



Crowchild Trail Study

Businesses / Emergency Response Agencies / Institutions Open House Summary February 25, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the Ideas were shared with stakeholders during an open house with businesses, emergency response agencies and institutions on Thursday, Feb. 25, 2016 from 2 to 4 p.m. at the Parkdale Community Association (3512 Fifth Ave. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 20 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Erin Russell, Russell Public Relations, Consultant Engagement Coordinator
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor



- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor
- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- David Swanson, ISL Engineering and Land Services, Consultant Technical Advisor
- David Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Ryan Martinson, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints, and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)



South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, participants articulated that banning left turns during peak hours (Idea 1) met the key principles well as they expressed it would be a cost effective, short-term approach that decreases traffic weaving and has low community and business impacts. On the flip side, some participants noted that traffic in surrounding neighbourhoods may increase and business access would be limited.
- In the **North Section**, participants felt that the idea to have right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. (Idea 2) and to have interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) met the key principles of the study because they both have low community, property and business impacts and they could help to improve access to, from and across Crowchild Tr. However, participants felt the idea to move Crowchild Tr. to the west, north of University Dr. (Idea 4) did not meet all the key principles due to its complexity and negative impacts on adjacent properties.
- In the **Central Section**, participants felt that the ideas for right-turns only at 5 Ave N.W. and Kensington Rd. (Idea 7), an interchange at Kensington Rd. with restricted access at 5 Ave. N.W. (Idea 8) and an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. (Idea 9) did not meet the key principles due to negative impacts on adjacent properties, increased traffic in neighbourhoods and limited business access. However, participants felt that a tunnel from Memorial Dr. to University Dr. met the key principles of the project by improving traffic flow (Idea 11).
- In the **South Section**, participants felt that widening the Bow River bridge for more lanes and/or continuity of lanes (Idea 15) met the key principles of the project because it could help to improve traffic flow on Crowchild Tr.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

- ‘✓’ indicates that participants felt the idea met or somewhat met the key principles of the study
- ‘x’ means that participants felt the idea did not meet the key principle

Idea 01 for the **Entire Study Area**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts:** Participants felt that there would be minimal community impacts with banned left turns during peak hours and that this idea would maintain and enhance bordering communities.
- x **Limits access to/from Crowchild Tr.:** A concern was raised by participants that banning lefts during rush hour would restrict access to and from Crowchild Tr. for residents in bordering communities.

Key Principle 2: Improve travel along the corridor

- ✓ **Cost effective:** Participants felt that banning left turns met the key principle and could be implemented for a minimal cost to improve travel along the corridor.
- ✓ **Short-term solution:** Participants identified that banning left turns is an idea that is also easy to implement within the next 1-2 years.

Key Principle 3: Improve mobility across the corridor

- x **Increases traffic in neighbourhoods:** Participants thought that banning left turns during rush hour would create a significant increase in traffic moving through bordering communities and could make it difficult for residents to access and cross Crowchild Tr. Due to those concerns, they felt the idea did not meet the key principle.

Ideas 02-06 for the **North Section**

Key Principle 1: Maintain / enhance bordering communities

- x **Negative impacts to adjacent properties (Ideas 3 and 4):** Participants identified that the ideas to provide an all-turns interchange at 24 Ave. N.W. and to move Crowchild Tr. to the west, north of University Dr. have significant impacts to adjacent properties and they felt the ideas did not meet the key principle well.
- ✓ **Low community/business impacts (Ideas 5 and 6):** Ideas for interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads and an all-turns interchange at 16 Ave. N.W. were evaluated by participants to have low community/business impacts which would enhance bordering communities.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves access to/from Crowchild Tr. (Ideas 2 and 4):** Participants felt that the ideas to implement right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. and moving Crowchild Tr. to the west, north of University Dr. met the key principle of improving travel along the corridor.

Key Principle 3: Improve mobility across the corridor

- ✓ **Enhances pedestrian/cyclist connectivity (Ideas 2 and 5):** For the ideas of right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. and interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads, the addition of a pedestrian bridge at 24 Ave. and implementing ideas with smaller footprints were supported by participants.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- × **Increases traffic in neighbourhoods (Ideas 7 to 10):** Ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., an interchange at 5 Ave. with restricted access at Kensington Rd., or interchanges at both Kensington Rd. and 5 Ave. N.W. were evaluated by participants to not meet the key principle well due to potentially increasing traffic in bordering communities.
- × **Negative impacts to adjacent properties (Ideas 8 to 10 and 12):** Participants felt that the ideas to introduce an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., an interchange at 5 Ave. N.W. with restricted access at Kensington Rd., interchanges at both Kensington Rd. and 5 Ave. N.W., or an elevated roadway from Memorial Dr. to University Dr. would have large impacts on adjacent homes and businesses, including noise and visual impacts.
- × **Limits access to businesses (Ideas 7 to 9):** For the ideas of right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., and an interchange at 5 Ave. with restricted access at Kensington Rd. participants felt that access to adjacent businesses would be limited.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 10 to 12):** Participants agree that implementing interchanges at both Kensington Rd. and 5 Ave. N.W, or implementing a tunnel or elevated roadway from Memorial Dr. to University Dr. will improve travel along the corridor.

Key Principle 3: Improve mobility across the corridor

- ✓ **Improves access to/from Crowchild Tr. (Idea 12):** Participants felt that an elevated roadway from Memorial Dr. to University Dr. would improve access to and from Crowchild Tr. for bordering communities.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Idea 15):** Participants felt that widening the Bow River bridge for more lanes and/or continuity of lanes had minimal impacts to bordering communities.

Key Principle 2: Improve travel along the corridor

- × **Negative impacts to adjacent properties (Idea 15):** Some business owners/operators suggested that widening the Bow River bridge will have negative impacts because the current conditions with slower traffic improves the visibility of the businesses along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- × **Limits access across Crowchild Tr. (Idea 15):** For the idea to widen the Bow River bridge, participants indicated that they did not feel this idea will help to improve mobility across the corridor.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Study Area (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Have little effect for us (10 000 Villages).
- This idea meets the key principle SOMEWHAT, because...
 - Seems like something people who live there could live with.
 - Morning peak would be good for us (10 000 Villages), but might makes access difficult in pm and for other businesses.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - With current recession this is a great short term fix that has a low cost.
 - Good idea! Also look at Crowchild Tr. and University Dr. lane drop area and prevent people from changing lanes last minute.
- This idea meets the key principle SOMEWHAT, because...
 - People don't like surprises. Make sure ideas like this are signed well and in advance. For example, northbound Crowchild Tr. to westbound 24 Ave. today. When not restricted, only every third light allowed left but NOT signed.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - Increased community traffic and inconvenient.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #2 meets all.
 - Prefer scenario #2, meets all principles.
 - Scenario #1 and #2 meet this.
- This idea meets the key principle SOMEWHAT, because...
 - Increased/increasing traffic on 24 Ave. N.W. is a significant noise/safety issue for residents of this community. Made worse by turning lane improvements at Crowchild Tr. and 24 St. N.W. because City has not improved access from 16 Ave. N.W. (west or east) to Crowchild Tr. north. Traffic flow is easier by using 19 St. north from 16 Ave. N.W. to 24 Ave. N.W. to Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 meets all.
 - Prefer scenario #2, meets all principles.
 - Scenario #2.
 - Scenario #1 and #2 meet this.
- This idea meets the key principle SOMEWHAT, because...
 - Fix! 16 Ave. N.W. (east and west bound) to Crowchild Tr. north as committed to in Area Redevelopment Plan.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 meets all.
 - Prefer scenario #2, meets all principles.
 - Bridge over Crowchild Tr. at 23 Ave. N.W. is good (scenario #2). A lot of people moving to and from Motel Village area to and from the University.
 - Key to have pedestrian and bike east/west at 24 Ave. N.W.!! Critical.
 - Suggest pedestrian/bike overpass that goes to the north side of 24 Ave. N.W. (sunny and nearer to University).



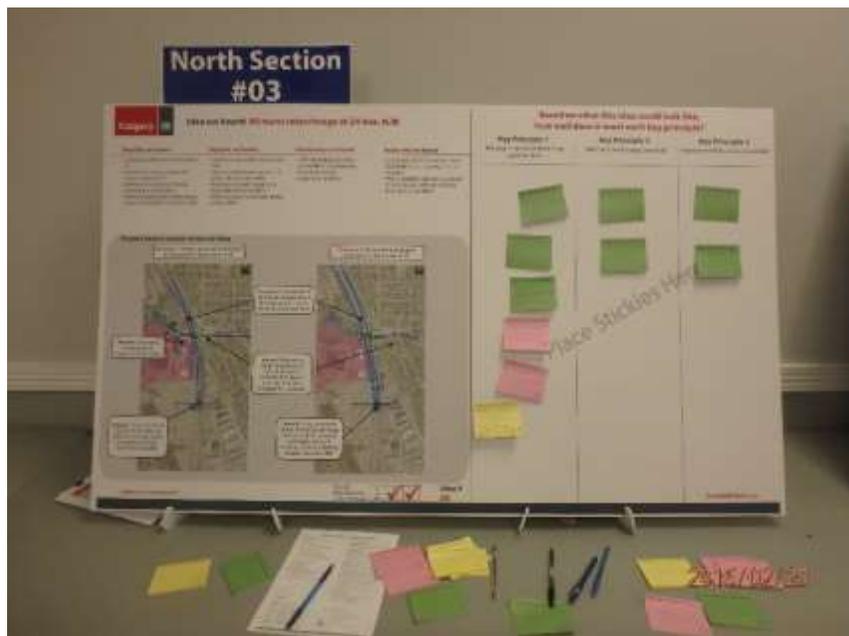
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Limits access to McMahon Stadium and Motel Village.
 - Both do not as we stop access to 23 Ave. N.W. and 24 Ave. N.W. to the communities, businesses and other things.

Idea we heard #03: All-turns interchange at 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #2 (x3).
 - Scenario #2 meets all principles.
 - Scenario #1 meets all of the principles.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #2 (x5).
 - Scenario #1 over #2 if I have to pick one (due to limited property in comparison to diamond). Not in favour of either one due to not decreasing traffic on residential 24 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - Scenario #2 does not meet, lose a lot in community not only in one area, but many.
 - Too invasive with impact on eastside neighbourhoods.
 - Scenario #2 (x2).





Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 meets all principles.
 - Scenario #1 meets all of the principles.
 - Scenario #2 (x2).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 meets all principles.
 - Scenario #1 meets all of the principles.
 - Scenario #2 (x2).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - This is the best scenario I've seen although a lot of loss, this will truly accomplish making travel north and south better.
 - This is your best option to date. Could be 'better' by moving southbound Crowchild Tr. east to be in closer alignment to northbound Crowchild Tr. (saves LDS church, McMahon and more of athletic parks). Less wasted land and still at grade signals (see drawing).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Doesn't leave City or University their land for future.
 - Uses too much land for car travel – splitting neighbourhoods more.
 - Splitting Crowchild Tr. is not a good idea for Motel Village.



- Not a good idea to split.
- McMahon should stay near the University.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This will be great to improve travel.
 - The University Dr. access is improved in this plan.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Makes it more complex! Sea of roads.

Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #2 – no impact on Motel Village. Perfect!!
 - Scenario #2 **No impact on Motel Village land, good.
 - Scenario #2 best. Better ties to Motel Village and Banff Trail LRT station to McMahon and University.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Why don't you have all the maps to the same direction? North is conventionally up. Have same orientation on all maps, especially variations of similar solutions!



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 (x2).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Look at the short-term solutions before this bigger change. Make Banff Tr. northbound one-way and use existing frontage road southbound one-way. 16 Ave. N.W. east and west to northbound Crowchild Tr. use existing roads and sign ASAP.
 - This scenario still has lane amount issue and traffic turning may not meet key principle.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 (x2).
 - More compact crossing points – better for pedestrians and cyclists.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - More intuitive and more compact – so kinder to communities at edges (scenario #1 or #2).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - It will be important to consider how events at the stadium will back up traffic.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Better, more compact use of land south of McMahon (scenario #1).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #4 much needed.
- This idea meets the key principle SOMEWHAT, because...
 - Only works for some of the businesses – need to be on “right” side of the road.
- This idea DOES NOT meet the key principle, because...
 - More traffic through bordering communities doesn’t enhance them. But if this was during rush hour times, it might be more tolerated by residents.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Long detours for left turners.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - If this idea is selected, scenario#2 would improve mobility.
 - Scenario #4.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Businesses on 5 Ave. N.W. will remain.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Not at all good for community or for community access across Crowchild Tr.
 - Higher traffic flow through residential.
 - Will create a bigger log jam of traffic at Kensington Rd.
 - Potential loss of business and increased community traffic – a “direct hit”.
 - If Abominable Sports loses access, then there will be increased traffic flow through residential area.
 - Abominable Sports loses access to Crowchild Tr. and this can significantly affect the property’s value and likely destroy the business.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Possible to maintain access to Abominable Sports?
- This idea DOES NOT meet the key principle, because...
 - Pushes a higher volume of traffic onto residential roads.
 - Businesses on 5 Ave. N.W. would be removed. I believe this doesn’t enhance the community.
 - Moves the problem from Crowchild Tr. onto 25 St. N.W. and 23 St. N.W. *not good*.

Key Principle 2: Improve travel along the corridor

- No comments received.



Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Access to businesses between 5 Ave. N.W. and Kensington Rd. remains the same! (Scenario #2 ☺).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Potential loss of property/businesses.
 - Increased traffic in the neighbourhoods.
 - Splits the communities.
 - Quite a few businesses would be removed with this option. I believe that doesn't enhance the community.
 - Limited access to/from Crowchild Tr. moves traffic onto residential streets *not good*.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Want to see lights removed at 5 Ave. N.W. to keep traffic free flowing.
 - Want to see lights removed at Kensington Rd. to keep traffic free flowing.
 - I can see why this option would improve traffic flow on Crowchild Tr., but Scenario #2 increases residential traffic.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Idea we heard #11: **Tunnel from Memorial Dr. to University Dr.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - The final look and function of the option is great, but I'm concerned about cost and potential flooding issues.
 - Like the pedestrian friendliness of this environment. Might create a shopping district.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - If money were not an object, this looks good.
 - The least visually impactful with full access and high volume of traffic on Crowchild Tr.
 - Great free flow.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Isolates communities and creates pit in the landscape.



Idea we heard #12: **Elevated Roadway from Memorial Dr. to University Dr.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Least amount of properties that need to be acquired.
 - One of the best options to keep extra traffic off of residential streets.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Nasty scale next to neighbourhoods.
 - Doesn't benefit us (10 000 Villages); would have to plan well in advance.
 - Doesn't benefit us (10 000 Villages); customers would have to plan in advance, lose impulse decision.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Great idea.
 - This appears to get traffic moving and avoid lights.
- This idea meets the key principle SOMEWHAT, because...
 - I wonder how someone accesses the local access road. Or accesses Crowchild Tr. from the local access road.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - I like the increase in access to the communities and the large capacity for through traffic.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - How would a pedestrian/bike cross this?

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.





South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Most straightforward and reasonable I think.
 - Something needs to be done. This looks reasonable and seems to make sense.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Construction will be difficult.
- This idea DOES NOT meet the key principle, because...
 - High occupancy vehicle (HOV) lanes do not work. They are great in principle but studies show they don't change driving habits. Essentially a lane is taken away from the public.
 - From a business perspective, slower traffic creates more visibility.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Not sure this helps.



Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

General Comments

- It has to be a compromise, everybody has to give a bit.
- Why don't you have all the maps to the same direction? North is conventionally up. Have same orientation on all maps, especially variations of similar solutions!



Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Corridor**
 - No comments received.
2. **North Section** (24 Ave. N.W. to University Dr.)
 - Please keep Motel Village mobility and land intact. You can change the name to Crowchild and 16 Ave. Village (Village at Crowchild and 16 Ave.). See north section notes.
 - Should not affect mobility into Motel Village. Please see comments in North Section. Suggestions well taken.
3. **Central Section** (University Dr. Memorial Dr.)
 - No comments received.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - No comments received.

About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x2	x0	x0	x0	x0
Project team's response to my questions	x2	x0	x0	x0	x0
Opportunity to provide my input	x2	x0	x0	x0	x0
Opportunity to hear other' input	x2	x0	x0	x0	x0
Session location	x2	x0	x0	x0	x0
Session time	x1	x0	x0	x0	x0

2. What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Interactive, one on one explanation. Loved the charts. Responsive to feedback. Continue with the awesome work.
- One on one explanation. Responsive to our suggestions. Job well done.

3. Which community do you live in?

- Part of Banff Trail Business – Motel Village
- Banff Trail in Motel Village



4. **What are the main reasons you use Crowchild Trail?**
 - To commute to and from work or school – x2
 - To visit recreation facilities, shopping centres, or to visit friends and family – x1
 - I don't use Crowchild Tr. – x0
 - Other – x0

5. **How have you participated in the Crowchild Trail Study to date?**
 - Online survey – x1
 - Online discussion – x2
 - In-person session – x2
 - Idea board – x1
 - Walking tour – x2
 - Bus tour – x0
 - I have not participated in the study prior to this session – x0
 - Other – x1

6. **How did you hear about this session?**
 - Letter / notice in the mail – x2
 - Community association – x0
 - Community newsletter – x0
 - Community road signs – x0
 - Social media (Facebook / Twitter) – x0
 - On TV (Report to Calgarians) – x0
 - Word of mouth – x0
 - Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x1
 - Other:
 - Project email – x1



Crowchild Trail Study

Resident Open House Summary February 25, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the Ideas were shared with stakeholders during an open house with residents immediately adjacent to Crowchild Tr. (within one block) on Thursday, Feb. 25, 2016 from 5 to 8 p.m. at the Parkdale Community Association (3512 Fifth Ave. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 55 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichevski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Misty Sklar, City of Calgary, Planning Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor



- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- David Swanson, ISL Engineering and Land Services, Consultant Technical Advisor
- Brad Tiedemann, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Ryan Martinson, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints, and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

- Maintain / enhance bordering communities
- Improve travel along the corridor
- Improve mobility across the corridor.

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes



16. 17 Ave. S.W. dual left turns

17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, most participants felt that banning left turns during peak hours at the current signalized intersections (Idea 1) met the key principles of the project because there would be limited impacts to bordering communities and businesses, while improving traffic flow. However, access to and from Crowchild Tr. would be limited.
- In the **North Section**, participants felt that the ideas to move Crowchild Tr. to the west, north of University Dr. (Idea 4) and to provide interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) did not meet the key principles well due to negative impacts to adjacent properties. However, the idea to provide an all-turns interchange at 24 Ave. N.W. (Idea 3) was assessed to meet the principles well as it would provide access to bordering communities.
- In the **Central Section**, right-turns only at 5 Ave. N.W. and Kensington Rd. (Idea 7), a tunnel from Memorial Dr. to University Dr. (Idea 11), an all-turns interchange at Memorial Dr. (free flow) (Idea 13) and an all-turns interchange at Memorial Dr. (with roundabouts) (Idea 14) were ideas that participants evaluated as aligning with the key principles of the project because of fewer residential impacts, improved traffic flow and improved access to/from and across Crowchild Tr. An interchange at Kensington Rd. with restricted access at 5 Ave. N.W. (Idea 8), an interchange at 5 Ave. with restricted access at Kensington Rd. (Idea 9), interchanges at both Kensington Rd. and 5 Ave. N.W. (Idea 10) and the elevated roadway from Memorial Dr. to University Dr. (Idea 12) were evaluated as not meeting the key principles well due to larger community impacts.
- In the **South Section**, all three ideas were evaluated as meeting the key principles well or somewhat well. Participants identified that the ideas had limited impacts to adjacent properties and helped to improve traffic flow.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section.

For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

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

Idea 01 for the **Entire Study Area**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Idea 1):** Participants felt that there would be minimal community impacts with banned left turns during peak hours and that this idea would keep communities intact.
- x **Limits access to/from Crowchild Tr. (Idea 1):** Banning left turns during peak periods, would restrict access to and from Crowchild Tr. for residents in bordering communities.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 1):** Participants identified that banning left turns would help to improve traffic flow on Crowchild Tr. during peak periods.

Key Principle 3: Improve mobility across the corridor

- x **Impacts transit routes (Idea 1):** Participants raised concerns that this idea would have significant impacts to bus routes and make it difficult for existing routes to access and cross Crowchild Tr. Participants felt that it did not meet the key principle of improving mobility across the corridor.

Ideas 02-06 for the **North Section**

Key Principle 1: Maintain / enhance bordering communities

- x **Negative impacts to adjacent properties (Ideas 4 and 5):** Ideas to move Crowchild Tr. to the west, north of University Dr. and to provide interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads were identified as having impacts to adjacent properties, such as McMahon Stadium, and participants felt that those ideas did not meet the key principle.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves access to/from Crowchild Tr. (Idea 3):** Participants thought that an all-turns interchange at 24 Ave. N.W. would improve access for residents in bordering communities and that this idea met the key principle of improving travel along the corridor.

Key Principle 3: Improve mobility across the corridor

- ✓ **Enhances pedestrian/cyclist connectivity (Idea 2):** For the idea of right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W., the addition of a pedestrian bridge at 24 Ave. was suggested by participants to help improve mobility across the corridor.

Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- x **Increases traffic in neighbourhoods (Ideas 7 to 9):** The ideas of implementing right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., or an interchange at 5 Ave. with restricted access at Kensington Rd. were evaluated to not meet the key principle well due to potentially increasing traffic in adjacent neighbourhoods.



- × **Negative impacts to adjacent properties (Ideas 8 to 10 and 12):** Participants felt that the ideas to introduce an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., an interchange at 5 Ave. N.W. with restricted access at Kensington Rd., interchanges at both Kensington Rd. and 5 Ave. N.W., or an elevated roadway from Memorial Dr. to University Dr. would have large impacts on adjacent homes and businesses, including noise and visual impacts, and did not meet the key principle well.
- ✓ **Low community/business impacts (Ideas 7 and 11):** Implementing right-turns only at 5 Ave. N.W. and Kensington Rd. and a tunnel from Memorial Dr. to University Dr. were ideas that participants identified as meeting the key principle well due to having fewer impacts to bordering communities.
- × **Impacts communities (Ideas 10 and 12):** Participants felt that interchanges at both Kensington Rd. and 5 Ave. N.W. and an elevated roadway from Memorial Dr. to University Dr. do not meet the key principle well because of larger community impacts.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 7, 10 and 13):** Right-turns only at 5 Ave. N.W. and Kensington Rd., interchanges at both Kensington Rd. and 5 Ave. N.W. and an all-turns interchange at Memorial Dr. (free flow) were ideas that participants felt would help to reduce bottlenecks and improve travel along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- × **Limits access to/from Crowchild Tr. (Ideas 7 to 9):** Right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., or an interchange at 5 Ave. with restricted access at Kensington Rd. were evaluated as not meeting the key principle well because the ideas would limit access to Crowchild Tr. from the bordering communities.

