



# Crowchild Trail Study

## Online Feedback Engagement Summary March 2 - 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.

During the fall 2015 workshops, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. The project team completed an initial review and presented 17 ideas online using a mapping tool from March 2 - 27, 2016. Participants were asked to review the ideas and provide feedback on how well the ideas met the key principles of the project (maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 440 people participated online, providing over 4600 key principle ratings.

### What we asked

During the online activity 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 online activity was to evaluate the remaining ideas against the three key principles of the study:

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

Participants were asked to choose the area or ideas that interested them, review the ideas and then rate whether they met the key principles well, somewhat well or did not meet them. The ideas were grouped 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 summary of what we heard from the online feedback:

- Across the **Entire Study Area**, participants had mixed opinions on whether the idea to ban left turns on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave N.W. (Idea 1) met the key principles well or not.
- In the **North Section**, participants felt that the 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) and all-turns interchange at 16 Ave. N.W. (Idea 6) met the key principles well. Participants were mixed on whether right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. (Idea 2) met the key principles well or not. The idea to move Crowchild Tr. to the west, north of University Dr. (Idea 4) was evaluated by participants as not meeting the key principles.
- 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) met the key principles well. There was mixed feedback on whether 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), an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. (Idea 9), interchanges at both Kensington Rd. and 5 Ave. N.W. (Idea 10), an elevated roadway from Memorial Dr. to University Dr. (Idea 12), and an all-turns interchange at Memorial Dr. (with roundabouts) (Idea 14) met the key principles well or not.
- In the **South Section**, participants evaluated the idea to widen the Bow River Bridge for more lanes and/or continuity (Idea 15) as meeting the key principles well. The idea to implement dual left turns at 17 Ave. S.W. (Idea 16) received mixed feedback on whether or not it met the key principles well. Participants felt that the idea to implement roundabouts at 17 Ave. S.W. (Idea 17) did not meet the key principles.

For a more detailed summary of the input that was provided, please see the Online Feedback Summary of Input section. For a verbatim listing of all the input received, 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**, the 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.



## Online Feedback Summary of Input

### Themes related to the three key principles of the study

*Below are summaries of what we heard for each idea as they relate to how well the idea met the three key principles: maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor.*

Idea #1 for the **Entire Study Area**: **Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.**

#### Overall

- Needs to be short-term solution only.
- Only benefits people living in the suburbs and not residents in bordering communities.

#### Meets key principles

- Improves traffic flow: Would help to improve traffic flow on Crowchild Tr. during rush hour.

#### Needs improvement

- Increases traffic in neighbourhoods: Drivers would have to take alternate routes through the bordering communities increasing traffic on residential streets that are not designed to handle it.
- Short-term solution: Can be implemented fairly quickly, but shouldn't be the permanent solution.
- Limits access to businesses: Concerns about access for businesses who rely on drive-by traffic.

#### Doesn't meet key principles

- Limits access to/from Crowchild Tr.: Limits access for residents in bordering communities without any good alternatives. Only benefits people who live in the suburbs.

Idea #2 for the **North Section**: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

#### Overall

- Would significantly limit access to/from University of Calgary and Motel Village.

#### Meets key principles

- Improves traffic flow: Would help to improve traffic flow on Crowchild Tr.

#### Needs improvement

- Increases traffic in neighbourhoods: Drivers would have to take alternate routes through the bordering communities increasing traffic on residential streets that are not designed to handle it.

#### Doesn't meet key principles

- Limits access to/from Crowchild Tr.: Limits access for residents in bordering communities without any good alternatives. Only benefits people who live in the suburbs.
- Limits access to businesses: Cuts off key access points to and from Motel Village and the University of Calgary.

Idea #3 for the **North Section**: **All-turns interchange at 24 Ave. N.W.**

#### Overall

- All-turns interchange would significantly improve all movement at this location.

#### Meets key principles

- Improves traffic flow: Would help to improve traffic flow on Crowchild Tr. and reduce congestion caused by the lights.

#### Needs improvement

- Negative impacts to adjacent properties: Interchanges and ramps would take up a lot of space in an area that doesn't have a lot of vacant land to work with.



Idea #4 for the **North Section**: **Move Crowchild Tr. to the west, north of University Dr.**

**Overall**

- Large scale impacts to adjacent properties with little benefits (still have lights on Crowchild Tr.).

**Needs Improvement**

- Doesn't improve traffic flow: Keeping lights on Crowchild Tr. is not a good solution.

**Doesn't Meet Key Principles**

- Negative impacts to adjacent properties: Significant impacts to McMahon Stadium and Foothills Athletic Park.
- Not cost effective: Appears to be a very expensive idea.

Idea #5 for the **North Section**: **Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads**

**Overall**

- Possible to shift configuration further to the west away from homes in Briar Hill/Hounsfield Heights?
- Feedback was mixed on whether both interchanges at 24 Ave. N.W. and 16 Ave. N.W. are needed.

**Meets Key Principles**

- Improves traffic flow: Would help to create free flow conditions on Crowchild Tr.

**Needs Improvement**

- Increased noise/visual impacts: Interchange at 24 Ave. N.W. would increase noise on a primarily residential street.

Idea #6 for the **North Section**: **All-turns interchange at 16 Ave. N.W.**

**Overall**

- Minimal impacts to bordering communities.
- Improves traffic flow on Crowchild Tr., but may impact traffic flow on 16 Ave. N.W.

**Meets Key Principles**

- Improves traffic flow: Removing the "Must Exit" lane at University Dr. would help to improve traffic flow on Crowchild Tr.
- Low community/business impacts: Minimal impacts to bordering communities except for Suncourt Place.

**Needs Improvement**

- Doesn't improve traffic flow: Adding lights to 16 Ave. N.W. may actually make the congestion on Crowchild Tr. worse.
- Reduces connectivity for people who walk and bike: Need to ensure cyclist and pedestrian connectivity is enhanced to and from Motel Village, Foothills Hospital and the University of Calgary.

**Doesn't Meet Key Principles**

- Not necessary: 16 Ave. N.W. is not the issue; large cost for few benefits.

Idea #7 for the **Central Section**: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

**Overall**

- Restricts access to/from and across Crowchild Tr. for residents in West Hillhurst.

**Meets Key Principles**

- Improves traffic flow: Allows for free-flow travel on Crowchild Tr.

**Needs Improvement**

- Limits access across Crowchild Tr.: Would make it difficult for residents in West Hillhurst to travel across Crowchild Tr.
- Reduces connectivity for people who walk and bike: Need to ensure cyclist and pedestrian connectivity is enhanced (bridges would be required across Crowchild Tr.).



#### **Doesn't Meet Key Principles**

- Increases traffic in neighbourhoods: Encourages adjacent residents to find alternate routes through bordering communities.
- Limits access to/from Crowchild Tr.: Only benefits those traveling north/south and restricts residents in bordering communities.

Idea #8 for the **Central Section**: **Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.**

#### **Overall**

- Makes more sense to restrict movement on 5 Ave. N.W. vs. Kensington Rd. as Kensington Rd. currently is better able to handle increased traffic (already 2 lanes each direction, more commercial).
- Participants felt this idea met the key principles better than Ideas 9 and 10.
- Scenario 2 or 3 were highlighted as the variations that best met the key principles.

#### **Meets Key Principles**

- Improves traffic flow: Reduces congestion by removing traffic lights.

#### **Needs Improvement**

- Increases traffic in neighbourhoods: Drivers will have to take alternate routes through bordering communities if access is removed at 5 Ave. N.W.

#### **Doesn't Meet Key Principles**

- Impacts communities: Significant impacts to bordering communities.

Idea #9 for the **Central Section**: **Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.**

#### **Overall**

- Makes more sense to restrict movement on 5 Ave. N.W. vs. Kensington Rd. as Kensington Rd. currently is better able to handle increased traffic (already 2 lanes each direction, more commercial).
- Feedback was mixed on whether Idea 8 or Ideas 1 and 7 combined met the key principles better than Idea 9.
- If moving forward, Scenario 3 noted by participants as the variation best meeting the key principles.

#### **Needs Improvement**

- Increases traffic in neighbourhoods: 5 Ave. N.W. is not designed to handle increased traffic volume as it is primarily a residential street.
- Not necessary: Remove lights and left turns and look to other corridors to reduce traffic on Crowchild Tr.

#### **Doesn't Meet Key Principles**

- Impacts communities: Significant impacts to bordering communities.

Idea #10 for the **Central Section**: **Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.**

#### **Overall**

- Participants had mixed opinions on whether: a) Both interchanges are necessary to have free flow traffic; or b) Not necessary – only need one at either 5 Ave. N.W. or Kensington Rd. (Idea 8 or 9).

#### **Meets Key Principles**

- Improves traffic flow: Increases free-flow traffic on Crowchild Tr. by eliminating congestion in a problem area.

#### **Needs Improvement**

- Increases traffic in neighbourhoods: Drivers will have to take alternate routes through bordering communities if access is removed at 5 Ave. N.W.
- Negative impacts to adjacent properties: A lot of property would have to be acquired for the two interchanges.

#### **Doesn't Meet Key Principles**

- Impacts communities: Two interchanges would have significant impacts to bordering communities.
- Not cost effective: Implementing both interchanges would be too expensive.



Idea #11 for the **Central Section: Tunnel from Memorial Dr. to University Dr.**

**Overall**

- Participants felt this idea met the key principles well as it would enhance bordering communities but this idea is cost prohibitive, construction would be too disruptive and there are significant flooding concerns.

**Meets Key Principles**

- Improves traffic flow: Allows for free-flow traffic to bypass community while maintaining local access at grade.
- Long term solution: Best long-term solution that would enhance the bordering community (increase walkability/vibrancy/encourages development/unites West Hillhurst).

**Needs Improvement**

- Negative impacts to adjacent properties: Impacts at 1-2 blocks of adjacent properties for construction is significant.
- Environmental constraints: Concerns about flooding potential.

**Doesn't Meet Key Principles**

- Not cost effective: Extremely expensive to implement and large disruption during construction.

Idea #12 for the **Central Section: Elevated roadway from Memorial Dr. to University Dr.**

**Overall**

- Improves traffic flow along Crowchild Tr. without the significant cost associated with a tunnel.

**Meets Key Principles**

- Improves traffic flow: Allows for free-flow traffic to bypass community while maintaining local access at grade.

**Needs Improvement**

- Increases noise/visual impacts: Significant noise and visual impacts for adjacent residents associated with elevated roadways.

**Doesn't Meet Key Principles**

- Impacts communities: Would divide the community of West Hillhurst.

Idea #13 for the **Central Section: All-turns interchange at Memorial Dr. (free flow)**

**Overall**

- Participants indicated that this idea met the key principles better than Idea 14.

**Meets Key Principles**

- Improves traffic flow: Allows for free-flow traffic on both Memorial Dr. and Crowchild Tr.

**Needs Improvement**

- Impacts green space/parks: Maintains existing pathways, but park space next to interchanges are not enjoyable.

**Doesn't Meet Key Principles**

- Not necessary: The interchange at Memorial Dr. and Crowchild Tr. is not the problem; difficult to justify spending money on this section vs. others.





Idea #14 for the **Central Section: All-turns interchange at Memorial Dr. (with roundabouts)**

**Overall**

- Most feedback identified that Idea 13 better achieved the desired benefits vs Idea #14 as traffic flow on Memorial Dr. isn't impacted and there are no roundabouts to navigate.

**Meets Key Principles**

- Low community/business impacts: Little impacts to adjacent residents and businesses and road is moved further away from homes.

**Needs Improvement**

- Impacts green space/parks: Infrastructure would take up a significant amount of green space.

**Doesn't Meet Key Principles**

- Doesn't improve traffic flow: The roundabouts won't be able to handle traffic at peak hours and will cause congestion on Memorial Dr.
- Too complex: People in Calgary don't understand how to use roundabouts.

Idea # 15 for the **South Section: Widen Bow River Bridge for more lanes and/or continuity of lanes**

**Overall**

- Participants mostly felt that this idea will result in significant improvements for traffic flow along Crowchild Tr. and is something that can be implemented in the short-term.

**Meets Key Principles**

- Improves traffic flow: Addition of more through lanes will reduce the bottleneck that occurs on the bridge.
- Reduces weaving: If the entrance ramps are moved to the right and additional lanes are added, weaving will be reduced.

**Needs Improvement**

- Improves traffic flow: Additional lanes on the bridge will have significant improvements for that section, but must be implemented in combination with ideas for the north and central sections.

Idea # 16 for the **South Section: 17 Ave. S.W. dual left turns**

**Overall**

- Participants felt that this idea met the key principles better than Idea 17.
- Concerns about connectivity and safety at intersections for people who walk and bike.

**Meets Key Principles**

- Improves traffic flow: Improves traffic flow on 17 Ave. S.W. but has a minimal effect on the traffic flow on Crowchild Tr.

**Needs Improvement**

- Reduces connectivity for people who walk and bike: Dual turns make the intersections less pedestrian friendly; there are opportunities to improve the pedestrian/cyclist environment.

**Doesn't Meet Key Principles**

- Not necessary: Location isn't really the problem; not necessary to spend time/money here; doesn't improve Crowchild Tr.





Idea # 17 for the **South Section: 17 Ave. S.W. roundabouts**

**Overall**

- Participants articulated that Idea 16 did a better job of achieving the desired benefits, saying that people don't know how to use roundabouts.
- Scenario 1 was seen as better meeting the key principles than Scenario 2.
- Concerns about connectivity and safety for people who walk and bike.

**Meets Key Principles**

- Improves traffic flow: Improves traffic flow on 17 Ave. S.W. but has a minimal effect on the traffic flow on Crowchild Tr.

**Needs Improvement**

- Reduces connectivity for people who walk and bike: Roundabouts are not friendly for people who walk and bike; there are opportunities to improve the pedestrian/cyclist environment.

**Doesn't Meet Key Principles**

- Doesn't improve traffic flow: Concerns that the roundabouts would cause traffic to back up even more on Crowchild Tr.
- Not necessary: Location isn't really the problem; not necessary to spend time/money here; doesn't improve Crowchild Tr.



## Verbatim Responses

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

### 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 (x94)
- This idea meets the key principle SOMEWHAT (x98)
- This idea DOES NOT meet the key principle (x122)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x133)
- This idea meets the key principle SOMEWHAT (x147)
- This idea DOES NOT meet the key principle (x61)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x68)
- This idea meets the key principle SOMEWHAT (x100)
- This idea DOES NOT meet the key principle (x146)

#### Verbatim comments

- May be a challenge for local businesses who rely on dinner rush traffic like the restaurants. But, other than that issue, most could use 16th Avenue.
- Like what has been done recently to the 24 Ave intersection I think it will help improve rush hour traffic by giving the N/S routes a longer green light. it would significantly block access to the Kensington community however if both 5 Ave and Kensington implement this change. If only one intersection changes than I assume there will be too many turning vehicles at the other one for the intersection to handle properly.
- Minor impact.
- Where are ideas around sustainability, improved pedestrian access, and better public transit to improve traffic flow on Crowchild??? All I see are very limited ideas around changing the road architecture. Really in 2016!!
- It seems that it may prevent access to certain parts of Motel Village and possibly the LRT station. But I don't think it's a big deal as most traffic to Motel Village is not likely to travel in rush hour. As for the LRT, it should be for foot traffic only.
- Turning lights on Crowchild to solid green during Rush hour traffic will improve traffic flow on Crowchild.

- 23 Ave is not a hill to die on. Need this for business access and for access to events at McMahon Stadium. So...can try this idea to see how much it helps Crowchild flow during peak hours while maintaining cross flow capability the rest of the time.
- Traffic has to access those business somehow - seems unreasonable to cut-off access unless reasonable alternatives are made available.
- The amount of non-local traffic this will push into adjacent communities is not worth the nominal benefit.
- Low impact but businesses will complain bitterly about restricted egress. Traffic flow on Crowchild improved but minimally. Good short term solution but in long term direct access to 23rd avenue should be eliminated in favour of business access from 24th avenue.
- Left turn bans are not helpful to people that work in Kensington but live north of the area. It would force more traffic onto 14th street and 10th street - both of which are not meant to handle that kind of volume.
- Will have very little impact and will cause other traffic issues. Banning left turns from southbound Crowchild to eastbound 5th Ave would have more impact.
- Inconsistent lanes. Visitors will get confused. Nobody happy!
- Sounds good, quick and relatively inexpensive to implement.
- There should be no left turns on Crowchild PERIOD. Only right on and right off, and an overpass at 24 Ave NW where there is already space allotted. Overpass needed here and already planned for.
- Not widening roadway and adding a lot of overpasses. Gets traffic flowing-- this needs to be the primary consideration.
- No left turns anywhere on Crowchild and an overpass at 24 Ave NW as planned.
- Reducing cycle times of lights (or eliminating them entirely during rush hour) would move much more traffic.
- Doesn't really improve flow on Crowchild. This would negatively impact games at McMahon, and would have next to zero improvement during rush hour.
- This idea would exacerbate the weave problem on the Crowchild bridge as drivers will be forced to weave from bow trail on ramp to memorial Dr off ramp.
- This will likely have a minor impact unless a change is made at 24 Ave as well.
- The city has been implementing these Band-Aid solutions for over 20 years and it has led us to the stark reality that Crowchild Tr. is in need of major improvements. Had the city taken its responsibility seriously these improvements would have been made incrementally over the last 20 years. This corridor is in crisis and the city is still entertaining temporary adjustments. The city should be ashamed of having watched this crisis develop without making solid plans to address it.
- Stop trying to engineer highways through cities. Focus only slowing down traffic and decrease demand so that people change their behaviour. Don't subsidize their choices to live in sprawl.
- I beg you, please, please, please do this now while the long term solution is meted out. This should not be encumbered by your slow bureaucratic process.
- Does not address the real issues and traffic/infrastructure needs of Crowchild. Build the tunnel or raise the road.
- Left hand turns is not what is causing the bottlenecks in my opinion.
- This idea is not clearly described. If you are talking about only banning left hand turns from Crowchild on to Kensington Road or 5th Avenue, I would support it. But if this idea also means traffic from Kensington and 5th are banned from crossing Crowchild, it's too restrictive to the communities of Kensington, West Hillhurst and Parkdale.

- As a resident of Capitol Hill, I need better access to that area. I do not prefer to use Crowchild; therefore, a road access across the tracks into that area would be helpful. Options: 1. Make a service/business road from 24th Ave NW all the way to down to 24th St. NW. 2. Make a connection to Banff Trail from 20th Ave NW. 3. Make a connection to Banff Trail from 23rd Ave NW.
- This idea will improve rush-hour traffic flow along Crowchild but will not impact off-peak hours. The improvement during rush-hour will likely be small. The whole point of this option is to limit mobility across Crowchild.
- There isn't much in the way of bordering communities to maintain at this location.
- No left hand turns at all on Crowchild Trail. Only right on and right off. Plus add an overpass at 24 Ave NW which is already planned.
- Need an overpass here.
- Banning all lefts in this corridor during peak hours makes southbound access to Crowchild much more difficult to the West Hillhurst area and could increase commute times.
- Because it doesn't serve the local residents well in any way! This is a stupid idea. I think that an all points interchange needs to be built at this location - closing the road will lead to further traffic congestion at other points. This is stupid. This is a really poor idea and it will wreak havoc at other locations. The city needs to understand that concept of unintended consequences. The cars will go somewhere else and cause congestion and failure at another location. Why move a problem - why not solve it?
- Do in conjunction with an overpass at 24 Ave NW (already planned) and no left turns anywhere on Crowchild (only right on and right off).
- I suggest closing off all access to Crowchild between Kensington and 9th Ave NW, then establishing two cross-overs - one south of Kensington, one north of 5th, and having traffic reversed, driving on the lanes left of the median, facilitating left turns at both intersections, if it is desirable to maintain the left-turn facility.
- I fully live close to this intersection and use it frequently. I also access motel village regularly and would not feel burdened to use 16 Ave to access the area. That said, it does not "improve" access across Crowchild but doesn't burden it either.
- How are you supposed to get into Parkdale or get on to Memorial Dr? Half the time you can't merge right off of the bridge over Crowchild to The Memorial Drive/Parkdale Blvd exit, so you forced to go to the lights at Kensington. This will kill businesses in Parkdale. Dumb idea when you can't use the existing exits.
- I still want the traffic lights to disappear.
- Reduces neighbourhood access
- Fully in favour of this project.
- I drive from the north to the south every day. I have a hard drive too. This is not just about people getting to the northwest. My left turn onto Crowchild to head southbound is either off 5th street or Kensington. Please do not make me go up to 16th Ave, one of the worst roads in the city. It is frustrating that the small time inconvenience for Crowchild would shut down this route, even temporarily. I use businesses in Kensington on my way home from work and I guarantee that would stop if I don't travel on 5th or Kensington road anymore when my left turn is taken away. Please do not stop the left turns even for the short term. It does not solve the problem and only kills business in the meantime.
- Close the road, tie Banff Trail into the future interchange at 24th. Is there a future plan made for the re-development of the of the Stadium site?
- A good short term solution.

- Cuts off egress from Hillhurst. If people are still able to drive straight across Crowchild, in order to get onto Crowchild south, they will then have to go to Kensington, Memorial, or 16th Ave to access it, increasing the traffic volumes on those routes, creating backup on another section - doesn't resolve the issue.
- Works during peak periods, but not effective overall.
- Isn't Kensington Street supposed to be a transportation corridor? How can stopping cars from getting onto Crowchild make this possible? Being a transportation corridor was a reason used to justify the Truman apartment building development on the Legion site. As it is we have a hard enough time trying to get out of this area during rush hours. This only benefits people who live in outer neighbourhoods. It negatively impacts nearby residents and University traffic. How can we get out of our neighbourhood during peak hours? Only people who live far away would see any benefit - why should residents nearby who pay taxes yet again have to subsidize outer neighbourhoods.
- This idea may work, but, I feel that the best solution is to improve traffic flow rather than restrict access to travel routes. At its best this is a good temporary solution to use while a permanent one is created.
- The trade-offs are just costly. I think it will create confusion and possible accident hazards for people who choose to ignore the ban.
- Would push non-local traffic to 16th and Memorial, which are better suited to handle the traffic. Would make more sense if the interchanges with 16th and Memorial were better.
- There is access to 16th from this area, left-hand access to Crowchild during peak times from 23rd makes little sense.
- Keeps community separated from things they need to access on the different sides of Crowchild.
- There are no other alternative routes. It will form more traffic through the communities during peak hours.
- Signage needed at 500 metres or more before intersections to provide drivers with alternate routes.
- Bordering communities deserve as much free flow as commuters. Our needs must be as respected as theirs.
- Please note that I have posted this suggestion against multiple items.

