening within the existing roadway allowance to an additional lane in both directions. "Tweek" versus a major infrastructure investment.</p>

336.	[Directions]	The factors that I believe are most pertinent are:- How to move traffic as freely as possible through the CTC with an eye to removing bottlenecks- Peak traffic flows/directions at different times of the day- How to inflict minimum amount of "pain" to vehicles during any construction- How to minimize construction time- Look at a solution that will scale beyond our immediate needs, well into the future
337.	[Efficiency]	Efficiency of traffic commuting through roadway. Safety of pedestrian and automobile interactions. Effect on current neighbourhoods
338.	[Efficiency]	Efficiency of traffic flow
339.	[Efficiency]	Efficiency of travelSafetyBicycle/pedestrian access or routes
340.	[Efficiency]	Efficient movement of traffic
341.	[Efficiency]	Get input on design but, ultimately, we need to build the most efficient system to move traffic through the corridor. ,
342.	[Efficiency]	The engagement process should be efficient and completed promptly to minimize delays to the project.
343.	[Efficiency]	Try to get traffic moving as efficiently as possible. Forget about traffic calming measures, let's get Calgary moving!!!
344.	[Efficiency]	cyclists (both crossing and being able to move efficiently north-south along the corridor) and walkability across and near Crowchild
345.	[Efficiency]	traffic flow / efficiency, impact to the community, budget
346.	[Efficiency] [24th Ave]	Best engineering design to satisfy both through traffic on Crowchild and enable local accesses while decreasing cut through neighbourhood traffic. Keep heavy traffic on Crowchild only. Be logical, focus on efficiency. Do not allow emotion to lead to compromise on efficiency. Some changes will be hard to accept initially but will better for the future. We need a fully functioning interchange at 16th Ave NW and Crowchild. Restrict the intersections of Crowchild at 24th Ave and 5th Ave.

347.	<p>[Efficiency]</p> <p>[24th Ave]</p> <p>[Traffic Volume]</p> <p>Maximum traffic flow and efficiency of flow; ease and efficiency of access on and off Crowchild; eliminating bottlenecks i.e. the river crossing; lights at Kensington, 5th Ave. and 24th Ave.; the flyover from Crowchild to Glenmore needs to be updated and can't handle the current volume; access to 16th Ave and University Dr.</p>
348.	<p>[Efficiency]</p> <p>[North South]</p> <p>Efficiency of use for commuters using major roadways (Memorial, 16th, 32nd). Emergency Services access across Crowchild. Ease of access across Crowchild for non-motorised traffic. Reduction of use of parallel roadways through communities by commuters. Continuous freeflow north and south.</p>
349.	<p>[Efficiency]</p> <p>[North South]</p> <p>The efficient movement of traffic into and out of the downtown core as well as from the north to the south. The fact that residents have homes near Crowchild trail is of less importance as I referred to the idea, buy a house near the airport and then complain about the traffic. The privileged people who live close to Crowchild should not hold the rest of Calgary hostage just because they don't want change.</p>
350.	<p>[Efficiency]</p> <p>[Traffic Volume]</p> <p>1. Efficient side road connectors to a widened Crowchild Trail.2. Sufficient width to carry the ever increasing volume of traffic.3. Impact on the communities adjoining Crowchild Trail.4. A design that uses as few traffic lights as possible.</p>
351.	<p>[Ensuring]</p> <p>Ensure motorists who regularly use the the corridor are informed of the study via signage, etc.</p>
352.	<p>[Ensuring]</p> <p>Ensuring that users are engaged in proportion to the type of use of Crowchild Trail. Ensuring that users who are going not only to downtown but to MRU, Quarry Park etc are engaged. Ensuring that the questions are not pre-biased to give predetermined answers. Ensuring that the reality of winter weather is dealt with in the questionnaire. Ensuring that the question of who pays for which costs of the "corridor" and what those costs will be is addressed in the questionnaire.</p>
353.	<p>[Ensuring]</p> <p>Limited access( ie. Closing access to Crowchild via some NW streets = eliminating lights ); Ensuring the current access from 10th Ave. West to Northbound Crowchild has a better exit onto Eastbound Memorial so you are not forced to cross 3 lanes in a 1/4 mile ;</p>