Ideas 15-17 for the South Section

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Limited impacts to adjacent properties (Ideas 15 to 17):** Participants felt that the ideas in the south section of the corridor had limited impacts to adjacent properties and evaluated them as meeting the key principle well or somewhat well.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 15):** The idea to widen the Bow River bridge for more lanes and/or continuity of lanes was seen to help improve traffic flow and reduce bottlenecks that are caused by the existing lane discontinuity on the bridge.

Key Principle 3: Improve mobility across the corridor

- ✓ **Improves access to/from Crowchild Tr. (Idea 15):** Participants expressed that the idea to widen the Bow River bridge for more lanes and/or continuity of lanes as this idea would help to improve access to and from Crowchild Tr. at Bow Tr. and 10 Ave. S.W. and it met the key principle well.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Minimal impact on community.
 - Minimal financial impact on all communities.
 - Keeps the neighbourhoods intact – for residents this is probably the best idea.
 - Minimize impact on my neighbourhood.
 - Cost effective.
 - Little need for improved flow on/off rush hour.
 - This is a great idea. Will help prevent cut through traffic through neighbourhoods and help traffic flow.
- This idea meets the key principle SOMEWHAT, because...
 - I use Kensington left turn often, opposed.
- This idea DOES NOT meet the key principle, because...
 - I like the #9 bus and this would disrupt its route!
 - Reduces access too much for residents near Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Reasonable traffic flow improvement.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Reduced transit access ☹.

- This idea DOES NOT meet the key principle, because...
 - No comments received.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Love, love, love the addition of a pedestrian bridge at 24 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Improves access for local residents and improves flow along Crowchild Tr.
 - Good idea.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Limited impact on property values of bordering communities.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Seems very expensive. Would require demolition of McMahon.
 - Seems excessive. What happens to the stadium?
 - Many impacts. Too many roadways. Very bad idea!!

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Good idea. Limited residential impact.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Concerns about elevation.
 - Change of Crowchild Tr. south of 16 Ave. N.W.
 - Too complex.
 - Too much real estate devoted to roadways. Please don't do this!!

Key Principle 2: Improve travel along the corridor

- No comments received.



Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - More usable green space along Briar Hill. Trees, paths, connect to Motel Village.
- This idea DOES NOT meet the key principle, because...
 - Because Crowchild Tr. 60 m west is not enough – properties on east side close to 16 Ave. N.W. interchange affected because of elevation of north ramp to 16 Ave. N.W.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Keeps the footprint the same.
 - Less traffic in community is safer for residents.
 - Keeps the area residential and family friendly.
- This idea meets the key principle SOMEWHAT, because...
 - Lion's Club Seniors Home is isolated on an island surrounded by dangerous traffic. Must be considered. Terrifying to go out from the island in any direction by foot.
 - Need integration of bike/pedestrian pathway to river from west side of Crowchild Tr. Scenario #2?
- This idea DOES NOT meet the key principle, because...
 - Impact of spill over traffic east and west of Crowchild Tr.
 - Residents of West Hillhurst on both sides of Crowchild Tr. between Memorial Dr. and 16 Ave. N.W. lose access to their communities (i.e. when coming from the northwest. on Crowchild Tr. (southbound) there would be no access to residences east of Crowchild Tr.
 - Shifts traffic to 19 St. N.W. which is not suited for that volume.
 - Will impact transit bus routes along 5 Ave. N.W. and Kensington Rd. (#1, 9, 305, 414 routes).

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Cost effective plan. Good solution.
 - Reasonable trade-off between inconvenience to community residents and improved traffic flow.
 - Right hand turns only at 5 Ave. N.W. makes sense to me. Provides access to Crowchild Tr. and keeps traffic flowing.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - There are other places for access – we have so many options now.
- This idea meets the key principle SOMEWHAT, because...
 - Do a trial run and see how it goes.



- This idea DOES NOT meet the key principle, because...
 - More traffic around school, community centre and key neighbourhood parks.
 - Left turns off 5 Ave. N.W. and Kensington Rd. being eliminated would be trouble for alternate accesses to Crowchild Tr. south.
 - Makes access to northbound Crowchild Tr. from west side of Crowchild Tr. difficult.
 - #9 bus wouldn't be able to use 5 Ave. N.W. to Crowchild Tr.
 - Difficult to access Hospital / U of C from Parkdale.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #1 or #2 would work for residents – maintains residential feel.
 - Better than idea #7 and #9, but not as good as idea #10.
 - Scenario #1 – Limits access to Crowchild Tr. Don't like this. Scenario #2 – I like this provided land used is minimized. Scenario #3 – I don't like alternative that elevates traffic because of noise impacts from the elevated roadway.
 - I feel this option is very TRAFFIC focused. Doesn't really give communities any benefit, in fact probably NEGATIVELY impacts communities in reduced access to and across Crowchild Tr. Way more cut-through traffic!
 - Would need to buy our home – fair value is okay.
- This idea DOES NOT meet the key principle, because...
 - Increase isolation of Lion's Senior Home at Kensington Rd. and Crowchild Tr.
 - Increases dis-integration of bike/pedestrian path from north to river.
 - Interchange at Kensington Rd. concerns are noise impacts, more traffic (5 Ave. N.W. closure) and property impacts/values.
 - Would impact homes/businesses on Kensington Rd. near Crowchild Tr.
 - Not supportive of Scenario #3 due to no enhancement to the community and negative visual impact.
 - Don't like how Scenario #1 causes us to lose access across 5 Ave. N.W.
 - Scenario #3 would have a negative visual impact on the surrounding area.
 - Too much permanent disruption of community east and west of Crowchild Tr. Does not maintain/enhance. Destroys.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Kensington Rd. is bigger and better able to handle traffic volumes than 5 Ave. N.W. is.
 - Scenario #1 is okay. Could put traffic calming measures along 23 St. N.W. and 25 St. N.W.



- Scenario #1 – limits Crowchild Tr. access – don't like! Scenario #2 – this works for me assuming not too much land is taken up. Scenario #3 – I'm opposed to this as it elevates traffic noise.
- This idea DOES NOT meet the key principle, because...
 - Bad trade-off – destruction of community while just shifting traffic jams.
 - More young families in Parkdale. Increased traffic along 25 St. N.W. a concern.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - What about a single point interchange at Crowchild Tr. and Kensington Rd.? (Like at Glenmore Tr. and MacLeod Tr.).
- This idea DOES NOT meet the key principle, because...
 - Access and transit is important.
 - Scenario #1 and #2 significantly restricts resident access if we just need to cross Crowchild Tr.
 - Not in favour of Scenario #1 as it would impact access to the community from Crowchild Tr.
 - Too confusing, too much expansion of roadway! Idea #13 and #14 much better.
 - Reduces access to Crowchild Tr. for residents in vicinity of 5 Ave. N.W.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Scenario #3 (flyover) – concerns regarding visual/noise impacts too close to home.
 - Directly impacts my area.
 - Only negative impacts to bordering communities: more cut through traffic, more noise, decreased property values. Very opposed to this idea.
 - Negatively impacts my area adjacent to Crowchild Tr.
 - 5 Ave. N.W. now becomes a main thoroughfare. It also dead ends on the west side to the park. Too much traffic.
 - Puts too much traffic in what is a more residential part of 5 Ave. N.W. community. Just transfers from Kensington Rd.
 - Property value would drop or no value. No one would want to buy.
 - More noise pollution at home on 2 Ave. N.W.
 - Too much impact for residents – noise and visual.

- Takes 5 Ave. N.W. from a neighbourhood road to a main thoroughfare.
- Would have high impact on surrounding houses.
- Increased traffic on 5 Ave. N.W., 23 St. N.W. and 25 St. N.W. and none of them can handle it.
- Complete disruption of community along Crowchild Tr.
- Noise from elevation of 5 Ave. N.W. and restricted access of Kensington. This alternative makes no sense to me at all!

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Bad trade-off. Major destruction of communities with only shifting of the traffic jam.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Transit access is important at both roads.
 - Community needs to keep access.
 - 5 Ave. N.W. can't support this.
 - Scenario #1 – if you have no access across 5 Ave. N.W. you create a barrier for the community.
 - Transit routes along Kensington Rd. would be affected.
 - Scenario #3 would be visually ugly and create a need to expropriate property.





Idea we heard #10: **Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Retains access to all directions of Crowchild Tr. for residents in West Hillhurst (east and west of Crowchild Tr.)
- This idea meets the key principle SOMEWHAT, because...
 - Increased traffic on 23 St. N.W. and 25 St. N.W.
 - Could work as long as Crowchild Tr. is lowered and the bridge (east/west) is at ground level.
 - Scenario #2 – high density development will hugely impact 23 St. N.W. and 25 St. N.W.
 - Would need to buy our home, okay to give fair value.
 - Lowering Crowchild Tr. with grade level interchanges would work as a raised crossover impacts noise and visual pleasure of community.
- This idea DOES NOT meet the key principle, because...
 - Impact/destruction of neighbourhood with minimal gain. Not offset by slight improvement to connectivity.
 - Far too much impact on neighbouring communities. Only good for the traffic flow, awful overall!
 - My property is directly affected negatively.
 - Very opposed. Too much of a short-term solution and very large impact to property values for bordering homes.
 - Too much of an impact on homes – values, noise, visual – hate both! Flyover would be right outside our window!
 - Scenario #1 and #2 – moving traffic to Memorial Dr. and Crowchild Tr. like Idea #13 and #14 seems to be a better idea.
 - Property value impact.
 - Directly impacts my area.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Opens Crowchild Tr. for free flowing traffic.
- This idea meets the key principle SOMEWHAT, because...
 - Long term, Scenario #1 makes the most sense.
 - This idea makes sense to me to keep traffic moving out of residential areas to Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Access and transit are important.
 - Traffic spill over on north and south 25 St. N.W.

Idea we heard #11: **Tunnel from Memorial Dr. to University Dr.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Best idea available. Think long term and do it right the first time. Surface land could be leased to businesses and restaurants to earn income for the city.
 - Would have the least amount of impact on surrounding houses. Help maintain character of older neighbourhoods.
 - Great long-term solution. Less noise, impact on community. Best option.
 - Best option but largest cost. Ouch!
 - Retains community access to Crowchild Tr. via 5 Ave. N.W. and Kensington Rd. but allows Crowchild Tr. to flow freely and reduces noise.
 - Like this for less sound and less visible impact issues but don't like flooding potential.
 - Like the removal of a freeway from the neighbourhood and the idea of the urban boulevard.
 - Reduces noise once complete. Great long term solution.
- This idea meets the key principle SOMEWHAT, because...
 - Great long term solution but seems impractical because of cost.
 - Love it – noise suppression good!
 - Much better than elevated concept.
 - Great idea but be cautious of costs. What is the cost/benefit ratio to taxpayers?
- This idea DOES NOT meet the key principle, because...
 - Far too costly. Flooding/water table issues are a concern.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Rather have tunnel vs. elevated roadway.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like this, continuity of community.
- This idea meets the key principle SOMEWHAT, because...
 - Hate it, noisy!
 - Prefer tunnel over elevated roadway.
- This idea DOES NOT meet the key principle, because...
 - Too much visual and noise impact on community. Tunnel is way better!
 - I thought cities had graduated from these destructive projects. Bad/disastrous effect on urban environment.
 - 3-5 storey roadway not in keeping with residential neighbourhood. Noise and shadow concerns.
 - Detrimental to the community. Reminds me of infrastructure in Toronto, would be very dark.
 - Elevating roadways is a terrible idea!! Would cause a large increase in noise in adjacent neighbourhoods.
 - Cost would be comparable to tunnel. Do it right and tunnel.
 - Very opposed to this idea. Not in line with “enhance bordering communities’ principle.
 - Visually unattractive. Impact to homes directly beside would decrease home values. Would not enhance neighbourhood. Increased noise and cost.
 - Seems very expensive. Large impact to property values for bordering communities.
 - Violently opposed. Noise pollution.
 - “Violently opposed” too. Horrible for noise, visual, property values.
 - Would have very negative impact on houses close to Crowchild Tr.
 - Visual and noise pollution would ruin the community and residential property value would be greatly reduced.
 - Large negative community impact.
 - Visual impact to the area/community. Negative impact on surrounding properties and noise factor.
 - This would have a “forever” negative impact for the residents close to Crowchild Tr. – the visual and noise impact would ruin the neighbourhood.
 - Large negative impact.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Idea we heard #13: **All-turns interchange at Memorial Dr. (free flow)**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Least impact on community residents. Presume will reduce noise on Crowchild Tr. as more free flowing.
 - Seems better than most but noise is still a concern.
 - Not cutting through community. Easy to follow.
- This idea meets the key principle SOMEWHAT, because...
 - Worried about ramps required at 5 Ave. N.W., but like the improvement to traffic flow and decrease of cut through traffic.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Excellent idea, steady flow from all directions.
 - No property impact. Takes traffic off Kensington Rd. No need for Kensington access. Better traffic flow.
 - Removes one bottleneck where northbound Crowchild tr. currently goes under Memorial Dr. and goes from 3 lanes to 2.
 - Great!!
- This idea meets the key principle SOMEWHAT, because...
 - Consider pedestrian bridge to river west of Crowchild Tr.
 - Consider cantilever bike path out over the bow river, especially in front of CBC where congested.
 - Could improve traffic flow without sacrificing residential properties.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - MUCH easier to learn and drive than Idea #14.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Good idea. Probably more visually appealing than Idea #13.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Good idea. Probably more visually appealing than Idea #13.
 - Good. Lower impact, less concrete, good flow.
 - I'm a fan of 2 lane roundabouts having grown up in Edmonton, as long as everyone knows how to use them correctly.
 - Great!!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - A bit complicated.
- This idea DOES NOT meet the key principle, because...
 - Roundabouts could be very confusing in a short space.



South Section (17 Ave. S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - I like the addition of a High Occupancy Vehicle (HOV) lane!
 - No impact on my house.
- This idea meets the key principle SOMEWHAT, because...
 - Need to think about what happens to traffic after crossing the bridge. Would work well with Idea #11.
 - Not sure this helps.
 - It Increases traffic speed.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Yes, yes, yes! And connect to Idea #11.
 - We would need to do something about the flow.
 - I would spend money here. Need to do this one first.
 - Welcome this idea. Alleviates traffic bottlenecks and safety/accidents.
 - If you fix this piece, people would be happy. The other problems may fix themselves. Fixes a lot of problems because this the angry board.
 - Yes, looks better.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - I'm all for the idea of moving ramps to the right side.
- This idea meets the key principle SOMEWHAT, because...
 - Look at how 10 Ave. S.W. and Bow Tr. works with traffic going into downtown. Used to have traffic lights.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Can they make use of the old Children's Hospital helipad area?
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like this idea.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Study Area**
 - Tough balance between wanting access east/west for residents east and west of Crowchild Tr. between 5 Ave. N.W. and Kensington Rd. and improving north/south traffic flow along Crowchild Tr.
 - Avoid elevating roadway – to minimize noise propagation.
 - Provide access to Crowchild Tr. at 5 Ave. N.W.
 - Don't place too much emphasis on optimizing the lost increments of traffic flow. This section (and other adjacent sections) may remain somewhat slower than other areas of Crowchild Tr. – this will better respect the adjacent neighbourhoods. In my humble opinion.
2. **North Section** (24 Ave. N.W. to University Dr.)
 - No comments received.
3. **Central Section** (University Dr. to Memorial Dr.)
 - No comments received.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - No comments received.

About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x2	x0	x0	x0	x0
Project team's response to my questions	x2	x0	x0	x0	x0
Opportunity to provide my input	x2	x0	x0	x0	x0
Opportunity to hear other' input	x1	x1	x0	x0	x0
Session location	x2	x0	x0	x0	x0
Session time	x2	x0	x0	x0	x0

2. What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Actual verbal presentation/overview of the various options. Lots of great info but overwhelming.



- This session was very helpful to me. I appreciate the clear answers to my questions and opportunity to voice my concerns. I am mainly concerned with impact on adjacent neighbourhoods.

3. **Which community do you live in?**

- West Hillhurst – x1
- Briar Hill – x1

4. **What are the main reasons you use Crowchild Trail?**

- To commute to and from work or school – x2
- To visit recreation facilities, shopping centres, or to visit friends and family – x2
- I don't use Crowchild Tr. – x0
- Other – x0

5. **How have you participated in the Crowchild Trail Study to date?**

- Online survey – x0
- Online discussion – x0
- In-person session – x1
- Idea board – x1
- Walking tour – x0
- Bus tour – x0
- I have not participated in the study prior to this session – x0
- Other – x0

6. **How did you hear about this session?**

- Letter/notice in the mail – x2
- Community Association – x0
- Community newsletter – x0
- Community road signs – x0
- Social media – Facebook, Twitter – x0
- On TV – Report to Calgarians – x0
- Word of mouth – x0
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x0
- Other – x0



Crowchild Trail Study

Resident Open House Summary February 27, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the Ideas were shared with stakeholders during an open house with residents immediately adjacent to Crowchild Tr. (within one block) on Saturday, Feb. 27, 2016 from 10 a.m. to 1 p.m. at the Sunalta Elementary School (536 Sonora Ave. S.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 70 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichevski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor



- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor
- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints, and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

- Maintain / enhance bordering communities
- Improve travel along the corridor
- Improve mobility across the corridor.

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts



What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, most participants felt that banning left turns during peak hours (Idea 1) met the key principles of the study because it is a cost effective, short term solution. However, some participants felt this idea has a minimal effect and creates safety concerns at other intersections within the bordering communities.
- In the **North Section**, participants indicated that right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. (Idea 2) and moving Crowchild Tr. to the west, north of University Dr. (Idea 4) did not meet the key principles of the project well due to limited access to/from Crowchild Tr. and negative impacts to adjacent properties. However, participants felt that the idea for an all-turns interchange at 16 Ave. N.W. (Idea 6) would improve access to/from Crowchild Tr. while having low impacts to bordering communities and businesses.
- In the **Central Section**, participants felt that a tunnel from Memorial Dr. to University Dr. (Idea 11) and an all-turns interchange at Memorial Dr. (free flow) (Idea 13) were ideas that met the key principles well because they would have low impacts to the bordering communities and businesses, while improving access and traffic flow. However, the participants indicated that interchanges at both Kensington Rd. and 5 Ave. N.W. (Idea 10) and an elevated roadway from Memorial Dr. to University Dr. (Idea 12) did not meet the key principles well because of negative impacts to adjacent properties.
- In the **South Section**, most participants felt that widening the Bow River bridge (Idea 15) and implementing dual left-turns at 17 Ave. S.W. (Idea 16) met the key principles well because both ideas could improve traffic flow and have limited impacts to bordering communities, businesses and adjacent properties. However, the participants indicated that roundabouts at 17 Ave. S.W. (Idea 17) did not meet the key principles well due to creating safety concerns and negatively impacting adjacent properties in the area.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

- '✓' indicates that participants felt the idea met or somewhat met the key principles of the study
- '×' means that participants felt the idea did not meet the key principle.

Idea 01 for the **Entire Study Area**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Reduces traffic in neighbourhoods:** Participants thought that banning lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W. would help to reduce cut-through traffic during peak hours.

Key Principle 2: Improve travel along the corridor

- ✓ **Cost effective:** Participants felt that banning lefts on Crowchild Tr. during peak hours met the key principle well as it would be a short term, inexpensive solution.
- × **Doesn't improve traffic flow:** Participants evaluated the idea of banning lefts on Crowchild Tr. during rush hour as not meeting the key principle well as it would have minimal impact on improving congestion.

Key Principle 3: Improve mobility across the corridor

- ✓ **Low community/business impacts:** The idea to ban left turns during rush hour was evaluated by participants as having a minimal impact because it would access would not be limited to bordering communities outside of the rush hour time periods.

Ideas 02-06 for the **North Section**

Key Principle 1: Maintain / enhance bordering communities

- × **Limits access to/from Crowchild (Idea 2):** Participants felt that right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. would help to reduce congestion on Crowchild Tr., but it could create access issues for bordering communities.
- × **Negative impacts to adjacent properties (Idea 4):** Participants evaluated the idea to move Crowchild Tr. west, north of University Dr. as not meeting the key principle well as there would be negative impacts to the University of Calgary and McMahon stadium.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves access to/from Crowchild (Ideas 5 and 6):** Participants thought that the ideas to implement interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads as well as an all-turns interchange at 16 Ave. N.W. would help to improve access from 16 Ave. to Crowchild Tr. northbound.
- ✓ **Improves traffic flow (Ideas 5 and 6):** Participants felt that interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads as well as all-turns interchange at 16 Ave. N.W. would help to improve traffic flow on Crowchild Tr. and they evaluated the ideas to meet the key principle well.

Key Principle 3: Improve mobility across the corridor

- × **Limits access to businesses (Idea 2):** The idea to implement right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. was evaluated to meet the key principle somewhat well as access to business and the University of Calgary would be reduced.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Ideas 11 and 13):** The ideas to implement a tunnel from Memorial Dr. to University Dr. or an all-turns interchange at Memorial Dr. (free flow) met the key principle well as participants felt there would be few negative impacts to the bordering communities.
- × **Limits access to/from Crowchild (Idea 7):** Participants felt that right-turns only at 5 Ave. N.W. and Kensington Rd. will cut bordering communities off and evaluated the idea to not meet the key principle well.
- × **Increases traffic in neighbourhoods (Ideas 8 and 9):** Participants thought that the ideas to implement an interchange at Kensington Rd. with restricted access at 5 Ave. N.W. as well as an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. will increase traffic in bordering communities because of access restrictions.
- × **Negative impacts to adjacent properties (Ideas 8, 10 and 12):** Participants felt that an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., interchanges at both Kensington Rd. and 5 Ave. N.W. and an all-turns interchange at Memorial Dr. (with roundabouts) were ideas that could have more significant impacts to residential properties and affect property value.
- × **Negative visual/noise impacts (Idea 12 and 13):** Participants thought that the ideas to implement an elevated roadway from Memorial Dr. to University Dr. as well as an all-turns interchange at Memorial Dr. (free flow) would be visually unappealing and increase noise in the bordering communities.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 7, 10 to 13):** Participants felt that right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at both Kensington Rd. and 5 Ave. N.W., a tunnel from Memorial Dr. to University Dr., an elevated roadway from Memorial Dr. to University Dr. and all-turns interchange at Memorial Dr. (free flow) would help to improve traffic flow along Crowchild Tr.
- × **Not cost effective (Idea 11):** Participants thought the idea of a tunnel from Memorial Dr. to University Dr. met the key principle somewhat well as there were some concerns about whether the cost of the tunnel would be worth it.