While going to and from Stampede games for many years, this is something I have thought about many times. Here are some of the constraints as I see them:

1. The C-train goes into a tunnel between 23 and 24 St, which limits the ability to put in an interchange. For example, Crowchild Tr could likely not be sunk below grade, which would disallow a design similar to Glenmore Dr by Chinook Mall.
2. 24th Ave east of Crowchild St is a local road and through traffic should be discouraged (this is objective 1 - Maintain and Enhance Bordering Communities).
3. Even if Calgary Next happens, the McMahon parking lot will continue to be used for transit parking. That, and the University, are major sources of traffic which must be serviced. Presently, getting to these areas is not a problem; but leaving them is a problem.
4. Crowchild Tr, 24th St between 16th and 24th Avenues, the pedestrian overpass at 23 St, and the termination of Banff trail at Crowchild are a hodgepodge that has grown over the years. The road network in that area needs a rethink before any additional money is spent. Looking at this area as a whole, with recent traffic volumes and growth forecasts at hand, and starting with a clean white board, fresh erasable markers and plenty of coffee, I'm certain the traffic engineers can come up with some good alternatives that do not break the bank. To get things moving, here is my suggestion. WB means westbound, EB means eastbound, etc.:

#### *24 St & Banff Tr:*

- A. 24th St becomes a small-scale frontage road - no parking, one way NB traffic



B. Extend this frontage road to 24 Ave.

C. Eliminate Banff Tr outlet to Crowchild Tr and turns from Crowchild Tr to Banff Tr. Motel Village NB traffic to Crowchild Tr would use the (former 24th St) frontage road (details are below)

*23rd Ave/Crowchild:*

D. Remove 23rd Ave / Crowchild Tr intersection. Pedestrian flyover remains.

E. SB Crowchild becomes right-off, right-on to McMahon parking lot.

F. Provide an off-ramp on NB Crowchild Tr at 23 Ave for access to Motel Village. Traffic exiting Crowchild would have priority access to the frontage road, to eliminate the potential of exiting traffic backing up onto Crowchild Tr.

G. Motel Village traffic to SB Crowchild Tr would use 16th Ave, then off ramp to SB University Dr, then Crowchild Tr.

*Crowchild Tr / 24 Ave:*

H. SB Crowchild Tr at 24 Ave, and NB Crowchild Tr at 24 Ave become right-off, right-on junctions. i.e. no lights, no left turns.

J. Build a flyover for eastbound 24 Ave traffic coming from the University to access NB Crowchild Trail. The ramp exiting the flyover onto Crowchild Tr would also take merging traffic from the frontage road and 24 Ave east of Crowchild Tr. (Because this is a low-speed turn, the flyover would not necessarily be a huge, imposing structure which dominates the area.)

K. Provide bike and pedestrian flyover over Crowchild Tr at 24 Ave.

M. The 24th Ave / frontage road intersection would be east of Crowchild. NB frontage road traffic may turn east on 24 Ave or continue north and merge to NB Crowchild Tr.

*Challenges:*

1. No access to NB Crowchild Tr from McMahon parking lot. This traffic would have to use University Dr / 24 Ave. The University might have something to say about this. But before we get to that point, consider that this parking lot is itself a hodgepodge that needs a rethink. After the rethink, there may be a better way to route this traffic.

2. No access to WB 24 Ave from Crowchild trail. This traffic must use University Dr. University Dr may need upgrading, or the University may not like it (or maybe the university would like the idea.)

3. WB 24 Ave traffic from Capitol Hill and EB 24 Ave traffic from the University cannot continue across Crowchild Tr and WB 24 Ave traffic cannot access SB Crowchild. This stops people such as me using 24 Ave as a shortcut, which enhances objective (1), but Capitol Hill residents may not like the lack of access and/or it would offload traffic elsewhere.

4. I have not considered traffic volumes. As an illustration, item (G) may not be feasible for high volumes.

If you'd like a diagram, contact me. (*contact information removed*)

Good luck!

- Easy to implement.
- This is a good SHORT term solution. Something else will need to be done for long term, such as a tunnel or a flyover but for short term this could work.
- I can see that bordering communities would not like it. I really think a proper interchange without lights here would be the best in the long term
- I think 5th Ave too would have people in the community not happy.

- If all 4 left turns onto Crowchild are made during peak hours it makes it tricky to head to south Calgary from briar hill. Also it may increase traffic turning left onto memorial drive from 19th St - a tricky left turn at the best of times.
- Traffic needing to cross Crowchild Trail can do so at the Memorial Dr. overpass just to the south of this intersection. Traffic wishing to cross Crowchild Tr can do so within a couple blocks of this intersection at 16 Ave NW or at Charleswood Dr NW. All cross Crowchild turns should be banned during rush hour - there are overpasses within several blocks either way of all level crossing intersections.
- Band-Aid on gaping wound. You need to get 6 lanes free flowing right to Charleswood Dr. This is cosmetic surgery. You need to get 6 lanes of free flowing traffic from 17th Ave SW to Charleswood Dr.
- I don't think this is a valid idea. There are better options, where we should eliminate the lights there all together.
- Any remaining lights on Crowchild Trail would be a complete waste of time and money. This would be Band-Aid stop-gap measure...and not very good at that.
- It does not enhance bordering communities, focuses on peak hours which are not the only times efficient flow along Crowchild is an issue.
- Not ideal, does not solve the problem long term. Any traffic lights left on Crowchild Trail is a waste of time and money.
- I voted against this proposal because I am unclear whether the East-West traffic on Kensington Ave. and 5th Ave. will be restricted, or if only Crowchild traffic will be prohibited from left turns. The Macleod example shows traffic entering the main road cannot turn left. Should 5th and Kensington traffic be restricted from turns to Southbound Crowchild, traffic from areas east would either have to use 16th Ave NW or go through the western part of the downtown to reach 4th or 6th Avenues. Neither of those options is valid, in my opinion, as the downtown routes are very heavily travelled already, and additional congestion along Bow Trail and its connectors would become more congested; similarly, pushing more traffic to 16th Ave. would exacerbate an already crowded portion of the TransCanada Highway. The ramp to Crowchild from 16th Southbound is not able to carry large volumes of traffic, due to its tight turn radius and the minimal storage capacity. Should current left turns from Kensington and 5th to southbound Crowchild be retained, I feel the proposal has merit. I would support it under those conditions.
- Cross connectivity of communities suffers. Huge number of people doing illegal u turns in neighbourhoods to make the left turn.
- Left turns are not the problem, so the result will not be significant enough.
- Diverts but does not eliminate issues
- This is generally a good idea, should not be seen as a permanent solution, good for short term. Concern about where those who need to turn left during rush hour and impact on other streets. Perhaps only restrict westbound left hand turns, this will keep southbound flowing well.
- It will impede access to businesses and motels on the east side of Crowchild, during rush hours which is a busy time for them.
- This proposal makes it challenging to get onto Crowchild Trail from the business road and exit that area but I think there are safety issues with the side road with trying to turn into the intersection that leads to Crowchild. The space is relatively short and drivers have to be very careful when they are trying to turn off the business road. Having the left turns definitely slows the traffic on Crowchild Trail which backs things up further south trying to head north. I think that as long as vehicles can make a left turn at 24th Ave, that there would be improved flow on Crowchild while still maintaining access to the community. Ideally, I would prefer to see a redesign of Crowchild in the area that includes on and off ramps and clover leaves that provide clear/safe access.
- There are still red lights causing congestion.
- Transportation corridors like Deerfoot and Crowchild Trail would function the best if there was no way on or off of them, people could just exist there somehow and stay on them and go round and round until they run out of gas.



Clearly that's dumb. So is this idea. 5 Ave is one of the only 2 access points for Crowchild trail and Crowchild trail is pretty much the only way to access memorial drive. When I have to drive there is no other way. Kensington road and 5 Ave are always backed up by a block or a 10-minute wait due to the long light cycle and no advanced left turn signal during the only time of day that it matters for the neighbourhood, the morning. Left turns onto Crowchild does not affect Crowchild trail only the people leaving Parkdale to cut through West Hillhurst to get downtown.

- This intersection is awkward to begin with so definitely could use some improvement.
- Unless you ban cross traffic as well - particularly at 24th Ave - this might not have the improved impact you are looking for and will see larger, shorter backups.
- I live in the boarding communities, not the suburbs. Please don't try to bring the flawed development of the suburbs to the inner city. The ability to connect to the roads adjacent to the community is very important. The suburbs where you drive in circles around your community until you are funnelled into one access road is not why I live in the inner city.
- I believe this is a low cost alternative to helping traffic flow and there are options to go left at other points.
- Left turns are hardly the bottleneck here, banning movement only makes the roads more unpleasant because people can only see to the end...
- Vehicles will use alternate routes through the neighbourhood. They will drive/speed on residential roads that are not intended for commuters! This idea will harm the quiet roads in neighbouring communities.
- Simple, quick - easy to implement and assess results.
- If this idea means turning left onto Crowchild from the communities, it seriously impedes access north and south.
- While it has limited impact it doesn't improve travel along Crowchild significantly.
- As a resident living on 19th St NW, I cannot support any measures that would increase traffic on what is a RESIDENTIAL street.
- With no lefts, Southbound cars will take rights on 5th Ave, then will go South on residential roads then left onto Kensington Road. This will DRAMATICALLY increase traffic (& speeding) through residential neighbourhoods.
- At all three of those locations there are dedicated turning lanes. By limiting access at Kensington, you are limiting access for people coming home without any good alternative. I see the issue with slowdowns in that area as a result of both too many traffic lights (maybe 5th isn't necessary) as well as dropping from 3 to 2 lanes at university drive. I can see limiting turns at 5th and 23rd as a potential option, but there needs to be some access to the communities at the bottom of the hill.
- This is at least two ideas, not one. In the morning, traffic on the ramp from southbound Crowchild to eastbound 16th is already a problem and would back up even more. Also, drivers who are not regular commuters could easily be trapped in the left lane and end up having to cross the river to get turned around.
- Smooth flow of traffic (without traffic lights) N-S. Use existing overpasses at Memorial, 16 Ave, 32 Ave E-W. Add pedestrian/cycling overpass around 5 Ave E-W. Allow right only turns at all existing intersections. Remove all left turns. This is an effective, low cost, fast implementation option.
- Restricting left turn off Crowchild onto 23rd will hinder access for residents in that area and will increase traffic in other areas that will be used by these motorists. Relocating the heavy traffic to another area will only increase traffic flow in areas not able to handle heavy traffic.
- The traffic turning onto westbound Kensington Road and 5th Avenue NW is not an issue that would impact the flow on Crowchild Trail. In fact, this would add to congestion as residents and others trying to access the community of West Hillhurst and Parkdale. I believe that providing an advance arrow between 15 to 30 seconds

is sufficient to relieve those wanting to enter the two communities without any disruption. Otherwise, confusion and frustration to back track will lead to collisions and further delays.

- Impact is relatively localized. If combined with 23rd closure, this might be effective to divert all traffic.
- Without an alternative in place, I do not believe this strategy will have enough impact on traffic flow to make it a reasonable option.
- While it may relieve some traffic during peak rush hour periods, it would not have a great impact on commute times as the left turn lane is already a decent stretch allowing for little to no restrictions on the left lane.
- It might be considered to enhance the community along 24 Ave NW, east of Crowchild, by reducing traffic during peak hours.
- I live east of Crowchild on 6th Ave. With this change how am I going to get to my house??? This change benefits those travelling N/S on Crowchild but will hinder travel even further for those of us who have decided to live closer to the downtown core to reduce our transit time and be environmentally friendly. Why is the City doing everything they can to help those travelling N/S but not for those who live in communities nearby??
- This idea does not improve the 2-lane bottleneck. There is a short green left turn light and does not impact traffic significantly during peak periods. Not worth the time and money associated to implement.
- This is the only way to access a south route from the West neighbourhood, many times residents need to access Crowchild via a left hand turn. Keep the flashing left light on for longer. A traffic light is very important to keep.
- One consideration not included is that this option would divert additional left turn traffic from 5th onto Kensington which is already backed up.
- Affecting all traffic trying to access community has negative impact on communities, only helps at peak times when most people are heading home/to work, meaning any traffic that would be turning left will back up in other areas instead only shifting the congestion.
- Easy win.
- Like this. People can find alternate routes to 5th Ave.
- Same concern with restricting Kensington turns, potential restrictions to only westbound left hand turns.
- Restricts the use of Crowchild Trail during peak hours by the residents in the adjacent communities.
- Only concern is how will people from 5th Ave get onto Crowchild trail north during this time...this idea seems to be missing this piece plus it states that traffic will move to local streets so this doesn't seem ideal either.
- This suggestion along with the ban on fifth leaves so many neighbourhoods without any access to a southbound Crowchild. How is this supposed to happen? Through a neighbourhood to gain access to 16 Ave NW? As well, a lane has been taken away from 5th Ave as it was tied into a bike lane. Useless.
- Sensible first step.
- Eliminates key bus routes through West Hillhurst. Bus would become too far away to be useful.
- I don't think that there is much community between Crowchild Trail and Memorial along that piece of Kensington.
- I drive every day and right turns only at Kensington and 24 would really help.
- How will people get to Kensington road during this time?



## 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 (x47)
- This idea meets the key principle SOMEWHAT (x37)
- This idea DOES NOT meet the key principle (x49)

### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x70)
- This idea meets the key principle SOMEWHAT (x36)
- This idea DOES NOT meet the key principle (x28)

### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x24)
- This idea meets the key principle SOMEWHAT (x33)
- This idea DOES NOT meet the key principle (x74)

### Verbatim comments

- Limits access to LRT, businesses, U of C and all sport facilities. Does not work well all around.
- It will be difficult to access communities and the university. The walkway over Crowchild would be a must. I'd be worried about increased flow of traffic through communities that didn't normally have lots of traffic due to the restricted access of limiting turns at 24th Ave.
- All access to McMahon Stadium and the University of Calgary would be constrained and have to be moved to University Drive and 24 Avenue. This change would impact the local community of University Heights significantly without significant thoughtful planning.
- Take the constraint off of 24th Avenue. Save our neighbourhood. Make the interchange at 16th and reduce the speeding traffic through a very congested residential neighbourhood. This intersection is the main bottleneck of it all. Just addressing the lights here and ending the 70kmph average traffic on 24th Ave westbound will save lives and help Crowchild flow as it should.
- Simple quick cheap. I think it should only be during rush hours though - 6-9 AM & 4-6 PM M-F.
- Worry this would shift a lot of traffic off 24 Ave through local streets to eventually get back to Crowchild. People need to get from the University to Crowchild north....Crowchild approaching downtown need to shift from a freeway to a fast busy city road. This should happen at 24 Ave and so stoplights there should not be seen as a disaster.
- By doing this you would greatly impact motel village. Bad for tourism and the needed revenue tourists bring to the city.
- Crowchild has been developed over the last few years to flow like a freeway but unfortunately is riddled with minor interruptions like 23rd / 24th and 5th avenue intersections. It's time that a hierarchy was established and the minor feeds were rerouted.

- This idea removes one set of lights on Crowchild Trail with little impact on surrounding communities at a low cost. However not good for getting across Crowchild Trail. The existing access to the university from Crowchild Trail and the surrounding communities should be maintained. Better to remove the intersection at 23 Avenue completely with access to the business area from 24 Ave.
- Right turns only doesn't do any good for the overall corridor, key access to U of C and arenas in the area.
- Only works if University Ave access improved. Needs pedestrian bridge north of 24th Ave.
- Needs to have flyover at 23rd Ave.
- I think I prefer this to the other 24th interchange - with frontage roads idea.
- This just creates a potential new problem elsewhere.
- Overpass needed here and already planned for.
- Too small a solution for the size of this massive problem. This is what 20 years of negligence does to infrastructure. It wouldn't surprise me if the city just threw its hands in the air and gave up.
- No left hand turns at all on Crowchild Trail. Only right on and right off. Plus, add an overpass at 24 Ave NW which is already planned. Need an overpass here.
- Again, this doesn't solve any problems at all, it merely causes unintended consequences such as increasing travel through the community. If you want to improve traffic flow then you need to reduce barriers to flow not increase barriers to flow.
- I would be concerned about access to the Children's Hospital. The bigger problem is where Crowchild narrows to 2 lanes.
- Need an overpass at 24 Ave.
- I use the 24 Ave intersection daily but avoid it during peak times. Much of the traffic along 24 Ave seems to be cut through traffic so I think that the impact to the actual community residents is acceptable. That said, in order to make this feasible for me, I would need improved access to Charleswood/32 Ave. Right now, Morley Trail requires me to turn right and do a U-turn behind the London Drugs in order to go west on 32 Ave and access Crowchild south. Perhaps a traffic circle along Charleswood would resolve this. My priority is removing all stops along Crowchild and having those stops or slowdowns occur on less busy roads, like Charleswood.
- The flyover at 23rd Ave would work well. The pedestrian walkway across Crowchild should extend through to the LRT station.
- While this idea will improve the traffic flow for this area of Crowchild during the day, it will increase already very high traffic on both 16th exits during rush hour and therefore affect traffic in the same area of Crowchild. If this idea was implemented there would need to be a way of reducing the traffic coming from 16th. Also, there would be limited access for communities between 16th and Charleswood wanting to go southbound which would be an inconvenience for them as it would increase their travel time.
- Poor safety. As people backup into 24th, they will have to re-route. All traffic flows will encounter interactions.
- Improves flow but causes a lot of redirected traffic which will tie up other areas.
- What if you want to go south? How far would you have to drive to be able to turn around?
- Coming from Brentwood/University to Kensington requires a left at 24 or 5th. If you shut off all of them how are residents supposed to get home. Doesn't make any sense for the people who live in the communities just east of Crowchild.
- A 'dinosaur' idea - how does this in any way address vehicular mobility of the existing communities (residential and commercial) and of the redeveloped McMahon site and Motel Village.



- Please note that I have posted this suggestion against multiple items.

While going to and from Stampeders games for many years, this is something I have thought about many times. Here are some of the constraints as I see them:

1. The C-train goes into a tunnel between 23 and 24 St, which limits the ability to put in an interchange. For example, Crowchild Tr could likely not be sunk below grade, which would disallow a design similar to Glenmore Dr by Chinook Mall.
2. 24th Ave east of Crowchild St is a local road and through traffic should be discouraged (this is objective 1 - Maintain and Enhance Bordering Communities).
3. Even if Calgary Next happens, the McMahon parking lot will continue to be used for transit parking. That, and the University, are major sources of traffic which must be serviced. Presently, getting to these areas is not a problem; but leaving them is a problem.
4. Crowchild Tr, 24th St between 16th and 24th Avenues, the pedestrian overpass at 23 St, and the termination of Banff trail at Crowchild are a hodgepodge that has grown over the years. The road network in that area needs a rethink before any additional money is spent.

Looking at this area as a whole, with recent traffic volumes and growth forecasts at hand, and starting with a clean white board, fresh erasable markers and plenty of coffee, I'm certain the traffic engineers can come up with some good alternatives that do not break the bank. To get things moving, here is my suggestion. WB means westbound, EB means eastbound, etc.:

*24 St & Banff Tr:*

- A. 24th St becomes a small-scale frontage road - no parking, one way NB traffic
- B. Extend this frontage road to 24 Ave.
- C. Eliminate Banff Tr outlet to Crowchild Tr and turns from Crowchild Tr to Banff Tr. Motel Village NB traffic to Crowchild Tr would use the (former 24th St) frontage road (details are below)

*23rd Ave/Crowchild:*

- D. Remove 23rd Ave / Crowchild Tr intersection. Pedestrian flyover remains.
- E. SB Crowchild becomes right-off, right-on to McMahon parking lot.
- F. Provide an off-ramp on NB Crowchild Tr at 23 Ave for access to Motel Village. Traffic exiting Crowchild would have priority access to the frontage road, to eliminate the potential of exiting traffic backing up onto Crowchild Tr.
- G. Motel Village traffic to SB Crowchild Tr would use 16th Ave, then off ramp to SB University Dr, then Crowchild Tr.

*Crowchild Tr / 24 Ave:*

- H. SB Crowchild Tr at 24 Ave, and NB Crowchild Tr at 24 Ave become right-off, right-on junctions. i.e. no lights, no left turns.
- J. Build a flyover for eastbound 24 Ave traffic coming from the University to access NB Crowchild Trail. The ramp exiting the flyover onto Crowchild Tr would also take merging traffic from the frontage road and 24 Ave east of Crowchild Tr. (Because this is a low-speed turn, the flyover would not necessarily be a huge, imposing structure which dominates the area.)
- K. Provide bike and pedestrian flyover over Crowchild Tr at 24 Ave.
- M. The 24th Ave / frontage road intersection would be east of Crowchild. NB frontage road traffic may turn east on 24 Ave or continue north and merge to NB Crowchild Tr.

Challenges:



1. No access to NB Crowchild Tr from McMahon parking lot. This traffic would have to use University Dr / 24 Ave. The University might have something to say about this. But before we get to that point, consider that this parking lot is itself a hodgepodge that needs a rethink. After the rethink, there may be a better way to route this traffic.

2. No access to WB 24 Ave from Crowchild trail. This traffic must use University Dr. University Dr may need upgrading, or the University may not like it (or maybe the university would like the idea.)