	neighbourhood impact on Sunalta and Shaganappi. Access to Bow Trail west from Northbound Crowchild; ensuring River pathways are protected and/ or enhanced.
354.	[Ensuring] ensuring free flow of traffic, dealing with having only one through lane over the river
355.	[Ensuring] ensuring good pedestrian and cycling movement
356.	[Ensuring] traffic congestion; ensuring there enough lanes on bridge for traffic; larger bridge to accomodate people and bikes over the river
357.	[Ensuring] [Affected] [Directions] [Consider] Reaching people who are affected but are harder to reach because of their time, mobility, or other issues. Ensuring resident, business, transit, pedestrian, cyclist, and automobile needs are included. Expanding beyond Crowchild Trail as the direction of travel. Crosstown on Memorial, Bow Trail, and other streets is important. Considering aesthetic, environmental, social, and other non traffic implications. Aligning with adopted or proposed long term directions such as Imagine Calgary
358.	[Ensuring] [Efficiency] -Efficiency of traffic movement, not simply capacity-Simplicity in roadway design vis-a-vis drivers, to mitigate confusion and mistakes and backups in traffic - design for the newest and most timid and most inexperienced driver, reduce the number of choices to be made in a given time and make the remaining choices simple, intuitive, and highly visible well in advance-Liveability of surrounding areas - ensure any new design doesn't reduce connectivity of neighbouring communities
359.	[Ensuring] [Efficiency] Speed and efficiency of commute; ensuring traffic is not channeled through communities.
360.	[Ensuring] [North South] - balance between traffic requirements and community "comfort"- solutions need to have significant impact on traffic flow - ensuring that all of the engagement team and communities are aware of long term goal of crowchild being free flowing north - south
361.	[HOV Lanes] -Timeline. This project is 20 years overdue. -scale. No half baked measures or adding a bike lane or HOV lane in certain places. This section of road carries over 100,000 people

	per day and needs to reflect that. Adding enough lanes and speeding up the flow of traffic is key.
362.	<p>[HOV Lanes]</p> <p>Chaos of interchange over Bow trail. Too many cars merging. Too few lanes.Congestion at Crowchild northbound at University turn off.Congestion at 26 Ave North.Congestion at interchange at Glenmore Trail.HOV lanesBike lanes</p>
363.	<p>[HOV Lanes]</p> <p>Ease and speed of vehicle access. Freeing up bottlenecks. Preventing ANY mixed uses such as HOV lanes or Bike Lanes.</p>
364.	<p>[HOV Lanes]</p> <p>HOV lanes, more lanes over the river, flow of traffic, noise, if taking lanes away making sure there are alternatives, length of construction time, flow of traffic during construction</p>
365.	<p>[HOV Lanes]</p> <p>Less bottleneck vehicle traffic...Way more pedestrian bridges from LRT to mcmahon stadium... HOV lane</p>
366.	<p>[HOV Lanes]</p> <p>The Transit lane going North on Crowchild , It needs to become an HOV lane as well . Currently cars trying to avoid the back up during rush hour whiz down lane DO NOT EXIT AT 17th ave and continue to meet up with the merging traffic which has only a few hundred meters to merge over two lanes.... Those cars taking the bow trail exit must contend with merging , transit lane and cars by- passing in the transit only lane. Can this become a HOV lane and cars with two or more can use it???</p>
367.	<p>[HOV Lanes]</p> <p>Traffic flow, bike lanes, HOV lanes, and community traffic calming.</p>
368.	<p>[HOV Lanes]</p> <p>[Ensuring]</p> <p>Ensuring that the result of the design ensures a free flowing crowchild trail with 6 lanes for general use and an additional 2 lanes for HOV/carpool between Bow Trail and 16th Avenue NWUsing depressed trenches and well designed / well lit elevated sections will ensure that the expressway fits nicely into the fabric and does not act as a major hindrance.Also, look at how much of existing bridge structures can be reused. Mass demolition is not necessary</p>
369.	<p>[HOV Lanes]</p> <p>[Memorial Drive]</p> <p>[24th Ave]</p> <p>[Improve Traffic Flow]</p> <p>[Consider]</p>