Key Principle 3: Improve mobility across the corridor

- ✓ **Improves access across Crowchild (Idea 8, 11 and 12):** Participants felt that the ideas of an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., a tunnel from Memorial Dr. to University Dr. and an elevated roadway from Memorial Dr. to University Dr. met the key principle well as these ideas could help to improve mobility across Crowchild Tr.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- × **Increased noise (Ideas 15 and 17):** Participants thought that widening Bow River bridge for more lanes and/or continuity of lanes and roundabouts at 17 Ave. S.W. could increase noise in bordering communities and sound barriers would need to be implemented
- ✓ **Limited impacts to adjacent properties (Idea 15):** Participants feel that widening Bow River bridge for more lanes and/or continuity of lanes will have minimal impact to adjacent residential properties.
- ✓ **Enhances pedestrian/cyclist connectivity (Idea 16):** Participants thought that dual left turns at 17 Ave. S.W. will help to improve connectivity and increase safety for pedestrians and cyclists.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 15 to 17):** Participants thought that all three ideas in the south section would help to improve traffic flow during peak times.



Key Principle 3: Improve mobility across the corridor

- ✓ **Improves traffic flow (Ideas 15 and 16):** Participants thought that the idea to widen the Bow River bridge for more lanes or to implement dual left turns at 17 Ave. S.W. would help to reduce congestion and move traffic more effectively.
- × **Reduces pedestrian/cyclist connectivity (Idea 17):** Participants felt that the idea to implement roundabouts at 17 Ave. S.W. would be more difficult for pedestrians and cyclists to cross.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Worth trying before other options. Probably best to try on 5 Ave. N.W. OR Kensington Rd. to maintain some community access.
 - Will at least provide data for other proposals and cheap.
 - This could be an inexpensive thing to try, before doing anything else at these intersections.
 - Short-term, cheap solution.
- This idea meets the key principle SOMEWHAT, because...
 - According to the traffic flow model, this doesn't look like it would improve congestion much.
 - Good solution for short term as traffic shifts to 19 Ave. N.W. and Memorial Dr., will need idea to smooth the added traffic there, which is not part of this study?
- This idea DOES NOT meet the key principle, because...
 - By banning left turn onto Kensington Rd. (heading north) you are forcing everyone to merge 3 lanes (from on ramp, left to right) to get to Memorial Tr. access. High collisions.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Will not affect access outside of rush hour.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - 24 Ave. N.W. is a well-used road, restricting access solves the Crowchild Tr. issue but it creates a big problem for others.
 - Makes access to the University difficult.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Good for traffic flow but there needs to be a way for southbound traffic to access businesses across from the stadium.
 - Scenario #2 better than scenario #1 as some access to University provided.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - This was my idea 😊.
- This idea meets the key principle SOMEWHAT, because...
 - Both scenarios are good so go with the lower cost one.



- I prefer Scenario #1 to Scenario #2 to preserve the church for the community.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Creates all new problems and is very expensive.
 - Safety issue – applies to all scenarios. People using the back alley as a shortcut to access northbound Crowchild Tr. from westbound 24 Ave. N.W. People speed and kick up rocks when driving down alley. Speed bumps would help (location: alley between 24 Ave. and 25 Ave. N.W. and 24 St. and 25 St. N.W.).
 - There are better ways to achieve a similar result. This looks like way too much money to build.
 - This land belongs to University of Calgary, very unlikely choice! Out in left field literally!
 - This would displace a lot – is it worth it?

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - More lights on Crowchild Tr. are NOT the answer.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #1 combined with Idea #6, Scenario #1 – if access is better between Crowchild Tr. and 16 Ave. N.W. the business access (east of stadium) can be accessed from 16 Ave. N.W. Improves flow on Crowchild Tr. and business have more defined access point from 16 Ave. N.W.
 - Easier access from Crowchild Tr. north to 16 Ave. N.W. east.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Removal of Suncourt Place is a visual improvement.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #1 connection at 13 Ave. N.W. allows access to community not provided in other option.
 - Scenario #1 improves safety when moving from Crowchild Tr. onto University Dr. when travelling north. Similar to existing traffic flow.
 - Scenario #2 looks promising, with minimal downsides to the community.

- Scenario #1 (support key principle 1 and 2) – improves flow of Crowchild Tr. and better aligns two major roadways of Crowchild Tr. and 16 Ave. N.W. Could decrease pressure to change 24 Ave. N.W. and Crowchild Tr. if you could flow large volumes from University Dr. to 16 Ave. N.W. and Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.





Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Roundabout at Parkdale/Kensington would improve traffic flow on Parkdale in Scenario #2. No to Scenario #1.
 - Minimal impact to community. Opportunity to create entranceway into West Hillhurst at 19 St. N.W. Low cost.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #4 – concern about large traffic volumes successfully negotiating roundabout at Memorial Dr. and 19 St. N.W.
- This idea DOES NOT meet the key principle, because...
 - This does not maintain or enhance at all. This will limit access to major roads and ease of accessibility which is one of the reasons why people chose these neighbourhoods.
 - You cut Parkdale residents off from Kensington.
 - People in community can't go north easily if they live west of Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Eliminates left turns.
 - Improves Crowchild Tr. with low impact and cost.
 - Simple and effective - like. Low cost (I think).
 - Restricting left hand turns on Crowchild Tr. during afternoon rush at Kensington Rd. and 5 Ave. N.W. will significantly improve traffic flow while still allowing access to communities east of Crowchild Tr. Prefer scenario #1 to address impacts on west side of Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Improves Crowchild Tr. at the cost of Memorial Dr.
- This idea DOES NOT meet the key principle, because...
 - The figure is inaccurate and shows level of service impacts from this change only. What are the actual improvements from cutting off access? How does this impact secondary roads?
 - No access to Crowchild Tr. if west and heading north.
 - Scenario #1-4 doesn't address Crowchild Tr. traffic.
 - Scenario #3 and #4 look dangerous. People trying to navigate will get confused and traffic will be slow.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #3/#4 more scalable for traffic, less intimidating to drivers.
- This idea DOES NOT meet the key principle, because...
 - This completely restricts access across Crowchild Tr. from neighbourhoods bordering Crowchild Tr. What is the impact to community, level of service on Memorial Dr. and other secondary roads?

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Allows people to go north.
 - Scenario #2 access maintained to Crowchild Tr. from 5 Ave. N.W.
 - Scenario #1 and #2 provides for community traffic within community with the use of Kensington Rd. and 16 Ave. N.W. as the major east/west flow.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Puts a highway through the community.
 - Scenario #3 and scenario #1 – no access to Crowchild Tr. at 5 Ave. N.W. means increased traffic on 23 St. N.W. which is currently not wide enough to accommodate 2 way traffic as cars are parked on both sides of the street. Cars must currently take turns travelling down the street.
 - Basketweave ramps encroach on existing residential properties.
 - Impacts residential property.
 - Increasing traffic on 25 St. N.W. and 23 St. N.W. is not good for the neighbourhood.
 - Scenario #3 flyover bridge will increase noise for bordering communities.
 - 5 Ave. N.W. is a well-used road today, limiting access only shifts the traffic to Kensington Rd. Should keep the flow to share the load of traffic.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This is the bold vision needed to improve the corridor.
 - Makes sense to me! As long as it's done at Kensington Rd. and 5 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - Scenario #1 – no access to Crowchild Tr. for vehicles.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - People who live west of Crowchild Tr. send their kids to schools (Queen Elizabeth) that are east of Crowchild Tr.
 - Lights could be made shorter for crossing.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Prefer interchange at 5 Ave. N.W. because property impacts at 5 Ave. N.W. are business only.
 - In line with principle 1 – maintain riverfront and existing community.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Dumps east/west traffic from Kensington onto 5 Ave. N.W. and neighbourhoods. Also 5 Ave. N.W. has poor thoroughfare west of Crowchild Tr. due to Helicopter Park.
 - This may meet the 'principle' for Crowchild Tr. but will move the issues to 5 Ave. N.W. which is only a 2 lane road.
 - Parkdale and West Hillhurst residents get to live under an overpass.
 - Restricting access at Kensington Rd. will increase traffic on 25 St. N.W. and 23 St. N.W. with impacts to the community. Scenario #1 is worst.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Makes sense too but just try cheap version of this by changing lights during rush hours.
 - Scenario #2 is preferable to scenario #1 (no access) and scenario #3 (no access to Crowchild Tr.).



- This idea meets the key principle SOMEWHAT, because...
 - The best combination would be a 5 Ave. N.W. flyover (no access) and right turns only at Kensington Rd. and preserve communities, permit travel across Crowchild Tr. for local access.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Increases traffic on 5 Ave. N.W. rather than the wider Kensington Rd. which is a better connector into 14 St. N.W. and 10 St. N.W.

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #2 seems like the lesser evil of the options in terms of community impact.
- This idea DOES NOT meet the key principle, because...
 - Basketweave ramps encroach on existing residential properties.
 - Land acquisition impact not acceptable. Identify ultimate ROW requests so the full impact can be shown.
 - Increased noise from raised 5 Ave. N.W. interchange.
 - Increased noise and shadows from bridge.
 - Road sprawl at its worst. Terrible for the community.
 - It isolates residents within Kensington Rd./5 Ave. N.W. and 23 St./25 St. N.W. These residents will need to be in impact study and be acquired.
 - Noise and visual impact. Property impacts. Freeway access to Kensington Rd. is not necessary.
 - Crime and homeless population will increase if interchange put in.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #1 best for traffic flow but impacts more properties.



- But just try changing lights at rush hour before building anything.
- This idea meets the key principle SOMEWHAT, because...
 - Reduced turns are good, suggest allowing right in, right out but no left turns.
 - Scenario #2 is less impact to the property(s), given this is not a high growth area. It may be better option than scenario #1.
 - It would improve traffic on Crowchild Tr. central section Idea 10, scenario #1.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Maintains mobility across Crowchild Tr., not improved.
- This idea DOES NOT meet the key principle, because...
 - Same mobility across Crowchild Tr. as the 'do nothing' option. Waste of money.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - This is worth further cost study, scenario #1 and #2.
 - Provided visual/sound attenuation also happens, this should not negatively impact bordering communities.
 - If flood mitigation of tunnel AND surrounding houses can be accomplished, this is a great idea.
- This idea meets the key principle SOMEWHAT, because...
 - Can be the best solution for community impact. If cost is justified this can be a good option compared to Idea 12.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Positive long term solution if you go underground, you can always change things above grade in the future.



- This would provide for drivers needing access in and around the area, as well as driver just passing through.
- Will dramatically improve traffic flow if flooding can be mitigated for the tunnel and surrounding homes.
- This idea meets the key principle SOMEWHAT, because...
 - I love the idea of tunnels but not sure if it's worth the added expense.
 - What is the land acquisition cost versus adjusting tunnel grade lines/utility line assignments so no land acquisition is required?
 - Not enough information to properly evaluate – flooding, land expropriation, connection to Crowchild Tr. from community.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Less surface traffic should make easier to cross.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Can be a good way to ease traffic on Crowchild Tr. but nearby property owners would have issues. Can the elevated roadways be enclosed?
 - Compensating affected property owners probably much cheaper than tunnel from Idea 11.
- This idea DOES NOT meet the key principle, because...
 - Nightmare for community. Also very expensive and hideous.
 - This is horribly impactful and will ruin those adjacent communities.
 - Visual impact.
 - Noise impact to communities too extensive.
 - I expect it would be pretty ugly.
 - Not attractive and noisy for bordering communities.



- Yikes! I would not want to see this out my window. It would also be very noisy. This doesn't seem like a world-class solution to this problem.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Free flow for through traffic. Makes Calgary more unique/trend-bucking.
- This idea meets the key principle SOMEWHAT, because...
 - Suggestion to have a 2 level bridge: this would be a boon to commuters and it would perhaps lessen the need to destroy houses around the 2 level bridge.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Less ground traffic equals easier to cross.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No new property acquisition is required.
 - Lowest impact method to permanently fix bridge mess.
- This idea meets the key principle SOMEWHAT, because...
 - Does not displace property owners. But would the visual impact of the new additional bridges be negative?
- This idea DOES NOT meet the key principle, because...
 - While it would improve traffic, it would be a visual monstrosity for current residents.
 - Ruins the riverfront for everyone. Feels like LA.
 - Another nightmare scheme devouring open space and creating spaghetti.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Good thinking and addresses the issues - like.
 - Will improve traffic flow with limited negative impacts to area.
- This idea meets the key principle SOMEWHAT, because...
 - Need more information about traffic flow/final destination of drivers. If traffic flows better on Crowchild Tr., maybe this option isn't required at this time.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - I support this idea, just make sure the signs are clear. It's pretty ugly, will you plant some trees?
 - Prefer idea 13 over idea 14.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Minimal impact (as far as intruding roadways) on existing communities and enhances pedestrian/bike pathways to allow alternate transportation methods.
 - Traffic circles would slow down traffic and naturally help with some congestion. The roundabouts should not have too much of a visual impact for communities.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Impacting property value and noise in existing community. Too much traffic in area.
 - Another LA freeway solution to ruin public's riverfront.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Is southbound Crowchild Tr. to Parkdale Blvd. a beneficial movement considering you can currently access via Kensington Rd.?
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This is a horrible scheme that creates major freeway roads and loss of land. Feeding more from downtown to southbound Crowchild Tr. will bring Crowchild Tr. to a halt at afternoon rush hour.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Should improve access on/off Memorial Dr. and better use of land in the area.
- This idea meets the key principle SOMEWHAT, because...
 - This idea provides the drivers more options to go in different directions. However it may be challenging for more drivers. It does address the issues. The ramps in central section idea 13 seems to be a better solution.
- This idea DOES NOT meet the key principle, because...
 - No comments received.





South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Leaves 528 Scarboro alone!
 - Improves Crowchild Tr. without impacting homes.
 - Maintain integrity of riverfront benefitting existing community.
 - I am very happy with this option as it does not interfere with houses in Scarboro.
 - Improves Crowchild Tr. with 3 lanes.
 - Attempts to achieve goals with minimal impact on residential properties.
 - Sound barrier!
 - I would suggest some consideration of the noise impact on Scarboro residents.
 - Support this idea that doesn't impact homes and schools in Scarboro. Would suggest a new sound barrier be considered between Crowchild Tr. and Scarboro community.
 - Interested in information regarding sound barrier. Very pleased with key principles 1.
 - Will be cost effective in improving traffic flow in rush hours and preserves residential homes.
 - This one works for me. Doesn't impact my life as a resident.
 - Minimal residential impact, thank you.
 - This looks near identical to workshop suggestions/drawings.
 - This would not negatively impact communities and have a big impact on congestion.
 - Nicer sound barriers.
 - Changing the access to Crowchild Tr. via 10 Ave. S.W. is essential. Would have significant impact on traffic with little impact on residents.
- This idea meets the key principle SOMEWHAT, because...
 - Need sound barriers along raised northbound Crowchild Tr. over Bow Tr. to attenuate sound in Scarboro.
 - Sound study required at Scarboro Ave. and Crowchild Tr. Consideration for a new wall for sound control and dust.
- This idea DOES NOT meet the key principle, because...
 - City owned home at the end of Scarboro Ave. – crack house? Please sell and add landscaping or trees if there's no sound wall proposed.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Looks like it would make a big difference.
 - Will be effective in improving traffic flow in rush hours and does not impact residential homes.
 - Great in conjunction with a fix for traffic flow in north/middle section.
 - Free flow equals good.
 - Focus on bridge first, then traffic lights, before widening between 17 Ave. S.W. and Bow Tr.
 - Excellent idea.



- Improvements of straight flow through lanes will reduce slowdowns to traffic from drivers changing lanes. Must be combined with improvements of traffic flow of Crowchild Tr. between Kensington Rd. and 24 Ave N.W. Great work on this design!
- I like this idea. Maybe consider no access to 10 Ave. S.W. from this intersection?
- Fast to implement and a huge improvement without major disruption for the bordering communities.
- Enhance 10 Ave. S.W. access to Crowchild Tr. northbound.
- This idea meets the key principle SOMEWHAT, because...
 - Improves safety of ramp from 10 Ave. S.W. onto northbound Crowchild Tr.
 - Look at adding noise attenuation on Crowchild Tr. northbound over Bow Tr. on bridge – wire fence with plastic strips?
 - It acknowledges the 1978 mistake – Crowchild Tr. was supposed to go straight and not to the hospital. A 2 level bridge is cheap(er), also it offers a fast trip over the river at the cost of a traffic light system.
- This idea DOES NOT meet the key principle, because...
 - What about 10 Ave. S.W.? And the residual affect causing high speed traffic.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No negative effects on crossing.
 - Will be big improvement in rush hour flow and does not destroy residential homes.
 - Focusing on the bridge first may actually improve the whole congestion issue significantly with little impact to residents.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This only improves traffic on the bridge and makes traffic worse from Kensington Rd. going north. The bridge widening should not be approved by itself until entire Crowchild Tr. study is completed. After bridge is widened, more people will complain about Kensington bottleneck.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Prefer roundabouts to this solution; albeit, this is not inconceivable.
 - Safer for pedestrians and cyclists?
 - Way better than idea 17.
 - 17 Ave S.W. and Richmond Rd. needs to desperately improve the accessibility for cyclists. There is no cycling path to Richmond Diagnostic Centre. Similar to cycle track downtown – 2 way on Richmond Rd. for cyclists.
 - This is a better idea for pedestrian/local access. Better option than idea 17.
 - Moves traffic without extreme cost of roundabout and preserves residential homes.



- Moves traffic cost effectively.
- Improving pedestrian and cycling across Crowchild Tr. on 17 Ave. S.W. would be nice (it doesn't feel safe now to walk along this stretch of 17 Ave. S.W.).
- Great ideas! Simple fix!
- I prefer this scenario to #1 and #2 roundabouts. They are overkill for the problem. This simple (affordable) solution will last a long time. No need to overbuild.
- This idea meets the key principle SOMEWHAT, because...
 - Like pedestrian/cycling along 17 Ave. S.W. but concerned with dumping cyclist onto Summit. Heavy use today (problem). Look for other connectors adjacent to Crowchild Tr. on west side of school?
 - Southwest corner of overpass – vagrants live here, open to landscaping.
- This idea DOES NOT meet the key principle, because...
 - What about 4 way stops?
 - I LIKE keeping access from 17 Ave. S.W. to Crowchild Tr. north with no further impact on Scarboro.
 - Does not address traffic and volume on 24 St. S.W. for people going south on Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Way better than idea 17.
 - Minimum impact to existing property(s). Reduce traffic wait time, increase flow. Relatively lower cost compared to traffic circles. Good solution for maybe 10 years?
 - Move traffic much more effectively at rush hours and preserves residential homes. Cost effective.
- This idea meets the key principle SOMEWHAT, because...
 - Very simple way to alleviate congestion in the interim of larger construction projects.
 - Prefer roundabouts to stop and go solutions.
 - Excellent idea!
- This idea DOES NOT meet the key principle, because...
 - 24 St. S.W. traffic moves too fast there and should be controlled to reduce speed by commercial and residential.
 - Doesn't address traffic cutting through Richmond from Altadore to Crowchild Tr.
 - Don't think we need this, cost-benefit? Focus on bridge.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Move traffic more effectively and preserves residential homes. Cost effective.
 - Great for the problem areas!
 - Bus stop on Crowchild Tr. and 17 Ave. S.W. northbound – if access is doubled, need to be aware of ease of getting to bus stop.
 - Way better than idea #17.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #17: **17 Ave. S.W. roundabouts**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - What happened to 'land bridge' over Crowchild Tr. as a trade-off for more lanes?
 - How does a 3 lane roundabout function in this area?
 - Bike and pedestrian crossing below road.
 - Please consider sound wall along Crowchild Tr. and Scarboro.
 - Traffic circles are beneficial and used in many major cities to alleviate congestion.
- This idea DOES NOT meet the key principle, because...
 - This is terrible – the ramp along the west side of Scarboro is NOT acceptable.
 - Solving someone else's problem at my expense. Moving ramp closer changes the noise – look at noise better.
 - This would cause me to avoid this route and possibly sell and move. My house is visible in the picture and I drive this route daily.
 - I think Scarboro residents would feel an impact of a ramp closer to their homes unless major noise and visual attenuation also happened to compensate.
 - Too much construction cost to solve problem that isn't bad.
 - This would be worse for pedestrian access, I would worry about my safety crossing this.
 - What about connectivity between Scarboro and Shaganappi over Crowchild Tr.?
 - This is WAY TOO MUCH construction and money to solve a problem that isn't that bad and could be fixed with a dual turn light. Not to mention traffic disruption during construction.
 - Prefer scenario #1 over #2. #2 has too high volume of traffic on 1 traffic circle.
 - This area is an OLD one in every respect. These proposals have not paid attention to the fact that old people have special access and transport problems. We don't walk easily, but on the other hand we will die soon.
 - Please don't go with this option.
 - Roundabouts don't seem safe in a high traffic area – it's confusing for drivers to know which exit lane to be in. Also merging can be dangerous without a traffic light as there may not be gaps in traffic.
 - Traffic circles – Alberta drivers are not trained for them. This is not France.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Wider ramp from Crowchild Tr. north to Bow Tr. east will help morning commute (free flow).
 - Traffic circles are a good solution to keeping traffic moving, as opposed to lights. They may take some getting used to but they work well.
 - Using unused space by old helicopter landing pad makes sense to alleviate congestion on Crowchild Tr.

- This idea meets the key principle SOMEWHAT, because...
 - No effect on Crowchild Tr.
 - Prefer Scenario #1 over #2 but don't like impact of ramp on Scarboro.
 - The advent of advanced cruise control and autonomous vehicles increase the efficiency of roundabouts, but two roundabouts will intimidate tourists.
 - Would be great to have walking/bike access to this intersection.

- This idea DOES NOT meet the key principle, because...
 - Proximity of widening would bring Crowchild Tr. into people's backyards – improve noise wall!
 - Doesn't address traffic cutting through Richmond from Altadore.
 - Can be very complicated for some drivers. Idea 16 is simpler and gets similar results.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.

- This idea meets the key principle SOMEWHAT, because...
 - The new ramp encroaches on Scarboro and Sunalta School, but it's better than earlier alternatives.
 - Better sound alternative.
 - Looks like it would move more traffic – Scenario #1.

- This idea DOES NOT meet the key principle, because...
 - Good for cars but for bikers and walkers, are they safe??
 - Need serious attention for walkers/bikes.
 - Construction noise. Roundabouts limited capacity.
 - On ramp to Crowchild Tr. seems inordinately long. Doesn't enhance the bordering community unless there is significant sound retention between 17 Ave. S.W. and Bow Tr. to shield Scarboro.





Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. Entire Study Area

- Thanks for the opportunity to engage. Well done city!!
- I would like to be sure that Calgary is (FINALLY) old enough to consider the innumerable values of being a good-looking place to live – no more cardboard boxes! Preservation of existing communities and green spaces should be of prime importance. Trees too.

2. North Section (24 Ave. N.W. to University Dr.)

- Importance of business access. Redevelop/make use of McMahon lands if new stadium is built. Transit oriented development (TOD)? Bottlenecks (2 lanes) should be addressed.
- Cycle routes aren't maintained very well!! Also 22 St. S.W. and State Rd. where the barrier pathway meets 24 St. N.W. – The City doesn't clear all winter. Extremely icy patches for walkers, cyclists, connecting to LRT in Shaganappi.

3. Central Section (University Dr. to Memorial Dr.)

- Community impacts – noise/visual; access is important, and safety/emergency vehicle access.
- Important connection pathways and flow to address with the city – walking and continuous sidewalks from Scarboro to Sunalta and the river; dog litter disposals too!!

4. South Section (Memorial Dr. to 17 Ave. S.W.)

- Bow river bridge bottleneck (2 lane and weaving) most important. Address safety aspect of weaving distance.
- Idea #15 closely resembles residents' workshop proposal, thank you. Just do idea #1 and idea #15 to start.
- A land bridge(s) to connect Scarboro-Shaganappi to extend park spaces would be a great improvement. Looking forward to that kind of details (sound/visual improvements) in the next phase. It was hard to evaluate some of the concepts without those changes to consider in the balance.
- Widening the Bow River bridge and changing access to Crowchild Tr. via 10 Ave. S.W. seem to be the first things to do that will have the most impact on traffic flow/congestion.
- I don't see an option for a way to get southbound on Crowchild Tr. from 10 Ave. S.W. I understand this was looked at in the 1978 study. Currently it is difficult for residents of Scarboro (and the Beltline) to get onto Crowchild Tr. southbound. A ramp at the interchange of 10 Ave. S.W./Bow Tr./Crowchild Tr. would be useful if it could be accomplished without a lot of disruption to the neighbourhood and current plans.



About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x6	x2	x0	x0	x0
Project team's response to my questions	x7	x0	x1	x0	x0
Opportunity to provide my input	x7	x1	x0	x0	x0
Opportunity to hear others' input	x3	x5	x0	x0	x0
Session location	x7	x1	x0	x0	x0
Session time	x6	x1	x0	x1	x0

2. What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Reminder of invite only session – almost forgot.
- Ideas from previous sessions covered – even rejected ones. Much better engagements than parents' experience at 14 St. S.W. session
- Lots of space for people to mingle through. Lots of staff to answer questions. Good to address noise next and bridge over Crowchild Tr. pedestrian widen?? To make it more usable for walkers and cyclists.
- It was nice to have so many people on hand to explain the differences in the concepts (even with all the explanations on the boards, it was hard to quickly grasp the difference between concepts).
- There were many people available to engage in discussions and/or answer questions. Thank you!
- Regarding question 1 above: information as to the timing of this session was appallingly unavailable until the last minute! We don't all see billboard, etc.
- Very good session!

3. Which community do you live in?

- West Hillhurst – x1
- Scarboro – x6
- Shaganappi – x1

4. What are the main reasons you use Crowchild Trail?

- To commute to and from work or school – x5
- To visit recreation facilities, shopping centres, or to visit friends and family – x8
- I don't use Crowchild Tr. – x0
- Other
 - To access University of Calgary – x1

5. How have you participated in the Crowchild Trail Study to date?

- Online survey – x3
- Online discussion – x1
- In person session – x7
- Idea board – x4
- Walking tour – x2



- Bus tour – x0
- I have not participated in the study prior to this session – x1
- Other
 - Meeting at City Hall – x1

6. How did you hear about this session?

- Letter / Notice in the mail – x7
- Community association – x3
- Community newsletter – x1
- Community road signs – x1
- Social media (Facebook / Twitter) – x2
- On TV – Report to Calgarians – x0
- Word of mouth – x1
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x1
- Other – x0



Crowchild Trail Study

Public Open House Summary February 27, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders during an open house with community members and the public on Saturday, Feb. 27, 2016 from 2 to 5 p.m. at the Sunalta Elementary School (536 Sonora Ave. N.W.). Participants were asked to review the ideas and provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 45 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Misty Sklar, City of Calgary, Planning Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Erin Russell, Russell Public Relations, Consultant Engagement Coordinator
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor



- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor
- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- Mark Bagnall, Stantec Consulting Ltd., Consultant Technical Advisor
- Brad Tiedemann, Stantec Consulting Ltd., Consultant Technical Advisor
- Dave Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Ryan Martinson, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)



South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, participants felt that banning lefts on Crowchild Tr. during rush hour (Idea 1) would only result in minor benefits for improved traffic flow, but would have larger impacts on access to/from and across Crowchild Tr., especially for residents in bordering communities.
- In the **North Section**, the ideas to implement an all-turns interchange at 24 Ave. N.W. (Idea 3), interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) or an all-turns interchange at 16 Ave. N.W. (Idea 6) were evaluated to meet the key principles of the study because participants felt the ideas had few community and/or business impacts, could improve traffic flow and could improve access to/from Crowchild Tr. Right-turns only at 24 Ave. with restricted access at 23 Ave. N.W. (Idea 2) and moving Crowchild Tr. to the west, north of University Dr. (Idea 4) were evaluated as not meeting the key principles well because they limited access across Crowchild Tr. and impacted bordering communities.
- In the **Central Section**, participants thought that the ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd. (Idea 7), an interchange at Kensington Rd. with restricted access at 5 Ave., N.W. (Idea 8), a tunnel from Memorial Dr. to University Dr. (Idea 11), and an all-turns interchange at Memorial Dr. (free flow) (Idea 13) met the key principles well because they would help to improve traffic flow and have low community/business impacts. An elevated roadway from Memorial Dr. to University Dr. (Idea 12) was evaluated as having large visual and noise impacts to bordering communities and participants felt an all-turns interchange at Memorial Dr. (with roundabouts) (Idea 14) would not improve traffic flow. Participants felt that both ideas did not meet the key principles well.
- In the **South Section**, participants evaluated the ideas to widen Bow River bridge for more lanes and/or continuity of lanes (Idea 15) and implement dual left turns at 17 Ave. S.W. (Idea 16) as meeting the key principles well because they would help to improve traffic flow. However, participants had mixed feedback on whether implementing roundabouts at 17 Ave. S.W. (Idea 17) would help to improve traffic flow. Participant feedback was also mixed on whether the ideas at 17 Ave. S.W. (Idea 16 and 17) would enhance or reduce pedestrian and cyclist connectivity.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

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

Idea 01 for the **Entire Study Area**

Key Principle 1: Maintain / enhance bordering communities

- x **Limits access across Crowchild Tr. (Idea 1):** Participants felt that while banning lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W. would improve traffic flow, this idea would completely limit access across Crowchild Tr. in the West Hillhurst area.

Key Principle 2: Improve travel along the corridor

- ✓ **Short term solution (Idea 1):** The idea to ban lefts during rush hour was considered a good short term solution while other long term ideas are being explored to improve travel along the corridor.

Key Principle 3: Improve mobility across the corridor

- x **Limits access to/from Crowchild Tr. (Idea 1):** Participants identified that banning lefts during rush hour did not meet the key principle of improving mobility across the corridor as it would limit access of Crowchild Tr. for bordering communities.

Ideas 02-06 for the **North Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Idea 5):** Participants felt that the idea to implement interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads would require little land.
- x **Impacts communities (Idea 4):** The idea to move Crowchild Tr. to the west, north of University Dr. was evaluated by participants to impact bordering communities because it would spread the roadway out and therefore, have a larger impact to the community.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 2, 3, 5 and 6):** Participants felt that the ideas to introduce right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W., an all-turns interchange at 24 Ave. N.W., interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads, and an all-turns interchange at 16 Ave. N.W. would help to improve traffic flow along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- x **Limits access across Crowchild Tr. (Idea 2):** The idea to implement right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. was identified as not meeting the key principle well.
- x **Reduces cyclist/pedestrian connectivity (Ideas 2 and 5):** Participants thought that the ideas to introduce an all-turns interchange at 24 Ave. N.W. and interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads might reduce mobility across Crowchild Tr. because of the larger roadways and ramps cyclists and pedestrians would have to use.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Ideas 11 and 13):** The ideas to implement a tunnel from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr. (free flow) were evaluated by participants to meet the key principle well because there were minimal impacts to bordering communities.
- ✓ **Improves traffic flow (Idea 13):** Participants felt that an all-turns interchange at Memorial Dr. (free flow) could help to improve traffic flow and function more efficiently.
- × **Negative impacts to adjacent properties (Ideas 9 and 12):** Participants thought that the ideas to implement an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. and an elevated roadway from Memorial Dr. to University Dr. would have negative impacts to adjacent properties and did not meet the key principle well.
- × **Negative visual/noise impacts (Idea 12):** The elevated roadway from Memorial Dr. to University Dr. was evaluated by participants to have both negative visual and noise impacts to residents in bordering communities and did not meet the key principle well.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 7, 8, 11, and 13):** The ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W., a tunnel from Memorial Dr. to University Dr., and an all-turns interchange at Memorial Dr. (free flow) were evaluated by participants as meeting the key principle well because these ideas could help to improve traffic flow along Crowchild Tr.
- ✓ **Enhances pedestrian/cyclist connectivity (Ideas 11):** Participants felt that the idea to tunnel from Memorial Dr. to University Dr. met the key principle well as it would improve travel for people who walk and bike along Crowchild Tr.
- × **Doesn't improve traffic flow (Idea 14):** Participants felt that the idea to implement an all-turns interchange at Memorial Dr. (with roundabouts) would not improve traffic flow because the roundabouts would cause congestion on Memorial Dr.

Key Principle 3: Improve mobility across the corridor

- ✓ **Improves access to Crowchild Tr. (Ideas 12 and 13):** Participants thought that the ideas to implement an elevated roadway from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr. (free flow) would work well to improve access to and from Crowchild Tr.
- × **Doesn't improve traffic flow (Idea 7 and 14):** Participants felt that the ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd. and an all-turns interchange at Memorial Dr. (with roundabouts) would not improve traffic flow along Crowchild Tr.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- × **Increased noise (Idea 15):** Participants felt that the idea to widen the Bow River bridge for more lanes and/or continuity of lanes met the key principle well, but raised concerns about the need to address noise impacts at the same time.
- ✓ **Improves traffic flow (Idea 17):** Participants thought the idea to implement roundabouts at 17 Ave. S.W. would help to improve traffic flow.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 15 to 17):** Participants felt that the ideas to widen Bow River bridge for more lanes and/or continuity of lanes, to implement dual left turns at 17 Ave. S.W. or to implement roundabouts at 17 Ave. S.W. would help to reduce major bottlenecks along Crowchild Tr. and 17 Ave. S.W.



Key Principle 3: Improve mobility across the corridor

- ✓ **Improves traffic flow (Ideas 15 to 17):** The ideas to widen Bow River bridge for more lanes and/or continuity of lanes, to implement dual left turns at 17 Ave. S.W. or to implement roundabouts at 17 Ave. S.W. were evaluated by participants as meeting the key principle well because the ideas help to improve traffic flow.
- ✓ **Doesn't improve traffic flow (Idea 17):** The idea to implement roundabouts at 17 Ave. S.W. was also rated by participants as not meeting the key principle well because roundabouts may not help to reduce bottlenecks.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Although it might improve flow on Crowchild Tr. a little, I don't know that the complete lack of access to Kensington area is worth it. Drawback outweighs benefit, I think.
- This idea DOES NOT meet the key principle, because...
 - Faster moving traffic on Crowchild Tr. with higher vehicle volumes does not meet principle 1 because it doesn't enhance green space and does not reduce traffic noise.
 - Will make it hard to get into Kensington from the north during the hours of which it is in force – people will reroute to 19 St. N.W. and by Foothills, thus worsening traffic there.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - This might work but only use as a short term solution while implementing the medium and long term solutions.
 - Likely some improvement in wait times at intersections.
- This idea DOES NOT meet the key principle, because...
 - Probably no significant improvement.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - Reduces permeability of Crowchild Tr. One less way for people to move from neighbouring communities.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - It is time to restrict some access; needs to include improvements at 16 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Limits car access across Crowchild Tr. and doesn't really improve bike or pedestrian access even with bridge.
 - I'm not really sure I fully understand, but if this means you can't cross Crowchild Tr. at 24 Ave. N.W. it will be a real disaster for access to the University, funnelling traffic through 30km/hr ring road on campus to get back to the main parkade, the Arts parkade.
 - It restricts mobility across Crowchild Tr.
 - This prevents access to the University from 24 Ave. N.W. east of Crowchild Tr. Also, there are no means of going north on Crowchild Tr. from the University.
 - Unless you provide a pair of traffic circles on 24 Ave. N.W. or other means of pulling a U-Turn, you are just shifting the traffic problem to another area. Don't restrict access to major corridors/offshoots. Think overpass.
 - Agree (that idea restricts access across).



Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Increases mobility with fewer disruptions, although this will work better if the stadium ends up moving. Improves area around Transit Oriented Development (TOD) (all 3 principles).
- This idea meets the key principle SOMEWHAT, because...
 - I would like access to 24 Ave. N.W. from Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - There is not enough traffic making left turns or going straight across Crowchild Tr. to justify this expense.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Increases mobility with fewer disruptions, although this will work better if the stadium ends up moving. Improves area around Transit Oriented Development (TOD) (all 3 principles).
 - Scenario #2 – make Crowchild Tr. free flow through to 24 Ave. N.W.; make it easier for pedestrians to cross; could add a higher speed ramp from southbound Crowchild Tr. onto westbound 24 Ave. N.W.
 - Improves travel, make it happen faster!
 - Seems good for access to 24 Ave. N.W. and University. Stadiums would be affected.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This scenario would restrict access for Motel Village to 16 Ave. N.W. only, which might cause traffic issues on 16 Ave N.W.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Interchange will greatly improve crossing for people.
 - Increases mobility with fewer disruptions, although this will work better if the stadium ends up moving. Improves area around Transit Oriented Development (TOD) (all 3 principles).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - If 24 Ave. N.W. goes under Crowchild Tr., this would be an unpleasant crossing for pedestrian and cyclists.



Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - The 'trade-off' is a no-no!
 - Keep Crowchild Tr. north and southbound together and not spread out over rest of community.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Why have lights if the area is redeveloped this much? Add bridges.
- This idea DOES NOT meet the key principle, because...
 - It causes too much construction and cost. Keep Crowchild Tr. where it is.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - I don't think frontage road would be necessary unless there were to be more retail development on both sides of Crowchild Tr.
 - It does affect the surrounding communities but requires comparatively little land/existing buildings.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Improves travel by fixing interchanges and removing lights.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - This seems pretty good. Needs bike connection north to south.
- This idea meets the key principle SOMEWHAT, because...
 - Larger roadway/off ramps to cross especially for pedestrians.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Diamond intersection makes sense; Crowchild Tr. flows independently (scenario #2).
 - Less confusing for drivers trying to get on/off 16 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Like the improved flow but would like to avoid lights on 16 Ave. N.W., use the space north of the 16 Ave. N.W. (park space and parking lot) to accomplish this.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Shifts traffic; will be negative to communities east of Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Great quick fix which will show that there is not that much traffic/need for these intersections.
- This idea meets the key principle SOMEWHAT, because...
 - Don't really like impact to Memorial Dr. with this solution. It might work short term; maybe try roundabouts before lights to see if they work better.
- This idea DOES NOT meet the key principle, because...
 - Moving traffic to 19 St. N.W. seems like a bad idea. No bridge at the south end and no good exit from the north either – would route it to 24 Ave. N.W. and back to Crowchild Tr.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Not a significant improvement. No improvement of traffic going northbound on Crowchild Tr.



Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like, fair to residents and improves Crowchild Tr. flow.
 - No property impacts north of 5 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - The public realm at Kensington Rd. would make the neighbourhood ugly. This would be scorched earth for pedestrians and cyclists.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This addresses the major congestion at Kensington Rd. both on and off Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Prefer to overpass solution in Idea 10, scenario #1 rather than this. Fixing both 5 Ave. N.W. and Kensington Rd. in same way will be better than two different solutions.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - This addresses the major congestions at Kensington Rd. both on and off Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - More impact on my neighbourhood than interchange at Kensington Rd.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Prefer Idea 8. Kensington Rd. is more of a business road.
 - Prefer 2 overpass solution in Idea 10, scenario #1 rather than this. You have to fix both 5 Ave. N.W. and Kensington Rd. – if similar solution at both, it will be better.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Increased flow on side streets would be very bad given the amount of traffic wanting to go south on Crowchild Tr. from Kensington Rd. westbound.



Idea we heard #10: **Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like! Maintains all the principles but want assurances of improved noise barrier.
 - Overpass allows community connection while allowing traffic to flow on Crowchild Tr. (scenario #1).
- This idea meets the key principle SOMEWHAT, because...
 - Access to and from my neighbourhood is affected but no acquisition of my home. Scenario #1 – more impact to properties bordering Crowchild Tr. Scenario #2 – less property acquisition but increased traffic on 25 St. and 23 St. N.W.
- This idea DOES NOT meet the key principle, because...
 - It creates an unpleasant environment on Kensington Rd. and 5 Ave. N.W. This is similar to the previous plan that was not well received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Prefer scenario #1 over scenario #2. Side roads along freeways work well and don't send you off to drive in the neighbourhood roads like scenario #2.
- This idea DOES NOT meet the key principle, because...
 - Not enough local traffic to justify this type of excessive build and expense.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #11: **Tunnel from Memorial Dr. to University Dr.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - This is excellent for the bordering communities. The above ground street with bike lanes shows that neighbourhoods are more important than cars.
 - This is the best idea in terms of promoting inner city living.
 - The benefits that are listed on this board are significant. This option is worth the cost. We already paid for the freeway, now let's take care of our inner city as well.
 - Minimal negative impact to nearby area. It will actually probably reduce noise 😊



- Keeps community together and creates a new main street for the community which would benefit businesses. And the tunnel would allow for mass traffic movement. Calgary needs to plan for the next 30 years.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Horrible idea! Way too expensive, difficult and timely. Only benefits immediate neighbourhood.
 - Very expensive.
 - It would most likely involve the loss of my home (I live on 24 St. N.W.).

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This is the only way we can travel along Crowchild Tr. as a cyclist or pedestrian.
 - The urban boulevard looks nice. Let's prioritize people over cars. The urban boulevard is great for active transportation and for bordering communities.
- This idea meets the key principle SOMEWHAT, because...
 - Diminishes the "bottleneck" that we have experienced for all these years!
 - Good idea, but overkill.
- This idea DOES NOT meet the key principle, because...
 - Not the best use of tunnelling. Would rather just widen here and put the tunnel under the river. This isn't a good use of money.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Access across Crowchild Tr. will be easier and more pleasant.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - Not sure this is the right idea.
- This idea DOES NOT meet the key principle, because...
 - Loss of light/casts larger shadow on 1 block east and west of elevated road. Visually not appealing, property devalued and noisy.
 - Increased noise, construction. Visually unappealing, huge visual impact. I live on 24 St. N.W., possible expropriation.
 - Expensive and ugly. Might as well build a tunnel if spending enough for elevated roadway.
 - Terribly ugly and loud. Huge impact on property values. Let's not reproduce Montreal... yuk!
 - Don't like elevated roads, create dark area underneath and slum like feeling below.
 - Somewhat expensive and aesthetically undesirable.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Yes, elevated roadway.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Winter issues!
 - Icing of road can be a problem in winter. Plus it is ugly.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Access looks easy but is truly unpleasant. Looks like Gardiner Expressway in Toronto. Gross.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - It means no new property acquisition.
 - Provides an all movements interchange without affecting communities.
 - Much more efficient.



- I suspect that if people could get to Memorial Dr. from northbound Crowchild Tr. a lot of pressure on Kensington Rd. would be eliminated. Could eliminate left turns at Kensington Rd. perhaps. Needs bike paths too.
 - I agree with other feedback. Good flow, low impact.
- This idea meets the key principle SOMEWHAT, because...
 - Would like to see Kensington Rd. closed to facilitate this and Idea 14.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Good flow!
 - Good flow.
 - Like this idea over Idea 14.
 - Yes, great plan, long term solution.
- This idea meets the key principle SOMEWHAT, because...
 - Better solution than traffic circles.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - This proposal seems to work well in terms of improving flow of traffic off and onto Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - This idea seems better than Idea 14 for Memorial Dr.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - My house won't get torn down or be overshadowed by a giant elevated roadway.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Using traffic circles for all eastbound Memorial Dr. traffic seems too optimistic.
- This idea DOES NOT meet the key principle, because...
 - Too complicated and likely expensive to boot. If on Memorial Dr., you just want to flow through and not get tied up with traffic circles.
 - Slow flow!
 - Roundabouts will cause backups.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Too much volume for roundabouts to be effective.
- This idea DOES NOT meet the key principle, because...
 - Can't see how this will help Crowchild Tr. Looks very confusing and taking far more space than should be necessary.
 - This will likely not improve things much due to time taken to slow down for traffic circles and having to go through 2 of them in some cases. And somewhat confusing (i.e. 37 St. S.W. at Glenmore Tr., only some improvement).