3. WB 24 Ave traffic from Capitol Hill and EB 24 Ave traffic from the University cannot continue across Crowchild Tr and WB 24 Ave traffic cannot access SB Crowchild. This stops people such as me using 24 Ave as a shortcut, which enhances objective (1), but Capitol Hill residents may not like the lack of access and/or it would offload traffic elsewhere.

4. I have not considered traffic volumes. As an illustration, item (G) may not be feasible for high volumes.

If you'd like a diagram, contact me. (*contact information removed*)

Good luck!

- Allows for longer lights to get more vehicles moving north-south.
- Right hand turns will not impede traffic flow on Crowchild but all cross Crowchild turns should be banned during rush hour - there are overpasses within several blocks either way of all level crossing intersections.
- Access to the University should be off of University Dr with off ramps north and southbound Crowchild Trail. 24th Ave should be an overpass over Crowchild with no access from Crowchild Trail. There's easy access off of Crowchild at Charleswood Dr.
- Although this allows for good mobility on Crowchild Trail, no mobility across Crowchild severely cuts off community access and access to / from U of C. Business access and pedestrian mobility across Crowchild trail is not very good with this option.
- How does one expect to get across?
- Personally seldom access University or McMahon, so perhaps don't appreciate impact.
- Best solution for this intersection is to have a flyover combined with access roads to 24th Ave - otherwise you risk having bottlenecks everywhere else anyway.
- Does not make a difference, and blocks access to the university and the children's hospital for traffic coming from the south/downtown. Have to travel across two lanes.
- May be some local business impact.
- 24th is a pretty integral east/west corridor. For many, this would push traffic along Morley Trail and through playground zones to Charleswood Drive. For this to be a viable option there would still need to be east west flow (under/over?).
- Forcing local traffic to take long detours just to potentially save a few seconds for cars on Crowchild is unfair.
- Don't think that the right hand turn impacts that much traffic flow. And may impact the businesses negatively there.
- Should be looking to improve getting to the U of C, not creating obstacles.
- Once again, if you restrict left turns onto 23 and 24th Avenues into McMahon Stadium, University of Calgary and will create further chaos for motorists not familiar with the area and would lead to bad decisions and eventually collisions. Recently the City of Calgary redesigned the intersection of 24 Avenue and Crowchild Trail NW and this has greatly improved movement along 24 Avenue and Crowchild Trail. I cannot stress enough that motorists need to be able to access communities and facilities west of Crowchild. There is no benefit to restricting these turns only to create further issues down the road.





- This idea cuts off a principle access point to LRT and businesses that need easy access from out of town area who won't understand convoluted access routes to reach hotels. 24 St needs to have north and south access from Crowchild Trail in some easy manner.

### **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 (x75)
- This idea meets the key principle SOMEWHAT (x88)
- This idea DOES NOT meet the key principle (x51)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x97)
- This idea meets the key principle SOMEWHAT (x19)
- This idea DOES NOT meet the key principle (x11)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x114)
- This idea meets the key principle SOMEWHAT (x32)
- This idea DOES NOT meet the key principle (x8)

#### Verbatim comments

- This won't help if light still exists at 23rd Ave.
- It keeps traffic flowing better along 24th. Now with the lights changing, it's hard to turn left onto Crowchild. By having an overpass, we can keep more cars moving. It'll be hard on the residents nearby while construction is going on and may impact those immediately beside the intersection. However, I think that's a trade-off for the 100's of people and 1000's of cars every day to get them moving out of the community. I live a couple blocks down from that intersection and would love this idea to happen!
- Where are ideas around sustainability, and enhanced pedestrian access? All I see are suggestions around road engineering.
- I am just against this. 24th Avenue is a dangerous road to live on for me and my daughter. Traffic should be redirected to 16th Ave, which is well equipped for this. Additionally, if an all turn intersection is constructed on 16th in conjunction with 24th Ave restrictions, this will solve the issue and help the 24th Ave safety.
- An interchange is needed to avoid congestion there.
- Would be noise impact from the raised 24th Avenue crossing Crowchild. Would not be as bad as noise from current 16 Ave bridge just because there is less traffic on 24 Ave. How much impact would this have on the traffic flow? The traffic has to slow at some point as it hits the inner city and becomes a busy city road for a while instead of a freeway. Goal should be to keep this busy city road moving well, but not at higher than 50 - 60 km/hr.
- It would certainly improve travel, but I don't think it's required. That said, I think that making left hand turns available on a solid green should be re-implemented, as this has backed up traffic significantly since the changes were made a few months ago.



- Without other improvements done concurrently, this just moves the problem to another point and makes it worse.
- As a Crowchild commuter, I like this idea a lot. The pedestrian/bicycle overpass MUST be a requirement (not an option) for this idea and should be designed with input from users. User input should be given a high weight in the decision-making (versus cost). Usable overpasses cost a lot of money but are worth it. The Shaganappi Tr pedestrian overpass at Dalhousie is an example of undervaluing user input.
- I'm wondering why all turns is needed at 24th Ave, between University Dr/16 Ave to the south and Brentwood/32 to the north, wouldn't most neighbourhood use be met by those interchanges?
- This intersection is a pretty bad bottleneck in the afternoon rush-hour (I travel it daily) and an interchange of this nature would help greatly. However, the land there is fairly congested and I can't imagine how you could fit a new interchange there.
- Overpass needed here and already planned for.
- The cloverleaf proposal eats into too much useable land for Calgary's future baseball teams.
- I like the title, but the expanded explanation shows only right turns. Please show the full interchange version in detail.
- Surrounding community will be better off due to improved conditions on Crowchild.
- I'm on the "All-turns interchange at 24 Ave. N.W." page. The thumbnail image looks correct, but when I click on it I get an image of "Right-turns only at 24 Ave. N.W."
- You still bottleneck at 24th Ave. The bottleneck is not caused by turning on/off of Crowchild. It is caused by the volume of traffic crossing 24th Ave on Crowchild.
- Need an overpass here.
- This idea appears to meet all of the principles and is preferred but I would also be fine with the right turns only option for this intersection, which I use daily.
- 24 Ave is already a bottleneck in the morning. Increasing traffic here when 24 Ave ends at 14th Street does not meet the need.
- I like this idea the best.
- The more unrestricted flow here the better. Including PREVENTING access to 23rd Ave from Crowchild. Access to 23rd Ave not important as there is other access via 16th Ave and University Dr.
- Short of raising Crowchild Tr. and making it similar to an American raised freeway, this seems to be the next best scenario for 24 Ave.
- This is the model used on Deerfoot - eliminate at grade crossings. It does not work on any given day of the week once certain volumes are reached. For the rest of the day, they are not required, yet still retain the same negative impacts on adjacent communities.
- Either scenario allows for traffic flow on Crowchild and has minimal impact to residents.
- Why not lower the road for traffic on 24th Avenue and just have a level crossing for the cars and C-train under Crowchild? This would only impact traffic on 24 Avenue and not Crowchild.
- Improves 24 Ave travel, of course, but unworkable for existing/redeveloped Motel Village and McMahon stadium (parclo concept). Diamond could perhaps address this huge access issue.
- Please note that I have posted this suggestion against multiple items.

While going to and from Stampeders games for many years, this is something I have thought about many times. Here are some of the constraints as I see them:

1. The C-train goes into a tunnel between 23 and 24 St, which limits the ability to put in an interchange. For example, Crowchild Tr could likely not be sunk below grade, which would disallow a design similar to Glenmore Tr by Chinook Mall.
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- A. 24th St becomes a small-scale frontage road - no parking, one way NB traffic
- B. Extend this frontage road to 24 Ave.
- C. Eliminate Banff Tr outlet to Crowchild Tr and turns from Crowchild Tr to Banff Tr. Motel Village NB traffic to Crowchild Tr would use the (former 24th St) frontage road (details are below)

*23rd Ave/Crowchild:*

- D. Remove 23rd Ave / Crowchild Tr intersection. Pedestrian flyover remains.
- E. SB Crowchild becomes right-off, right-on to McMahon parking lot.
- F. Provide an off-ramp on NB Crowchild Tr at 23 Ave for access to Motel Village. Traffic exiting Crowchild would have priority access to the frontage road, to eliminate the potential of exiting traffic backing up onto Crowchild Tr.
- G. Motel Village traffic to SB Crowchild Tr would use 16th Ave, then off ramp to SB University Dr, then Crowchild Tr.

*Crowchild Tr / 24 Ave:*

- H. SB Crowchild Tr at 24 Ave, and NB Crowchild Tr at 24 Ave become right-off, right-on junctions. i.e. no lights, no left turns.
- J. Build a flyover for eastbound 24 Ave traffic coming from the University to access NB Crowchild Trail. The ramp exiting the flyover onto Crowchild Tr would also take merging traffic from the frontage road and 24 Ave east of Crowchild Tr. (Because this is a low-speed turn, the flyover would not necessarily be a huge, imposing structure which dominates the area.)
- K. Provide bike and pedestrian flyover over Crowchild Tr at 24 Ave.
- M. The 24th Ave / frontage road intersection would be east of Crowchild. NB frontage road traffic may turn east on 24 Ave or continue north and merge to NB Crowchild Tr.

**Challenges:**

1. No access to NB Crowchild Tr from McMahon parking lot. This traffic would have to use University Dr / 24 Ave. The University might have something to say about this. But before we get to that point, consider that



this parking lot is itself a hodgepodge that needs a rethink. After the rethink, there may be a better way to route this traffic.

2. No access to WB 24 Ave from Crowchild trail. This traffic must use University Dr. University Dr may need upgrading, or the University may not like it (or maybe the university would like the idea.)

3. WB 24 Ave traffic from Capitol Hill and EB 24 Ave traffic from the University cannot continue across Crowchild Tr and WB 24 Ave traffic cannot access SB Crowchild. This stops people such as me using 24 Ave as a shortcut, which enhances objective (1), but Capitol Hill residents may not like the lack of access and/or it would offload traffic elsewhere.

4. I have not considered traffic volumes. As an illustration, item (G) may not be feasible for high volumes.

If you'd like a diagram, contact me. *(Contact information removed)*

Good luck!

- Good idea.
- You already have a major interchange at 32nd Ave. Why put another major intersection so close to 32nd Ave? The other major access interchange should be at University Dr or 16th Ave. 24th Ave should go through and should go over Crowchild. Crowchild should be dug down as a sunken causeway like you did with Glenmore Tr at Elbow Dr SW. I realize the C-Train tunnel has to be moved, C-Train needs to go to ground level. This is one of the biggest mistakes they made when building the C-Train route in 1988. They should have sunk Crowchild.
- An all turns interchange is required to meet movement functionality.
- 24th Ave is the main northbound bottleneck. This should be the Key principle for Crowchild Trail improvement.
- I predict it would result in a significant increase in rush hour community cut through traffic.
- Unless the lights are eliminated, the traffic slows.
- Fine as long as no lights stopping traffic flow on Crowchild.
- You need access at 24th Ave - but get rid of access at 23rd Ave.
- If this is placed in, there has to be a barrier of some sort to stop people from changing lanes before University Drive, crossing the white solid line, too many problems right at that Dual Turn to the university.
- This is a major point of congestion on Crowchild. Current situation is not good for travel, mobility, or for the bordering communities. Either overpass scenario would be a great improvement to our city.
- Scenario 1 has less impact on properties to the west and therefore a better idea.
- Scenario 2 not scenario 1.
- Would help flow for both Crowchild and 24th Ave. would have minimal impact on community as intersection is already set to the west. Impact may be on immediately east on 24th where there is an apartment building and a church. The overpass is absolutely required for Crowchild mobility. Why can Crowchild not go over 24th Ave, reducing the impact even more?
- Mobility across Crowchild is not improved at all and is worsened if a diamond interchange is used.
- There is tremendous potential for fine grain, walkable urbanism and mixed use development along both sides of 24th Avenue, even in close proximity to Crowchild Trail (quality of place / place making). An interchange will fail & erode the potential for this to happen. Why should the residents and property owners of the adjacent communities have this opportunity taken away from them simply because residents in further out communities choose to live there and drive to work? Building an interchange is also essentially giving further out citizens false hope of reduced congestion due to the fundamental fact of INDUCED DEMAND (making it easier to drive by widening lanes or building interchanges inevitably results in more traffic and the same congestion in the future).



- An interchange here would improve traffic flow along Crowchild significantly.
- Interchanges are necessary to speed the traffic. The city has outgrown the current design, and traffic will only get worse in the not too distant future without these controls.

#### **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 (x24)
- This idea meets the key principle SOMEWHAT (x39)
- This idea DOES NOT meet the key principle (x78)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x47)
- This idea meets the key principle SOMEWHAT (x39)
- This idea DOES NOT meet the key principle (x89)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x30)
- This idea meets the key principle SOMEWHAT (x34)
- This idea DOES NOT meet the key principle (x24)

##### Verbatim comments

- This idea may work once McMahon and the other sporting facilities get redeveloped. Until then, it's not feasible. Too much impact on the buildings and facilities that are already existing.
- Too large scale, too disruptive, not a good idea.
- There will be significant impacts on bordering communities, the University and McMahon Stadium. The City is assuming that the stadium will not exist in its present form when there is no plan to replace it currently.
- I think it'll cause more headaches than solve issues.
- Where are any ideas around sustainability, improved pedestrian access, and better public transit? Build a train that goes along Crowchild and get rid of all of these single driver cars. Let's plan for the future rather than the past. This is not a sustainable idea. I am sadly disappointed by this study. Why are we only thinking about road architecture? This is superficial. Only more sustainable ideas that enhance alternative transportation - train, bike, bus are worth considering. Disappointing to say the least. This is just moving the problem from one area to another. Makes no sense. Explore alternative, more sustainable alternatives, rather than simply moving road around.
- Too long term.
- Could work. Depends on moving McMahon Stadium. Would reduce noise from 16 Ave interchange vs proposals in 5 & 6. Keeps traffic lights at 24 Ave which I think is a good thing - marks transition of Crowchild from a freeway to the NW to a fast city road as it approaches the core; may be too negative an impact on Foothills Athletic Park to be achievable.

- Idea 12 is far more preferable as this option sterilizes far too much land and eliminates regional sports assets.
- Too much impact on the surrounding communities. Yes McMahon Stadium area probably will be redeveloped in the future but there will be a roadway bisecting it and there will be too much pressure to build access to the area compromising flow along Crowchild Trail. Also there will be more lights when crossing Crowchild and potentially more crossings. Better to reduce the number of crossings and use the existing alignment.
- Far too invasive.
- Personally, I find the bottle neck south of here a much larger problem. All the traffic lights also impact the flow of traffic.
- I don't fully understand this but if there are any lights on Crowchild it is undercutting the principles of this project.
- Really?????
- Looks like it wipes out McMahon. More difficult to cross.
- Absolutely terrible idea that will hardly improve traffic along Crowchild in the long term - not to mention the presumption that McMahon stadium will be torn down anytime soon.
- This is a ridiculous idea and too expensive.
- Crowchild needs to be rebuilt. But it needs to be tunnelled with an increase in the number of lane and all new interchanges.
- Stupid idea!
- The impact to communities seems minimal with the exception of the blue and white building near University Drive. The fact that the city has right of way for much of this land is a plus.
- Eliminates two set of lights south of 24th Street, and get rid of weird left hand lane to University Drive.
- Not sure if you are aware but there is a road from Crowchild to the University. Called University Dr and on the north side is 32 Ave which enters onto Shaganappi Dr. The problem is the bridge over the river, it needs to be made wider.
- This only works if McMahon Stadium is going to be demolished.
- Why is the new, west portion of Crowchild running right through McMahon? Can it not go to the east of McMahon and save the stadium for other uses? Create a parkade to replace existing parking. Sun court is very old and should be demolished anyway. Like that idea. The main area of concern is the lights at 5th and Kensington. Widen bow river bridge and create upper roadway between the river and 24th.
- I think that this doesn't resolve the issue but instead shifts it. The unintended and unknown consequences make me unwilling to support this idea.
- What about Crowchild south of this area? This would only move the problem somewhere else.
- Affects existing structures too much.
- Not sure what this is going to accomplish. I don't see this area as a big impact to travel and the wide distance between the two roads makes pedestrian movement tricky.
- This plan allows for signals at 24th Ave NW. I do not think there should be signals at 24th Ave NW.
- This is one of the best ideas.
- Too complicated.
- The idea has potential.
- Too much money.



- Don't do it. More pavement in an already chopped up area. Widen Crowchild as a sunken causeway. Take some land from Foothills Park and McMahon parking lot. Better idea is to move McMahon to a better location (DT or deep SE where the weather is better and you can tailgate). Then re-purpose the remaining land between Crowchild and University Dr with condos, University sized stadium and track/baseball facilities. It would be a big improvement and you wouldn't even see Crowchild because it would be sunken and out of sight.
- Any remaining traffic lights on Crowchild trail would be completely a waste of time and money.
- Don't tie the politics of the proposed new football stadium and arena drive Crowchild Trail improvement.
- The east west mobility still needs to be addressed, as well as pedestrian and bicycle routes.
- Seriously guys/gals, look at your map. You have a natural round-a-bout around McMahon stadium with no lights required - free flow.
- Moves the issue over. Traffic slow unchanged. Short term solution. Focus on a long term plan, especially if the population is going to increase substantially.
- Traffic signals will be an issue, so traffic flow will be enhanced, but only somewhat. Loss of athletic/recreation areas.
- Sounds expensive; what happens to the LRT tracks?
- Looks to be moving a road into the stadium to remove 1 set of lights southbound, which doesn't seem to be a reasonable trade-off.
- This idea to get rid of the football stadium and a church may literally be insane.
- Good but expensive.
- Another ridiculous idea.
- This may work without significant infrastructure costs if the traffic flow is limited to a certain direction, even if the flow changes between morning and evening rush hours. For example the traffic flows south along the main Crowchild during the morning rush hour with northbound traffic diverting to a University Drive solution with traffic going the other direction in the evening. This allows for the building of a smaller, secondary road for the lower traffic requirements.
- Sterilizes huge tracts of land. Eliminates large existing public sports facilities. And retains lights on Crowchild. The other option given is far, far better.
- I can't believe this is City land. It would be expensive to expropriate.
- 1. Right now houses along north end of 24th St. in Briar Hill have view over existing sound wall of treetops and toboggan hill and western sky. Would be blocked off by height of north ramp to 16th Ave. and its sound wall. Stop and go traffic at lights more noise and pollution. North ramp way too close. Room here to move Crowchild Trail further west so ramp much less impact. Lots of trees on east side to hide wall and counteract added air pollution. Still lose the view though. McMahon (Stampeders) will probably move but what about lost community resource of Foothills Athletic Park/Pool. Replacement should be part of McMahon lands redevelopment. 2. More north-south thru lanes but lights at 23 Ave. and 24 Ave. still impede traffic flow. 3. Somewhat for cars, traffic lights. What about pedestrian and bike access across Crowchild, also 16th Ave.?

#### **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 (x66)





- This idea meets the key principle SOMEWHAT (x62)
- This idea DOES NOT meet the key principle (x22)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x113)
- This idea meets the key principle SOMEWHAT (x39)
- This idea DOES NOT meet the key principle (x8)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x97)
- This idea meets the key principle SOMEWHAT (x41)
- This idea DOES NOT meet the key principle (x13)

#### Verbatim comments

- Looks like high pain for low gain.
- You need to build an interchange at 24th, if you can't lower Crowchild then raise 24th. The intersection is the start to a long commute. Putting an overpass in will also allow safer travel between the west and east side of the major artery of Crowchild.
- Not sure I fully understand the concept.
- Scenario 1 makes much more sense. The bridge for traffic in Scenario 2 will hardly be used. A sign saying use your gas pedal heavily on merging would also be a good idea, slow mergers will ruin the operation of this merge on 23rd.
- 24th Avenue traffic has serious speeding issues. We have kids living on this street amongst the university neighbourhood. It will be driven a lot more recklessly. Backing out of my driveway is already dangerous enough.
- Why do you need to change the interchange at 16 Ave? I'd like to see alternatives including the ramp proposed from 16 Ave to Crowchild through Motel Village. The ramps from Crowchild N to 16 Ave work reasonably well today; not elegant but they work. If you do proceed with this, we like the idea of moving Crowchild 60m west to minimize the impact on properties in Briar Hill to the east. This might however result in more noise than the current configuration.
- An interchange of some kind at 24th Ave. is a given. The configuration of the 16th Avenue interchange can likely be improved but unclear that all turns access is required.
- Scenario 2 does not prevent business access from Crowchild but rather requires accessing using frontage roads. Scenario 2 is preferred. Far more preferable to Idea 4.
- At 4th Ave and 23rd Ave need to be dealt with. Could we build one interchange to deal with both roads? Allows business, stadium access and minimize costs.
- Obviously grade separated interchanges will impact the surrounding communities. Suncourt Place is doomed with any expansion of Crowchild Trail either through noise or the fact that Crowchild Trail will go right through it. This is a casualty of any Crowchild Trail expansion. Travel along Crowchild Trail is improved. Mobility across Crowchild Trail is improved at 24th Ave but impaired at 16th Ave and 23rd Ave. I prefer scenario 2 - there should be no access at all between 23rd Ave and Crowchild Trail as it impairs traffic on Crowchild Trail too much. Access to the business area/frontage road can be from 24th Ave or 16th Ave. This is an acceptable trade-off.
- Best plan for traffic flow; impacts to neighbourhood is reasonable.