	<p>Improve flow of traffic, in particular between 24th Ave and Memorial Drive. Consider adding HOV lanes but NOT bike lanes.</p>
370.	<p>[HOV Lanes]</p> <p>[North South]</p> <p>[Consider]</p> <p>The most important thing to consider (in my opinion) is that you need to remember that Crowchild is one of 2 major North South routes. Deerfoot, and Glenmore/Crowchild I think are the busiest N/S routes in the city. Barlow doesn't go completely through, and 52nd is slow with lots of lights. It would be a HUGE traffic disaster if you decided to cut down any lanes for HOV or Transit/Bike routes.</p>
371.	<p>[High Volume]</p> <p>[Affected]</p> <p>[Traffic Volume]</p> <p>-What environmental effects will be.-possible expansion at high volume traffic areas-affects of public displacement due to possible expansion.</p>
372.	<p>[High Volume]</p> <p>[Kensington Road]</p> <p>[Directions]</p> <p>[Improve Traffic Flow]</p> <p>[Traffic Volume]</p> <p>How to deal with 30,000 plus vehicles a day more than the 80,000 vehicles this corridor was designed to handle safely. The high accident rate and congestion from 17 Ave SW to Kensington RD NW northbound lanes is a direct result of the poor design of the on and off ramps and road as it crosses the Bow River. Safety should be a key consideration but flow of traffic cannot be compromised to achieve it. Improvements should allow for higher traffic volumes than the current 110,000 vehicles per day.</p>
373.	<p>[High Volume]</p> <p>[Overpasses]</p> <p>Moving people in high volumes quickly. Pedestrian overpasses.</p>
374.	<p>[High Volume]</p> <p>[Public Transit]</p> <p>[Directions]</p> <p>Public input is critical - those who use the corridor. Volume and flow are key topics, as well as their causes. For example, why do so many citizens drive on Crowchild Trail vs. taking public transit? Is it because public transit does not provide a direct enough route? Is the cost of using public transportation too high? Perhaps we don't need to recapture the cost of delivery, but instead provide greater subsidization of transportation to make it more attractive to commuters.</p>

375.	<p>[High Volume]</p> <p>[Public Transit]</p> <p>[Efficiency]</p> <p>[Directions]</p> <p>[Traffic Volume]</p> <p>Integrating efficient public transit with the high volume of commuter trafficEffieicent flow of traffic off wesstbound Bow Trail onto Crowchild in both directions so that the core can also have an efficient flow at the end of the work day rushRoom for emergency vehicles to respond as this is a key route to Foothills Hospital</p>
376.	<p>[High Volume]</p> <p>[Traffic Volume]</p> <p>Crowchild Northbound:The layout of off and on ramps (17 Ave SW coming on Crowchild in same lane as off going ramp to Bow trail) is prone to accidents.Traffic lights at Kensington and further which slows traffic in periods of high volume.In general:Using city statistics, where are the highest numbers of accidents? This is where things should be improved.Should we allow high occupancy cars (more than 2 passengers) to use bus lanes? or create high occupancy lane?</p>
377.	<p>[Impact on Local]</p> <p>-Impact on local community (both of any changes and of current rush hour congestion)-Connectivity of neighborhoods surrounding crowchild-Walk ability-Transit prioritization</p>
378.	<p>[Impact on Local]</p> <p>Impact on residents and local businesses, impact of an improved corridor, environmental impact of any proposed upgrades (negative impacts due to constriction and positive impacts due to lower congestion), inclusion of transit in new corridor.</p>
379.	<p>[Impact on Local]</p> <p>Traffic flowSafety IssuesImpact to local stakeholders / property owners</p>
380.	<p>[Impact on Local]</p> <p>Traffic flow during peak hoursLocal neighborhood accessImpact to existing residences</p>
381.	<p>[Impact on Local]</p> <p>[Adjacent Communities]</p> <p>[Improve Traffic Flow]</p> <p>[Traffic Volume]</p> <p>Traffic flow to local communities adjacent to crowchild, traffic to outlying communities, impact to housing in area, duration and complexity of construction plan, traffic mitigation during construction, how to improve free flow traffic, how to reduce overall traffic volumes</p>
382.	<p>[Impact on Local]</p>