South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - I like this.
 - Good thinking! Need to deal with noise too at the same time.
 - Like idea of widening bridge over bow.
 - Land bridge between Sunalta School and Oliver Quarry park to extend green space (example in Vancouver at Fairview Slopes over BC rail tracks).
- This idea meets the key principle SOMEWHAT, because...
 - Would like to address the “sound stress” to surrounding communities.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This proposal seems to address northbound traffic very well across the river.
 - 3 north lanes over the river is a big improvement.
 - This is straightforward and gets rid of lanes dropping off. Two thumbs up!
 - It saves a major bottleneck without major disruptions or affecting existing property.
 - Seems obvious to work the rehabilitation with the lane improvement, especially since this seems like such a good idea, independent of all the decisions on the other sections of Crowchild Tr.
 - Get started on this right away!
- This idea meets the key principle SOMEWHAT, because...
 - Yes, 3 lanes across Crowchild Tr.! No criss-crossing of traffic where people used to cut 3 lanes across northbound Crowchild Tr. to get off at Memorial Dr. – that is a problem today.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Moving ramps to south side Crowchild Tr. much safer than crossing in winter icy conditions.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - Would make sense to access southbound Crowchild Tr. from 10 Ave. or 11 Ave. S.W. If/when West Village is developed, how will they access southbound Crowchild Tr. without cutting through communities like Scarboro or backing up 14 St. S.W.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - This is much better than roundabouts suggested in Idea 17.
- This idea meets the key principle SOMEWHAT, because...
 - Seems like the space from old helicopter pad is not being utilized and is otherwise not useful (i.e. wouldn't put park there!)
 - This idea looks simpler than roundabout solutions. What's the downside? I like this solution better than roundabouts, I think it's cheaper too.
- This idea DOES NOT meet the key principle, because...
 - Seems like the roundabouts would be safer than this option for pedestrians. Already the 17 Ave. S.W. and Richmond Rd. lights are a bit scary for pedestrians. Cars turning left on 17 Ave. S.W. from Richmond Rd. are so eager to get through the light that they ignore the walk sign and pedestrians crossing on the west side of the intersection.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Inexpensive and east to implement. Not confusing.
 - Looks good to me.
 - Would improve clogged intersections with little change.
- This idea meets the key principle SOMEWHAT, because...
 - Why cross out turn ramp onto Crowchild Tr.? See the 2 lights causing more mobility issues as proposed.
- This idea DOES NOT meet the key principle, because...
 - Reduces pedestrian access to Crowchild Tr. Waste of useable helipad space. Simple and common obstructions would cause congestion.
 - Need to ensure the right turn at Richmond Rd. and 17 Ave. S.W. is retained if a dual left gets implemented. Currently not addressed.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Easy to implement. Improves traffic, very minor impacts.



- This idea meets the key principle SOMEWHAT, because...
 - Would need to ensure a dual lane left from Richmond Rd. to 17 Ave. S.W. doesn't make the people who simply want to turn right on 17 Ave. S.W. have to wait. Would also need a right turning lane for quick access to northbound Crowchild Tr. from Richmond Rd.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #17: **17 Ave. S.W. roundabouts**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Utilizes the helicopter pad (wasted space) and moves traffic away from communities. Seems safer for pedestrians.
 - Great idea to improve traffic flow. Helicopter area currently not being used constructively.
 - Traffic flow would be simplified. What's the impact to pedestrians?
 - Great idea, 2 roundabouts.
 - I like the 1 roundabout better, thank you.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Expensive and potentially confusing (relative to idea 16). Doesn't address southbound Crowchild Tr. to 17 Ave. S.W.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Westbound 17 Ave S.W. to northbound 22 St. S.W. is a very tight turn if current turning lane is taken over by pedestrians/bikes. Turn from 17 Ave. S.W. needs to make sure that it does not inhibit westbound 17 Ave. S.W. through lane.
 - Traffic circles seems to have a better visual impact versus traffic lights with dual lanes.
 - Keeps 17 Ave. S.W. flowing in both directions, but 2 roundabouts seem excessive. 1 roundabout seems better.
- This idea DOES NOT meet the key principle, because...
 - I would never find my way home!!
 - No more small roundabouts without traffic lights. They create backups at heavy use times.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Currently 17 Ave. S.W. does not have decent access over bridge for pedestrians/bikes (especially eastbound). Both scenarios alleviate this issue.
 - I really like this idea to improve flow much better than Idea 16 which just makes for more dangerous intersections. This is safer.
- This idea meets the key principle SOMEWHAT, because...
 - Good idea. Not sure Calgary drivers will use the circle properly, may not improve flow.
- This idea DOES NOT meet the key principle, because...
 - Prefer roundabouts to slow traffic over Idea 16.
 - I cannot see anything but backups resulting from the use of roundabouts during rush hours at these locations (Idea 16 better).

General Comments

- I love all of these benefits (of no-build scenario)! 😊 Let's seriously consider a no build scenario.





Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Study Area**
 - Good ideas presented. Hopefully implemented in a timely manner.
 - Idea 6 with scenario #1, then tunnel from University Dr. to Memorial Dr., then upgrade interchange with idea 13 and widen Bow River Bridge with idea 15.
 - Do we have an interim plan to accommodate traffic in communities?
2. **North Section** (24 Ave. N.W. to University Dr.)
 - Blocking travel across Crowchild Tr. at 24 Ave. N.W. is not reasonable, especially for University students.
 - Traffic needs to flow better east/west at the University.
 - 24 Ave. N.W. overpass with no large loops, just lights.
 - Interchange ideas here could work, especially if McMahon Stadium is relocated.
3. **Central Section** (University Dr. to Memorial Dr.)
 - Flow needs to be better – tunnel idea is good.
 - I really feel this section should be tunnelled, that way traffic bottlenecks are resolved while maintaining community interaction.
 - This is the area where the most property owners risk to see Crowchild Tr. move to their backyard, or worse, at elevated heights. Can the city be upfront with citizens and make a plan for financial compensation for the \$100/200K property value loss?
 - I understand the need to improve infrastructure and traffic flow but it would be awesome not to lose my home (I live along 24 St. N.W.) or have it severely impacted by more noise and visual obstruction.
 - No easy way to build interchanges without affecting property. The 72/73 bus routes operate here, real improvements should include transit improvements.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - Bridge over Bow River needs more lanes and better flow.
 - Bus route 20 crosses here. Fixing the lack of through lanes is important, do that first!



About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x5	x1	x0	x0	x0
Project team's response to my questions	x5	x0	x0	x0	x1
Opportunity to provide my input	x4	x2	x0	x0	x0
Opportunity to hear other' input	x4	x0	x1	x0	x1
Session location	x2	x4	x0	x0	x0
Session time	x4	x2	x0	x0	x0

2. What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Good flow, easy to understand. Lots of people to answer questions.
- I liked that there were multiple plans for dealing with Crowchild Tr. in separate sections, but there was no 'package plan' to really see the big picture. Would have also enjoyed plans that included transit in some way (i.e. LRT route involved or transit route).
- Self-guided format works well.
- No problem, but Sunalta School is a pain to get to!

3. Which community do you live in?

- Arbour Lake – x1
- Airdrie – x2
- West Hillhurst – x2
- Hounsfeld Heights – x1

4. What are the main reasons you use Crowchild Trail?

- To commute to and from work or school – x4
- To visit recreation facilities, shopping centres, or to visit friends and family – x5
- I don't use Crowchild Tr. – x0
- Other – x0

5. How have you participated in the Crowchild Trail Study to date?

- Online survey – x2
- Online discussion – x1
- In person session – x1
- Idea board – x1
- Walking tour – x1
- Bus tour – x0
- I have not participated in the study prior to this session – x2
- Other – x0



6. **How did you hear about this session?**

- Letter / Notice in the mail – x2
- Community association – x0
- Community newsletter – x0
- Community road signs – x2
- Project email – x1
- Social media (Facebook / Twitter) – x1
- On TV – Report to Calgarians – x0
- Word of mouth – x2
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x3
- Other
 - Ward 2 News / Google search – x1
 - University of Calgary has posters everywhere and because my major is urban studies, my professors talked about it – x1
 - Calgary.ca – x1



Crowchild Trail Study

Public Drop-In Session #1 Summary March 1, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders at a drop-in session with community members and the public on Tuesday Mar. 1, 2016 from 4 to 7 p.m. at Brentwood Village Mall (3630 Brentwood Rd. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 50 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Vandertol, Stantec, Consultant Technical Advisor
- Arliss Szysky, Stantec, Consultant Technical Advisor

What we asked

During the drop-in session participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.



- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the drop-in session was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor

The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the drop-in session:

- ‘✓’ indicates that participants felt the idea met or somewhat met the key principles of the study
- ‘×’ means that participants felt the idea did not meet the key principle

Across the **Entire Study Area**, participants indicated:

- × Idea 1 (Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.) does not solve the problems along Crowchild Tr. and The City needs to focus on long-term planning.

In the **North Section**, participants indicated:

- ✓ Idea 2 (Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.) would reduce bottlenecks, but alternate access would need to be provided. Participants stated the idea met the key principles well.



- ✓ Idea 3 (All-turns interchange at 24 Ave. N.W.) as a diamond interchange would reduce bottlenecks on Crowchild Tr. but it would also reduce access to University Heights. Participants were split whether it met the key principles or did not meet them.
- × Idea 4 (Move Crowchild Tr. to the west, north of University Dr.) requires land. Participants indicated it did not meet the key principles well or somewhat well.
- ✓ Idea 5 (Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads) met the key principles well and retains access to businesses.
- ✓ Idea 6 (All-turns interchange at 16 Ave. N.W.) met the key principles somewhat well but participants felt it would be too complex and may confuse users.

In the **Central Section**, participants indicated:

- ✓ Idea 7 (Right-turns only at 5 Ave. N.W. and Kensington Rd.) met the key principles well and would reduce bottlenecks.
- ✓ Idea 8 (Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.) would keep Crowchild Tr. moving. Participants indicated they would like to retain access across Crowchild Tr. at 5 Ave N.W. and rated the idea as meeting the key principles.
- ✓ Idea 9 (Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.) met the key principles well and somewhat well. Participants stated it would reduce bottlenecks and would increase traffic on residential streets.
- ✓ Idea 11 (Tunnel from Memorial Dr. to University Dr.) met the key principles well as it would reduce noise and is more visually pleasing than other options.
- ✓ Idea 12 (Elevated Roadway from Memorial Dr. to University Dr.) met the key principles well, but there was some concern about safety and negative visual impacts.
- ✓ Idea 13 (All-turns interchange at Memorial Dr. (free flow)) was thought to improve travel along Crowchild Tr. well.
- × Idea 14 (All-turns interchange at Memorial Dr. (with roundabouts)) did not meet the key principles as it would slow traffic.

In the **South Section** participants indicated:

- ✓ Idea 15 (Widen Bow River bridge for more lanes and/or continuity of lanes) met the key principles well and would decrease weaving, reduce bottlenecks, have little to no impact on private property, and could be completed in the short-term.

For a verbatim listing of all the input received at the drop-in session, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Verbatim Responses

Entire Section (include an idea for the corridor that extends beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x1)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- Band-Aid solutions – focus efforts on long-term plans. Experiment/pilot during rush (all greens).

Key Principle 2: Improve travel along the corridor

- Not a lot of left turning traffic at Kensington Rd. and 5 Ave. N.W. so not sure if this would help. Perhaps people turning left at the intersections should expect delays. Crowchild Tr. operates acceptably for now. Northbound backs up in the afternoon, occasionally backed up to 26 Ave. S.W. but normally backed up to 17 Ave. S.W. If the problems at Kensington Rd. and 5 Ave. N.W. are fixed, it would help 23 Ave. N.W. and 24 Ave. N.W.
- Band-Aid solutions – focus efforts on long-term plans. Experiment/pilot during rush (all greens).

Key Principle 3: Improve mobility across the corridor

- Band-Aid solutions – focus efforts on long-term plans. Experiment/pilot during rush (all greens).



North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x3)	(x3)	(x2)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Provide access at Morley Tr. to Charleswood Dr. as alternate to 24 Ave. N.W.

Key Principle 2: Improve travel along the corridor

- Scenario #2 is too expensive. Scenario #1 handles 16 Ave. N.W. traffic connecting to Crowchild Tr. More traffic on 32 Ave. N.W. without connection at 24 Ave. N.W. across Crowchild Tr. but getting rid of the lights at 24 Ave. and 23 Ave. N.W. would be very beneficial.
- It does back up now pretty bad.

Key Principle 3: Improve mobility across the corridor

- Provide access at Morley Tr. to Charleswood Dr. as alternate to 24 Ave. N.W.
- Concerns about access across Crowchild Tr. at 24 Ave. N.W. Current issue with southbound movement at Kaleidoscope Apartments backs up. Wants pedestrians/bikes at high level or service at minimum. Bike connections and pedestrian connections should be different.

Idea we heard #03: All-turns interchange at 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)



DOES NOT meet Key Principle (x1) (x0) (x1)

Key Principle 1: Maintain / enhance bordering communities

- o What about all the people who are displaced at that apartment (Suncourt Place)?

Key Principle 2: Improve travel along the corridor

- o Diamond interchange – best for traffic along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- o Closing 13 Ave. N.W. makes access to University Heights even worse.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x1)
DOES NOT meet Key Principle	(x1)	(x2)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- o Uses land.

Key Principle 2: Improve travel along the corridor

- o No more traffic lights and no stopping on Crowchild Tr.
- o Do it nice and get it over with.
- o This idea still has traffic lights on Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- o No comments received.



Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- o Retains access to businesses.

Key Principle 2: Improve travel along the corridor

- o No comments received.

Key Principle 3: Improve mobility across the corridor

- o No comments received.

Idea we've heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x1)	(x1)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)



Key Principle 1: Maintain / enhance bordering communities

- Removing Suncourt Place complicates the idea.

Key Principle 2: Improve travel along the corridor

- Complicated idea.

Key Principle 3: Improve mobility across the corridor

- Complicated idea.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: Right-turns only at 5 Ave. N.W. and Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- o Access at 19 St. N.W. is great. I see this as a short term improvement.

Key Principle 2: Improve travel along the corridor

- o Back up experienced because of traffic lights at 5 Ave. N.W. and Kensington Rd.
- o Use treatment for traffic lights similar to Lake Fraser.

Key Principle 3: Improve mobility across the corridor

- o Restricted access during peak periods okay since there are many alternate routes/access available.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x3)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x1)



Key Principle 1: Maintain / enhance bordering communities

- Prefer flyover at 5 Ave. N.W. and full interchange at Kensington Rd. with free flow from Crowchild Tr. to Parkdale.
- Want access at 5 Ave. N.W., all turns, but not an interchange.

Key Principle 2: Improve travel along the corridor

- Keeps Crowchild Tr. moving through and removes lights.
- Too many traffic lights now – it would be good to reduce them.

Key Principle 3: Improve mobility across the corridor

- Scenario #1 does not help access across Crowchild Tr.
- Flyover at 5 Ave. N.W. allows transit access and pedestrians/cyclists across Crowchild Tr.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x2)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x1)
DOES NOT meet Key Principle	(x1)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Forces traffic onto residential streets and 5 Ave. N.W. only has 2 lanes.
- Prefer this idea over Idea 8 (limits potential to have blocked view of river if interchange at Kensington Rd.).

Key Principle 2: Improve travel along the corridor

- Too many traffic lights now – it would be good to reduce them.
- Improves travel.

Key Principle 3: Improve mobility across the corridor

- Right in / right out at 5 Ave. N.W. okay. Flyover okay, but prefer some access at 5 Ave. N.W.

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.



Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x3)	(x0)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Once it is done, it a good option and quiet.
- Reduced noise, protects landscape. Looks good, not ugly.

Key Principle 2: Improve travel along the corridor

- A lot of hassle, disruptive during construction.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x2)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x1)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Aesthetics.



Key Principle 2: Improve travel along the corridor

- Concerned about safety of using an elevated road.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x1)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- Slows traffic too much, especially during peak hours.

Key Principle 3: Improve mobility across the corridor

- No comments received.



South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: Widen Bow River bridge for more lanes and/or continuity of lanes

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x2)	(x6)	(x2)
Meets Key Principle SOMEWHAT	(x0)	(x1)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- o Doesn't impact private property.

Key Principle 2: Improve travel along the corridor

- o Existing lanes are a nightmare for tourists.
- o "Fix the dance" (weaving).
- o Moderately improves travel but still backs up.
- o Make sure bike/pedestrian access remains in this option.
- o Add an additional lane in each direction for merging.
- o Reduce weaving.
- o Should do it now and not wait.

Key Principle 3: Improve mobility across the corridor

- o No comments received.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

- o No comments received.

Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

- o No comments received.



General Comments

- Concerns regarding access across Crowchild Tr. at 24 Ave. N.W. – would like pedestrian/bike at a high level of service at minimum. Bike connections and pedestrian connections should be different.
- Current issues regarding southbound movement at Kaleidoscope apartments (24 Ave. N.W.) – traffic backs up.



Crowchild Trail Study

Public Drop-In Session #2 Summary March 2, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders at a drop-in session with community members and the public on Wednesday, Mar. 2, 2016 from 11 a.m. to 2 p.m. at MacEwan Hall in the University of Calgary (2500 University Dr. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 95 participants attended the session.

The following members of the project team were also in attendance at the session:

- Stephen Kay, City of Calgary, Technical Lead
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Alana Getty Somers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Vandertol, Stantec, Consultant Technical Advisor
- Arliss Szysky, Stantec, Consultant Technical Advisor

What we asked

During the drop-in session participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.



The purpose of the drop-in session was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor.

The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the drop-in session:

- ‘✓’ indicates that participants felt the idea met or somewhat met the key principles of the study
- ‘×’ means that participants felt the idea did not meet the key principle

Across the **Entire Study Area**, participants indicated:

- ✓ Idea 1 (Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.) would improve travel along Crowchild Tr. but participants did not like the idea.

In the **North Section**, participants indicated:

- ✓ Idea 2 (Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.) would limit access and improve cyclist and pedestrian connectivity. Most participants indicated the idea met the key principles well or somewhat well.
- ✓ Idea 3 (All-turns interchange at 24 Ave. N.W.) would improve access and the idea met all key principles.
- ✓ Idea 4 (Move Crowchild Tr. to the west, north of University Dr.) would make it difficult to get across Crowchild Tr., improve access and spur further development. Participants were split whether it met the key principles.



- ✓ Idea 5 (Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads) met all three key principles well as it would improve access.
- ✓ Idea 6 (All-turns interchange at 16 Ave. N.W.) would maintain or improve access and would have minimal impact on Crowchild Tr. Participants indicated it met all three key principles.

In the **Central Section**, participants indicated:

- × Idea 7 (Right-turns only at 5 Ave. N.W. and Kensington Rd.) did not meet key principle 1 or 3 as it would negatively impact communities. Participants thought it would improve travel along the corridor.
- ✓ Idea 8 (Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.) met key principles 2 and 3 and somewhat met key principle 2. This idea would improve traffic flow, but would negatively impact adjacent properties. Restricting access at 5 Ave. N.W. with a flyover was identified as better meeting the key principles.
- ✓ Idea 9 (Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.) would improve traffic flow and reduce cut-through traffic, but would have some impact on adjacent properties and cyclists. Participants believed it met all three key principles.
- ✓ Idea 10 (Interchanges at BOTH Kensington Rd. and 5 Ave. N.W) puts too much priority on Crowchild Tr. and has negative noise and visual impacts, however participants indicated it met the key principles.
- ✓ Idea 11 (Tunnel from Memorial Dr. to University Dr.) would be a good long-term solution and would benefit communities. Participants indicated the idea met key principles 2 and 3 well and they were split whether it met key principle 1.
- × Idea 12 (Elevated roadway from Memorial Dr. to University Dr.) would be more cost effective than idea 11, but raising cars above street level was thought to be a poor solution. According to participants, the idea did not meet any of the key principles.
- ✓ Idea 13 (All-turns interchange at Memorial Dr. (free flow)) would decrease cut through traffic and would not require additional interchanges. Participants stated the idea met the key principles.
- × Idea 14 (All-turns interchange at Memorial Dr. (with roundabouts)) did not meet the key principles. It was thought to be too complex and take up too much space.

In the **South Section**, participants indicated:

- ✓ Idea 15 (Widen Bow River bridge for more lanes and/or continuity of lanes) met key principles 1 and 2 very well but participants were split whether it met key principle 3. The idea would reduce bottlenecks and decrease weaving but the lights at Kensington would still be an issue.
- × Idea 16 (17 Ave. S.W. dual left turns) was not as preferred as Idea 17.
- ✓ Idea 17 (17 Ave. S.W. roundabouts) met the key principles somewhat well as it was considered more efficient than lights, but impacted pedestrian and cyclist connectivity and two roundabouts was considered confusing.

For a verbatim listing of all the input received at the drop-in session, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Verbatim Responses

Entire Section (includes an idea for the corridor that extends beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Don't like it.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x2)
Meets Key Principle SOMEWHAT	(x2)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x0)	(x3)

Key Principle 1: Maintain / enhance bordering communities

- Don't see why you need business access from Crowchild Tr. – already have it along Banff Tr. How do you handle event traffic?
- Less money/cheaper.
- Restricts access to communities/university from Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- Pedestrian bridge is a good idea.
- Like that the pedestrian bridge connects to the existing pathway. It's an acceptable trade-off (limiting car access as long as you provide pedestrian access).
- Restricts access across.

Idea we heard #03: All-turns interchange at 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)



DOES NOT meet Key Principle (x0) (x0) (x0)

Key Principle 1: Maintain / enhance bordering communities

- o Because they have access. Changing grade here is not as important as Kensington Rd.

Key Principle 2: Improve travel along the corridor

- o Scenario #2 makes more sense.

Key Principle 3: Improve mobility across the corridor

- o No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x2)
Meets Key Principle SOMEWHAT	(x0)	(x1)	(x0)
DOES NOT meet Key Principle	(x2)	(x2)	(x2)

Key Principle 1: Maintain / enhance bordering communities

- o Feel good about it if unused land was redeveloped.
- o Not a fan of splitting roads and adding lanes is not going to help.

Key Principle 2: Improve travel along the corridor

- o Improves access from 16 Ave. N.W. to northbound Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- o Split is a barrier.



Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x2)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Like access better with frontage roads.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x2)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- All turns makes sense here. Look at lowering profile of Crowchild Tr.



Key Principle 2: Improve travel along the corridor

- Improves access from 16 Ave. N.W. to northbound Crowchild Tr.
- Not sure if it impacts Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- Okay with traffic lights.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: Right-turns only at 5 Ave. N.W. and Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x0)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- o Generally shafting the communities.

Key Principle 2: Improve travel along the corridor

- o No comments received.

Key Principle 3: Improve mobility across the corridor

- o Does not accommodate vehicles.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x2)	(x3)	(x2)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)



Key Principle 1: Maintain / enhance bordering communities

- Better than Idea 7. Like right-turn only scenario, want least impact to community.
- Impacts adjacent properties.
- Find a balance between both Idea 8 and 9. Travel time would increase with limited access.

Key Principle 2: Improve travel along the corridor

- Scenario #3 improves flow through intersection and across Crowchild Tr. Connects to Parkdale Blvd. /Memorial Dr.
- Flyover at 5 Ave. N.W. better for long term.

Key Principle 3: Improve mobility across the corridor

- Gets rid of traffic lights.
- Agree with restricting access at 5 Ave. N.W.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x2)	(x2)	(x3)
Meets Key Principle SOMEWHAT	(x1)	(x1)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Find a balance between both Idea 8 and 9. Travel time for residents would increase with limited access.
- More property impacts compared to Idea 8 but I like 8 better – but similar rating on principles.
- Reduces shortcutting. Prefer this over Idea 8 – take out lights at Kensington Rd. There is more space at 5 Ave. N.W than Kensington Rd.

Key Principle 2: Improve travel along the corridor

- Improves for vehicles but not for cyclists.
- Improves flow. Prefer this over Idea 8 – take out lights at Kensington Rd. There is more space at 5 Ave. N.W than Kensington Rd.