- The elevated roadway at 24th Ave will have a detrimental effect on surrounding neighbourhood. I'm a Crowchild commuter and don't live nearby, but the impact on the community from this plan does not sit well with me. I'm also unimpressed with adding another pair of lights to 16th Ave to accommodate the all-turns.
- City council agreed that Crowchild Trail should be a freeway as part of the skeletal freeway network. Until all signalled intersections are replaced with interchanges or overpasses City Council will not have fulfilled that obligation to those who CHOOSE to use their personal vehicle instead of an alternative.
- No to 16 Ave as don't need. Yes to 24 Ave as planned.
- My fear on this is that an all turns interchange at 24th (with what looks like lights) will cause line-ups on Crowchild during periods of high volumes. I.e. how many people turn left? I can see a long line-up of cars similar to Shaganappi southbound from Crowchild during the morning rush hour. 2 lanes of Crowchild slow down here in the morning. I suspect 24th would be worse.
- This will make free flow conditions on Crowchild while providing good access to local communities and the University. One drawback is adding of lights to 16th Ave NW.
- Don't need the 16 Ave interchange. Too much impact on communities. Only need overpass at 24 Ave and no left turns the rest of Crowchild.
- I don't think that the redundant access to 16 Ave seems necessary but otherwise think that the plan looks good.
- Residential area along the east side of Crowchild, and the Suncourt apts should be purchased to accommodate an interchange that will meet the traffic needs for the next five decades, as well as moving Crowchild west as required. (Bow & Crowchild Tr) is an example of short term planning and the traffic problems it can create.
- This seems slightly confusing to find access to 16th Avenue while driving south, but is a good idea.
- Seems like the best idea in terms of mobility along and across Crowchild, and the only property to demolish is that terrible motel apartment building between University Dr and Crowchild. However, I can see people rejecting this because of the overpass at 24 Ave, creating noise and an ugly visual barrier. Perhaps a better idea would be to have right turns only from 24 Ave onto Crowchild, move Crowchild below grade at 23 Ave, and have frontage roads connecting 24 Ave to an interchange (really a ground-level overpass) at 23 Ave. The frontage roads could also provide access to McMahon on the west side and all the businesses on the east. The downsides to my idea are that it would be very wide and would eat up the McMahon parking lot, and that traffic going directly across Crowchild at 24 Ave would have to make a detour and possibly wait at a few lights.
- For long term solutions to the Crowchild issue, we as a city need to pull the trigger on a complete redesign with interchanges of the Crowchild trail 24 Ave to Memorial section. This reminds me of Glenmore from Crowchild to Macleod 15 years ago - interchanges made a huge difference and we aren't now wasting time and money on constant studies that reap little benefit. This is the one solution. Everything else is just a band aid.
- Good solution. Frontage roads help with bordering communities keeping business.
- Like the 24th-only interchange idea, this really does not address the future needs of the McMahon and Motel Village areas. Crowchild is improved at the expense of harming existing access and greatly limiting future redevelopment possibilities. The northwest portion of the Banff Trail may need to be subject of an ARP to accommodate massive redevelopment and revised vehicular circulation (serve Motel Village as well as residences).
- Too expensive - there is already an overpass at 16 Ave and 24 Ave traffic can use this or the one at Charleswood Dr.
- Now we're getting somewhere. Suncourt PI has to go. It's an eyesore and a relic of a smaller city. An interchange at 16th is good. Frontage roads are good, better if Crowchild is sunk down. 23rd Ave should have no traffic access off of Crowchild. It should be just a pedestrian / traffic crossover option. Yes to option 2. Don't like the idea of a

raised crossing at 24th and Crowchild. It will be noisy and a visual blight. Can you re-zone to get high rise buildings to block it from the community? Again, prefer if Crowchild gets dug down. Relocate the C-Train tunnel.

- This looks like the best option. Suncourt place should have been demolished 20 years ago. Scenario #2 with 23rd Ave flyover bridge is a must. Consider additional ramps from the collect road to NB Crowchild and from SB Crowchild so traffic going to 16th Ave does not have to go through 2 additional sets of lights. Also, more systems (free-flow movements) from Crowchild to/from east bound 16th Ave, would move traffic off Parkdale Blvd and Bowness Road. Hopefully someday there will be an interchange at Uxbridge Dr. / Foothills Hospital, otherwise, will not solve community short cutting. 23rd Ave flyover bridge is a must.
- This case addresses that key Crowchild Trail bottleneck.
- Adding the diamond interchange messes travel along 16th Ave by adding TWO lights. There is enough land north and south of 16th Ave for a normal ramp design with not stoppage in traffic flow on either street (Crowchild or 16th Ave)
- Frontage roads are like secondary roads beside the main N-S route? If so, then this is not the best option...
- Building an overpass at 24th Avenue will sacrifice the liveability of the community of Banff Trail to the convenience of the suburban auto commuter. Build a proper interchange at 16th Ave NW and the pressure for an improved interchange at 24th would be minimal. Also, I cannot agree that the interchange at 16 Ave NW cannot be achieved unless Crowchild Trail is moved 60 m. Denny's can be relocated within Motel Village and still be hugely successful. Expropriate the land!!! It is a poor exchange to satisfy one business owner's greed and unwillingness to sell. It may appear to be so much easier to passively destroy a 50 year old residential community instead. Make a proper interchange at 16 Ave and Crowchild. It is the Trans-Canada highway after all! Connect it appropriately to the major artery going west. Couldn't you get federal funds as well as provincial funds to improve this infrastructure? Yes, a couple of businesses will be negatively affected but millions of Calgarians and tourists would benefit. Courage, my friends!!
- Flow maintained.
- Clear traffic flow from NW Calgary to downtown is crucial. Sarcee Trail across the river would help too.
- Best idea of a whole bunch of band aid ideas. The entire section of Crowchild from 17 Ave SW to 24th Avenue needs to be re-constructed as designed in past years. This is absolutely required if there is any possibility of developing anything in the west village.
- Two lanes on the exit ramp from Crowchild on to 16th will have a lot of noise. Worse than 1 lane as shown in a previous idea. No need for two lanes.
- Yuk - ugly, destroys community visuals, increases noise, decreases property values.
- Not keen on 24th interchange as that is a residential street and would make the neighbourhood noisy (I don't live there). I think an interchange at 16th would be excellent. Then you'd likely have fewer people using 24th.
- We don't need more paved surfaces in Calgary.
- This entire area (Ideas 2-5) certainly represents a challenge for you! I'll try summarize my comments in the following: 1) I suspect that Idea 2 isn't feasible as, for example, an emergency vehicle along SB Crowchild can't access EB 24 Ave. The lack of a fully directional intersection here makes me think that Idea 2 shouldn't be pursued. 2) The difference in alignment of Crowchild Tr between Ideas 4 and 5 are very interesting! Given that Idea 4 does NOT result in a free flowing Crowchild Tr (due to lights at 24 Ave), I suspect that pursuing this option falls outside the mandate of what this project should be all about. While Idea 4 is certainly inventive, I feel that Idea 5 is the better of the two options. Idea 5 is also independent of any timing for McMahon Stadium decommission (I don't think that the new stadium proposal is potentially that "cut-n-dry"). 3) If Idea 5 is pursued over Idea 4, then of the two scenarios in Idea 3, I think Scenario 1 is probably the better option as it does not intrude on that NW property as indicated. Whether the benefit of Scenario 1 outweighs the resulting inflexibility at



23 Ave is admittedly a side effect though (not important to myself, but perhaps to others). Overall, some very interesting proposals presented to go through!

- Stick with the Glenmore/Elbow style intersection for 23rd as shown in Scenario 2. Right-in/right-out will sterilize access to local businesses off Crowchild.

#### **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 (x52)
- This idea meets the key principle SOMEWHAT (x37)
- This idea DOES NOT meet the key principle (x15)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x66)
- This idea meets the key principle SOMEWHAT (x30)
- This idea DOES NOT meet the key principle (x8)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x62)
- This idea meets the key principle SOMEWHAT (x30)
- This idea DOES NOT meet the key principle (x14)

##### Verbatim comments

- I'd say this is one of two points along the study area that are the biggest problem areas, with the other being the bridge over the Bow. I think this is a good solution.
- If you get rid of the elevated section of Crowchild near the Suncourt Apartments then that will help reduce noise to adjacent communities. Moving Crowchild west 60 m will also help minimize the impact east of Crowchild. As in idea 5 I'm not sure why we need to redo the Crowchild/16 Ave interchange this extensively, but agree that the existing scheme isn't elegant.
- Adds lights to 16th that increases congestion.
- Scenario 2. Simple. Elegant. Benefit is really to University Drive and that community.
- This proposal maintains existing access to adjacent communities. Presumably the proposal would have at least 3 lanes in each direction and the NB left lane will not end at University Drive so Crowchild Trail will have better flow. I fail to see how this improves flow across Crowchild Trail at all. In fact traffic on 16 Ave NW will have two more traffic signals to contend with.
- Minimal impacts to neighbourhood (except eyesore apartment) and much better traffic flow. Scenario 1 a winner.
- Vanishing left lane. Stop northbound uphill drag race! Free flowing heaven.
- In short terrible cost benefit.
- 16 Ave is not an issue-- leave it be.

- Back to the drawing board with this one. Perhaps once plans to the north and south are solidified - new options may present themselves.
- Not the best option long term.
- The people who live in Suncourt Place will be uprooted, and I'm concerned that they may not be able to easily find new rentals.
- Don't need one here.
- Looks great. Not sure that the redundant access to 16 Ave seems necessary.
- Suncourt Place will be impacted by all the best ideas. Removing it to improve the road seems to be the best idea while impacting the neighbourhood the least
- Other than the loss of Suncourt Place (good riddance), I can't see a downside to this.
- Right-hand exit from NB Crowchild Tr onto University Drive is essential. Too many (near) accidents witnessed and traffic delays due to public transit weaving across the road to get onto University Drive, or inattentive drivers being surprised by the unexpected left-hand turn and trying to exit the lane. Widening the road to have 3 full lanes might also alleviate congestion. I feel that this is a bottleneck on Crowchild Tr, and I know construction here would snarl traffic, but the redesign of this intersection would improve safety. Scenario 1 is preferable given the volume of traffic headed to the university, and would allow traffic to flow off of 16th Avenue more freely.
- Would move non-local traffic out of W. Hillhurst. Would improve traffic flow by removing the two-lane bottleneck but would result in more people driving rather than taking the train.
- Why continue with connecting University Drive to Crowchild where it is? Jigging around with the existing access is putting lipstick on a pig. No porcine offense intended. Rather, we have that whole existing space currently under-efficiently used by clover leafs at the southwest corner of 16th and Crowchild. Reconfigure it, with University through traffic merging along 16th, with access to Crowchild between north of 14th Avenue. This would allow us to remove the overpass that currently carries southbound Crowchild traffic over the northbound University Dr exit, and hence would improve the width of Crowchild at that point without impacting any adjacent properties. Put a cul-de-sac on University Dr beside Suncourt, and they'll be happier too.
- Great idea. I like it. Suncourt Pl has to go. Get traffic access off Crowchild and onto University Dr with a right lane exit.
- Scenario #1 is the best of these two options but more systems (free-flow) consideration should be giving to make 16th Ave the preferred traffic route from COP/Bowness, otherwise traffic will continue to use Parkdale Blvd. to get to memorial. An interchange at Uxbridge Drive / Foothills Hospital is needed to reduce community short cutting.
- If the objective is to increase the North-south flow on Crowchild, this option is not viable.
- Neighbouring community such as Briar Hill will have more traffic lanes impeding into it. However, there will be improved traffic flow on and across Crowchild at 24th Ave.
- This option may actually add to the traffic problems on Crowchild Trail. Not much benefit to travel along Crowchild Trail because it does not address the main North bound bottleneck.
- Principle 1: No changed impact for houses along University Dr. but major visual and noise impacts for houses along the 24th St. and 16th Ave. corner in Briar Hill because of elevation of north ramp to meet 16th Ave. Also traffic along this ramp and 16th a greater noise problem because of traffic lights and stop and go traffic. Moving Crowchild Tr. 60 m west not enough. North ramp and traffic lights still too close. Room to move a further 30 m west (90 m altogether) so elevated north ramp and traffic lights further away. Would more substantially mitigate and also provide park space on the east side in Briar Hill instead of having a large chunk of unusable green space bounded and intersected by roads as currently shown in the drawings. Principle 2: Continuous/added lanes on Crowchild. Improved traffic flow. What about pedestrians or bikes? How do they cross 16th Ave. from adjacent

neighbourhoods? Principle 3: How many sets of traffic lights on 16th Ave. between 19th St. and 29th St.? What about pedestrian access between 24th St. and University Dr. along 16th Ave. and points further south?

- Pedestrian and bicycle access to U of C and Foothills will get worse if more lanes of traffic are swopping in more directions.
- This is a must! Long overdue! This will be great! :)
- Lanes that disappear/merge are problematic. Disrupts flow. Cause of accidents.
- Apparently the increase in traffic not anticipated despite approval for increased density in University, stadium, and Cancer Centre. Handle the big picture, major overpasses needed, eliminate lights...Rid the city of the disappearing lanes!
- Concern with the shifting of lanes, there will be the same problem that already exists. i.e. northbound on Crowchild travelling toward University Dr exit in left lane; many vehicles race up the left side and cut in. With adding more of these lanes there could be that same behaviour. May not reduce accidents.
- Quadrant road seems to overly impact the surrounding area for a reduction of traffic flow. Cloverleaf seems to use more of the existing traffic areas and seems to have better traffic throughput (unless the green dots are replaced by traffic signals).
- Biggest downside is the noise factor for nearby communities due to raised ramp for exit off Crowchild to University, and the ramps to exit Crowchild to go on to 16 Ave. Why not leave the exit to University Dr as is? What's wrong with a left lane exit rather than a right lane exit?
- Expensive and at the expense of local communities.
- The diversion of Crowchild 60 m to the west will enable more options. The right lane exit also solves traffic flow problems in that zone. I appreciate this scenario because I live near the corner of Crowchild and 16 Ave.
- I wouldn't want to ride my bike anywhere near such a complicated arrangement. Also, low-cost housing would have to be replaced because this city can't afford to lose it.
- My opinion is that Scenario 1 is the better option as it results in one less signalized intersection along 16 Ave, and traffic from NB Crowchild Tr to NB University Dr seems to be a more direct route (less circuitous than Scenario 2). And there appears to be only a minor amount of additional infrastructure required in Scenario 1 versus 2! BTW, the "green circles" on the schematics confused me: Are they stop signs, or traffic lights? Could you please inform me (*contact information removed*)? I didn't make it to this slide when I was at the recent open house at McMahon to have asked then. Thanks!



## 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 (x38)
- This idea meets the key principle SOMEWHAT (x37)
- This idea DOES NOT meet the key principle (x67)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x59)
- This idea meets the key principle SOMEWHAT (x53)
- This idea DOES NOT meet the key principle (x30)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x27)
- This idea meets the key principle SOMEWHAT (x37)
- This idea DOES NOT meet the key principle (x78)

#### Verbatim comments

- I live east of Crowchild on 6th Ave. With this change how am I going to get to my house??? This change benefits those travelling N/S on Crowchild but will hinder travel even further for those of us who have decided to live closer to the downtown core to reduce our transit time and be environmentally friendly. Why is the City doing everything they can to help those travelling N/S but not for those who live in communities nearby??
- This idea will force traffic into the surrounding communities earlier or to work around restriction. Not a workable solution due to traffic increases on 19th, Memorial and 16th - new interchanges would be needed.
- Definitely concerned about cutting through local neighbourhoods.
- U-turns from the Esso station and Car wash at multiple intersections in the community are already out of control... this would seem to only increase that.
- Could test this during peak flow periods to see how much difference it would make. Need to address pedestrian and bike cross traffic.
- Would make it a bit harder to get from Crowchild to east side but there are workarounds as shown in the scenarios for Memorial and Parkdale etc. Have to address pedestrians wanting to cross Crowchild... This idea has less negative impact on local communities in terms of noise etc. than others and would improve flow on Crowchild.
- This is totally unworkable and will just result in massive U-turn and "round the block" volumes to circumvent the left turn bans. This is a short-sighted option.
- This option isolates the two halves of West Hillhurst and effectively isolates 19-23rd Streets from transit service. Please avoid adding roundabouts on Memorial. Memorial is a key east/west commuter route that flows well as it is



- Key impact not considered is that this option completely isolates 19-24th Streets from transit access. This will completely isolate the 2 sides of West Hillhurst and eliminate transit service for virtually all of West Hillhurst west of 19th Street. This especially fails with the downgrading of Memorial considering the proposed addition of various intersection options. We cannot forget there is a significant volume of traffic that runs east/west here. Our family's dominant travel flow is east/west here not north/south.
- The amount of non-local traffic this is going to push through the adjacent communities is not worth the benefit in my estimation.
- Build one interchange at one of these two roads and do right turns only at the alternative. This would save money and greatly reduce congestion.
- 19th Street is a significant hill, and rerouting traffic who want to access 5th or Kensington will possibly increase accidents, volume of traffic on 19th Street affecting communities all the way along 19th Street north as far as John Laurie. Are you trying to achieve reduced traffic on Crowchild or better flow?
- Priority is to allow traffic from downtown to beyond the inner city as efficiently as possible. I agree with this, and the roundabouts in this application may be effective, rather than the other roundabout plans. This should be mated with free flow interchange between Crowchild and Memorial, and expansion of Bow Valley bridge capacity.
- Crowchild has been developed over the last few years to flow like a freeway but unfortunately is riddled with minor interruptions like 23rd / 24th and 5th Avenue intersections. It's time that a hierarchy was established and the minor feeds were rerouted.
- There are quite a few impacts to the surrounding communities. Flow on Crowchild Trail improved but mobility across Crowchild Trail compromised.
- Right turns only does nothing to help traffic flow in the area. Kensington is a key "local hang out" area with restaurants, coffee shops, etc and preventing easy access from all directions would negatively impact those businesses and people who want to get to them.
- Pedestrian bridges would be required. This is a workable plan.
- I like this idea, it gives some significant benefit to Crowchild as well as to the nearby communities. I use both those roads to turn left onto Crowchild often, but would be able to adapt if this idea were implemented.
- Only a short term fix.
- Not widening roadway and adding a lot of overpasses. Gets traffic flowing-- this needs to be the primary consideration.
- No lights anywhere on Crowchild. Overpass at 24 Ave as planned. Right turns only for all of Crowchild.
- This proposal obviously limits access from residents on either side of Crowchild to cross over via vehicle- however it does encourage pedestrian traffic and cycling which for short routes should be preferred. In the proposal - idea #2, & #4 with roundabouts at Memorial/Parkdale and 19th Street are my preferred plans. The roundabout on the west of Crowchild improves safety for entering and exiting the roadway while maintaining the flow of traffic which a light cannot do. The roundabout to the east of Crowchild will prevent cars from reaching top speeds despite lower speed limits keeping the road safer for all commuters. It also provides neighbourhood access to those traveling eastbound on Memorial.
- Having increased traffic on 19th Street affects an order of magnitude fewer people than bumper to bumper Crowchild. This is overall an excellent idea.
- If this is implemented for afternoon rush hour only then I think it maintains and enhances bordering communities well as well.
- Positive: A new all-turns intersection at 19 Street & Memorial is very desirable, regardless of other projects.  
Negative: re-aligned bus routes would be bad, eg. #9.



- I live in Parkdale and if implemented, this idea would require me to find alternate routes into Kensington.
- If both Kensington and 5th are right-turn only, it will increase illegal U-turns.
- No left hand turns at all on Crowchild Trail. Only right on and right off. Plus add an overpass at 24 Ave NW which is already planned.
- I support this idea. I feel that access to these communities can be moved to 16 Ave and Memorial. A traffic circle or left turn access at Memorial and 19 Street would be necessary but it seems like a worthwhile trade-off to keep traffic moving along Crowchild and keep costs down. It also serves to reduce the number of houses that would be impacted by interchanges.
- Traffic roundabouts would work, provided there are two lanes for the traffic to manoeuvre. Rumble strips or speed bumps and lots of street lighting should be used to slow the traffic entering the circles.
- Reduced access to Crowchild with no convenient, viable alternatives.
- Restrictions are good, it has worked well during rush hour at 24 Ave. now that traffic is used to not having the delay. Look at this option as an inexpensive short term solution to be implemented RUSH HOURS ONLY. In this way, the community is not impacted 24/7/365/ Look at restricting Kensington or 5 Ave only. I am sure community could live better with minor inconvenience to avoid shortcutting/ or no access permanently.
- Pushing non-local traffic to 16th or Memorial and improving those interchanges with Crowchild would be of the greatest benefit to the neighbourhood. Adding a right turning lane from southbound 14th Street to eastbound Memorial would move traffic to the Memorial/Crowchild interchange rather than 5th or Kensington.
- Isolates the neighbourhood from Crowchild.
- A cheaper option if you think you need two access points into these communities.
- This is a stupid idea. This just makes a mess of Crowchild Trail and moves the traffic issue to 19th Street. Memorial Drive east does not need any more lights. No cross traffic / pedestrian mobility severely cuts off community access.
- This would be a mess and just moves the problem to 19th street.
- Stupid idea.
- This just shifts the issue to other streets like 19th, Memorial and Parkdale Boulevard.
- Biggest bang for the buck. Inconveniences adjacent communities for 2 hours a day. Project team is overthinking alternatives.
- Restricting access. People look for shortcuts...dangerous. Lights perpetuate stoppages. Keep flow with no lights.
- I don't live on an island. I live in the inner city with great access to the surrounding areas. There is no other way to access these roads. Scenario 3 or 4 could be an option but the traffic congestion on one of the last free flow areas on Memorial Drive would be unfortunate, it would also increase the noise due to all the cars accelerating and decelerating, not to mention the extra gas everyone would use doing so. I still doubt during rush hour that navigating this would be beneficial to anyone.
- This is insane. You would make it literally impossible for people living in West Hillhurst to enter their neighbourhood while driving southbound and also for them to exit the neighbourhood while going southbound.
- Easy, cheap - do it and monitor.
- As per idea # 1, this seriously impedes access north and south on Crowchild from the communities.
- All traffic will now be routed through 19th Street resulting in noise, traffic, and cut through. The right hand turn at 16th will have to be improved and is already a safety concern. Decreasing the speed on Memorial will increase

safety. It will make it easier to join traffic and will not affect throughput of Memorial as the 70 kph zone is captured on both sides by 50 kph zones.