	<p>[Ensuring]</p> <p>[Improve Traffic Flow]</p> <p>Improving flow of traffic with minimal impact to the communities around the area and the bow river/environment. Ensuring other modes of transportation are still available and will still work/are reasonable. Improvements made with costs in mind - ensuring best option for price. Must keep in mind future growth and the future vision of Calgary intercity ie how we want Calgary's intercity to be ie vibrant, walkable, safe, clean, ensuring local businesses are accessible etc.</p>
383.	<p>[Impact on Local]</p> <p>[Improve Traffic Flow]</p> <p>Solutions to greatly improve traffic flow through this bottleneckDisruption during upgradelImpact on local businesses</p>
384.	<p>[Improve Traffic Flow]</p> <p>- Improving traffic flow without increasing footprint- Improving access for pedestrians, bikes and buses/BRT- Preserving neighbours' quality of life</p>
385.	<p>[Improve Traffic Flow]</p> <p>1. What the road way improvement will look like. 2. How long it will take to get built 3. pedestrian crossings, 4. improvements to traffic flow, 5. roadway noise, 6. enter and exit egress from McMahon stadium</p>
386.	<p>[Improve Traffic Flow]</p> <p>Improve rush hour traffic flow to avoid excessive weaving as is now the case on the Crowchild Bridge.Impact on communities, i.e. expropriation.</p>
387.	<p>[Improve Traffic Flow]</p> <p>Improved traffic flow for vehicles. No introduction of un-insured, unlicensed, slow moving vehicles unable to achieve posted speed. Place lights at Kensington &amp; 5th on green for extending periods to clear the back log of morning &amp; afternoon rush hours</p>
388.	<p>[Improve Traffic Flow]</p> <p>Improved traffic flow through the river valley congestion points, this is a tall order I realize given the buildup in the area. One side would be to improve the traffic flow through the intersection of Bow Trail and Sarcee Trail, with that improvement it may take some of the flow off the Crowchild, but this need to be investigated.</p>
389.	<p>[Improve Traffic Flow]</p> <p>Improvement to traffic flow</p>
390.	<p>[Improve Traffic Flow]</p> <p>Improving traffic flow for automobiles is the biggest priority</p>
391.	<p>[Improve Traffic Flow]</p> <p>Major issue is to improve existing traffic flow as well as plan for increasing traffic as Calgary grows. The goal should be to eliminate bottlenecks and keep traffic free-flowing. Key issues include:- Add another Bow River bridge crossing. This could also be used for a</p>

	dedicated transit and bike lane- Re-alignment of Crowchild between University and Bow Trail- Improved interchange at Crowchild/Bow Trail.
392.	<p>[Improve Traffic Flow]</p> <p>Peak hour traffic flow. Local access. Safety. Visual appeal. Improved ramps between Crowchild and Trans-Canada (16 Av NW).</p>
393.	<p>[Improve Traffic Flow]</p> <p>The single most important goal is to improve traffic flow and establish a free-flow traffic movement on Crowchild trail as well as functional interchange connections to key intersecting roadways. Also, creating a new set-back to the corridor to the existing communities to improve quality of life for existing homeowners and the community even if it mean acquiring and removing more properties to establish this set-back.</p>
394.	<p>[Improve Traffic Flow]</p> <p>Traffic flow across the river and up to the north of 24th street Minimizing appropriation Improving access to and From Bow Trail</p>
395.	<p>[Improve Traffic Flow]</p> <p>how to improve traffic flow</p>
396.	<p>[Improve Traffic Flow]</p> <p>improve traffic flow, preserve pedestrian/bike access over river, effects on surrounding communities.</p>
397.	<p>[Improve Traffic Flow]</p> <p>[Consider]</p> <p>Cost Benefit Analysis What is and is not being considered for change (eg. egress in to downtown core) Impact on Neighboring Residential and Commercial Development Wholistic approach to design Consideration of non-freeway options that improve flow and capacity Traffic pattern changes and impact on traffic flows through communities of each alternative considered</p>
398.	<p>[Increasing the Capacity]</p> <p>City of Calgary understands the needs to improve car routes and not be waging a war on cars. City must understand need for car capacity will only increase and transit / bike lanes will do nothing to help Crowchild trail.</p>
399.	<p>[Increasing the Capacity]</p> <p>[Access Points]</p> <p>[Adjacent Communities]</p> <p>- optimizing traffic flow for vehicles on Crowchild Trail (ie. to reduce congestion and eliminate existing pinch points and traffic lights)- provide capacity for future traffic increases- maintain vehicle access to Crowchild Trail from adjacent communities- provide pedestrian/cyclist crossings across Crowchild Trail that keep vehicles and pedestrians/cyclists separated so as not to hinder drivers or pedestrians/cyclists</p>
400.	<p>[Increasing the Capacity]</p>