Key Principle 3: Improve mobility across the corridor

- Much simpler and cuts down on travel time.
- Only need one location for access across. Prefer this over Idea 8 – take out lights at Kensington Rd. There is more space at 5 Ave. N.W than Kensington Rd.



Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- o Noise and visual impacts. Two interchanges is overkill – too much priority on Crowchild Tr.

Key Principle 2: Improve travel along the corridor

- o Two interchanges is overkill – too much priority on Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- o No comments received.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x0)	(x0)



Key Principle 1: Maintain / enhance bordering communities

- Great option/best option on principle, good long-term solution and makes the least amount of people unhappy. Best option for communities, quiet. Like the urban boulevard and bike access. Cost is a concern – would like to know the difference in cost between two interchanges versus the tunnel.
- Safety issues – what if there is a fire? Narrow tunnel – people can hide/do drugs (it’s not as wide as the airport tunnel).
- Tunnel is better visually (than idea 12). Same benefits for travel along and travel across (as idea 12).

Key Principle 2: Improve travel along the corridor

- Great option/best option on principle, good long-term solution and makes the least amount of people unhappy. Like the urban boulevard and bike access. Cost is a concern – would like to know the difference in cost between two interchanges versus the tunnel.
- Same benefits as Idea 12.

Key Principle 3: Improve mobility across the corridor

- Great option/best option on principle, good long-term solution and makes the least amount of people unhappy. Like the urban boulevard and bike access. Cost is a concern – would like to know the difference in cost between two interchanges versus the tunnel.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x1)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- Worst option. Don’t like cars above street, Gardiner Expressway is an example of what not to do.

Key Principle 2: Improve travel along the corridor

- Like this idea because it is cheaper (than idea 11). Same benefits for travel along and travel across (as idea 11).

Key Principle 3: Improve mobility across the corridor

- Same benefits as Idea 11.



Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Stops shortcutting. Not relevant to the communities. Don't like the idea of impacting park space. Don't also need an interchange at Kensington Rd. with this idea. Don't mind people having to go through Kensington.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x1)	(x1)
DOES NOT meet Key Principle	(x2)	(x1)	(x1)



Key Principle 1: Maintain / enhance bordering communities

- Don't like the amount of space taken up by the loop – between Ideas 13 and 14, like 13 better.

Key Principle 2: Improve travel along the corridor

- Not user friendly, hard to navigate and lack of user understanding.

Key Principle 3: Improve mobility across the corridor

- No comments received.



South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: Widen Bow River bridge for more lanes and/or continuity of lanes

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x9)	(x1)
Meets Key Principle SOMEWHAT	(x1)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- Against making bridge wider, hesitant to add lanes.
- No private property impacts.

Key Principle 2: Improve travel along the corridor

- Creates the extra lane and addresses lane continuity.
- Would like if the additional lanes were dedicated to HOV and/or Transit.
- Reduces accidents and congestion and improves the weaving situation.
- Cuts down travel time.
- Improves flow. Saves time, money and impacts to traffic delays to coordinate with bridge rehabilitation.
- Reduces bottleneck.
- Reduces weaving on bridge (northbound).
- Good idea to fix the bridge.
- 3 through lanes sounds fantastic. 10 Ave. S.W./Bow Tr. on right hand side would be easier to understand.

Key Principle 3: Improve mobility across the corridor

- Lights at Kensington Rd. are the problem.



Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Like roundabouts better (Idea 17).

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)
Meets Key Principle SOMEWHAT	(x1)	(x1)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Using helipad makes a lot of sense. Concerns for pedestrian crossing at roundabout (waiting time to walk from 17 Ave. S.W. to bus stop on Crowchild Tr. versus how it is today).



- Like double ramp/better roundabout.

Key Principle 2: Improve travel along the corridor

- 2 roundabouts is kind of confusing, 1 is confusing enough.
- More efficient for traffic movement, prefer this over Idea 16.

Key Principle 3: Improve mobility across the corridor

- Need pedestrian bridge to get across roundabouts.

General Comments

- Sympathetic to residents but necessary to do what is necessary to move traffic flow along Crowchild Tr. to allow the city to grow. Just be economical.
- Remove all signals on Crowchild Tr.! Don't need to provide all movements at all locations. People will reroute and change travel patterns.



Crowchild Trail Study

Public Drop-In Session #3 Summary March 2, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders at a drop-in session with community members and the public on Wednesday, Mar. 2, 2016 from 3 p.m. to 7 p.m. at the Hillhurst/Sunnyside Farmers Market (1320 5 Ave. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 45 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor

What we asked

During the drop-in session participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the drop-in session was to evaluate the remaining ideas against the three key principles of the project:



1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor.

The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the drop-in session:

- ‘✓’ indicates that participants felt the idea met or somewhat met the key principles of the study
- ‘x’ means that participants felt the idea did not meet the key principle

In the **North Section**, participants indicated:

- x Idea 2 (Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.) did not meet key principles 1 and 3, but met key principle 2 well. Although it would reduce bottlenecks it would also increase traffic in neighbourhoods and limit access to 24 Ave. N.W.
- ✓ Idea 5 (Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads) met key principle 3 well as it would improve access to 16 Ave. N.W.
- ✓ Idea 6 (All-turns interchange at 16 Ave. N.W.) met key principle 2 well as it would improve access.

In the **Central Section**, participants indicated:

- ✓ Idea 7 (Right-turns only at 5 Ave. N.W. and Kensington Rd.) limits access and impacts pedestrian and cyclist connectivity. Participants were split as to whether it met key principle 3.
- ✓ Idea 8 (Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.) met key principle 1 well and 3 somewhat well.



- ✓ Idea 9 (Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.) met the key principles well as it would maintain mobility across 5 Ave. N.W.
- ✓ Idea 10 (Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.) met key principles 2 and 3 but not key principle 1. This idea would reduce bottlenecks and improve access but impact adjacent properties.
- ✓ Idea 13 (All-turns interchange at Memorial Dr. (free flow)) met key principle 2 as it would improve traffic flow along Crowchild Tr.

In the **South Section**, participants indicated:

- ✓ Idea 15 (Widen Bow River bridge for more lanes and/or continuity of lanes) met key principle 2 very well as it would improve safety.

For a verbatim listing of all the input received at the drop-in session, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Verbatim Responses

Entire Section (includes an idea for the corridor that extends beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.



North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x0)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- Increases neighbourhood traffic.

Key Principle 2: Improve travel along the corridor

- Improves traffic flow.

Key Principle 3: Improve mobility across the corridor

- Makes 24 Ave N.W. more difficult to use to cross Crowchild Tr.

Idea we heard #03: All-turns interchange at 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.



Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- Provides better access from Crowchild Tr. to 16 Ave. N.W.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.



Key Principle 2: Improve travel along the corridor

- Scenario #1 is better; better access.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: Right-turns only at 5 Ave. N.W. and Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x1)

Key Principle 1: Maintain / enhance bordering communities

- o No comments received.

Key Principle 2: Improve travel along the corridor

- o No comments received.

Key Principle 3: Improve mobility across the corridor

- o Limited ability to get around the area. Bike lanes are important!
- o Need access to Crowchild Tr. at one intersection; two roundabouts to access otherwise.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x1)	(x0)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x1)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)



Key Principle 1: Maintain / enhance bordering communities

- Don't need both interchanges.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- As long as 5 Ave. N.W. has a flyover.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- Doesn't make sense to have interchanges at both intersections.

Key Principle 3: Improve mobility across the corridor

- 5 Ave. N.W. almost busier than Kensington Rd. because of schools. Lots of University traffic u-turning on 5 Ave. N.W. because they can't cross all Crowchild Tr. lanes southbound in rush hour. Need to maintain bike paths.



Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x1)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x1)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- Impacts business and homes.

Key Principle 2: Improve travel along the corridor

- Improves traffic flow.

Key Principle 3: Improve mobility across the corridor

- Provides a lot of access.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x1)	(x0)



Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- Needed – lots of traffic there and it's better than Idea 14. Too much traffic for roundabouts.
- When accessing Crowchild Tr. from 10 Ave. S.W./Bow Tr., it's better to have a new exit lane for the Memorial Dr. exits, which allows continuous travel along Crowchild.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.



South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: Widen Bow River bridge for more lanes and/or continuity of lanes

Based on what this idea could look like, how well does it meet each key principle?

	<u>Key Principle #1</u> Maintain/Enhance Bordering Communities	<u>Key Principle #2</u> Improve Travel Along Crowchild	<u>Key Principle #3</u> Improve Mobility Across Crowchild
Meets Key Principle WELL	(x0)	(x2)	(x0)
Meets Key Principle SOMEWHAT	(x0)	(x0)	(x0)
DOES NOT meet Key Principle	(x0)	(x0)	(x0)

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- Create direct non-yielding traffic access to Crowchild Tr. from Bow Tr. and 10 Ave. S.W. – improves safety.
- Helps to reduce collisions across the bridge.

Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.

Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

- No comments received.



Crowchild Trail Study

Public Open House Summary March 10, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders during an open house with community members and the public on Thursday, Mar. 10, 2016 from 5 to 8 p.m. at the Red and White Club (1833 Crowchild Tr. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 55 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor



- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts



What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, participants felt that banning lefts on Crowchild Tr. during rush hour (Idea 1) would only result in minor benefits for improved traffic flow, but would have larger impacts on access to/from Crowchild Tr., especially for residents in bordering communities.
- In the **North Section**, the ideas to implement an all-turns interchange at 24 Ave. N.W. (Idea 3), interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) or an all-turns interchange at 16 Ave. N.W. (Idea 6) were evaluated to meet the key principles of the study because participants felt that these ideas will improve traffic flow. Right-turns only at 24 Ave. with restricted access at 23 Ave. N.W. (Idea 2) and moving Crowchild Tr. to the west, north of University Dr. (Idea 4) were evaluated to not meeting the key principles well as they negatively impact adjacent properties and reduce pedestrian and cyclist connections.
- In the **Central Section**, participants thought that the ideas to implement a tunnel from Memorial Dr. to University Dr. (Idea 11), and an all-turns interchange at Memorial Dr. (free flow) (Idea 13) met the key principles well because they would have low community/business impacts. Participants felt that an interchange at Kensington Rd. with restricted access at 5 Ave., N.W. (Idea 8) and an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. (Idea 9) did not meet the key principles well due to limited access to/from Crowchild Tr. Participants indicated that implementing an elevated roadway from Memorial Dr. to University Dr. (Idea 12) and an all-turns interchange at Memorial Dr. (with roundabouts) (Idea 14) would also not meet key principles as both ideas were indicated to be too complex.
- In the **South Section**, participants evaluated the ideas to widen Bow River bridge for more lanes and/or continuity of lanes (Idea 15) and implement dual left turns at 17 Ave. S.W. (Idea 16) as meeting the key principles well because they would help to improve traffic flow. However, participants indicated that implementing roundabouts at 17 Ave. S.W. (Idea 17) did not meet the key principles of the study due to the impacts to the bordering communities and adjacent properties.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

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

Idea 01 for the Entire Study Area

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Idea 1):** Participants felt that banning lefts on Crowchild Tr. during rush hour preserves community integrity, walkability and vibrancy; however, it is important to maintain access in and out of the bordering communities.

Key Principle 2: Improve travel along the corridor

- x **Limits access to/from Crowchild Tr. (Idea 1):** The idea to ban lefts during rush hour was highlighted as providing an improvement to traffic flow along Crowchild Tr., but participants felt that this idea is only a short-term solution and it would restrict community access.

Key Principle 3: Improve mobility across the corridor

- x **Limits access to/from Crowchild Tr. (Idea 1):** Participants felt that banning lefts on Crowchild Tr. during rush hour offers little access to the bordering communities.

Ideas 02-06 for the North Section

Key Principle 1: Maintain / enhance bordering communities

- x **Negative impacts to adjacent properties (Ideas 3, 4 and 6):** Participants felt that implementing an all-turns interchange at 24 Ave. N.W., moving Crowchild Tr. to the west, north of University Dr. and an all-turns interchange at 16 Ave. N.W. highly impacted the surrounding land.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 5 and 6):** Participants agree that having interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads and an all-turns interchange at 16 Ave. N.W. would improve the flow of traffic along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- x **Reduces pedestrian/cyclist connectivity (Ideas 2 and 4):** Participants felt that implementing right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. and moving Crowchild Tr. to the west, north of University Dr. would reduce the pedestrian and cyclist connectivity to the University, hospital and businesses in the bordering communities.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Ideas 11 and 14):** Participants showed support for a tunnel from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr (with roundabouts) due to the minimal impacts on the bordering communities and local businesses.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 8, 10 and 11):** Participants felt that an interchange at Kensington Rd. with restricted access at 5 Ave. N.W, interchanges at BOTH Kensington Rd. and 5 Ave. N.W, and a tunnel from Memorial Dr. to University Dr. would improve the flow of traffic along Crowchild Tr., but raised concerns about the cost effectiveness of implementing a tunnel.
- ✓ **Improves access to/from Crowchild Tr. (Ideas 10 and 13):** Participants thought that interchanges at BOTH Kensington Rd. and 5 Ave. N.W. and an all-turns interchange at Memorial Dr. (free flow) would improve residents' access to/from Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- × **Limits access to/from Crowchild Tr. (Ideas 7, 9, 12 and 14):** Participants felt that right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at 5 Ave. N.W. with restricted access at Kensington Rd., an elevated roadway from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr. (with roundabouts) are all ideas that limit access to/from Crowchild Tr. and do not improve mobility across the corridor.
- × **Too complex (Idea 14):** Participants indicated that they felt the idea for an all-turns interchange at Memorial Dr. (with roundabouts) was too complex and confusing for drivers to use safely.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Limited community/business impacts (Ideas 15 and 16):** Participants felt that implementing the ideas to widen the Bow River bridge for more lanes and/or continuity of lanes and dual left turns at 17 Ave. S.W. meet this key principle with their limited impacts to bordering communities and local businesses.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 15):** The idea to widen Bow River bridge for more lanes and/or continuity of lanes was rated by participants to meet the key principle well.

Key Principle 3: Improve mobility across the corridor

- ✓ **Enhances pedestrian/cyclist connectivity (Idea 16):** Participants felt that the idea to implement dual left turns at 17 Ave. S.W. met the key principle well and felt that it would improve connections for pedestrians and cyclists.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Preserves community integrity. Doesn't threaten neighbourhood vibrancy or walkability.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Maintaining access in and out of communities is important.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Very wise banning left turns during rush hour.
 - Easy to try and implement. Can't do all four though, have to pick.
 - Less stopping at lights will certainly help, but cautious of restricting community access!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - We haven't found it difficult because of existing turn lanes which work well.
 - Very short-term solution as left turn lanes aren't the cause of the bottleneck. The existing signals will still create the same problems as today.
 - Short-term solution and restriction for community residents.
 - Crowchild Tr. needs to be free flow all the way north to south. Traffic will still be very slow if lights remain at these four intersections.
 - Overhead lane signage needed all across the city.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Zero access to communities during rush hour, which affects 20% of the traffic on the road.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Keep this one going, it is workable.
- This idea meets the key principle SOMEWHAT, because...
 - 23 St. N.W., no left turn from 24 Ave. N.W. eastbound. Turn at 22 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Would improve flow on Crowchild Tr. and I like the pedestrian bridge.
 - Seems like the best of several poor solutions for 24 Ave. N.W.
 - University Dr. used more.
 - Eliminates lights on Crowchild Tr. and would help morning commute.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Don't support reduced travel access to do northbound left onto 24 Ave. N.W.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - The existing pedestrian overpass is great at McMahon Stadium, don't replace.
 - Intersection at 24 Ave. N.W. is an important pedestrian (and bike) crossing between Capitol Hill and the University. Closing crossings would likely negatively impact pedestrian mobility.
 - This basically removes 24 Ave. N.W. as an access point to the University. Horrible for anyone that frequents that area. Traffic from Crowchild Tr. to 24 Ave. N.W. and vice versa needs to IMPROVE, not be cut off.



- Pedestrian bridge not needed.
- Access to the University and communities will be restricted.

Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Minimal impact to Foothills Athletic Park in scenario #2.
 - Scenario #1 over scenario #2 because of property impact minimization.
- This idea DOES NOT meet the key principle, because...
 - Both have too much impact on the recreational facilities.
 - Significant impact to Foothills Athletic Park in scenario #1.
 - Prefer not to take away from the Athletic Park.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - I like scenario #2.
 - Like scenario #2 solution at 24 Ave. N.W.
 - Compared with others, scenario #2 is most acceptable and efficient.
 - Like 24 Ave. N.W. solution in scenario #1.
 - Scenario #2 is much better and more compact than scenario #1. Seems like the simplest solution while maintaining access on 24 Ave. N.W.
 - Scenario #2 better is better than scenario #1. I don't like the impact to the Athletic Park.
 - Preserves important parallel bike route along Capitol Hill Cres. north and south of 24 Ave. N.W. Connect under 24 Ave. N.W. with well-lit and airy pedestrian/bike underpass (see the Trans Canada Highway underpass in Canmore as example, not tunnel).
 - Like scenario #2 here.
 - Appreciate that this will improve traffic flow.
- This idea meets the key principle SOMEWHAT, because...
 - Like 24 Ave. N.W. scenario #1 except 23 Ave. N.W. – waste of money for that flyover.
- This idea DOES NOT meet the key principle, because...
 - Concerned about 23 Ave. N.W. impact in either scenario.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 is easier for pedestrians and cyclists.



- Overpass at 24 Ave. N.W. may improve cross-corridor pedestrian and cyclist mobility. Need good quality pedestrian and bike facilities. Scenario #2 is better.
- Like overpass over Crowchild at 24 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - Traffic from and to 23 Ave. N.W. needs to go somewhere. This option basically makes Motel Village a dead end, unless McMahon Stadium parking lot is used as a turn around.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This format is simply not workable.
 - Foothills Athletic facilities are important and should be maintained.
 - Don't like destruction of McMahon and Foothills Athletic Park.
 - Don't like this one – maintain parks and athletic facilities.
 - Don't like how church is surrounded by north and south lanes.
 - This option goes through the community hall parking lot in St. Andrews Heights. Yikes! No!
 - Don't like, signals still at 24 Ave. N.W.? Also large land area required.
 - Requires acquisition of McMahon complex.
 - Athletic Park impacted.
 - Major loss of land at Foothills Athletic Park.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This has great possibilities!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Still has lights ☹.
 - Still lights.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Pedestrians and cyclists need to cross major roadway at grade at two locations. Negative for all modes of travel.

Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like that McMahon Stadium is preserved.
 - Minimal (relatively) impact to Foothills Athletic Park grounds.
 - Sets up Transit Oriented Development (TOD) south of 24 Ave. N.W. and east of Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Okay with the partial solution at 23 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - A solution with less infrastructure is preferred. This is too complicated and segregates communities.
 - Too much of an impact on the St. Andrew's Heights community hall and parking lot. Don't like this.
 - I think the businesses around 24 Ave. N.W. shouldn't stay there (i.e. dealership).
 - Traffic lights on 16 Ave. N.W. at new interchange will increase noise.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the solutions at 16 Ave. N.W. and 24 Ave. N.W.
 - North/south unobstructed flow.
 - Crowchild Tr. is free flow north of 24 Ave. N.W. to south of 16 Ave. N.W.! Scenario #1 or #2 would be okay.
 - Looks to preserve important parallel bike route along Capitol Hill Cres. (north and south of 21 Ave. N.W.).
 - Two votes – the best for this area.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - You are asking for trouble with this one!

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Crossing 24 Ave. N.W. for pedestrians and cyclists looks reasonable. Consider wide sidewalks on both sides of 24 Ave. N.W. (east and west) and a bridge design that accommodates cyclists on bike specific infrastructure.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Traffic lights at new 16 Ave. N.W. interchange will slow traffic on 16 Ave. N.W.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like the lower level of Crowchild Tr. south of 16 Ave. N.W. and no pinch point at apartment building (Suncourt Place).
 - Scenario #1 has good pedestrian and bike mobility improvements along University Dr. It's important for people travelling to and from the University of Calgary.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #2 somewhat improves pedestrian/bike mobility between community and University of Calgary via University Dr.
- This idea DOES NOT meet the key principle, because...
 - Concrete jungle in a residential area.
 - Scenario #1 – no – it will affect St. Andrews Heights community hall and parking lot. I don't agree that access of northbound Crowchild Tr. to University Dr. needs to change.
 - Flyover will increase noise and the new 16 Ave. N.W. interchange will increase noise.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the three lanes north on Crowchild Tr. at 16 Ave. N.W.
 - Seems like scenario #1 is the best option.
 - Like the lower level of Crowchild Tr. south at 16 Ave. N.W.

- This idea meets the key principle SOMEWHAT, because...
 - Can you get three lanes north on Crowchild Tr. by removing apartment building (Suncourt Place) but not redo 16 Ave. N.W. interchange?
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Like the flow to 16 Ave. N.W. (i.e. diamond).
 - Scenario #2 seems more workable.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.





Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Roundabout seems innovative and safer speed? Both locations.
 - Roundabout preferred at Parkdale/Kensington.
 - Roundabout at 19 St. N.W. preferred over lights.
 - Scenario #4 is good and doesn't threaten neighbourhood community footprint.
 - Great solution to 19 St. N.W. access and traffic control in scenario #4.
 - Preserves community integrity and walkability.
 - Like scenario #4 as it calms traffic and opens up flow on Memorial Dr.
- This idea meets the key principle SOMEWHAT, because...
 - Preference for single lane roundabouts as they are safer and less confusing.
- This idea DOES NOT meet the key principle, because...
 - Bad impacts on local communities.
 - Scenario #3 and #4 are not great. Sending more traffic up 19 St. N.W. – bad hill in winter, too much traffic in residential areas and playground zones.
 - Don't sacrifice the soccer field at Memorial Dr. and 19 St. N.W.
 - Very difficult commute for those who commute from West Hillhurst and Parkdale along Crowchild Tr.
 - Don't like roundabouts, people find them confusing.
 - Benefits only the suburbs and not inner city communities. Easy but disappointing as an inner city resident.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 improves traffic flow due to no lights. Scenario #4 improves local access out of West Hillhurst to Memorial Dr. and reduces reliance on Kensington Rd.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Don't think left turns are a large restriction to flows on Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - Do not restrict turning movements according to time. Either keep all movements throughout the day or eliminate movement all day.
 - Scenario #2 kind of works but would like to see direct access from Memorial Dr. onto Crowchild Tr. going west.
 - Scenario #1 is the best option.
- This idea DOES NOT meet the key principle, because...
 - Very restricting for inner city commuters.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - 23 St. N.W. is slow already with playground zone.
 - Expands traffic access and undermines principles of creating vibrant, walkable urban communities.
 - Threatens existing communities.
 - Widening Crowchild Tr. does not meet council's directive to maintain the integrity of existing neighbourhoods.
 - There must be better ideas than this!
 - Affects the seniors' access crossing the road. Increase traffic to local business using the local streets like 25 St. and 23 St. N.W. Increasing turns off of southbound Crowchild Tr. to get onto 5 Ave. N.W. and more through traffic using the side street by 7/11 and left turns by 7/11.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Keeps the construction closer to Memorial Dr. to reduce the number of interchanges.
 - I like scenario #3 the best.
 - Really like scenario #3, it would really smooth it out.
 - Like the diversity of options at Kensington Rd.
 - Idea 8 seems like a better plan than Idea 9 as Kensington Rd. is already built for more traffic as it has more lanes. Scenario #2 is more cost effective.
 - Enables free flow traffic on Crowchild Tr. and eliminates bottleneck intersections.
 - Kensington Rd. already has two lanes in each direction. Easier to access Crowchild Tr. for community members from Kensington Rd. than from 5 Ave. N.W.
 - I like scenario #2 as it allows for quick access to Parkdale/Kensington communities without slowing traffic on Crowchild Tr.