- Need to add 5th Ave flyover for Parkdale access to QE School.
- As a resident living on 19th St NW, I cannot support any measures that would increase traffic on what is a RESIDENTIAL street.
- With no lefts, southbound cars will take rights on 5th Ave, then will go south on residential roads then left onto Kensington Road. This will DRAMATICALLY increase traffic (& speeding) through residential neighbourhoods.
- Good idea - sacrifice inner-city residents so people driving alone in SUVs can get to work 38 seconds earlier.
- This project would increase the flow of traffic on residential streets and force greater traffic volumes through only one egress point for the community in order to access Crowchild southbound. The only solution that might be viable would be the combination of Scenario 2 and Scenario 4, but I would be concerned about the backlog along 19th Street to get access to Memorial Drive as the traffic along Memorial drive west by 19th Street is already significant. This will result in backlogs through the community and people trying various residential streets in order to get access to 19th Street closer to Memorial Drive. This seems like a solution for residents of Crowchild Trail communities north of the congestion area with little benefit for local residences.
- An immediate, low cost quick fix for southbound congestion on Crowchild Trail between 5th and Kensington would be a police crackdown on all the drivers who use the right hand exit lane to Memorial Drive as a passing lane, then cut into the middle lane at the last minute, causing those who wait patiently more delays.
- This can work very well in the short-term to improve flow on Crowchild Trail with minimal impact to West Hillhurst. A simple traffic single at 19th St and Memorial would suffice, as well as a reduction in speed limit on Memorial Dr. to 50 km/h. The alignment of the East bound lanes of Memorial Dr. between the pedestrian overpass and the soccer field should be adjusted to allow a larger buffer for the bike and pedestrian trail (i.e move east bound lanes north, adjacent to westbound lanes to allow for space between the bike/pedestrian path and the roadway). Currently the east bound lane, combined with the unnecessary high speed (70km/h, however regularly exceeded) on Memorial creates an uncomfortable and dangerous environment for pedestrians and cyclists.

#### **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 (x39)
- This idea meets the key principle SOMEWHAT (x38)
- This idea DOES NOT meet the key principle (x23)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x70)
- This idea meets the key principle SOMEWHAT (x18)
- This idea DOES NOT meet the key principle (x12)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x56)
- This idea meets the key principle SOMEWHAT (x22)

- This idea DOES NOT meet the key principle (x22)

#### Verbatim comments

- This one is a bit of a 50/50 for me. The interchange should either be at Kensington Road or 5th. This will impact the community less if it's done as to plan I believe.
- Communities are enhanced with reduction of traffic waiting to access Crowchild, obvious benefits to travel along Crowchild, and mobility across Crowchild is significantly enhanced for pedestrians assuming the interchange features a sidewalk.
- Business access will always be a proposed deterrent. The "Greater Good" is the devil in this project.
- This idea is one of the better ones in terms of what's proposed - it focuses access to Crowchild in an area that is already more commercial/less residential, which minimizes disruption and reflects traffic flow. It also reduces the access points to Crowchild - which will help traffic flow, but still easily accessible from either Kensington Rd or 16th.
- No to extra interchange.
- I prefer interchange at Kensington rather than at 5th Avenue, because Kensington is the more obvious & traditional "Main Street", which can handle traffic and medium density redevelopment better. Good opportunity here similar to 16 Avenue North upgrading: Do not build noise walls along Crowchild, but instead up-zone the land bordering Crowchild to medium density residential & commercial to buffer existing housing from Crowchild, and build new frontage streets parallel to Crowchild to give access to this new development.
- Other less expensive solutions.
- An interchange at one of the intersections seems reasonable. More so than building interchanges at both.
- You should only need one major intersection for this area. This intersection has nice connection for westbound traffic (Parkdale). Widen the bow bridge to three lanes (and fix the crazy weaving associated just south of bridge) will help traffic flow greatly. Please do not take the 16th Ave design approach with no free flow intersections and useless decorative sidewalks that no one wants to use since it is a busy road with associated noise/pollution.
- If you are going to put an interchange in and restrict traffic at either 5 Ave or Kensington Road it makes more sense to restrict 5 Ave and interchange Kensington Road. Kensington Road already has two lanes of traffic in each direction while 5 Ave only has one, Kensington Road has more commercial located on it whereas 5 Ave is mostly all residential. Additionally, 5 Ave has the fronts of houses facing the road on both sides of the street whereas Kensington Road only has front facing houses on the North side of the street with the houses on the south side backing onto Kensington Road.
- At least with this option residents of Hillhurst would not be trapped in their neighbourhood during peak hours. The main problem with Crowchild is the street lights. If these were removed which an interchange would accomplish there should be less congestion at all times. Does this assume another interchange at 24 Ave NW?
- Next best option after building a full intersection at Kensington.
- Allows Crowchild flow. Limits extra traffic through 5 Ave residential.
- Build Idea 10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
- Kensington will not unite communities, it will flow large numbers of cars that will adjust their travel through the area, but it will not link communities.
- Not sure how much 5th Ave is used... But I assume that would determine what scenario is chosen. I am indifferent as long as Crowchild is free-flowing!
- This will only be helpful if the light at 24th disappears.

- This is insane. There are TWO schools on Kensington Avenue within three blocks of Crowchild and you are suggesting increasing traffic on that road?
- Dreadful - a huge blot on the community.
- There is 'big' traffic at both 5th Avenue and at Kensington Road at times. I'm not sure that focusing on one over the other solves anything.
- Any ideas that shift Crowchild traffic into residential neighbourhoods are ABSOLUTELY UNACCEPTABLE. This reduces quality of life, property values and creates safety hazards. You know frustrated drivers entering residential areas WILL NOT FOLLOW SPEED LIMITS.
- Need the flyover option.
- Need the 5th Ave flyover option.
- Would increase traffic on nearby streets.
- Far better than idea 8 and best in combination with scenario 3 for 5th Avenue.
- This could work, however the team should consider right hand turns only, with overpass for traffic crossing Crowchild. The other access combinations could be solved with a traffic light at Memorial and 19th St and traffic light at Kensington and Parkdale Blvd addressed in idea 7. If only overpass crossing is considered then the traffic light concept in idea 7 combined with idea 13 could accommodate all traffic options with minimal impact to West Hillhurst and with minimal cost to the taxpayer.
- The impact to the bordering communities is too great and it would look like a concrete jungle.

#### **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 (x17)
- This idea meets the key principle SOMEWHAT (x29)
- This idea DOES NOT meet the key principle (x31)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x33)
- This idea meets the key principle SOMEWHAT (x33)
- This idea DOES NOT meet the key principle (x11)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x20)
- This idea meets the key principle SOMEWHAT (x29)
- This idea DOES NOT meet the key principle (x28)

##### Verbatim comments

- I live east of Crowchild on 6th Ave. This change benefits those travelling N/S on Crowchild but will hinder travel even further for those of us who have decided to live closer to the downtown core to reduce our transit time. Why

is the City doing everything they can to help those travelling N/S but not for those who live in communities nearby downtown?? Elevate Crowchild and be done with it. This change will increase traffic to West Hillhurst and hinder our movement even further.

- I don't feel like this idea is necessary. Idea 1 or 7 would work just fine, since the traffic diverted to Memorial or 19th are being diverted to already busy streets.
- Addressing the issue at 5th or Kensington is likely to only exaggerate the problem up at Stadium and 24th lights? Would it not be better to look at improving other arteries, Shaganappi and access out to Stoney to move traffic off Crowchild?
- 5th Ave is a more residential street than Kensington Road and this will reverse that in terms of traffic in that all the through traffic would be pushed onto 5th Ave. Kensington Road has already started to redevelop in response to this whereas 5th Avenue has not. As such this would be very disruptive to the folks living on 5th Ave. 5th Ave is also less able to handle as much traffic as Kensington Road (1 lane instead of 2). Better to put the interchange at Kensington.
- Improves access at 5th with reduced access at Kensington. It moderately improves the situation on Crowchild Trail but it creates more impacts in the surrounding community than it solves. I don't believe the surrounding communities will like it. Better to have the elevated roadway so mobility across Crowchild Trail is at least maintained.
- Restricted access to a critical part of town isn't the solution. Needs access while maintaining traffic flow.
- Maintaining the current connectivity at 5th Ave, Kensington and Memorial is unrealistic. Too many intersections along Crowchild spaced too close together. I see this as a good compromise which will pay major dividends. I like option 3 as it keeps the community connected. Closing Kensington (option 1) will completely change the character of this road (for the worse).
- Don't need the overpass, just no left turns or lights.
- I prefer Scenario 3 for Kensington Rd crossing - better for pedestrians. Good opportunity here similar to 16 Avenue North upgrading: Do not build noise walls along here, but instead up-zone the land bordering Crowchild to medium density residential & commercial to buffer existing housing from Crowchild, and build new frontage streets parallel to Crowchild to give access this new development.
- I live in Parkdale and if implemented, this idea would significantly impact my travel routes on transit, into Kensington, and also into downtown. It sounds expensive and would impact the quality of the neighbourhood.
- Too expensive and unnecessary.
- 5 Ave NW is no place for an interchange, unless Crowchild is moved below grade.
- This interchange appears to have less of an impact than the one proposed for Kensington Rd.
- It is preferable to put the interchange at Kensington Road that is double lane all the way to 14th and is a more commercial street rather than forcing all the traffic through the single lane 5th Ave.
- Too much money.
- Why can't an option be across 5th and right had turns on Crowchild.
- Inner city neighbourhoods need to be able to cross Crowchild as pedestrians (kids getting to school by walking - healthy) and cyclists, and to visit local businesses. If implemented, Kensington should fly over or be a next phase adjustment to the interchange.
- Interchange at either Kensington or 5th. Not every block.
- Way too disruptive to existing neighbourhoods.



- Very destructive idea for the residents of West Hillhurst. This concept would increase traffic on the residential streets of West Hillhurst.
- Another awful idea - death for local community.
- I'm not sure what favouring one of these busy avenues over the other achieves. I think we would have 'mega' traffic on roads in the community that are ill designed for this purpose.
- Any ideas that shift Crowchild traffic into residential neighbourhoods are ABSOLUTELY UNACCEPTABLE. This reduces quality of life, property values and creates safety hazards. You know frustrated drivers entering residential areas WILL NOT FOLLOW SPEED LIMITS.
- Ridiculous idea.
- Allowing right hand turns along with a pedestrian/cycling overpass will allow for access to the businesses along Kensington Rd. The risk is access to Kensington Rd from the north. This will force more traffic through the residential streets parallel to Crowchild.
- Kensington is the higher volume road compared to 5th and should be the location of any all directions interchange with Crowchild. 5th should remain at most a flyover.
- This could work, however the team should consider right hand turns only, with overpass for traffic crossing Crowchild. The other access combinations could be solved with a traffic light at Memorial and 19th St and traffic light at Kensington and Parkdale Blvd addressed in idea 7. If only overpass crossing is considered then the traffic light concept in idea 7 combined with idea 13 could accommodate all traffic options with minimal impact to West Hillhurst and with minimal cost to the taxpayer.

#### **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 (x57)
- This idea meets the key principle SOMEWHAT (x54)
- This idea DOES NOT meet the key principle (x49)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x114)
- This idea meets the key principle SOMEWHAT (x26)
- This idea DOES NOT meet the key principle (x19)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x100)
- This idea meets the key principle SOMEWHAT (x23)
- This idea DOES NOT meet the key principle (x32)

##### Verbatim comments



- Seems like a viable solution, but the most expensive. These are walk-able communities, and interchanges are difficult to manoeuvre on foot. The partial interchange idea may work best, but will create some West Hillhurst traffic challenges, and if there is a problem, there is no turning back.
- This is the long term solution for community connections and travel along Crowchild. You could allow for only cross traffic on 5th and all turns on Kensington Road. This should be combined with a lowered Crowchild Trail or even the tunnel idea.
- Improved traffic flow will enhance bordering communities as it will be less frustrating to use Crowchild Trail.
- May improve traffic flow for cars but not for pedestrians and cyclists. This is supposed to be an inner city community with a focus on walking and biking.
- Huge negative impact on adjacent community. Don't need a freeway here. Try some flow control during rush hour to keep traffic moving on Crowchild at reduction on cross traffic before bringing this idea forward again. Crowchild is a busy city road in this area not a freeway.
- Eliminating the at-grade intersections is vital and long overdue. Experts should come up with the best interchange configurations, recognizing that some property impact is inevitable while maximizing turn movements will reduce the squeezing of additional traffic onto adjacent roadways.
- Option 1 ONLY - Option 2 is a really bad idea as the neighbourhood will suffer greatly.
- Don't build 2 interchanges. Select one. At the other intersection remove traffic light and allow for right turns only.
- The above ground impact of these interchanges will have a profound effect on the closest neighbours. Though tunnel may be slightly less comfortable for pedestrians, measures can be taken to lessen the discomfort and it would make a much less severe impact on the neighbours.
- The partial access is better, but I still believe that access to and from Kensington Rd should be removed, where access to Crowchild should be directed to Memorial Drive.
- Great plan. Use retaining walls to limit property impacts!
- Put Crowchild as a viaduct with the off-ramps with retaining walls. Would minimize property impacts while being able to use the existing intersections and surface streets underneath for the interchanges.
- It improves flow on Crowchild Trail and allows mobility across Crowchild Trail. However two interchanges so close together and an interchange at Memorial Drive will be really complicated and prone to accidents. It seems like a compromise that no one will be ultimately happy with.
- I prefer the right-only option.
- With something at University Dr this could work great.
- Crowchild Tr. is a high volume and high speed transportation corridor. If it is to be an efficient freeway it will need to be able to address the 100,000+ vehicles/day it will need to be designed to provide users with a safe and efficient alternative to surface streets and residential roads.
- Way too expensive to implement and a lot of disruption to communities.
- Improved traffic flow on Crowchild on this stretch reduces stagnant traffic and pollution in the corridor. Reconstruction will provide a revitalized area with upgraded sound barrier despite the acquisition of adjacent properties.
- Good opportunity here similar to 16 Avenue North upgrading: Do not build noise walls along here, but instead up-zone the land bordering Crowchild to medium density residential & commercial to buffer existing housing from Crowchild, and build new streets parallel to Crowchild to give access to this new development.
- This area is the reason there is so much congestion on Crowchild Tr. One would think that this would not be a difficult decision for the city to make. Instead it has taken the city 20 years to get to the point where they still can't



see this section of Crowchild as the reason there is so much congestion. This section should have been upgraded 20 years ago.

- Pedestrian underpasses could be enhanced in manner similar to the beautification of the underpasses downtown.
- Full interchanges at both intersections would provide good community access and greatly improve traffic along Crowchild.
- Great idea!
- Too expensive and unnecessary.
- It seems excessive to have interchanges at both.
- Interchanges at both intersections are unnecessary. An overpass (or underpass) at one is sufficient.
- About time you start thinking ahead into the future.
- Increased traffic in West Hillhurst should not be part of the plan. Traffic through the neighbourhood is already too fast and unsafe for pedestrians, children, dogs, etc. (people go 60kms ++++ through the neighbourhood). Residents do not need more traffic.
- Scenario 1 would be fantastic - at the minimum build the Kensington interchange.
- This idea is good, but, it could benefit from some pedestrian overpasses.
- Makes no sense to have an interchange at Memorial and then one block away, another interchange at Kensington. It is a waste of money.
- Seems one or the other is better. Too much traffic changing lanes and merging in too short a space. There will be accidents. Kensington Rd for a full one and 5th for right turns and a flyover for buses going straight through.
- An interchange like John Laurie/14 St (single set of light on top of bridge) would work well at Kensington Rd. Crowchild through traffic would not stop, and Kensington Rd. would be less of a parking lot. I do not see a similar structure at 5 Ave being feasible (no space (property), costly, for less cross-traffic volume). Just turn it into a right-off / right-on junction with no cross traffic.
- Free-flow interchanges will let traffic go through smoothly. Only free-flow interchanges will improve traffic in the long run. Experience with Crowchild Trail northwest of 24th Avenue NW confirms.
- This is a horrible idea. You would need to rip out so many homes and mobility across Crowchild for pedestrians and bicycles would be disastrous. DO NOT DO THIS! Horrible idea. Will wreck West Hillhurst.
- Maintain and enhance bordering communities. Adding ramps and overpasses would negatively impact Parkdale and West Hillhurst.
- Not sure we need this much access to these communities off of Crowchild. In most major U.S. cities, major roads have restricted access to communities making the communities quieter and with access more purposeful (less cut through traffic). Two interchanges is an expensive option.
- Scenario #1 is the only option that should be considered. Anything less would be a waste of time and money.
- Idea 10 does not address the key bottleneck on Crowchild Trail northbound.
- Why can't we have across and right hand only at 5th?
- This is a must! Long overdue!
- No brainer.
- Scenario 2 is much better than scenario 1 because of a smaller negative impact to the community.

- Most likely will increase traffic on local streets thus does not maintain or enhance bordering communities, further this option cuts off West Hillhurst west of Crowchild from the community centre and the rest of the community. Sounds like it will be noisy and impact the community.
- Crowchild needs to be free flow to support our growing city. Free flow on Crowchild will benefit our environment, commuters in the northwest, emergency vehicles and the neighbouring communities that will have better transportation connections.
- Expensive and not necessary to have access to a major freeway except every few miles.
- One of the key areas of concern has always been the footprint and property expropriation. This concept doesn't honour those concerns.
- Expensive and visually horrible.
- Horrible idea for the residents of West Hillhurst. This idea would increase traffic and noise around our homes.
- Any ideas that shift Crowchild traffic into residential neighbourhoods are ABSOLUTELY UNACCEPTABLE. This reduces quality of life, property values and creates safety hazards. You know frustrated drivers entering residential areas WILL NOT FOLLOW SPEED LIMITS.
- I agree that the two interchanges are too close together. Can one interchange service both avenues?
- Interchanges close together cause confusion and weaving problems as we can see daily at dozens of locations in our fair city.
- I suspect Scenario 1 is the better option (for full functionality, and to prevent the short-cutting you've outlined). I've commented in Idea 11 about my thoughts regarding property acquisition. Acquisition of such properties to achieve Scenario 1 should not be a deterring factor to defer to Scenario 2.
- Ideas 8 and 9 are sufficient, two interchanges are not required. Also the team should consider right hand turns only, with overpass for traffic crossing Crowchild. The other access combinations could be solved with a traffic light at Memorial and 19th St and traffic light at Kensington and Parkdale Blvd addressed in idea 7. If only overpass crossing is considered then the traffic light concept in idea 7 combined with idea 13 could accommodate all traffic options with minimal impact to West Hillhurst and with minimal cost to the taxpayer.
- I support ideas controlling access to Crowchild through this area. While this will affect some property to develop the exchanges, it is inevitable unless you sink or elevate the trail. We have outgrown a trail that turns into a normal road.

#### **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 (x214)
- This idea meets the key principle SOMEWHAT (x33)
- This idea DOES NOT meet the key principle (x37)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x230)
- This idea meets the key principle SOMEWHAT (x31)
- This idea DOES NOT meet the key principle (x25)

### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x231)
- This idea meets the key principle SOMEWHAT (x24)
- This idea DOES NOT meet the key principle (x30)

### Verbatim comments

- The part about this idea that I like the best is having a boulevard on top of the underground passageway. That would create great connectivity for people that live in the area. This idea along with idea 6 would definitely improve Crowchild's problems. My main concern here is the price...it seems like it would be very expensive; especially with the pumping system required.
- I understand that there is immense cost associated with this option. I also understand this would disrupt traffic for a long period of time. This however, seems like one of the best ideas I have heard of so far. If designed properly, this combined with improvements to the bridge across the Bow River would provide a long term solution to a major traffic issue. This concept is completely against the short sighted projects this city has historically completed; I completely support this idea and would love to see it come to fruition. On a side note: Tunnels have been built under oceans for heaven's sake, water seepage is not a new problem to deal with and it has been dealt before. This constraint should not be given a high weighting.
- Just not practical as it will flood.
- You could keep the surface road and turn it into a new main street allowing for a new centre of development in the long run, allowing for existing business to be relocated in the new buildings keeping community ties and creating new space for new business. The tunnel additionally solves the problem as it moves traffic through the residential area while preserving the surrounding connections, switch traffic to move with the Memorial interchange and not with the two smaller roads off Crowchild (5th and Kensington).
- Most expensive but best idea for the area.
- Sounds ridiculously expensive.
- This is a huge amount of work and huge disruption when building. I do not like this idea at all!
- The long construction period and traffic disruption would be my only concern here other than the high-cost I'm assuming. Would make local access very pleasant!
- This is an interesting idea. It reminds me of Chicago's Lower Wacker Drive. This would be Calgary's very own Lower Crowchild Trail. It's not a bad idea. Construction looks challenging. Being under the water shed is another big question. I would want to see what this was like done in a similar situation. Are there any of these underground roads that are below a water shed that could be looked at as a study to see what the city would need to focus on to make sure that everything runs smoothly? It would be nice to know if anyone else has run into problems doing a project like this.
- Love this idea - it checks all the boxes and provides improvements to the existing situation by linking communities, adding walking paths and bike paths. Excellent idea!
- Love this idea. Provides good connection between communities and allows bicycle and pedestrian traffic to intermingle between the communities which is lacking now. Safer, quieter, more environmentally friendly.
- I think the concerns about flooding are valid and must be properly addressed.
- In your constraints section you state it "may reduce community connectivity". How? I see the opposite effect. Extend the tunnel from Kensington to 24 Avenue N.
- It looks very susceptible to flooding during spring runoff or heavy rains, which would only make matters worse during those times. If that can be managed, then it is a good partial solution.