	<p>[Adjacent Communities]</p> <p>[Traffic Volume]</p> <p>impact on adjacent communities, as this is a ten or more year plan - how do you predict new technology/transportation modes (self driving cars,Uber,etc.),impact on the river/river crossing, how does this meet the triple bottom line policy, how does this meet complete streets philosophy, when was the last traffic study done.impact of this on feeder roads through communities, will volumes simply increase to meet capacity</p>
401.	<p>[Increasing the Capacity]</p> <p>[Consider]</p> <p>Increasing the capacity and flow of Crowchild Trail, and removing bottlenecks - most specifically the northbound lanes over the Bow River and at 16th Ave. NW. Environmental issues surrounding the Bow River need to be considered. What role will the completion of the west side of the ring road have in lessening the burden of traffic on Crowchild Trail?</p>
402.	<p>[Increasing the Capacity]</p> <p>[HOV Lanes]</p> <p>Costs, overall scope, risks, impact on nearby residents and businesses. In particular: traffic capacity improvements, I don't want bike lanes or HOV lanes as they wouldn't increase the capacity and may decrease it instead. I don't want to spend a lot of money on extras such as public art or adding chairs or pedestrian friendly features - they did this on 16 Ave and I never see any pedestrians or people sitting on the chairs along the road, so planners didn't know what people wanted in thatcase</p>
403.	<p>[Increasing the Capacity]</p> <p>[North South]</p> <p>Increasing the capacity/alleviating the bottlenecks - particularly NB Crow. Only ONE true thru-lane exists (of the three lanes on south side of river, one exits onto Bow, the other onto Memorial, the other lane that exists under Memorial has its capacity taken by traffic leaving downtown during evening peak).The other bottleneck on NB Crow is the obvious bottleneck north of 5th Ave NW.</p>
404.	<p>[Increasing the Capacity]</p> <p>[Public Transit]</p> <p>Public transit; levelling of traffic patterns; decreasing motor vehicle traffic; increasing capacity of crowchild trail</p>
405.	<p>[Kensington Road]</p> <p>Eliminate the bottle neck from Kensington Road to 5th Avenue</p>
406.	<p>[Kensington Road]</p> <p>expanding crowchild around Kensington road</p>
407.	<p>[Kensington Road]</p> <p>[Consider]</p>

	It would be great to see Crowchild without signal lights, but you have to consider access from the communities surrounding Crowchild and their ability to access Crowchild, University Drive, Kensington Road, etc.
408.	<p>[Kensington Road]</p> <p>[Overpasses]</p> <p>Closing roads, acquiring more land from surrounding intersections or bridges, investing in light timing technologies that accommodate rush hour flow. Addressing how North bound Crowchild Tr narrows down to one lane only across the river. 26th Ave intersection access to University should be an overpass. Kensington Road Overpass.</p>
409.	<p>[Kensington Road]</p> <p>[Overpasses]</p> <p>The kensington road intersection needs to be an overpass or underpass</p>
410.	<p>[Left Turns]</p> <p>Eliminate traffic signals! flyovers and traffic circles like 37th st.Eliminate cross traffic on the bridge!re-direct northbound inside lane traffic Provide three lanes of traffic!No left turns!</p>
411.	<p>[Left Turns]</p> <p>traffic flow, crossing CT by foot and bike, accessing CT via left hand turn</p>
412.	<p>[Left Turns]</p> <p>[Directions]</p> <p>[24th Ave]</p> <p>[Consider]</p> <p>Evaluation of restricting cross traffic ( ie: no left turn onto or off crowchild between 24th ave and Kensington during peak traffic times)Additional signage. Direct traffic going north on crowchild to consider turning left on Kensington to access memorial westbound, instead of crossing to the far right lane while on the bridge.</p>
413.	<p>[Left Turns]</p> <p>[Kensington Road]</p> <p>[24th Ave]</p> <p>- Vehicular traffic movement (Southbound) between 24th Ave NW and 9th Ave turnoff and (Northbound) between Bow Trail and 24th Ave NW.- Elimination/reduction of cross intersections at 24th Ave NW, Banff Trail, 5th Ave NW, Kensington Road, including eliminating cross traffic (right turn only) and/or elimination of left turns completely (or during busy hours)- Readjustment of lane markings to reduce traffic merges- Additional lanes in key areas- Redesign from Kensington Road to Bow Trail</p>
414.	<p>[Left Turns]</p> <p>[Removing Lights]</p> <p>[Consider]</p>