- This idea meets the key principle SOMEWHAT, because...
 - Does not make sense to have major interchanges at Memorial Dr. and Kensington Rd., they are only one block apart. Shifting traffic to Memorial Dr. makes more sense.
 - The 5 Ave. N.W. solution means we give up access but for the better good of flow on Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - Basket weaving seems complicated.
 - Central section Idea 13 and Idea 14 seem like better options. Turn Kensington Rd. and Crowchild Tr. into a simple flyover.
 - Don't understand why the businesses are permitted in this area of Crowchild Tr.
 - Wish it could be sooner!
 - Do not restrict access to 5 Ave. N.W.
 - Does not appear to easily accommodate the bike/walking paths as shown in Idea 13 and Idea 14.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Still have several lights to cross.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #3 at Kensington Rd. makes sense if Idea 13 or Idea 14 are implemented. Minimal impact of neighbourhood.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - 5 Ave. N.W. is a residential street with houses facing both sides of the road. It does not make sense to increase the flow of cut through traffic on 5 Ave. N.W. when Kensington Rd. would be more appropriate for increased traffic.
 - I think the solution at Kensington Rd. is more valuable than at 5 Ave. N.W., more flexibility.
 - Too many negatives!
 - No!
 - Noise impact must be low.
 - Noise from elevated crossovers.



- Noise impact if speed along Crowchild Tr. is too high.
- Huge impact on 5 Ave. N.W. which is a very residential road with playground.
- Increases traffic on 5 Ave. N.W. which is a residential street largely.
- 23 St. N.W. is already a slow road with a school zone. This promotes cutting through the neighbourhood.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Free flow Crowchild Tr. will reduce the bottlenecks at 5 Ave. N.W. and Kensington Rd. Better than Idea 8 due to removing basketweaves.
 - Much simpler and more efficient than Idea 8.
 - I like scenario #3 the best, need some sort of east/west car access.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Crowchild Tr. should ideally flow more smoothly but not necessarily faster in this zone (not a freeway).
 - Land impact is unacceptable as well as the noise impacts to the community.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Restricted access from Parkdale to Kensington Rd. or Parkdale to Crowchild Tr. north.
 - Prefer using Kensington Rd. as main road, not 5 Ave. N.W. as there are more lanes developed.
 - Kensington Rd. is already designed for more traffic than 5 Ave. N.W. – should NOT have restrictions to traffic flow.
 - Why not leave it as it is? We have too much debt – no cash, no jobs. Who will benefit in the long run?

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like scenario #1 as it doesn't force more traffic onto local streets.
 - Like scenario #1 as it doesn't push traffic to 19 St. and 25 St. N.W.
 - Scenario #2 to better to reduce impacts to houses.
 - Prefer scenario #1. Less impact on local communities. Need Crowchild Tr. access at both Kensington Rd. and 5 Ave. N.W.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - NO. Too much traffic noise and risk to elderly people living in the area.
 - Noise from elevated crossovers.
 - Noise, land impacts and community impacts. Where is the benefit for the existing community?
 - A large amount of impact in a very small space (three major projects, 5 Ave. N.W., Kensington Rd. and Memorial Dr.).
 - Increases traffic, pollution, and noise in an urban community that is built on maintaining community integrity.
 - Kensington basketweaves destroys half a block.
 - Destroys West Hillhurst community vibrancy in surrounding neighbourhood.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the idea of limiting entry onto Crowchild Tr. and making those more efficient.
 - Like this idea of free flow on Crowchild Tr. Does lowering Crowchild Tr. reduce impact to property?
 - Eventually Crowchild Tr. must become a proper freeway and that requires free flow.
 - Scenario #1 best of these.
- This idea meets the key principle SOMEWHAT, because...
 - Just a reminder: given that a small amount of roadway got flooded here in 2014 (ramp from westbound Memorial Dr. to northbound Crowchild Tr. between Memorial Dr. and Kensington Rd.) I suspect that any future roads here will accommodate grading to remove any flooding potential that was previously experienced here. Thanks.
- This idea DOES NOT meet the key principle, because...
 - Expanding traffic lanes on Crowchild Tr. will only increase traffic flow and encourage more vehicles rather than public transportation and walkability.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Too much capital cost versus Idea 8 and Idea 9 for no more benefit for Crowchild Tr. travel and marginal benefit for 5 Ave. N.W. and Kensington Rd.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

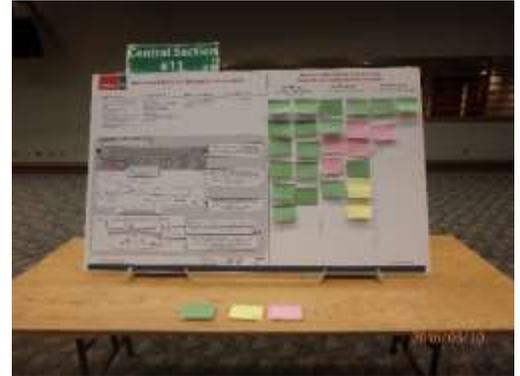
Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Maintains community integrity.
 - It maintains the existing streetscape.
 - Benefits the inner city community and not just the suburbs.
 - True community enhancement idea. Love it!
 - Moves the traffic well, suppresses the noise and removes concrete jungle of expanding above ground.
 - Achieves all three objectives – only option that achieves this.
 - Tunnel – great idea!
 - Great for communities!
 - Tunnel, go for it!
 - As long as it doesn't impact property and the people. What about flooding?
 - Low impact and allows/maintains local traffic.

- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - No comments received.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Prefer tunnel.
 - Great traffic flow on Crowchild Tr., could create some great park space.
 - Does very well to address issues in all principles objectives.
 - Keeps 80% of traffic moving quickly with no distraction.
 - Aside from the cost, this is probably the best option for traffic flow.

- This idea meets the key principle SOMEWHAT, because...
 - Prefer tunnel versus elevated roadway.
 - Cost? Groundwater separation between tunnel and bow river aquifer?

- This idea DOES NOT meet the key principle, because...
 - Option may be prohibitively expensive when less expensive options exist with the same benefit.
 - Cost and water drainage. Flood impacts?
 - Concerned about cost of flood control and impact to traffic flow should flooding occur (i.e. August hail storm).
 - Concerned about cost and flooding.
 - Costly, flooding concerns.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Streamlines Crowchild Tr. with minimal impact to community.
 - Reserves cross traffic for those who live in the community and who cross Crowchild Tr. the most.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Through elevated roadways get a bad stigma, but it can be done elegantly like the west LRT elevated tracks.
- This idea DOES NOT meet the key principle, because...
 - Poor for neighbours without big flow benefits.
 - NOISE.
 - Noise! Visual impact.
 - No thanks, too much noise.
 - Noise and traffic effects to the neighbourhood. USA?? Highway noise and interchange.
 - Don't like – eye sore, very expensive.
 - Too costly and elevated roadways have too many downsides for benefit.
 - Huge visual and noise issues! Doesn't enhance community or Calgary as a whole.
 - This would really negatively impact the surrounding communities.
 - Awful for community enhancement – noise, pollution, visual and safety impacts.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Two votes for preferring this overhead option.
 - Compared to Idea 11, it's much cheaper but maintains the same flow as Idea 11.
- This idea meets the key principle SOMEWHAT, because...
 - Don't discard this yet. The positives outweigh the negatives.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - With basketweave ramps at the start and end of the elevated roadway would allow for quick access to the community.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Limits across Crowchild Tr. access.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - North side pathway addition is a good idea.
 - Minimal impact on Hillhurst.
 - Way better than Idea 14.
 - Two votes for Idea 13 over Idea 14.
 - Great! Future oriented.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Takes more land than Idea 14 and brings traffic closer to residences (versus Idea 14).

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - The ease of access to Crowchild Tr. from Memorial Dr. to reduce traffic on Kensington Rd. turn.
 - More efficient movement of east/west traffic. Would allow simple flyover at Kensington Rd.
 - Like this and the limited downsides for the benefit. Have room to do this on city land.
 - Anything that makes Memorial Dr. more accessible and less confusing would be great.
 - Great! Future oriented.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - Solution is overly complicated.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Would solve many issues with mobility.
 - Allows bike path north/south to connect with river path.
- This idea meets the key principle SOMEWHAT, because...
 - Pedestrian bridge by 7/11.
 - Please ensure that the multiuse pathways along the river have enough space for safety and visibility around curves etc. Cycle/walking paths need to be linked to northwest communities and downtown.
- This idea DOES NOT meet the key principle, because...
 - Bow River pathway west of Crowchild Tr. (along Memorial Dr.) already constrained and busy. Need to ensure road design (ramps) allow extra space for possible future widening or thinning of pathway. Key commuter path.
 - This is worse than Idea 14!!

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Limited effect on adjacent communities compared to Idea 13 since footprint is smaller.
 - North side pathway addition is good idea.
 - Less intrusive than Idea 13.
 - Traffic circles are great!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - Traffic circles will slow the flow of traffic on Parkdale/Memorial Dr.
 - Not as good as Idea 13. Roundabouts are confusing.
 - Traffic circles are slow and dangerous.
 - Concerned about impact to Memorial Dr. flow of traffic.
 - This is confusing for Memorial Dr. traffic.
 - Bow River pathway along Memorial Dr. west of Crowchild Tr. already constrained. Ensure road design allows for future pathway widening in corridor of sufficient width. Pathway is busy and key commute/recreational route.
 - Footprint is too large. Traffic patterns seem too confusing.
 - Access to the Foothills Hospital is a priority!



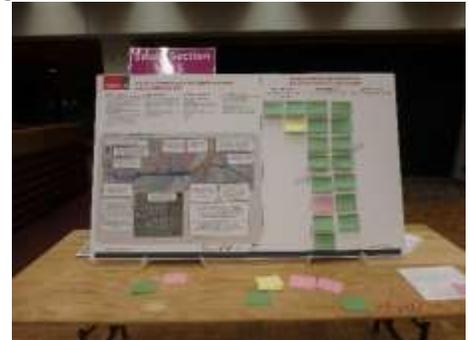
South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Improved westbound Bow Tr. access to northbound Crowchild Tr. (with right side on ramp) will REDUCE cut through traffic in West Hillhurst.
 - Great for community enhancement as it improves one of the largest bottlenecks.
- This idea meets the key principle SOMEWHAT, because...
 - Needs some more pedestrian access across Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - Not great for cars to turn into communities.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Improved Bow Tr. on ramps will reduce “weaving” on bridge.
 - If the city can indeed incorporate an additional northbound under the Parkdale Blvd. overpass, then HALLELUJAH! At that point, northbound Crowchild Tr. could realize TWO true through lanes (originating at 17 Ave. S.W., through to Kensington Rd.). At present (as you know), there’s presently only ONE true through lane.
 - Improve traffic operations. Improving 10 St. S.W. to Memorial Dr. movement is good.
 - Like this plan. Will greatly improve northbound flow across the river.
 - Over Bow River much improved! Love it.
 - This would definitely improve travel on Crowchild Tr. in both directions. First thing to be done to enhance Crowchild Tr.
 - Anything that improves traffic access over the river is good. JUST DO IT!!!
 - Yes please. Almost always a bottleneck and dangerous lane changes in limited space.
 - Yes – downtown ramps joining Crowchild on the east side will greatly reduce traffic flow over the bridge.
 - I like that it reduces the amount of lane changes needed to stay straight.
 - Big improvement. Any improvement welcome.
 - Adds much needed capacity. Try to limit impacts to Sunalta school.
 - Great improvement! Help needed for a long time.
 - Yes – help greatly when heading north from downtown.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Icing on the bridge is a concern. Find ways to mitigate.



Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Wise use of space presently available.
- This idea meets the key principle SOMEWHAT, because...
 - Blue-sky idea from Richmond/Knob Hill, cover Crowchild Tr. and make it underground at 17 Ave. S.W and Oliver Quarry Park.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This change not needed.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - This proposal improves pedestrian connectivity for Richmond/Knob Hill/Killarney residents.
 - Sounds like a great idea to improve traffic operations and improve pedestrian and cyclist connectivity.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Good – less severe accidents and benefits long-term traffic operations. Bad – expensive, long construction and impacts community.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like scenario #2. Less impact on the old Children’s Hospital and slows down northbound traffic from 17 Ave. S.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Roundabouts will negate pedestrian/bike activity for residents of Richmond/Knob Hill/Killarney.



Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Study Area**
 - It's difficult to plan without knowing the impact/decision of CalgaryNext, what happens at McMahon Stadium, building of a new Fieldhouse etc. All of these projects will impact traffic along Crowchild Tr. and without knowing the outcome of these projects, it's difficult to predict future traffic needs.
 - Basic requirement in my view is to provide 3 lanes (minimum) continuous through the corridor to avoid having to change lanes and the merging of 3 lanes down to 2. Also to standardize exit and entry ramps on the right side of Crowchild Tr.
 - Just get onto construction!!! ASAP.
 - You guys are following a wise implementation plan. Good work, thank you.
2. **North Section** (24 Ave. N.W. to University Dr.)
 - Preferred Idea 5 – Scenario #1 and Idea 6 – Scenario #1. Idea 4 seems ridiculous, recommend not continuing.
 - McMahon Stadium traffic impact creates headaches for this study.
3. **Central Section** (University Dr. to Memorial Dr.)
 - Preferred Idea 10 – Scenario #1 and Idea 13. Ideas 11 and 12 would be prohibitively expensive and not necessary to accomplish goals in my opinion. Recommend not continuing.
 - Good ideas considering community impact.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - Prefer Idea 15. It seems like a very cost effective solution/improvement, especially if widening bridges can be coordinated with required bridge rehab.
 - Get rid of the afternoon rush hour (3:30-6:30) backup on northbound Crowchild Tr.

About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x7	x1	x0	x0	x0
Project team's response to my questions	x7	x0	x0	x0	x1
Opportunity to provide my input	x8	x0	x0	x0	x0
Opportunity to hear other' input	x5	x3	x0	x0	x0
Session location	x7	x1	x0	x0	x0
Session time	x8	x0	x0	x0	x0



2. **What worked for you about the session format and activities today? Is there anything we could do differently to make it better?**
 - Good visual presentations, the post-its are a great idea.
 - Time and location worked well for me.
 - Very well done. Clear presentation of various options.
 - Great displays, clear picture of plans. The staff were helpful.
 - Very well organized and communicated. Staff were friendly and informed.
 - Presenters were very patient and helpful.
 - Time and location were good, even though we live in Lakeview. Surprised at how few were here (Mayor Nenshi effect?). Use this large roomy space again as there was also good parking and easy access.
3. **Which community do you live in?**
 - West Hillhurst – x1
 - Varsity – x1
 - Bowness – x1
 - Richmond/Knob Hill – x1
 - Ranchlands – x1
 - Brentwood – x1
 - Lakeview – x2
4. **What are the main reasons you use Crowchild Trail?**
 - To commute to and from work or school – x6
 - To visit recreation facilities, shopping centres, or to visit friends and family – x7
 - I don't use Crowchild Tr. – x0
 - Other – x0
5. **How have you participated in the Crowchild Trail Study to date?**
 - Online survey – x1
 - Online discussion – x0
 - In person session – x2
 - Idea board – x0
 - Walking tour – x0
 - Bus tour – x0
 - I have not participated in the study prior to this session – x3
 - Other
 - Previous 2012 open houses – x1
6. **How did you hear about this session?**
 - Letter / Notice in the mail – x1
 - Community association – x0
 - Community newsletter – x2
 - Community road signs – x2
 - Project email – x2
 - Social media (Facebook / Twitter) – x0
 - On TV – Report to Calgarians – x0
 - Word of mouth – x0
 - Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x2
 - Other
 - Calgary.ca/engage – x1



Crowchild Trail Study

Public Open House Summary March 12, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders during an open house with community members and the public on Saturday, Mar. 12, 2016 from 10 a.m. to 1 p.m. at Queen Elizabeth School – Main Entrance Atrium (512 18 St. N.W.). Participants were asked to review the ideas and provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 75 participants attended the session.

The following members of the project team were also in attendance at the session:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Lara Tierney, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Neil MacDonald, City of Calgary, Planning Advisor
- Erin Russell, Russell Public Relations, Consultant Engagement Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor



- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Ryan Martinson, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Ryan Martinson, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

1. Maintain / enhance bordering communities
2. Improve travel along the corridor
3. Improve mobility across the corridor

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

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

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

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

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns



17. 17 Ave. S.W. roundabouts

What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, participants felt that the idea to ban left turns on Crowchild Tr. during peak hours (Idea 1) met the key principles well because it is a short term solution that could be implemented immediately. However, they also evaluated the idea to not meet the key principles well because the idea would limit access to and from Crowchild Tr.
- In the **North Section**, the ideas to implement interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) or an all-turns interchange at 16 Ave. N.W. (Idea 6) were evaluated to meet the key principles well because participants felt they could help to improve traffic flow and have low community/business impacts. The ideas to implement right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. (Idea 2) and to move Crowchild Tr. west, north of University Dr. (Idea 4) were evaluated as not meeting the key principles well due to limited access to Crowchild Tr. and negative impacts to adjacent properties.
- In the **Central Section**, participants evaluated the ideas to implement an interchange at Kensington Rd. with restricted access at 5 Ave. N.W. (Idea 8), an interchange at 5 Ave. with restricted access at Kensington Rd. (Idea 9), interchanges at both Kensington Rd. and 5 Ave. N.W. (Idea 10), a tunnel from Memorial Dr. to University Dr. (Idea 11), and an all-turns interchange at Memorial Dr. (free flow) (Idea 13) as meeting the key principles well or somewhat well because of improved traffic flow, better access to/from and across Crowchild Tr. and low community/business impacts. Participants felt that the idea to implement right-turns only at 5 Ave. N.W. and Kensington Rd. (Idea 7) did not meet the key principles well because it would restrict access to and from Crowchild Tr. Participants also felt that the idea to implement an elevated roadway from Memorial Dr. to University Dr. (Idea 12) did not meet the key principles well because of large noise and visual impacts to bordering communities.
- In the **South Section**, the idea to widen the Bow River bridge for more lanes and/or continuity of lanes (Idea 15) was evaluated by participants to meet the key principles well because the idea would help to improve traffic flow. Participants evaluated the ideas to implement dual left turns (Idea 16) or roundabouts (Idea 17) on 17 Ave. S.W. as meeting the key principles well or somewhat well, but they felt that the idea for dual left turns versus roundabouts on 17 Ave. S.W. would be better for people who walk and bike.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

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

Idea 01 for the **Entire Study Area**

Key Principle 1: Maintain / enhance bordering communities

- x **Limits access to/from Crowchild Tr.:** Participants had mixed feedback about whether banned lefts during peak hours met the key principle. Some participants thought the idea could limit access to and from bordering communities.

Key Principle 2: Improve travel along the corridor

- ✓ **Short term solution:** Participants felt that the idea to ban left turns on Crowchild Tr. during peak hours met the key principle somewhat well as it was a good short-term idea to improve traffic flow.

Key Principle 3: Improve mobility across the corridor

- x **Limits access to/from Crowchild Tr.:** Participants thought that banning left turns during peak hours on Crowchild Tr. could be implemented now to see the impacts it would have. On the other hand, some participants assessed the idea as not meeting the key principle well because it would reduce access to and from bordering communities.

Ideas 02-06 for the **North Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Ideas 5 and 6):** The ideas to implement interchanges at 24 Ave. N.W. and 16 Ave. N.W. or an all-turns interchange at 16 Ave. N.W. were assessed by participants as meeting the key principle well as there would be limited impacts to bordering communities.
- x **Negative impacts to adjacent properties (Ideas 3 and 4):** Participants felt that the ideas to implement an all-turns interchange at 24 Ave. N.W. or to move Crowchild Tr. west, north of University Dr. did not meet the key principle well as there would be large impacts to Foothills Athletic Park and McMahon Stadium.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 2, 3, 5, and 6):** Implementing right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W., an all-turns interchange at 24 Ave. N.W., interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads, or an all-turns interchange at 16 Ave. N.W. were all ideas that participants felt could help to reduce congestion on Crowchild Tr.
- x **Doesn't improve traffic flow (Idea 4):** Moving Crowchild Tr. west, north of University Dr. was assessed to not improve traffic flow as there would still be lights on Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- x **Limits access across Crowchild Tr. (Idea 2):** Participants evaluated the idea of implementing right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. as not meeting the key principle well because east-west traffic flow would be restricted.
- x **Doesn't improve traffic flow (Idea 6):** The idea to implement an all-turns interchange at 16 Ave. N.W. was assessed by participants as not meeting the key principle well because adding lights on 16 Ave. N.W. would not help to improve traffic flow.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- × **Increases traffic in neighbourhoods (Ideas 7 and 8):** Participants felt the ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd. or an interchange at Kensington Rd. with restricted access at 5 Ave. N.W. would increase shortcutting through bordering communities.
- ✓ **Low community/business impacts (Idea 11):** The idea to implement a tunnel from Memorial Dr. to University Dr. was evaluated as meeting the key principle well because it is a solution that would enhance bordering communities with few impacts.
- × **Not cost effective (Idea 11 and 13):** Participants raised concerns about the significant cost to tunnel from Memorial Dr. to University Dr. and to implement an all-turns interchange at Memorial Dr. (free flow).
- × **Increase noise/visual impacts (Idea 12):** Participants assessed an elevated roadway from Memorial Dr. to University Dr. as not meeting the key principle well due to increase noise and the roadway would not be aesthetically pleasing.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 7):** Participants evaluated the idea to implement right-turns only at 5 Ave. N.W. and Kensington Rd. as meeting the key principle well. They felt that the idea would help to improve traffic flow, especially if roundabouts are implemented on Memorial Dr. to maintain access to/from West Hillhurst.
- × **Not cost effective (Idea 11):** The idea to tunnel from Memorial Dr. to University Dr. was assessed by participants as not meeting the key principle well as it would be expensive to implement.