- This would bring the communities together and enhance the area visually and for pedestrians and cyclists which is a big part of living in this area. Those who are "just passing through to get to the suburbs and work should not dictate what happens in these communities.
- Why stop at university? Keep tunnelling! At least to 24 Ave. I think that for the cost of this tunnel we could do a LOT of other projects that would improve traffic flow and other benefit throughout the city. Too expensive and not enough benefits.
- This idea makes a through way for people that do not need to stop in Kensington, fifth Ave. and etc. But when or if these ideas go through it will create a bottle neck at Crowchild and Glenmore. I suggest Crowchild has a bridge over/under the reservoir to 22x as well.
- Recognizes the critical long-term importance of increasing north-south capacity on this key route (after additional planned crossings at Shaganappi and Sarcee were eliminated by earlier decision makers) while maintaining reasonable local environment and access for area residents/businesses.
- Great idea ... Wildly expensive. Also at serious risk of flooding regardless of mitigations. Cannot risk having this road out of service without an alternate flood-proof option. 2013 flood shows there are no flood-proof options on the west side of the city.
- Awesome idea - if we can afford it, we should go for it. The long benefits of this for everyone would far outweigh the costs.
- Seems like a very expensive idea.
- While no doubt costly, it allows the creation of a more walkable environment for the communities at the surface level, while still permitting high-volume traffic through the area.
- Though this idea manages the key principles, the construction process would be nightmarish for short term and extremely costly. The countermeasures for the water table and utilities only complicate this cost as well as would up the overall timeline for implementation.
- The disruption to 1-2 lots on either side during construction is quite disruptive.
- Perfect plan. But good luck implementing it. Way too expensive, and flooding mitigation would be excessive.
- Either a trench/tunnel or a viaduct seem like the most logical solutions. Are the lights on 16 going to be accepted by the community?
- This section of Crowchild functions as a commuter route and local collector. Separate the two to balance the demands.
- This proposal meets the objectives very well. However the extremely prohibitive cost and technical drawbacks (pumping and flood mitigation) will doom it to the garbage can.
- Everybody gets what they want, improved traffic flow, proper expressway status to Crowchild.
- This idea would improve access and ground level traffic would be local traffic only keeping thru traffic out.
- The only option really.
- Too expensive and difficult to construct without major delays. Otherwise, fine until it floods.
- It's a nice idea, could the "express" tunnel be made into a toll road to recoup its costs? Otherwise it seems extremely expensive.
- If we cannot put a transit tunnel under Centre Street, where the transit belongs, why should we fund a traffic tunnel under Crowchild Trail, where a train has already been directed to service the NW communities, and the car drivers are choosing to not use it?

- The area above the Crowchild tunnel would need to become a dense shopping / walking district which fully supports cycling and walking with wide green boulevards and no parking in front of businesses. 4th street or Kensington style.
- Can't see how the "trade-off" changes implied for Memorial are required.
- This could work well especially if you maintain more local residential/commercial traffic above with a "collector lane" type of concept. Expensive - but having to redo this project 3x over when doing half-measures will be far more expensive and disruptive in the long term.
- This is a good idea
- Excessively expensive project.
- Planning for the future - 2 lanes are not enough at that location this area would require the possibility of 3 lanes both directions to ensure it is not outdated by the time it opens.
- This will never happen. The Big Dig went so well...
- Tunnelling a road is one of the most costly and least efficient ways to improve mobility. This should not even be an option.
- This is way too costly and not an efficient use of resources. This will only induce demand and make traffic worse.
- This is a very efficient use of the area that is allocated for Crowchild. There is free-flow non-stop traffic below ground; pedestrians and cyclists can take advantage of the above-ground area; the neighbourhoods around this development would have a big reduction of traffic noise. If you are building this tunnel, I would highly suggest continuing it along to bypass all intersections between Memorial Drive up to and including 24th Ave NW. Those that need to get from 16th to Crowchild may do so on the above-ground lanes. There are not as many people changing from one of these roads to the other. The real key is to get traffic south of 17th Ave SW north of 24th Ave NW (and vice versa).
- It serves both the pass through commuter and the community commuters. An elevated road is an eyesore even though that road starting at 17 Ave SW all the way to 24th Ave is already ugly with all the crazy bridges over the Bow and that 16 Ave underpass. So a tunnel would be nice and hidden. The above stretch of road could then become a traffic calmed community road perhaps. I think this is the best solution possible. But due to costs, the above grade freeway is probably more realistic.
- This will likely be too costly and not feasible in the medium-term. Water seepage issues will be difficult to overcome and will render the tunnel useless during flooding.
- This would be the right way to do it! It is the most expensive but you get what you pay for in this situation. Best for majority of Calgarians, from across the city and local residents as well. Win-win!
- I'd like to see a tunnel from Memorial Drive all the way to Charleswood Drive. It would greatly improve the flow and be a great long term solution.
- Though a tunnel is very costly, so is widening this section of road due to all the homes this city would be required to purchase in order to do so.
- Great idea!
- Cost of construction????
- This is a ridiculous idea and too expensive. Way too expensive and disruptive. WAYYYYYY too expensive.
- I like that it allows through traffic to move freely with little impact to the surrounding communities and maintaining movement across at grade.
- I think this is the best idea possible, it would improve traffic flow greatly. My personal recommendation would be to tunnel it all the way to 24th Ave. This will also make the road ways quiet for communities around the area. You

should also keep some existing lanes on top of the tunnel so people can still use all the lights and turns, the tunnel would just be a bypass I assume? Perfect idea! Love it.

- Interchanges are ugly, and noisy. Plus this is one less road that needs cleaning in winter. The flood/water risk is definitely the biggest issue.
- This may sound good, but long term maintenance problems coupled with flooding issues would cause this to be a very long term costly project. There are better ideas than this.
- Solid solution for this area. This is a long term fix and will greatly improve traffic flow without compromising aesthetics. Ensure tunnel is designed to a maximum potential capacity for future volume increases.
- However could also do over passes, rather than under passes.
- There would be a costly proposal however it's an area that has been around so long it deserves more investment. The river path system is such a beautiful and rich area and I believe would benefit from the Crowchild tunnel. It would reduce noise, visual impact, and provide valuable development space. There will be a greater impact during the construction phase however great long term projects generally have consequences. The water table may be a concern however should be possible to manage considering roadways in Vancouver that pass under the ocean.
- Great idea. By far the best for the northern section. But will cause a build up at the bridge on the bow.
- The real issue with Crowchild is the bridge where Crowchild NB basically goes down to 1 lane.
- Once the traffic bottlenecks at 24th Avenue, Kensington and 5th Ave are solved, I don't see any need to do this at all.
- This is by far the best idea presented. The opportunities for design on top of the tunnel are tremendous... a pedestrian based shopping district with lots of green space, cafes, etc would be truly amazing and would be a fantastic addition to the city and enhance quality of life.... all while improving traffic flow drastically.
- Great idea, but the tunnel should go all the way to 24th Ave, not University Ave. It should come out just before 24th and there should be an interchange at 24th Ave and Crowchild. Traffic from University Ave could use the 24th/Crowchild interchange to enter/exit Crowchild trail. University Ave does not need its own entrance/exit at the south end onto Crowchild.
- I believe your only options to not impact homes or the community is to go up or down.
- Expensive and grade is dropping lower on a flood plain. Dumb idea. I'm a geologist, I'm qualified to say this. If you want to tunnel, start at 16th Ave and end at 32nd Ave.
- Would be the best option for Crowchild Trail movement.
- This option would improve North-South traffic flow which should be the main objective. I would like to see hard improvement targets in these options such as decreasing the peak hours travel time by 50%.
- Love this idea.
- Love this idea but I think that it will be extremely costly :(
- A long term solution is worth the money. Our home and community mean everything to us and we don't want to risk have our home torn down or having to move because our land needs to be expropriated for expansion purposes.
- I support the tunnel 100%. Before becoming a resident of West Hillhurst, I drove through this area every day and wished that there was an overpass or tunnel to get past the lights. As a resident, I still wish there was an overpass or tunnel as the commuter traffic caused delays in getting home.
- Costly nightmare construction.



- Concern about cost, and accessibility to emergency vehicles. Needs to be large enough that if there is an accident there is that ability to move to a large enough shoulder to minimize impact. Europe has many tunnels that work very well and have emergency vehicle access.
- It does meet the concepts well BUT a tunnel below the level of the Bow is NOT a good idea.
- This is the best option I have seen. Excellent suggestion!
- Cost exceed benefit.
- Although costly would improve flow in this area and reduce noise/impact on surrounding community in the long term.
- This is a long term solution that although expensive is likely worth it - Calgary is a large vibrant city that continues to grow and this is a solution that fits well.
- Too expensive and will result in years of construction versus the other fixes which are more reasonable in cost and easier to do.
- Best idea yet.
- Expensive - sounds like a federal investment project.
- Ideas that encroach on the neighbourhood (buying out 1-2 properties on either side?), is disgraceful. Not only those properties are impacted but 1 block on either side will see a decline in value
- I like the idea of local communities able to partially reclaim the corridor currently used by Crowchild, to allow the communities to grow together and provide a good street-level experience on a human-scale road. Possible for a new commercial high-street on that strip.
- The Bow River will soon be a dry riverbed most of the year so water-table issues are not a problem. Spend the money and get the traffic out of sight where it belongs.
- A great solution - other than the cost!
- This idea, while well-intentioned, seems to be derived from the local community to absolutely/positively avoid ANY private property acquisition to widen/enhance a surface route for Crowchild Tr. This approach is narrow-sighted for the overall integrity of this project. By that I mean: In some instances, a few private properties may very well need to be acquired for the overall good of this project (provided proper compensation, of course). I recall when Crowchild Tr. was widened between 17-50 Avenue, some private properties were indeed acquired to accommodate this widening. No expensive diversion tunnel was proposed at that time, and none should be pursued here to accommodate a relatively small number of potential acquisitions in this instance (ie: the number of Calgarians that would benefit from a widened Crowchild greatly outnumbers any affected properties adjacent to Crowchild requiring acquisition). Private properties were also acquired along 17 Ave SW to accommodate the West LRT. Former alderman John Mar had no problem voting for the budget to acquire those properties, yet hypocritically decried "Over my dead body" regarding any property acquisition in his little Sunalta kingdom. Perhaps this hypocrisy had something to do with his not being re-elected (ie: I'd like to think that the majority of citizens recognize the occasional need to acquire private property for the greater good of the City, provided proper compensation of course). While the City staff would obviously have estimates to compare costs for this tunnelling option versus property acquisition, I suspect the latter option is more feasible. Presuming that latter option is indeed more feasible, to pursue a tunnel option here, in my opinion, would be "the-tail-wagging-the-dog".
- By far the most elegant and complete solution although also, by far the most expensive.
- The fundamental bottleneck is the two lane restriction at University Drive and again over the Bow River.
- This idea meets all of the project criteria and combined with idea 13 and 15 eliminates all of the current issues with Crowchild Trail from south of the river to north of 5th Ave. Combined with the traffic lights from idea 7 at



Parkdale Blvd and Kensington Rd and at Memorial Dr and 19th St, allows for access to and from West Hillhurst with minimal impact on the community.

- The tunnel would be too expensive and this area would have more traffic and have a negative impact on the communities bordering it. The cost of building this tunnel would only be the beginning, maintaining such a structure would far out way any benefits.
- This is the best long term strategy for Crowchild. The current open access for this section is unsustainable. With the current injection of funds, the timing is perfect! I came from Toronto. It's Gardiner conundrum should have been dealt with in a similar fashion. It will eliminate the eyesore, and smooth traffic. For a few years of disruption, the payback will be for decades of an integrated solution with the greatest payback.

### **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 (x54)
- This idea meets the key principle SOMEWHAT (x53)
- This idea DOES NOT meet the key principle (x113)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x148)
- This idea meets the key principle SOMEWHAT (x47)
- This idea DOES NOT meet the key principle (x24)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x128)
- This idea meets the key principle SOMEWHAT (x49)
- This idea DOES NOT meet the key principle (x48)

#### Verbatim comments

- This is an excellent idea. It is used around the world and is proven to work! This needs to be the priority of the City. It enables community access while still allowing those commuters to make efficient time. The City should not be scared of the cost or the time it would take to implement. Calgarians would gladly wait for a truly good solution to the Crowchild mess (+ finishing the ring road would help!).
- The sound impacts on communities makes this idea no good. I'd imagine it be quite costly as well.
- Elevated roadway effectively doubles the capacity of Crowchild while simultaneously eliminating two bottleneck traffic signals at Kensington and 5th. The key principle "Maintain and Enhance Bordering Communities" can still possibly be achieved, as the assumption that community residents will dislike an elevated roadway on an arterial thoroughfare may not be accurate. If traffic conditions improve during rush hour, the bordering communities will be enhanced due to through traffic being removed from the local roads. The resulting decrease in traffic and decrease in noise will be a benefit to bordering communities.
- Still would have traffic problems at the surface level and the elevated level would be loud and would potentially ice up. An additional problem would be snow removal as a snow plow at 60 km/hour might push the snow and salt

into the neighbouring backyards of residents. Further creating resent and lower housing value in the surrounding areas.

- Maintain and Enhance Bordering Communities should be a priority and this option does not do that.
- I love this idea. The elevated road would allow for bypassing all the existing stops and turns, and then allows for others to use the existing road to access the communities.
- This is a ridiculous idea!!
- I think it might not be very pretty to pedestrians and cyclists.
- Just take Boston for example. All of their elevated roadways were replaced by tunnels. Let's go with the future and think about our communities' beauty.
- This community is not only about Crowchild Trail. The noise and visual impact would be far too disruptive, not to mention the cost and long closure of the road completely.
- This is a terrible idea. Would make noise much worse in adjacent neighbourhoods. I don't think you need to turn Crowchild into a freeway. Just make it a faster city road. Getting Crowchild to flow well at 50-60 kph in rush hour without accidents on the bridge to stop the flow would be a huge achievement. Don't spend money on an elevated noisy piece of road. And what after university?
- I believe that sound would be a major issue.
- Solution to closing Crowchild for construction is to take a 1/2 block of additional working space which completely defeats the objective of reducing community impact. Too bad there was nowhere else to divert traffic.
- Reminds me of Lakeshore Drive in Toronto which I don't think too many folks would say is a resounding success.
- Would be a very expensive and unsightly option.
- Probably one of the few ways that will actually improve travel due to the elimination of traffic lights like every 100m. Let's be real here, we can make all these ridiculous improvements such as not turning left between certain hours, etc. But they have a minimal benefit to the actual travel time on Crowchild. Buy out any property that needs to be taken over for land and just build the f\*\*kin thing. As for the residents who don't want to sell, are you serious? How selfish can people be? Do they actually want to live next to a major roadway anyway? Gosh! Some people are so dumb.
- An elevated roadway should only be considered between 17th Ave and University Dr. Otherwise elevated roadways are shown in many studies to not meet the 3 guiding principles.
- Very 1960's solution.
- Removing 3-4 sets of traffic lights from the river to 24th (better than University Dr) and having a raised road would virtually eliminate traffic congestion along this route. I do believe that the route could be moved a bit to the West rather than on top of current Crowchild. Basically cutting over top the McMahon parking lot. The Church on Crowchild and 24th may be impacted as might the Apartment block at Crowchild and University Drive but this would have less impact to the residences on the east side of Crowchild. The new route would be basically a bypass of existing Crowchild and be used for people heading to Memorial and beyond.
- This idea is good. Not very many properties along that road to significantly affect view. Although I think having individual flyovers on Kensington and 5 Ave over Crowchild with right hand turns only or partial access on both is a better move.
- Awesome idea. Works well with a ramp at each end down to a minor road at existing grade to the intersections at 5 Ave and Kensington.

- This is different than the tunnel and serves to introduce something to the area that does create a barrier between the E-W sides. Just like the tunnel, depending on the volumes and patterns, the local roads at the entrances and exits could get really fouled-up as well.
- If combined with a reversal of the Memorial Drive interchange, would provide for increased flow from the Bow River crossing.
- This is probably the best proposal to fix a bad situation. The impact to the surrounding community is obviously large but I can't see how this can be avoided and still improve traffic on Crowchild Trail. Not having to buy property on either side of the roadway is a big advantage. Although this will be expensive it is much less expensive than a tunnel. I would suggest rather than trying to build an all turn interchange at Memorial Drive have Crowchild Trail run over Memorial Drive. Build an interchange at 5th Avenue with a turnaround lane for NB Crowchild Trail traffic to access the SB urban boulevard. Memorial Drive and University Drive can be accessed from the urban boulevard. I would like to see Memorial Drive and especially the park where Crowchild Trail and Memorial meet be preserved and not spoiled with a spaghetti interchange.
- For improvement of overall traffic flow on Crowchild this would be the greatest improvement. Keeps traffic in the 5th Ave to Kensington Road traffic to local traffic only, better for pedestrian crossings, etc.
- Much more practical than tunnel. If could be cost justified, it could work.
- I'm concerned about the sonic footprint of Crowchild extending even further into the nearby communities. This could affect hundreds of homes. I think it's preferable to keep Crowchild at grade or below grade and impact just a few properties that currently border Crowchild.
- Hate, hate, hate this idea. There's no way a liveable community or urban boulevard would grow alongside an elevated highway.
- It COMPLETELY fulfils the goals of the project. However I feel like the architecture budget on this project should be substantial to mitigate visual impacts.
- Way too expensive and unreasonable.
- Useable space is lost and a beautiful community becomes the underbelly of the Crowchild bridge. Sounds like the gardener expressway.
- Would be an eyesore.
- Very destructive and excessively expensive idea.
- It serves both the pass through commuter and the community commuters. An elevated road is an eyesore but that road starting at 17 Ave SW all the way to 24th Ave is already ugly with all the crazy bridges over the Bow and that 16 Ave underpass. Plus the stretch of road is pretty much fronted by commercial properties so there should be minimal tear-downs for homes and minimal impact on property values. Should be more cost effective than a tunnel.
- Don't put the high-speed high-traffic on the upper deck here. It will mean more noise to surrounding communities and force the local traffic and pedestrians under the elevated platform and into the dark - reminiscent of the ghettos below the elevated subway system in Chicago.
- This option would be unsightly and likely very expensive.
- Would prefer the tunnel option but if this is only option if tunnel is not given the go ahead. Property owners have had many years of knowing they live beside one of the most important and busiest transportation corridors in Calgary and have to expect changes that may impact their property "value" and or the fact that some property may be required to address the needs of a city of over a million people and could be close to two million in the next generation.

- This idea has a major visual and noise impact on properties bordering both sides of Crowchild Trail and would likely require demolition of many homes in order to achieve this.
- Although this project might harm businesses in the area, this, a tunnel, or making traffic on Crowchild a priority at the lights between Kensington and 24 are the only options to help alleviate traffic. Large numbers of people would use this.
- Works in many other places. Worry about noise from elevated roadway but there is noise already.
- This is a ridiculous idea and too expensive. WAYYY too expensive!
- Prefer the tunnel to this idea.
- I do not like this option. It's unsightly and would create noise for neighbouring communities.
- Eliminating lights to allow local access would greatly improve traffic flow. I think going above makes more sense than going with a tunnel that would dip below water level of the Bow River.
- I like this idea along with the tunnel, I still don't understand what is going to happen by 24th Ave though. If there is still lights there doesn't this defeat the purpose? Or are there going to be an overpass there with roundabouts too? Or an underpass with roundabouts? Either way I think this idea or the tunnel the best because it would fix the problem once and for all. I say Spend more money up front to fix the problem, then do little fixes that never work and you end up spending more money and having more construction over the long term that everyone will complain about. P.S. increase speed limits on Crowchild, 90km after U of C would be reasonable.
- Will solve the problem in one large project.
- With mostly \$1M++ homes surrounding Crowchild property value will be drastically impacted by a raised roadway. The plan is ridiculous.
- Tunnel seems to be better option.... But this idea is still a valid solution that will fix the problem here. There will be impact to aesthetics and neighbouring communities but will also help them with reduction of local traffic.
- Although this idea is likely to spark issues in the surrounding communities, it seems to be the best scenario for fixing the corridor.
- I am willing to lose access to this connector, for a period of time, to have a solution that will actually fix the congestion.
- Ultimately this is the only way to fix this area of traffic without completely eliminating the ability for you to turn in and out of Crowchild. It is a short amount of elevated roadway and would free up land under/around.
- The problem will be construction and winter driving conditions. A tunnel is better.
- I believe your only options to not impact homes or the community is to go up or down.
- Living in West Hillhurst, this maintains our ability to get in and out of our community. Remember that the new Cancer Centre and University Districts will lead to even more traffic in and around our community; we can't at the same time reduce access in and out.
- Having seen elevated roadways in many US cities they are unsightly, noisy and create barriers.
- Many world class cities have integrated elevated highways....
- Seasonally this could meet mobility and travel along Crowchild but the effect of icy conditions could well increase the number of collisions due to one very long icy bridge deck. Look at current number of collisions slowing traffic over the Bow currently and consider how that would look on a slope found in that area.
- This option has merit both as a standalone option and could also be used as a hybrid option with the tunnel option.

- I prefer the tunnel as overpasses have more crime and are an eyesore.
- There cannot be any question that a tunnel is superior to the noisy, elevated, and creepier for pedestrians and cyclists 'underneath'.
- It's an eyesore.
- Love the idea! But the neighbouring communities would have increased traffic noise :(
- My problem with this idea is that it is very ugly, and has other negative externalities. I lived in the SF bay area and elevated roadways attract homeless people and increase crime. Inner city, and near-inner city communities already have to deal with both these problems, but they are easier to deal with when they are more disperse. An elevated roadway would concentrate these people and unfortunately cause problems in the neighbouring communities.
- One lane road? Cost high for small impact.
- Costly project. Bordering communities may have some impact, but access to businesses will still be maintained.
- This option would be very destructive to the surrounding community.
- Cost exceeds benefit.
- Sounds like this will be visually horrible - I am picturing a large American city with people on a large freeway where you can't even see the community below. Also sounds like this will be loud.
- While I would rather see it buried, this is a good alternative, but attention should be paid to the aesthetics of such a roadway and attention to underside especially to encourage pedestrian and bike traffic.
- Keeps the roads close to the communities at a lower speed, so much safer.
- You might as well bulldoze the bordering communities as no one is going to want to live there with this eye sore.
- Visual blight, noise propagation into neighbourhood. This is a dismal idea, but if you recommend it, maybe we could add another layer above for industrial manufacturing businesses and reap more tax dollars at the same time.
- This seems like a bad idea. Very intrusive to local communities. A tunnel, though probably more expensive, would be better for everyone in the long run, especially local communities.
- Since speeding up car travel seems to be the goal, this is your solution.
- I think that this is a great idea, and it does maintain local access. The problem is the elevated guideway would be really ugly and would divide the community despite the increased mobility it provides for the community.
- I had commented extensively in Idea 11 about the comparison of costs for tunnelling vs property acquisition for widening. The same comments obviously apply here for this elevated section. (As a side comment this, this idea is actually an inventive idea and thinking "outside the box").
- This is a terrible, terrible idea and will ruin the fabric of the local area and will impact far more of the West Hillhurst area due to much further ranging noise. For the extra money, do the underground approach.
- I can't believe this is being considered since the local workshops in West Hillhurst completely rejected this concept. Please review your notes from the local reviews and reject this idea. It is extremely detrimental to the adjacent community as well as extremely costly to taxpayers. There are better alternatives that achieve all of the project goals at much lower cost and with less impact to West Hillhurst.
- Restricted access is the only way to move traffic effectively through this area. Vacillating on this will only delay the inevitable. Location of this trail, right or wrong has happened. To leave as is will only make the traffic worse for the current neighbourhood - just a slower effect. I came from Toronto. By leaving it the way it is, is one of the plans for the Gardiner. This is an ugly harbinger to them of the chaos that they are proposing.