	Removal of all traffic signals from crowchild trail. If this is not immediately possible, then increasing the length of green lights by preventing left turns northbound in the morning and southbound in the afternoon like what was done at 24th should be considered.
415.	<p>[Left Turns]</p> <p>[Removing Lights]</p> <p>[Overpasses]</p> <p>Smooth flow of traffic (without traffic lights) N-S Use existing overpasses at Memorial, 16 Ave, 32 Ave E-W Add pedestrian/cycling overpass around 5 Ave E-W Allow right only turns at all existing intersections Remove all left turns This is an effective, low cost, fast implementation option</p>
416.	<p>[Memorial Drive]</p> <p>Eliminate northbound back up as far back as 33rd Avenue SW from 3:30-6:30pm. Solve problem of traffic from downtown coming onto the bridge having to cross over all lanes to go to Memorial Drive. Original idea of two bridges each one way is a marvelous concept.</p>
417.	<p>[Memorial Drive]</p> <p>I believe that other major roadways should be reviewed in an attempt to alleviate congestion on Crowchild Trail NW. Currently there is three major roadways that end up connecting onto Northbound Crowchild Tr NW. The Bridge over the Bow River is the start of all the congestion with traffic attempting to cross numerous lanes to head in east of west on Memorial drive and Northbound Crowchild be reduced to ONE lane.</p>
418.	<p>[Memorial Drive]</p> <p>I have always wondered why there never was a on ramp from east bound bow trail on to crowchild trail to go south bound. I have waisted countless hours doing the jog from bow tr over to 17 to get on to crow.... and the other going from 10 ave up on to crowchild and trying to get over the 3 lanes to get on to the exit on to memorial drive.. IT IS A NIGHTMARE...Do you have an answer...please and thanks..Phil Haggart phil2151@yahoo.com 403 233-7862</p>
419.	<p>[Memorial Drive]</p> <p>Most important factors are clearly rush hour traffic and pedestrian traffic. Access to Memorial Drive is also a concern</p>
420.	<p>[Memorial Drive]</p> <p>Traffic flow between 24 avenue NW and Memorial Drive NW.</p>
421.	<p>[Memorial Drive]</p> <p>i think we need to get traffic out of the inner city and move from ring roads into the inner city so for example Stoney Trail to Bow Trail to downtown and NOT for example more traffic on Crowchild Trail or Shaganappi Trail or Memorial Drive. I think we could do a lot by teaching people, in driver education, good traffic etiquette for example don't butt in line on Crowchild and get a hefty fine if you butt in: it's those who butt in who slow traffic and cause problems in traffic.</p>
422.	<p>[Memorial Drive]</p>

	<p>[24th Ave]</p> <p>1) Possible new Flames and Stampeders stadiums 2) Expansion of LRT facilities3) No traffic lights nor pedestrians cross-walks no bike lanes4) Crowchild as it is stays as access to business 16th Memorial Bow Trail etc5) New Crowchild becomes overhead corridor from north of 24th ave N to 17th ave S6) Of/on ramps at 16th ave Memorial/Pardale Dr Bow Trail 7) Given this is overhead park lanes must slope outward to water collection system, driving lanes must do the same.8 Two lanes N S</p>
423.	<p>[Memorial Drive]</p> <p>[Affected]</p> <p>Long-range public engagement with affected communitiesRemedying of significant flow conflict issues with the Bow /Crowchild interchange(i.e. 10th Ave westbound traffic traffic merging onto Crowchild Trail north has to cross three busy lanes in less than two blocks to access Memorial Drive Westbound)Dangerous, slows traffic, and causes massive bottlenecks</p>
424.	<p>[Memorial Drive]</p> <p>[Consider]</p> <p>Traffic flow at rush hour considering the multiple entrance/exits between 17th avenue to Memorial drive area.Teach Calgarians how to merge safely, stop people skipping the queue then holding up traffic flow further up by stopping in their lane as they try to push their way in further up the line. Selfish! Teach people how to pull over properly in their lane for emergency response vehicles as this is the main corridor to FMC and it could be their loved one having a stroke in that medical bus!!</p>
425.	<p>[Memorial Drive]</p> <p>[Overpasses]</p> <p>[Directions]</p> <p>If the City of Calgary is going to undertake this project, then do it right or don't do it at all. Widen overpasses at 17 ave s.w., Memorial drive, 16 ave n.w., and install overpasses at kensington rd and 5 ave, 24 ave, and eliminate access lights at McMahon stadium. Also all bridges over the river will need to be expanded by probably 2 lanes in each direction.</p>
426.	<p>[North South]</p> <p>Connecting the north &amp; south "freeway" portions of Crowchild and improving access to downtown.</p>
427.	<p>[North South]</p> <p>Continuos flow from south to north. Only one traffic lane does that. All the traffic is forced to merge at some point.</p>
428.	<p>[North South]</p> <p>Cost, downstream impacts of impacts (e.g. if you increase traffic flow thru this area, will you just end up with a bottleneck further North? further South?); aesthetics - does it just look like a concrete jungle when done?; noise for the neighbors;</p>
429.	<p>[North South]</p>