Key Principle 3: Improve mobility across the corridor

- ✓ **Improves access across Crowchild Tr. (Idea 11):** The idea to implement a tunnel from Memorial Dr. to University Dr. was assessed to meet the key principle well as it would help to improve east-west connectivity across Crowchild Tr.
- × **Reduces pedestrian/cyclist connectivity (Ideas 7 to 9):** Participants assessed the ideas to implement right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at Kensington Rd. with restricted access at 5 Ave. N.W. and an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. as meeting the key principle somewhat well. They felt that restrictions in access across Crowchild Tr. could reduce connectivity for people who walk and bike.
- × **Doesn't improve traffic flow (Idea 14):** Participants felt that the idea to implement an all-turns interchange at Memorial Dr. (with roundabouts) did not meet the key principle well because roundabouts would not help to improve traffic.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Enhances pedestrian/cyclist connectivity (Ideas 15 and 16):** Participants evaluated the ideas to widen the Bow River bridge for more lanes and dual left turns at 17 Ave. S.W. as meeting the key principle because the ideas provided opportunities for pedestrian and cyclist connections.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 15):** The idea to widen the Bow River bridge was assessed by participants as meeting the key principle well because it would help to decrease weaving and reduce the bottleneck on the bridge.

Key Principle 3: Improve mobility across the corridor

- ✓ **Enhances pedestrian/cyclist connectivity (Ideas 16 and 17):** The ideas to implement either roundabouts or dual left turns on 17 Ave. S.W. were evaluated as meeting the key principle well because of improved pedestrian and cyclist connectivity.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Remove left turns at 5 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - Remove left turns at Kensington Rd., must use Memorial Dr. to City Centre.
- This idea DOES NOT meet the key principle, because...
 - Eliminating the left turn at Kensington Rd. forces the need to take the flyover from Crowchild Tr. to Memorial Dr. in order to get to 24 St. N.W. area.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - There are alternatives for drivers, simple solution with quick benefits.
 - Cheap, easy and simple. I like.
- This idea meets the key principle SOMEWHAT, because...
 - Might be a good idea for now but not in the long term.
 - Short term solution only, don't like drop down gates.
 - A reasonable compromise.
 - Limited improvement on Crowchild Tr.
 - May help somewhat during rush hour but go further, NO LEFT TURNS ANYTIME.
- This idea DOES NOT meet the key principle, because...
 - What alternative are you suggesting for left turn traffic from 5 Ave. N.W. to southbound Crowchild Tr.? What time is rush hour?
 - In the AM no access to Crowchild Tr. from westbound 24 Ave. N.W., 5 Ave. N.W. or Kensington Rd. so have to access Crowchild Tr. from Charleswood Dr. or go down 14 St. N.W. to 17 Ave. S.W – very awkward!
 - Not in favour.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Sure, give it a try to see how well it works and much impact it has.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Forces West Hillhurst access to go to 19 St. N.W. Eastbound Memorial Dr. has no left turn at 19 St. N.W., adding lights would slow Memorial Dr. especially at evening rush hour.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Will improve traffic flow.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 is preferable.
 - Yes, reasonable. There are or will be other routes to make these left turns unneeded.
- This idea meets the key principle SOMEWHAT, because...
 - How will University traffic access Crowchild Tr. going north?
- This idea DOES NOT meet the key principle, because...
 - Cross traffic access is eliminated forcing alternate routes and increasing hospital access distances.
 - 24 Ave. N.W. is no longer a University/Hospital access from north central Calgary.
 - Helps north/south flow but at cost of impeding access to 24 Ave. N.W., an important artery.
 - 24 Ave. N.W. is a major entry point to the University from the east. Must maintain bike and pedestrian access on both north and south sides of 24 Ave. N.W.

Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - NO diamond interchange. Deerfoot Tr. experiment was enough of that bad plan.
 - Scenario #2 is preferable to scenario #1 as it maintains public spaces.



- This idea meets the key principle SOMEWHAT, because...
 - Impact to University of Calgary recreational space in scenario #1 = bad. Scenario #2 =okay.
- This idea DOES NOT meet the key principle, because...
 - Foothills Athletic Park.
 - Really restricts access to McMahon Stadium parking lot for LRT parking and football games. Will load up Banff Tr.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Eliminates two sets of lights.
 - Cloverleaf is the best option everywhere, 100%.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No need to have all turns at 24 Ave. N.W. if 16 Ave. N.W. interchange is improved.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Differentiated flow across Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Don't like additional hill to climb crossing Crowchild Tr. but pedestrian and bike access very good (in scenario #2 only – must have sidewalks and bike lanes on both sides of 24 Ave. N.W.).
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - Sterilizes huge amount of public space.
 - Splits community in two.
 - Forces construction of west end stadium and justifies use of more public dollars for new stadium.
 - NO!!!
 - Idea 5 is far better.
 - McMahon Stadium isn't going anywhere!
 - Lose too many facilities, looks expensive and wastes land.
 - Ties up valuable land unnecessarily.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Don't need lights on Crowchild Tr., don't need to plan for McMahon Stadium development yet.
- This idea DOES NOT meet the key principle, because...
 - NO!!!
 - Doesn't eliminate lights.
 - Idea 5 is far better.
 - Does not support the free flow of traffic on Crowchild Tr. due to lights at 24 Ave. N.W. and 16 Ave. N.W.
 - Makes traffic worse at a huge cost. Visual footprint of Crowchild Tr. becomes enormous.
 - The left hand curves from northbound Crowchild Tr. to southbound and vice versa are deadly. Left hand turn offs to left lane turn ons – just asking for accidents.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - NO!!!
 - Idea 5 is far better.
 - No pedestrian and bike access to University of Calgary on the north side of 24 Ave. N.W.



Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Maintains University sports facilities over Idea 4.
 - Maintains accessibility and area for public spaces over Idea 4.
 - Better than Idea 4 by far. Maintains Foothills Athletic Park and wastes less land.
 - Good option to maintain traffic flow and it retains business access.
- This idea meets the key principle SOMEWHAT, because...
 - Take out the exit to University Dr. northbound and take apartment building (Suncourt Place) south of McMahon Stadium to expand and you have three lanes north and south.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Consistent with Crowchild Tr. design over rest of corridor.
 - This improves the free flow of traffic all the way from 12 Mile Coulee Rd. to the Bow River.
 - Flow north/south should work. Try scenario #1 first before the cost of scenario #2.
 - Good flow on Crowchild Tr. with access basically on service roads.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Like scenario #2 for bike and pedestrian access at 23 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - Like the idea of frontage roads, don't think we need full movements at 24 Ave. N.W. Like the flyover at 23 Ave. N.W.
 - Prefer scenario #2 to scenario #1. Creating unidirectional turns results in extra travel for people trying to get places.
- This idea DOES NOT meet the key principle, because...
 - Light on 16 Ave. N.W. NO!!!
 - Must maintain bike and pedestrian access on north side of 24 Ave. N.W. for University of Calgary access.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #2 is a far more elegant solution for traffic and bordering space and had the least community impact.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Seems doable and should improve north/south flow and east/west okay.
 - Improves flow of traffic, will solve lots of problems.
- This idea meets the key principle SOMEWHAT, because...
 - Would like to see University Dr., Crowchild Tr., and 16 Ave. N.W. all worked into one free flowing interchange with no lights.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Like the move of the access to University Dr. to the right side of northbound Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Scenario #2 has yet another traffic light.
 - Adding more traffic lights to 16 Ave. N.W. is not a good idea. Especially if there is no synchronization of the lights for smoother 16 Ave. N.W. flow.



Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Modest change to existing infrastructure.
 - Scenario #4 – Memorial Dr. is not a high speed route anyway.
 - Scenario #4 would greatly benefit 19 St. N.W. southbound to Memorial Dr. eastbound.
- This idea meets the key principle SOMEWHAT, because...
 - Don't like the idea of roundabouts on Memorial Dr.
 - Will need some traffic management on Kensington Rd.
 - Would require improvements east/west pedestrian connectivity.
- This idea DOES NOT meet the key principle, because...
 - Will increase short cutting and speeding (already occurring) through communities.
 - Reliance on 19 St. N.W. increase community traffic. 19 St. N.W. sub-standard grade – slippery/accident prone in the winter.
 - Requires large detours for community residents needing to travel south.
 - 19 St. N.W. already has speeding and safety issues. Should be kept "local."
 - Would limit bus service (commuter, east/west).

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Roundabouts can work very well to allow access to free flowing traffic.
 - Excellent option for quick and less expensive fix. Like roundabouts and like no right turn on 5 Ave. N.W. and Kensington Rd. No light on Crowchild Tr. at 5 Ave. N.W. and Kensington Rd.
 - Roundabouts are a good idea.
 - Increase flow with limited investment and impact to local communities.
 - Like scenario #4, roundabout at Memorial Dr. and 19 St. N.W.
 - Prefer scenario #2 and scenario #4 (roundabouts).
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - There are other ways to get into these areas, 16 Ave. N.W./Memorial Dr. Don't need left turns.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Must maintain at grade crossing possibilities for pedestrian and bikes at 5 Ave. N.W. and Kensington Rd.
 - Roundabout on Memorial Dr., NO!
 - Having to use an overpass acts as a barrier to some pedestrians/cyclists. If Crowchild Tr. was lowered, this would not be a problem.
 - No traffic signals, roundabouts please.
 - Need all turns access at Kensington Rd. – bus route.
 - Would limit commuter and east/west bus access.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Best option for cross connectivity and community with scenario #3.
 - Like that it does not require a big rework at Memorial Dr.
- This idea meets the key principle SOMEWHAT, because...
 - Would require traffic calming, speed enforcement and upgrades to pedestrian environment.
 - Good plan, saves homes. There is three lanes there already on Crowchild Tr. (scenario #2).
- This idea DOES NOT meet the key principle, because...
 - Kensington Rd. becomes an arterial, cause bisection of community north and south.
 - Two schools fronting Kensington Rd. – safety decreases. Kensington Rd. is already a hostile pedestrian environment.
 - Conflict with intent and objectives of Main Street program for Kensington Rd.
 - Scenario #3 – what impacts are made to the park along 5 Ave. N.W. and the existing businesses?
 - Traffic in West Hillhurst needs a connection to Crowchild Tr. at 5 Ave N.W. If not there is too much traffic on Kensington Rd.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like scenario #2, no need for left turns at 5 Ave. N.W., prefer over Idea 9 or Idea 10.
 - Scenario #3 looks best.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Combines with scenario #3, transit continuity, community access and traffic is generally improved.
 - Bridge on Kensington Rd. and 5 Ave. N.W.
 - Best option of the Kensington Rd./5 Ave. N.W. solutions presented.
 - It does push more traffic to Kensington Rd. but interchange will improve access with no lights on Crowchild Tr., improved traffic flow.
 - Bridge on Kensington Rd., thumbs up.
- This idea meets the key principle SOMEWHAT, because...
 - Pedestrian and bike access must be maintained at 5 Ave. N.W. Overpass is a bad option so scenario #3, if any.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - There are already three lanes here. Keep the lights and save homes.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - I don't think we need Kensington Rd. intersection, I came this way today but 5 Ave. N.W. would have been the same. And with a bike bridge I could still use this route.
- This idea meets the key principle SOMEWHAT, because...
 - If interchanges are the best option, consider Crowchild Tr. dropping below 5 Ave. N.W and Kensington Rd. to reduce noise impact when compared with elevated interchange.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Bridge on 5 Ave. N.W., thumbs up.
 - 5 Ave. N.W. flyover works only if there is an interchange at Kensington Rd.
 - Prefer scenario #3.
 - Best option of the Kensington Rd./5 Ave. N.W. area solutions.
 - This works! Scenario #2.
- This idea meets the key principle SOMEWHAT, because...
 - Must maintain pedestrian and bike access across Crowchild Tr. Overpasses suboptimal – scenario #3 > scenario #1 > scenario #2.
 - Kensington Rd. a better roadway for handling traffic than 5 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like interchanges at both intersections. Scenario #2 is better.
- This idea meets the key principle SOMEWHAT, because...
 - Idea 8 is preferable.
- This idea DOES NOT meet the key principle, because...
 - No need for two interchanges.
 - Two interchanges needed? Destroys neighbourhood park space used all day for traffic that is an issue periodically.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #1 allows for growth, scenario #2 is too limiting.
 - Maintains interchanges and has best flow through for Crowchild Tr.
 - I like scenario #1 rather than limiting turns off 5 Ave. N.W. and Kensington Rd. which is just an irritation.
 - Maintains traffic flow in the long term.
- This idea meets the key principle SOMEWHAT, because...
 - What happens to traffic westbound from Memorial Dr.?



- This idea DOES NOT meet the key principle, because...
 - Is there a true need for two interchanges?

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Maintains traffic flow for the long term in the area.
 - East/west connectivity is crucial.
 - See #8 and #9; both bridges, yes!
- This idea meets the key principle SOMEWHAT, because...
 - Car traffic/mobility required? What about just a pedestrian/cyclist overpass at 5 Ave. N.W.?
 - Scenario #1 is better because it maintains access on current streets. A lot of communities (Parkdale, Bowness, Montgomery) will be forced onto 25 St. and 23 St. N.W.
- This idea DOES NOT meet the key principle, because...
 - More money than Idea 8 and Idea 9. 5 Ave. N.W. and Kensington Rd. are not both needed if it's done right.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - I support the tunnel idea because it integrates community and traffic flow.
 - Although we'll have working space impacts, it will result in a really elegant solution.
 - Best option for enhancing the community of all options but is it worth the cost?
 - Maintenance of east/west connectivity and reduced road noise would be a positive.
 - Please get rid of the ugly freeway through some of our best neighbourhoods altogether! This would be so wonderful!
 - Improved cross flow, reduced noise and improved surface area.
 - Building this tunnel would provide a long term solution, enhance the walkability and cycle ability of the communities. LOVE IT!
 - Great way to improve access for pedestrians/cyclists in the area. Buries much of the noise.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Seems to be an expensive way to appease the local residents.
 - Huge impact during construction, huge cost.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Would remove a lot of properties in one area. Cost is high but perhaps necessary.
 - Great idea to decrease impact on local traffic demand on Crowchild Tr., if it serves a large percentage of Crowchild Tr. traffic (in combination with interchanges).
 - Excellent – reduce traffic on bridge over river.
 - Improves flow for outlying communities, while not impacting local communities. Great!
 - Big Dig Boston – yeah it works.
- This idea meets the key principle SOMEWHAT, because...
 - Looks good but what cost? Too much?
 - Make sure tunnels and/or elevated roadways have plenty of room for three lanes both ways plus emergency situations (i.e. two more lanes each way).
- This idea DOES NOT meet the key principle, because...
 - Hugely expensive.
 - While elegant, it will be hugely expensive and very disruptive during construction.
 - Majorly expensive and concerns regarding flooding!

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Would be great from a community perspective but the cost?
 - Will maintain cross connectivity.
 - Great idea for reducing community impacts and increasing east/west connectivity.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - This would truly be an atrocious intrusion in the communities. Crowchild Tr. is a barrier now – it would be a genuine wall with this option. This is truly a bad idea.
 - Significant barrier for those crossing Crowchild Tr. Eyesore for community members in adjacent communities. Destroys quality of life for nearby homes.
 - No – Seattle has elevated roadway as well. Noisy. Not appealing.
 - Gardiner Expressway in Toronto = disaster.
 - Concern over the noise impacts with the road being so high above the ground.
 - Visual and noise impact.
 - An eyesore!
 - Noise concerns and would not be aesthetically appealing.
 - Other cities are removing their elevated freeways.
 - This would be a blight on the city.
 - Maintenance of elevated roadways is expensive and causes division with far greater impact than currently. Toronto is dismantling the Gardiner Expressway due to impacts.
 - Would eliminate property values for blocks on either side.
 - God this idea is gross. What is this, 1970?

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - More cost effective and quicker to implement.
 - Custom ear plugs for everybody.
 - This improves travel along Crowchild Tr., separating bypass traffic.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - We should look at moving people, not cars. First priority, improve public transportation and sustainability.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Like additional pathway along north side of Memorial Dr. and north on Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Bow River pathway on southwest side is very constrained.
 - Elevated roads – too ugly and hard to maintain.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #13: **All-turns interchange at Memorial Dr. (free flow)**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Traffic volume and destination needs may not demand such an elaborate approach. What about future volume demand? Maybe not very much increase demand from today.
- This idea DOES NOT meet the key principle, because...
 - Maintain existing community, Idea 13 is not better, still confusing. The building of this has increased costs and increased time.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Requires the closure of Kensington Rd. at Crowchild Tr. which is not necessarily a bad thing.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Yes, free flow is better if possible, both are busy skeletal/parkway.
 - Better than Idea 14. Roundabouts are a problem on very busy roads.
 - Preferred over Idea 14.
- This idea meets the key principle SOMEWHAT, because...
 - Good. Perhaps scaled back to save costs.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Seems unlikely that roundabouts would improve things. Idea 13 seems better than this although intuitively both seem like overkill to me.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Too much traffic, might not flow and dangerous.
 - Roundabouts, NO!
 - Rush hour will be a cartoon.
 - Loss of park space and this is a high use park area which should remain as is. Confusing roadway – “looks like a big mess.”



South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Be sure to look at pedestrian/cyclist path under the bridge. Can structure accommodate wide or additional pedestrian infrastructure? And look at pedestrian connections on either side of the river. Talk to Calgary River Valleys for options and workshop.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Allows traffic flow.
 - Stay in chosen lane over the river and up to 16 Ave. N.W. and beyond.
 - Speed limit 60 with advisory signs would help.
 - Helps with bridge bottleneck.
 - Yes, good idea to widen bridge and add lanes.
 - The current design has almost everyone changing lanes currently. Think access from 10 Ave. S.W. should come up from the right side (heading northbound) as opposed to the left side. Allows people driving through on Crowchild Tr. from the south to have continuous flow without merging cars from both sides.
 - Prevents having to cross many lanes of traffic.
 - Essential to provide lane continuity and three lanes over bridge northbound with additional turning lane to Memorial Dr., but eliminating left lane access onto bridge.
 - Definitely need to eliminate lane reductions that create bottlenecks. Adding and/or widening will be great for flow.
 - Yes. Something is needed to improve Bow Tr. and Crowchild Tr. over the bridge.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- No comments received.



Idea we heard #16: **17 Ave. S.W. dual left turns**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Better cycling accommodation possibilities along Richmond Rd. and across 17 Ave. S.W.
 - Should help neighbourhood with better access, less idling and smooth flow.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Yes, good idea. Likely more cost effective than traffic circles.
- This idea meets the key principle SOMEWHAT, because...
 - Like this plan but please lengthen the on ramp from 17 Ave. S.W. to northbound Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - Prefer roundabouts over traffic lights. Too many lights in Calgary.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Better pedestrian and bike facilities on bridge is important.
 - Like improved cycling access.
- This idea meets the key principle SOMEWHAT, because...
 - Needs something to help pedestrians crossing Richmond Rd. from overflow parking to the centre.
 - This is better than Idea 17.
- This idea DOES NOT meet the key principle, because...
 - Not using existing ramp from eastbound 17 Ave. S.W. onto Crowchild Tr. north would be foolish. This would back up traffic significantly on eastbound 17 Ave. S.W.



Idea we heard #17: **17 Ave. S.W. roundabouts**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Roundabouts will make it difficult for bikes to get on and off of Richmond Rd. to the neighbourhood street just north (Summit Rd.?).
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Both scenarios seems to work. Do scenario #1, its cost is not much more than scenario #2.
 - My experience with roundabouts is they can work well to keep traffic free flowing (what about winter?).
 - One roundabout is preferred over two and definitely better than lights. Like minimized impact with one roundabout. Pedestrian/cycle is great.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Improved pedestrian and bike facilities on bridge are great.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Roundabouts in Calgary in the winter! No!





Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Study Area**
 - Better pedestrian and bike crossings, ramps not stairs.
 - I have a comment about the 3 principles: it seems to me that something important is missing. Shouldn't there be an overriding principle of increasing the sustainability of Calgary's urban development system, including transportation? If so, then public health goals, getting people out of their cars (both served by [unintelligible] and better transit) should have priority. It doesn't seem that they have been given priority in the Crowchild Tr. study. Do we know how enhanced transit would reduce congestion in the Crowchild corridor? I saw no evidence that this kind of data had informed the study. Thanks for the opportunity to give input.
2. **North Section** (24 Ave. N.W. to University Dr.)
 - Right turns only at 24 Ave. N.W., northbound traffic to the University of Calgary can use University Dr.
3. **Central Section** (University Dr. to Memorial Dr.)
 - Of all the options, I think the tunnel is best for the long term. Short term impacts would unfortunately be big.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - No comments received.

About the session

1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x3	x0	x1	x0	x0
Project team's response to my questions	x4	x0	x0	x0	x0
Opportunity to provide my input	x4	x0	x0	x0	x0
Opportunity to hear other' input	x2	x1	x0	x0	x1
Session location	x4	x0	x0	x0	x0
Session time	x4	x0	x0	x0	x0

2. What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Arguably there was too much detail (clarity). I can read the post-its but don't get much chance to discuss with others (others input). Be a little more aggressive in eliminating options at this stage; some of the options are very likely going to be eliminated by transportation engineers (i.e. roundabouts).
- It all works very well – well done!
- This was an excellent session with knowledgeable, friendly staff and very clear information. Kudos.



3. **Which community do you live in?**

- Point McKay – x1
- West Hillhurst – x1
- Sunalta – x1
- Altadore – x1

4. **What are the main reasons you use Crowchild Trail?**

- To commute to and from work or school – x1
- To visit recreation facilities, shopping centres, or to visit friends and family – x3
- I don't use Crowchild Tr. – x0
- Other
 - Cross it on my bike. – x1
 - I try not to use Crowchild Tr. and can usually manage to avoid it. – x1

5. **How have you participated in the Crowchild Trail Study to date?**

- Online survey – x1
- Online discussion – x0
- In person session – x2
- Idea board – x0
- Walking tour – x0
- Bus tour – x0
- I have not participated in the study prior to this session – x2
- Other – x0

6. **How did you hear about this session?**

- Letter / Notice in the mail – x0
- Community association – x0
- Community newsletter – x0
- Community road signs – x1
- Project email – x2
- Social media (Facebook / Twitter) – x1
- On TV – Report to Calgarians – x0
- Word of mouth – x1
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x1
- Other – x0