- I believe that elevated highways are eyesores (and negatively affect neighbourhoods - see LRTs) which require high maintenance - see Toronto's Gardiner. While I fully support controlled access, I believe sinking the highway is better in the long term...see Boston's Big Dig.

### **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 (x77)
- This idea meets the key principle SOMEWHAT (x34)
- This idea DOES NOT meet the key principle (x25)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x109)
- This idea meets the key principle SOMEWHAT (x18)
- This idea DOES NOT meet the key principle (x9)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x95)
- This idea meets the key principle SOMEWHAT (x28)
- This idea DOES NOT meet the key principle (x13)

#### Verbatim comments

- Fixes problem of cars leaving and entering the roadway, would only want this idea to be built if the lights are entirely removed from Crowchild. Otherwise don't spend the money on this interchange improvement.
- Not sure this solves a key flow problem. It would take space and would add noise to neighbourhood. I don't see this intersection as nearly as serious an issue as turbulence on the bridge.
- Crowchild is still down to 2 lane bottleneck, this doesn't work. Build a new bridge, use the centre bridge for your ramps.
- Better than roundabouts. This is such a problem area, that the extra cost will justify to do it right, and not compromise using roundabouts in high traffic areas with little preparation ability. Great idea, but it needs to be applied with little/no access from/to Kensington Rd. If people want to go on Kensington or access Crowchild, they should enter via Memorial and track back to Crowchild. Or 5th Ave if there is access.
- The northbound to westbound loop ramp looks to make the weave even shorter across the Bow River Bridge.
- This will almost completely destroy the existing park. In my mind this negates any improvements in traffic flow. Also this is very complicated and looks expensive. Also, Memorial drive is already over capacity particularly eastbound Memorial and this will encourage more traffic on it. Have Crowchild Trail run over Memorial with ramp access to Memorial and lights on Memorial. Less expensive and gets the job done without major impact on the park.

- Calgary has been without traffic circles for many years and many drivers who have lived in Calgary all their life do not know how to drive in them, adding traffic circles to critical intersections will only increase crashes. This option doesn't have the traffic circles and would be a more familiar configuration to residents.
- I would doubt that the traffic improvement would warrant the cost of the intersection. Currently it is possible to turn on all directions through the use of the Kensington Rd on the west side of Crowchild. During rush hour the amount of traffic back up along Kensington Rd. is not so bad as to justify the multimillion dollar cost associated with the planned improvements.
- Too much chaos.
- Memorial Drive does not need to become Memorial expressway.
- This is the only solution that addresses the issue of 2 major roadways intersecting and the need to keep both of them as free flow. This has been described negatively as a "spaghetti interchange" like those bad US freeways. This is good design because it achieves a positive goal of keeping traffic flowing instead of the city's preference for stop and go design. Stop and go design is accident prone and does not efficiently move traffic, especially in the winter.
- This will greatly improve traffic flow and reduce delays.
- It doesn't involve roundabouts!
- This is not the problem.
- I like that it can be done with little impact to the residential communities and vastly improves mobility in all directions.
- Looks like a nightmare; try to imagine this during a 'snow event'. If pathways and parkland is the focus, then Memorial should be realigned 'north' into the residential area with a diamond interchange for long term solutions.
- Whenever I have to take the offhand direction to Memorial I end up clogging up traffic. This is a significant gain.
- The interchange already works, there are only a limited set of cases that will improve traffic flow, and otherwise all other traffic through this junction is sufficient. The only real limitation is the narrowing of Crowchild trail as it passes under Memorial and over the bridge. The bigger problem is the hazard presented by trying to move from Bow Trail to Memorial via Crowchild: there are a lot of lanes to pass over a very short distance, and I often find myself trying to avoid a collision as I merge on due to speeding motorists not providing sufficient space to pass onto the Memorial off ramps. The traffic through the area might be better reduced by the presence of an eastbound off ramp from 14th Street to Memorial.
- Anything that improves traffic in this area should be undertaken.
- Calgary's inner city is finally going through a regeneration period. Creating Stoney Trail style overpasses is not an appropriate solution in this type of area. Not only would this style of development remove much of the usable park (areas in the middle of on-ramps are not parks) it would also encroach on the river pathways that are used by many. This plan would also severely reduce property values within a large radius of this intersection. In addition I believe it would completely stop and even reverse the community regeneration that is occurring.
- Investment in this interchange would allow more traffic to be pushed off Kensington to Memorial, thereby allowing a cheaper and simpler interchange at Kensington (surface right turns only for example). Right hand turn from southbound 14th to westbound Memorial would move traffic efficiently into this interchange, again reducing 5th Ave and Kensington Road traffic thereby reducing the need for interchanges at 5th or Kensington.
- Free-flow is the way to go!
- This interchange would be visually destructive for the surrounding community. It would also encroach on the community as well as park spaces.



- Busy area next to green space. Limited ability to expand Crowchild in the future. Like it if you can get rid of Kensington interchange.
- Combine with Idea 10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W., and Idea 15. Widen Bow River bridge for more lanes and/or continuity of lanes. This is the optimal build scenario. Anything less is really pointless and a waste of time and money.
- Yes! Much improved!
- Sounds like this would be a good solution for this area.
- This is total over kill.
- Not sure how this interchange could ever have been built without all directions access. Needs to be fixed.
- Reasonable compromise.
- I like that the pathways would remain. Loss of green space adjacent to a freeway is no big loss.
- This configuration appears to wonderfully accomplish all the required traffic movements at this intersection, and within the confined space requirements that are available here! This is a MUCH BETTER option as compared to the idea of roundabouts here as per Idea 14. Yes, Idea 13 is presumably more expensive than Idea 14. But Idea 14's roundabouts are a MUCH less efficient configuration to move the required volumes at this intersection. I particularly bring to attention the effectiveness/efficiency of Idea 13's free flow concept for the following: When one thinks of ambulances responding from NB Crowchild Tr. going towards the Foothills Hospital, I would think that the majority of citizens would want to see that access enhanced as much as possible. A free flowing concept here in Idea 13 meets that desire, whereas having an ambulance stuck in the queues of roundabouts (particularly during peak) is not much of an improvement over the present mess that ambulances approaching Foothills from NB Crowchild have! Please PLEASE PLEEEASE look at pursuing the free flow concept of this Idea 13!
- This idea combined with the traffic lights at 19th St and Memorial (and reduced speed limit on Memorial to 50 km/h and east bound Memorial re-alignment adjacent to west bound Memorial lanes to create pedestrian/bike pathway buffer that doesn't currently exist) and traffic lights at Parkdale Blvd and Kensington Rd in idea 7 and combined with idea 8 or 9 or 11, and idea 15 will solve all of the issues with Crowchild Trail from south of the river to north of 5th Ave with minimal impact on West Hillhurst. It will also optimize the project goals of minimal impact on adjacent communities, improved travel along Crowchild and improved mobility across Crowchild. The team should also consider realignment of the off ramp from east bound Parkdale Blvd to south bound Crowchild Trail to provide a buffer from the pedestrian/bike pathway (there is currently no buffer) along with a reduced speed limit of 50 km/h.

#### **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 (x40)
- This idea meets the key principle SOMEWHAT (x27)
- This idea DOES NOT meet the key principle (x23)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x45)
- This idea meets the key principle SOMEWHAT (x24)



- This idea DOES NOT meet the key principle (x21)

### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x29)
- This idea meets the key principle SOMEWHAT (x26)
- This idea DOES NOT meet the key principle (x36)

### Verbatim comments

- This idea looks like it would greatly help the traffic flow in this area. The bridge over the Bow River is a rough spot for traffic flow on Crowchild. Vehicles trying to get onto Memorial cut right across Crowchild and cars trying to bypass the wait use the lane that goes into Memorial and then try to make a left lane change cutting off traffic. It's a little unfortunate how much green space is going to get taken out but keeping the pathway is important and since that can be done this would be a great idea. It also moves the road further away from the homes across from Memorial which is nice. I have to go and look at idea 10 and 12.
- The incorporation of different modes of transport while not overwhelming the river impresses me.
- This will turn rush-hour on Memorial into a huge "two ring circus"...sorry but bwaahhhhaaahhhaaa. Memorial is a key e-w commute route. This circus will push more traffic onto Kensington, especially if there is a bridge and straight across run across Crowchild.
- Pretty cool idea but I still don't really understand how it benefits traffic flow on Crowchild to that great an extent.
- Roundabouts in such a small space in a high traffic area will only result in confusion and delays.
- Though easing congestion and swaps on Crowchild trail, E/W traffic backups are also a factor at peak hours, as is cutting through community, slowing movement out of the area. If this concept could be perhaps simplified slightly, combined with other ideas, and somehow retain through traffic on Memorial Drive, this would at that time make an exceptional long term solution.
- Investigate banning NB turns at Kensington Road at the same time - get access from Memorial Drive.
- Calgary has been without traffic circles for many years and many drivers who have lived in Calgary all their life do not know how to drive in them, adding traffic circles to critical intersections will only increase crashes.
- Crowchild Trail flow improved but I see no benefit to Memorial Drive mobility over current situation other than better access to Crowchild Trail. I like it better than the diverging diamond interchange though. Much less expensive. Still trashes the park.
- Other than a slight reduction in speed along Memorial, I see little downside. Great idea! The current NB Crowchild to WB Memorial ramp is scary and causes panicked lane-changes from those entering NB Crowchild from WB Bow Trail. The extra distance to get to the right lane will improve things a great deal.
- An interchange at Kensington with existing Memorial Drive is by far better.
- Way too much chaos.
- This creative plan improves land value for residents - it could also allow for new spaces for natural beauty for commuters. Perhaps even leaves space for a future low floor train. Great plan.
- I cannot understand how this makes any improvement to travel along Crowchild. The bottleneck is Kensington Road. Not Memorial.
- Probably not popular with motorists.

- If you want guarantee that Memorial Dr remains congested in both rush hours this is a great way to do it. The City seems to be hiring engineers who know nothing about traffic flow. Either that or they are hired to intentionally design bad infrastructure.
- Seriously? Roundabouts only work well in low volume local streets. Not Core, skeletal, or main thoroughfares. The 37th Street/Glenmore Trail roundabout is one of the worst spots for a roundabout I have ever seen/used. Lived in Japan, familiar with London and Europe and roundabouts are best, as noted in lower volume, in slow moving traffic areas. In Calgary the Darmouth Rd. SE/26 Ave SE and the Upper Mount Royal roundabouts meet the needs of the infrastructure/traffic movement and work. Do not put roundabouts on Memorial or Crowchild connecting roads/interchanges, etc.
- Doesn't work in Lakeview or Mackenzie Towne and people do not know how to use them here. The city has changed the rules from internationally accepted ones to try to accommodate which is wrong!
- This would make things worse.
- A no go in my mind.
- This concept is a much better start than idea 13. This style would promote the free flow of traffic however at lower speeds which is good for bordering communities. There is still a large off-ramp from Crowchild North to Memorial what could be moved to the south and prevent such a large circle. Once this ramp is removed the traffic circle on the east side as well as Memorial on the east side could be moved north away from the river. This would also allow Memorial West to Crowchild North be moved to the south as well. With a little tweaking this would be a plan that would enrich the bordering communities while reducing current congestion.
- Roundabouts are always made to small so when trucks come through they are reduced to one lane. In the winter this will be a disaster.
- Bad idea with roundabouts! Look at 37th Street SW north of Glenmore Trail SW... The roundabout there slows down the traffic. Two roundabouts within a short distance on Memorial Drive will create a horrible traffic jam! A big no-no!
- PEOPLE DO NOT KNOW HOW TO USE ROUNDABOUTS PLEASE DON'T DO THIS they seem to only create more problems.
- This is too confusing. Scrap and go with a combine with Idea 10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W., Idea 13. All-turns interchange at Memorial Dr (free flow) and Idea 15. Widen Bow River bridge for more lanes and/or continuity of lanes. This is the optimal build scenario. Anything less is really pointless and a waste of time and money.
- Roundabouts will severely impact through traffic on Memorial Dr forcing short cutting onto Kensington & 19th Street. VERY BAD IDEA!!!
- Roundabouts are not ideal...I could foresee the roundabouts getting backed up and thus backing up Crowchild as well... Too much chance for collision as well. Not the safest option.
- The sprawl of the interchange to the east will ruin the park-like setting to the east of Crowchild Trail by consuming a large green-space and by cutting into the widest expanse of green-space between Memorial Drive and the river. Building circular roads with green on the inside of the circle effectively eliminates the green-space even if the interior of the circle is grass and trees because you cannot access the green-space and because from outside the circle the green-space is marred by cars travelling in the circle. Also does this really address the flow problem on Crowchild? The stop and go bottle necks still exist at Kensington and at 5th? Thanks (*contact information removed*)
- Building into the river buffer zone is very undesirable.
- Much as I like roundabouts (really!) I think this will slow traffic along Memorial Drive.
- Pretty good idea especially if combined with other traffic calming measures.



- The rest of the world uses them to ease traffic flow - worth trying
- As long as no pedestrians or cyclists have to be anywhere near the roundabout, it might work, especially if the roundabouts were a reasonable diameter not like the tiny irritants that have been plunked all over the city in residential areas.
- I had commented in Idea 17 about a desire to avoid traffic circles. In my opinion, traffic circles may very well function well in non-peak periods. But based on my observation, I feel that roundabouts seem to fail at peak periods (again, my best example is the northern roundabout at Glenmore Tr. & 37 Street, where movement from WB Glenmore to access that roundabout is so much more voluminous that it ends up backing up onto WB Glenmore itself --- bad backups for the remaining WB Glenmore proceeding further to the west). While Crowchild Tr. flow would be enhanced within this scenario, the lack of free flowing movement for Memorial Dr does not make this option desirable in my opinion. The additional confusion & inefficiency of roundabouts for Memorial Dr just enhances this opinion. (As a side note though, I'm impressed with the ingenuity that it took to come up with this scenario --- nice job!).





## 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 (x294)
- This idea meets the key principle SOMEWHAT (x100)
- This idea DOES NOT meet the key principle (x29)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x366)
- This idea meets the key principle SOMEWHAT (x35)
- This idea DOES NOT meet the key principle (x21)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x337)
- This idea meets the key principle SOMEWHAT (x52)
- This idea DOES NOT meet the key principle (x34)

#### Verbatim comments

- More lanes would definitely help the traffic, however, the cost for widening these two lanes across the bridge would be substantial especially in this economic condition, saving money is very important.
- This is the single most important idea in the whole study. It will benefit this area's road network so much.
- Will help southbound. Won't improve northbound traffic as the lights and bottleneck by 16th Ave will continue.
- Three through lanes in both directions is likely excessive. Providing one HOV lane in either direction and reducing the left to right/right to left cross over movement between on/off ramps should be sufficient.
- This is essential, needed 10 years ago.
- Flyovers are needed when traveling from the south to the north! I have travelled Crowchild every day for 8 years every day and everyone is changing lanes on the bridge from one side to the other--which is the true reason there is a slowdown in the river area. Lucky we have drivers who gracefully let drivers moving across these lanes constantly during rush hour. Put a few flyovers or extra bridges to take people to Memorial East or to left side of the bridge and we'll have a lot less traffic problems at rush hour there. Worth the money!
- This is another additional answer to increased traffic, this would also solve the problem of Crowchild being a merge and exit lane that doubles as a main artery. More through lanes for removing traffic from the downtown core.
- This would be very challenging to do but that bridge causes a major bottle neck. However, that being said if the bridge was made larger but the lights directly north of the river would slow traffic down again. Ideally the city should make Crowchild completely free flowing. No lights. There can still be exits to get off Crowchild along the stretch of road from the river up to 16th Ave NW but there would be fewer spots to get on to Crowchild. Underpasses or overpasses would be needed. Trying to have traffic continue to use Crowchild while trying to



expand it would be a nightmare. Maybe you could try to do it when I'm on maternity leave again and don't have to drive to work every day. :)

- The constant traffic jams and the inability for Crowchild to process traffic is a cause constant frustration for all users who are primarily enhance bordering communities.
- I think this is a very good solution to the afternoon traffic. it is a nightmare going south to north currently as only ONE lane continues north across the bridge, all the other ones peel off. Very stressful weaving unless you sit and wait in the left lane the whole time... Improved bridge flow in combination with improved flow through kensington-5 Ave corridor would be an immense improvement. Also hardly any impact on the surrounding communities.
- This is a high cost change that would only provide a limited benefit at rush hour. High cost, disruptive and big impact on communities. Why encourage more car travel???
- High cost, bad for the environment. I choose greenspace over more roads. Scrap this work and go back to the drawing board. No build - greener, more sustainable alternatives only please. Encourage alternative transportation.
- Going northbound on Crowchild over the bridge is extremely difficult with 1 lane going through because the right lane must exit to Memorial with the added traffic from the left lane trying to cross to merge it is a complete traffic jam and dangerous.
- This should have been done in the early 90's.
- The bottle necks are at the lights and the University Drive turn off where it goes down to 2 lanes. This does not change that.
- This needs to happen. Especially if there is any chance that a new stadium might be built nearby.
- Without some debottlenecking of the bridge to reduce congestion and turbulence probably not worthwhile doing anything else.
- This would reduce turbulence on the bridge thus reducing accidents and reducing the likelihood of major backups. A good idea. If this can't be done we'd really question the value of other projects further towards 24 Ave.
- This is an absolute given but on its own will be of limited value (i.e. - creating free-flow north of the river through 24th Avenue is necessary to avoid turning the Crowchild bridges into an even larger slow motion parking lot for significant portions of the day).
- A great idea - just don't know if there is the money to support it!
- I would agree with this idea as long as there are SOUND BARRIERS added to SUNALTA SCHOOL yard boundary on west side adjacent to freeways. Also assuming there is no impact to current Sunalta school yard footprint. This was noted as a possible issue in the text, but not identified on the diagram.
- This is key to any Crowchild improvement. Simply put, the current setup is absurd with lane reductions and a design that requires motorists to make two lane changes over a short distance. Removing the traffic lights north of the river are important to the reduction of wasted time (and emissions), but the bridge is key to proper traffic flow.
- This idea, paired with a tunnel or elevated roadway from the Bow to University would totally transform dynamics of the road and probably severely reduce congestion during peak hours. Expensive, but I'd say it'd have the biggest impact on reducing congestion.
- Moving the on ramps from Bow Trail to the right side would greatly reduce the stop and go traffic as well as reducing close calls on the bridge.
- Though all key principles are middle of the road, it works with existing projects such as the bridge rehab & I believe that at some point this may be needed regardless. Even if coupled with other projects, I believe it to be a viable option for its timeline.

- I don't think I need to explain why. But it must be mated with an effective plan north of the river.
- More lanes on this bridge have to have a purpose. Access to any tunnel? Deal with the traffic exiting the downtown core in rush hour?
- There is only 1 thru lane north bound that isn't forced into a right or a left turn off. Much needed thru lanes that do not have a mandatory exit. Southbound could use the extra lane as well or even 4 lanes in each direction.
- This seems to satisfy all the requirements. What are we waiting for?
- As a daily commuter across this bridge I find the problem is not the number of bridge lanes, but what happens AFTER the bridge and the weaving on the bridge. Keep more traffic flowing straight on the NB side of the bridge and it will be fine. SB slows, a little, but it's usually not a choke-point for my commute. I see this as high cost and low return. Effort should be focused elsewhere.
- I feel like if there is enough wiggle room some lane changes would be nice with respect to the northbound right hand lanes. But overall I don't think this will improve traffic.
- Essentially only one north bound lane on Crowchild runs uninterrupted from south of the bridge to the north of the bridge. Heading North on Crowchild prior to the bridge the left most lane turns into downtown leaving two lanes for the bridge. Then the left most lane of the bridge turns onto Memorial Drive. This results in 2 out of 3 lanes of traffic needing to merge to continue from south to north of the bridge. Widening the bridge would allow at least 2 lanes of uninterrupted lanes to pass over and would greatly reduce the amount of cars merging. It would also reduce the number of accidents that occur when people try and change out of the left most lane on the bridge as it exits onto Memorial only.
- There are enough lanes ACROSS the river: three in each direction. The problem is only ONE of those lanes actually passes all the way through on the northbound direction. Another bridge will not help traffic flow unless the bottlenecks of getting on and off the bridge on each side of the river are addressed.
- Crowchild Tr. has been in desperate need of this improvement for 20 years. City Council's own engineering department warned us in the mid 90's that Crowchild Tr. would be unsafe as the population approached 1.25 million, unless major improvements were made to accommodate the growing volume of traffic. The city may be opening itself up to legal action if it continues to allow this section of Crowchild Tr. to continue to operate in an unsafe manner.
- Only works if you remove all of the left turns and lights on Crowchild north of the river and add an overpass at 24 Ave NW.
- Improved traffic flow both directions on Crowchild reduces congestion and air pollution on both sides of river.
- As many comments through the suggestion area pointed out - maintaining lane alignment is key for safety and flow. Whatever the plan, the ability to travel from south to north in the same lane is vital.
- The bridge is the biggest choke point. Whoever designed it originally was on crack... or likes spaghetti... a LOT.
- This bridge is a disaster in after work rush hour trying to exit the core. The current infrastructure greatly increases daily commute times.
- This is a great idea and will eliminate the weave occurring from the Bow Trail on ramp to the Memorial Drive off ramp allowing smooth flow on Crowchild.
- Improves traffic capacity without much negative impact on surrounding communities.
- This is the most dangerous section of any freeway in Calgary. This section features only one continuous northbound lane from 17 Ave across the Bow River. The lane weaving that occurs here is a regular cause of multi-vehicle accidents. I doubt whether there is a civil engineer in the world that would consider this a reasonable design for a freeway that handles 100,000+ vehicles a day. The city engineering department identified this area as



being dangerous 20 years ago and the city has ignored it. Extremely poor judgement on the city's part. You should be ashamed.