	Free flow of traffic going North to South and South to North, easy entry and exit to Crowchild, There are houses just by the University exit - they should have been gone years ago. The University road that intersects Crowchild - should be replace with a fly-over. No access to Crowchild at all except for traffic going north. Traffic going south already can easily access Crowchild .
430.	[North South] Moving traffic North and south especially during rush hour times.
431.	[North South] The key of Crowchild Trail is an uninterrupted flow of traffic as it is one if not the most important corridor north to south with the exception of Deerfoot Trail. Anything else will be looked at as a failure.
432.	[North South] Traffic flow which is constrained by the moratorium on river crossings, and the lack of west end north/south throughways.
433.	[North South] elimination of lights. optimization of traffic lanes to minimize/eliminate the need for lane changes northbound. minimum 3 lanes North and south not including weave lanes
434.	[North South] traffic flow North South of the river, the fact that freeway style roads already exist south and north of the study area, as well as the fact that the existing road system has already been designed to empty on Crowchild. Any changes to the roadway capacity will have knock-on impacts on surrounding roads
435.	[North South] [24th Ave] The sheer number of people that are required to use the road.daily.A seamless experience entering and exiting Crowchild.Increasing the average speed to match Crowchild North of 24th Ave NW and South of Bow Trail.
436.	[North South] [Consider] It's the only major artery on the west side to get south to north with only one lane going straight through. Consider rush hour but it's also backed up various times of the day.
437.	[North South] [Traffic Volume] Traffic volume across the BoW River. A second bridge should be constructed to handle traffic flow North and south. One for north and one for south bound traffic. I am a cyclist , who drives with three kids as well when necessary and believe the cycling lanes are currently perfect underneath the bridge.
438.	[Overpasses]

	<p>Accessing a representative cross section of users- you need to accurately identify those groups  User engagement tools to meet various needs. Speed limits  Merge lanes and risk reduction  Pedestrian access to transit  Bottle necks on bow trail overpass and merging through to stadium  Respect homes that border it - their needs must rate equally. Already much noise from it into neighboring communities  Litter &amp; dirt in bordering green spaces  High speed onto existing routes into it esp at 24 st SW</p>
439.	<p>[Overpasses]</p> <p>Cost and overpasses</p>
440.	<p>[Overpasses]</p> <p>Lane widening at overpass bottleneck, traffic light restriction on community side streets to give higher priority to crowchild traffic during peak hours, reduce number of red lights going to downtown core from NW, one way lighting to give additional lanes to traffic flow during peak hours.</p>
441.	<p>[Overpasses]</p> <p>Maintaining speed of traffic (eliminate lights, use pedestrian overpasses, etc.)  Limit impact on surrounding home/businesses</p>
442.	<p>[Overpasses]</p> <p>The impact on the homes that are beside crowchild trail - in particular the ones that could be impacted by new overpasses</p>
443.	<p>[Overpasses]</p> <p>Widening of Crowchild Trail  Reducing number of overpasses with lights that impact neighbourhoods</p>
444.	<p>[Overpasses]</p> <p>[24th Ave]</p> <p>[Improve Traffic Flow]</p> <p>Reducing strain on community roads (they are currently used by commuters because Crowchild doesn't work!)  Improving the traffic flow between 17th Ave SW and 24th Ave NW (Make all green lights during rush hour please!)  Adding pedestrian overpasses</p>
445.	<p>[Overpasses]</p> <p>[24th Ave]</p> <p>[Traffic Volume]</p> <p>Volume and patterns of traffic flow, eliminating traffic lights at 24th Ave., pedestrian overpass at 24th Ave.</p>
446.	<p>[Overpasses]</p> <p>[North South]</p> <p>I would like to see a debate on the implement of an overpass from 16th. Ave over the river for those carrying on further south which could be used for traffic headed south in the AM and then switched to be used for those going north in the PM.</p>



447.	[Public Transit]	Ease of traffic flow. Congestion mitigation. Ease of access to public transit (by car or on foot.)
448.	[Public Transit]	Public transit in the corridor, Biking in the Corridor, congestion charges, noise, pollution, cost, Impact of SW ringroad, ultimate capacity.
449.	[Public Transit]	Transparency and full information sharing. Respect for community concerns - no pre-conceived outcomes. As a major motor vehicle artery now and long into the future, agree public transit should be part of the review but would not see the practicality of trying to add bicycle or pedestrian lanes. Alternatives such as Shaganappi are being studied and would appear far more practical. Upgrading Crowchild will be a complicated and expensive project that won't benefit from added complexity and costs.
450.	[Public Transit]	impact -noise, destruction of homes, ability to enter and exit - on the neighbouring communitiesways to encourage public transit
451.	[Public Transit] [Consider]	Consider each region of Crowchild separately. Opposition in one area should not have any effect on support in another, and vice versa.Engage the surrounding communities early.Include public transit considerations from the beginning. People should envision the improvements to Crowchild as a benefit to both cars and buses.
452.	[Removing Lights]	Flow of traffic, removal of lights and pinch points
453.	[Removing Lights]	My first concern would be whether there is a continuous flow of traffic (removal of any lights or delays). The stop and go drastically increases the amount of travel time needed to get anywhere.
454.	[Removing Lights]	Traffic gridlock Removal of lights on certain entrances/exits off Crowchild TrailNumber of lanes on Crowchild on bridge over Bow River
455.	[Removing Lights] [24th Ave]	Maybe just read the report from three years ago that City Hall rejected. Widen Crowchild and remove lights between 24th Ave to Bow Taril. Or try driving in that area after 3pm.
456.	[Removing Lights] [Directions]	

	<p>A serious investigation of demolition options to open up traffic flow at pinch points.1. The blue/white low-rise apartments at Crowchild Tr. and University Dr. Demolition could allow for Crowchild to stay 3 lanes in both directions in this pinch.2. Close the cross-over at 23rd Ave, even just during rush hour. Crowchild lights stay green 100% of the time.3. Remove the NB Crowchild to EB Kensington Rd. movement. These people can go Crowchild-Memorial-Kensington Rd. Frequent back-ups here.</p>
457.	<p>[Removing Lights]</p> <p>[Directions]</p> <p>Plan to remove all traffic lights along Crowchild trail Include ramps from 16th Ave NW on to Crowchild Trail in both directions</p>
458.	<p>[Removing Lights]</p> <p>[Ensuring]</p> <p>Ensure Crowchild Tr is fully freeway, remove the bottle neck (traffic lights) between 24av and 17av.</p>
459.	<p>[Removing Lights]</p> <p>[Ensuring]</p> <p>The most important factor is ensuring that crowchild trail is free-flowing. All the traffic lights need to be removed. Please do not cave to objections from NIMBYs who aren't looking out for the needs of the city.</p>
460.	<p>[Removing Lights]</p> <p>[Kensington Road]</p> <p>[North South]</p> <p>[24th Ave]</p> <p>[Improve Traffic Flow]</p> <p>Free flow of North / South traffic. Current setup reduces 3 lanes to 1 northbound, and traffic coming from downtown enters right at the bridge on the left side, and there is multiple lane changes needed to go westbound. Remove / reduce lights between Kensington road and 24th Ave NW. Improve on boarding and off boarding.</p>
461.	<p>[Removing Lights]</p> <p>[Kensington Road]</p> <p>[Overpasses]</p> <p>[Consider]</p> <p>Traffic congestion in Kensington during peak hours, especially in the northbound lanes going over Bow Trail. Updating the bridge for more flow through lanes of traffic and removal of traffic lights at Kensington Road, 5 AVE NW, at McMahon Stadium and at 24 AVE NW should also be seriously considered. Given the central location of these intersections, they are over capacity and cause too many delays. Replacement with overpasses would be best for growth in the long term.</p>

462.	[Traffic Volume]	1. Easy access between adjoining communities for pedestrians and cyclists. Let's not create a "Berlin Wall" between adjoining communities.2. Long-term objectives of Calgary's transportation/traffic plan, meaning let's not over-build for a traffic volume that may not be sustained over time.
463.	[Traffic Volume]	Current and future traffic volume, transit, impact to adjacent/perpendicular roadways, potential short term implementations
464.	[Traffic Volume]	Flow of trafficVolume of traffic impact on community
465.	[Traffic Volume]	Impact on businesses and residential homes along Crowchild TrailTraffic volume, traffic flowStretch of Crowchild Trail between 17th Ave SW and 24 Ave NW (I don't have a map and I am not sure if that is totally correct) should be highest priority in next few years
466.	[Traffic Volume]	Safety, speed and traffic volume
467.	[Traffic Volume]	Traffic flow (volume)Free flow (no lighted intersections)Access (Stadium, businesses, #1 Hwy)
468.	[Traffic Volume]	Traffic volume
469.	[Traffic Volume]	Traffic volume, noise to neighbouring houses, appropriation of existing properties to accommodate additional land requirements
470.	[Traffic Volume]	not all option are going to make everyone happysacrifices are going to have to be made by some communities in order for the greater goodthe city is growing and travel corridors to move volume smoothly and timely have to happenminimal congestion points,ie crowchild and glenmore 4 lanes to 2environmentalsmooth traffic flowhandle traffic volumeminimal traffic lights
471.	[Traffic Volume]	traffic flow, volume of traffic, rush hour traffic. stop and go
472.	[Traffic Volume]	traffic noise, volume of vehicles, property setbacks & pedestrian safety & comfort