- This will immensely improve traffic conditions and make it easier to access the area and travel through it.
- I understand and regret that some taxpayers may lose their homes or businesses, but the potential positive impact of this idea is so much more impactful. This idea may in fact benefit area businesses, because as traffic flow stands now they surely lose customers as drivers avoid the Crowchild/Kensington Road/Memorial exit area like the plague -- if they can. Tough choices obviously had to be made for the 183 households that were displaced in the Midfield Trailer Park decision. This idea would impact a fraction of that number of homes, and the potential positive impact, at least in the short-term, is much, much greater. It would be a travesty to think that the wishes of the homeowners/businesses in the areas bordering Crowchild Trail would rank more highly than those in Midfield simply because of their socio-economic status, and their ability to mobilize and exert political pressure. The poor traffic flow on Crowchild Trail is holding Calgarians from all across the city hostage. Please, consider the bigger picture -- and the greater good -- before capitulating to a handful of media-savvy homeowners, as happened during the last Crowchild discussions.
- I think this idea is the most obvious and a no brainer. The current design is dangerous and has far outgrown its ability to handle modern traffic flow. Why this is even being held up by community consultation is ridiculous. This should be done yesterday.
- It is obvious to anyone who had driven across the bridge that it was designed for much lower traffic volumes and is intrinsically unsafe. If bridges were built at Shaganappi/37 St and Sarcee as originally planned traffic volume on Crowchild would drop. The city needs to upgrade Crowchild or build other bridges.
- The ORIGINAL PLAN put forward in 2012 was bang on. It addressed the needs of 1.3 million plus Calgarians as a KEY N/S Transportation Route.

Yes, some homes would need to be annexed and the School as well, but if you live or have property that is backing onto a major thoroughfare it should come as No Surprise that this may happen.

Every major city in the world has to deal with the needs of its citizens and sometimes (not exclusively) a few people need to have their property annexed for the good of the city. Calgary is heading towards a population of 1.5 million people and if this is not done now it will be done eventually and it is always better to just do it right from the start. We see this in a number of areas where interchanges are badly needed on Skeletal Roads and the necessary easement of property was not planned out properly resulting in our City backing away or delaying these projects because of the fear of having to purchase a few homes. It is unfortunate, but it's a reality, once it's done the network is improved for public transportation, movement of goods, etc.

By now, if anyone living/owns property adjacent to a major roadway has no reason not to understand and assume their property may (not guaranteed), but may be needed for transportation/infrastructure development and improvement.

- I'd like to see three continuous lanes AND a HOV lane in both directions.
- Ideally, I think the best solution is this idea combined with the tunnel idea, maybe all the way up to Charleswood Drive. Complete three lanes in either direction over the Bow, and you choose the tunnel to continue straight up to Charleswood Drive, or stay on the current road system to turn off on roundabouts for 5th Ave, 16th Ave, or 24th Ave.
- There is a bottleneck on the ramps of the bridge, but adding lanes has nearly never improved traffic flow. The main issue seems to be there are 9 lanes trying to enter the bridge and only 6 main travel lanes destined straight along Crowchild. In fact, removing 2-3 of the lanes doing this might actually prove to be a better solution than adding 3 more. It is the merging and reducing of these lanes causing the problem: 9 to 6. Changing this to 9 to 9 solves the problem the same way 6 to 6 would. The pathway system in this location is exceptionally important and other pedestrian / cycle infrastructure in this area is lacking. Whatever changes along here can't interfere with that, or traffic will actually get worse: this route becoming inconvenient will add several hundred cars back to the road

when they don't want to deal with cycling alternatives. The goal would be to remove cars, and if you've ever seen the bottleneck on this bridge, you'd know that even removing 50 cars would greatly improve flow. This idea would be a Band-Aid fix. This should be done properly and with great care. But perhaps the answer is in a mix of all these answers - including widening (or at least making consistent in numbers) the lanes of this bridge.

- Most obvious problem is the bridge. Least impact to communities and could still implement other ideas later.
- There is currently only one northbound lane on Crowchild trail that continues all the way from 17th Ave SW to Kensington Rd. This is the biggest bottleneck during rush hour and highest priority for upgrade. This proposal is a positive step to address this key issue.
- Great idea, only if increased flow of traffic can be sustained further on Crowchild. Otherwise, it's just moving the bottleneck somewhere else.
- Strategy needs to address access on/off Bow Trail (BT)/Crowchild Trail (CT). Currently no direct access from EB Bow Trail to SB Crowchild Trail or NB Crowchild Trail; NB Crowchild Trail to WB Bow Trail. These limitations result in access via 17th Ave through communities, or 10th Ave which is a confusing congested mess. If future redevelopment of West Village area is contemplated, cleaning up this situation is even more important.
- There is no other reasonable solution. The City's reaction to place low priority on this proposal, given the immense amounts of money spent on all the other sections of Crowchild Trail and connecting roads like Glenmore and the large traffic volumes from outlying areas which grind to a halt in the Kensington area each business day, is irresponsible.
- Would help but also need-- No left hand turns at all on Crowchild Trail. Only right on and right off. Plus add an overpass at 24 Ave NW which is already planned.
- The Bow Bridge bottleneck is the most pressing concern for improving traffic along Crowchild. As long as stringent environmental standards are adhered to when working in the Bow River I believe this should be a top priority for the city.
- This bottleneck is the single biggest problem with Crowchild Trail and routinely leads to massive traffic delays.
- Widening is worth the trade-offs, including the impact to the river and despite the earlier decision restrict additional bridge crossings.
- Removing weird lane merges across Crowchild will improve traffic flow and reduce accidents as cars try cutting across moving traffic.
- Perhaps another bridge, west of the present one should be built to accommodate southbound traffic, then use the present one for northbound traffic and public transportation, pathways, on/off ramps etc. The note regarding 'CPR and Enmax right-of-way's, they could be moved to accommodate necessary piers.
- This part of Crowchild is a disaster and in my opinion you should spend more money and let the people suffer in the short term with construction for great value in the long term. Do it right the first time so you never have to again and end up spending even more money.
- Short term gain 10 years?
- How soon can this happen? Anything that improves the flow along here would be great. Will there be a dedicated lane to eastbound Memorial? Two lanes at least heading north on Crowchild?
- Reducing down to two lanes in each direction over the bridge is a bottleneck and distraction for drivers.
- The lanes across the river need to be 4 lanes, with no crossing traffic and no lanes they are used as merge lanes. Consistent lanes that do not stop and start. A flyover should come off Bow Trail, over the river and connect onto the Memorial interchange and avoid using the same bridge to cross.
- Let's get on with it.

- Not a long term enough solution. Too much impact on traffic in areas surrounding Crowchild north of Memorial Drive (West Hillhurst).
- This is a great idea for the short term. Will eliminate the bottleneck here. Ideally, more lanes may be required in the future with this idea, but is significantly better than today's situation.
- There is a lot of traffic delays for just this reason, a short distance and numerous lane changes taking place. Most through lanes divert traffic and as a result there remains one through lane, with two merging lanes into it when travel is northbound. This is a major bottleneck. If three through lanes are allowed, restrict the left one or two lanes as through lanes only, no exit to eliminate lane changes that impede traffic flow.
- This should have been done 20 years ago. Get it done.
- Improving westbound Bow Trail access to north-bound Crowchild may decrease traffic cutting through West Hillhurst from downtown.
- The congestion of northbound Crowchild Trail during after work rush hour is horrendous, due to 2 lanes from downtown and the belt line crossing under the roadway and merging onto Crowchild Trail from the LEFT side. In addition, some motorists want to get onto Memorial drive from the far RIGHT lane which means crossing a minimum of two lanes of traffic in a very short distance. This is a major bottleneck in the city as anyone who has driven it during this timeframe can attest. When travelling Crowchild northbound from the southwest, it can take up to 20 minutes to get onto Memorial Drive westbound because the congestion starts before reaching 17th Avenue.
- This should have been done years ago. Especially the northbound where the access comes up in the middle and has to merge from both sides, needs to be its own lane.
- This is exactly what Crowchild NB needs. PLEASE DO THIS.
- Ultimately I think the majority of traffic transits are from the river to Brentwood, the bottleneck at the bridge is constant, especially northbound so handling the through volume should be a prime consideration.
- Existing bridge was a very poor design even when it was build decades ago due to the cross lane travel required in a short distance. As Crowchild is the major traffic route for West Calgary it deserves bridge that eliminates the terrible bottlenecks that occur on the bridge.
- Need to get 6 free flowing lanes going over the bridge. The current 3 lanes down to 1 northbound lane is the biggest joke in Calgary's traffic system. For any newbie driving in the city it's downright dangerous.
- We need to widen the lanes going across the bridge to avoid the bottleneck that frequently happens.
- Crossing the river has long been a major traffic issue. The city has more than doubled in population since the projected traffic flow was reached.
- Combine with Idea 10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W. and Idea 13. All-turns interchange at Memorial Dr (free flow). This is the optimal build scenario. Anything less is really pointless and a waste of time and money.
- Communities such as Hillhurst, Shaganappi, Bankview, Killarney, and Richmond will have better access to flow north and south. A wider bridge with better continuity will reduce congestion and improve traffic flow across and around the bridge.
- Additional lanes over the Bow River will have the best long term benefit.
- This is an idea scenario, especially combined with an all turns interchange at Kensington and 24th (and Flyover at 5th and 23rd).
- Does not improve northbound travel.
- Nothing mentioned about improving or how the pathway bridge under Crowchild will be dealt with.



- I like moving the northbound on-ramp from 11th Ave over, and putting the northbound on-ramps and off-ramps ALL on the right hand side. Much simpler for occasional drivers, and clears the left lanes for through traffic.
- I think it is vital that this happens!
- If the lights are not removed further up Crowchild widening the bridge is irrelevant. There will still be traffic. Noise abatement on each side of the bridge will have to be included.
- It gets rid of the lights and moves more traffic as there are limited ways to get over the river south bound from the NW.
- An absolute must! 3 free-flow lanes in each direction! Will no doubt be challenging with all the crossings (river, CPR, Enmax, etc.) but must be done!
- The bottleneck of the bridge is a pain to both residents (of which I am included) of the area and commuters traveling through.
- Long range plan more cost efficient. Instead of short term Band-Aid fixes.
- It is not clear with respect to 'Improve mobility across Crowchild, i.e. is widening Memorial Bridge part of this? If yes, then I would agree it meets it well.
- May be good short term solution.
- I think the merging and weaving on the Bow River bridge is the worst aspect of this part of Crowchild Trail.
- This will reduce congestion and improve safety. I think this is the most important of all of the proposed ideas. Strongly suggest that the ramp bringing traffic up onto Crowchild Trail from 10th Avenue be redirected to the outside lane instead of the inside lane. Currently the person in the middle has to watch for merging traffic from both side and this is dangerous. I regularly see many "almost" collisions happening at this location.
- This is the most crucial piece of the puzzle.
- It fixes the design of the bridge connecting with the road. 3 lanes in and the same 3 lanes off. Works well in many other bridge designs.
- Excellent option which reduces shortcutting through Sunalta.
- This bridge is a major bottleneck - although this fix sounds expensive I believe it is needed but it should also attempt to reduce impact on community as much as possible and retain greenspace as much as possible.
- Hope the continued review of the 10th Ave SW & Bow Trail access to Crowchild North and to Memorial east can be improved from the existing site conditions. The cross lane access to the Memorial Dr exit ramp is dangerous, and the path to continue north to exit west at Kensington to loop back to Memorial east is lengthy and just adds to the congestion at Kensington.... wish you success in finding an improved outcome for this travel path.... Bow Trail eastbound should not be forced through the city core to connect with Memorial East.
- This does nothing if other bottleneck remain downstream of the bridge.
- This needs to be done ASAP. This is one of the worst point of congestion in Calgary.
- As there are not a lot of better ideas with less impact, I believe so far this is a very good choice. I can't believe there haven't been more accidents from the craziness thus far.
- Especially in the winter the weaving is scary.
- This may go a good ways to cleaning up the bridge lane changing that is so difficult. Limiting merging to the traditional right lanes only may help focus people. The current all direction merging makes for some risky crossing of that bridge.
- More lanes would just encourage faster driving and increased disregard for environment.

- This just leads to bottlenecks a hundred yards further up the road and costs a fortune. Terrible idea.
- It seems to me that the key issue is the flow of traffic on Crowchild Trail. Anything the City can do to widen this trail itself is preferable to restricting traffic as per some of the other suggestions and/or creating different interchanges. I'd vote for focusing on the real problem.
- Ideas that don't push traffic into neighbourhoods east and west of Crowchild are the only ideas that should move forward
- I like the ramp from 10th and Bow Trail landing on the left side of the road. It suits me.
- If the proposal had been to double-deck the bridge rather than widen it I would have said it met the principle well.
- The bridges are a fundamental bottleneck that will continue until addressed. Should think to the future and not just add one lane; also should consider a shoulder/emergency vehicle/breakdown lane on the bridges, as well as digital signs warning drivers of closed lanes on the bridges well in advance.
- The bridge is really the main bottleneck on Crowchild Trail and has to be addressed. If additional lanes can be added without adding a new bridge, and access can be modified on the south side of the river to allow 10th Ave and Bow Trail access in the right lanes of northbound Crowchild Trail, then this is the best scenario to avoid weaving and allow three lanes of through traffic northbound over the river. Mobility across Crowchild is irrelevant in this scenario so I rated it as "Somewhat".
- I am glad that the suggestions I recommended have been implemented in this review. If Crowchild Trail has at least TWO through lanes in both directions over the bow river without lanes from 10 Avenue and Bow Trail crossing over will be an immediate relief to the build-up of congestion especially on N/B Crowchild Trail. This is the KEY area to correct and it will reduce many issues along Crowchild Trail and with some modification to signals at intersections along the way.
- This a win-win. The old design encourages the risk of accidents for northbound traffic due to the forced lane changes. The area in effect forces 1 lane traffic at parts which is way below needs.

#### **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 (x37)
- This idea meets the key principle SOMEWHAT (x40)
- This idea DOES NOT meet the key principle (x18)

##### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x33)
- This idea meets the key principle SOMEWHAT (x38)
- This idea DOES NOT meet the key principle (x24)

##### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x42)
- This idea meets the key principle SOMEWHAT (x35)
- This idea DOES NOT meet the key principle (x17)

## Verbatim comments

- This idea is okay. It's the next exit that causes more trouble on Crowchild I think. I drive this section every day. The impact on traffic would be low but it would help a little bit. Having the dual turn lane would impact people making the right turn onto 17th Ave. Unless the road was widened to have three lanes instead of only two.
- The dual left turn off of 17th by the naval base is a good idea. It only enhances bordering communities if there are enhanced walking/biking paths. The dual left turns onto Richmond off of Crowchild will impede those turning right onto Richmond south.
- Nice and simple. Miles away better system than roundabouts.
- This option seems like a sound, minimal disruption way to improve flow in an area known for backups. It would also allow for more room should a collision occur for emergency vehicles to maintain access as well as continue flow, if not in a minimized way.
- Easy win.
- This proposal will not improve traffic flow on Crowchild Trail at all and probably won't improve it on 17th Ave. either. The impact on the surrounding community is minimal. It seems like a waste of time and money for little or no gain. This interchange should be eliminated. There is a major bottleneck during rush hour traffic on Crowchild Trail between 17th and Bow Trail because the ramp is too close to the Bow Trail exit. Most traffic coming off 17th is trying to cross the river and the lane ending forces this traffic to immediately merge to the two left lanes. Also the acceleration lane is way too short. Have you considered constructing an interchange at 24th Street for access to and from 17th Avenue? This would alleviate these problems although with much greater impact on the communities.
- Dual lane turns will make living or travelling through these intersections more unpleasant, they will make both those intersections more pedestrian unfriendly.
- I like the idea on the west intersection, I feel like the roundabout idea would be better for the east side.
- It is a good idea, but this will only improve 17 Ave traffic. It would increase traffic merging onto Crowchild only.
- There is currently no safe way for a pedestrian to cross over Crowchild on 17th Ave.
- This would be a good addition to improve flow on 17th Ave SW.
- It might be cheaper to work on best synchronization of traffic lights at rush hour time.
- This is not the problem.
- Diamond interchange would be the proper solution. This is an example of 'engineers out of control'. Fifty years from now, the complainants will scream at the councillors of the day for the lack of vision when it was built. I have used Crowchild Tr. fairly regularly for forty-five years, and even in the early years, there were 'shortcomings'. Certainly, listen to the citizen's concerns, but then PLEASE take the time to do it right.
- I think this would be a second option for this intersection. It will assist in moving traffic through the intersection keeping it from getting as blocked as it does. Maybe you should add a red light/intersection camera as well because people have no respect here.
- Dual left turns are not as good as the roundabout idea.
- This is better than two roundabouts.
- It seems like a relatively small project for the potential impact.
- I think the larger problem is the lights at 14th St and 17 Ave. Once I get past that light, this entrance to Crowchild Trail is trivial.

- There is significant short cutting traffic exiting from various points along Bow Trail east to access Crowchild Tr. south. The pedestrian / cycle improvements suggested between Richmond Rd to 24th will be successful if it is treated as a linear park linking the potential green space at the helipad. It is a long restricted sidewalk section with little "escape" options. Make it safe without the use of chain link fencing....an opportunity to fix the view / prison feel of the Naval Base. The section of 17th Ave between Richmond Rd to 24th needs a "street crowding" feel - it is a transition space to a residential area.
- This area isn't really experiencing the same problems that other areas being studied are experiencing. Increasing the ability for traffic to get on to 17th Avenue may affect the safety of pedestrians and cyclists east of Richmond Road, and increase congestion to 14th Street (a popular alternative route when Crowchild Trail is backed up). There is already significant speeding occurring on 17th Avenue in this area.
- The intersection at 17th Avenue and 24th Street is currently very narrow and dangerous with parking at the market/ restaurant. Expanding the roadway would make it safer and flow better.
- While these ideas will have a slight effect - the waits are really very short at these intersections. I live on 24th Street at 14th Ave. I use Crowchild several times a week (both going south on 24th Street merging onto Crowchild and going North on Crowchild taking the exit to Richmond and then 17th and turning left onto 17th. The wait times have never been a problem. How are you going to stop people from speeding north on 24th street to Bow Trail? This is a considerable safety and congestion issue.
- Sidewalks and bike lanes must be added to both sides of 17th Ave across Crowchild. There should be no parking along 24 St. south of 17 Ave as this backs up traffic to the intersection and is a hazard.
- Property impacts are not to residential.
- Minor change to reduce idling time. Not important enough to be part of this "study".
- I think that this is a fantastic idea, especially if the missing sidewalks in the area can be added in during the build to counteract the community impact.
- Regardless of whether any of these proposed left-turn additions are implemented within this scenario, I question why this particular scenario also includes the elimination of the sweeping 270 degree turn from EB 17 Avenue to NB Crowchild Trail. Eliminating this off-ramp would force such traffic to compete for access to Crowchild Trail with the WB 17 Avenue traffic. This "competition" I refer to is along Richmond Rd (between 17 Avenue and the Crowchild access roadway). I would hope that this 270 degree roadway is not eliminated as part of any future upgrade (ie: taking away flexibility does not serve as an "upgrade").
- How often do these off-ramps end up backing up onto Crowchild? Focus in this area should be to improve pedestrian realm, not vehicle realm.
- I would not recommend any dual turn lanes with limited space especially onto N/B Crowchild Trail. This would only encourage those impatient motorists to speed up and make bad decisions that would lead to collisions. I see benefit with the West Intersection scenario.

### **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 (x40)



- This idea meets the key principle SOMEWHAT (x36)
- This idea DOES NOT meet the key principle (x46)

#### Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL (x34)
- This idea meets the key principle SOMEWHAT (x37)
- This idea DOES NOT meet the key principle (x50)

#### Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL (x39)
- This idea meets the key principle SOMEWHAT (x28)
- This idea DOES NOT meet the key principle (x57)

#### Verbatim comments

- My first concern would be for the existing buildings and businesses. If they need to be torn down to build a roundabout I wouldn't be in favour of that. With regards to pedestrians, would it be possible to build a pedestrian overpass walkway or tunnel so pedestrians aren't interfering with traffic flow?
- The two roundabouts sounds like the best idea in this situation. The only challenge is that there are a large number of drivers that don't know how to properly signal and use roundabouts. It's an area that should be focused on more in drivers' education.
- This seems like a quick win, though pedestrian impact to 17th Ave south sidewalk is a bit much.
- Scenario 2 seems more palatable and though 2 roundabouts can handle more traffic it seems like there is more chance for backup. It also appears like it would restrict walking access to and across 17th Ave from Knob Hill/Richmond residents.
- Roundabouts not as safe as traffic lights for pedestrian and bike traffic.
- This is the worst idea I have seen so far. The only thing that clogs up the exits onto Crowchild is the traffic on Crowchild.
- Pedestrians regularly walk down to Crowchild Trail to access buses. Roundabouts will speed up traffic and block pedestrians. Two lane turning idea works better and would cost less.
- Seems like the turn off to Crowchild Trail would back up into the traffic circle at some times of day. The addition of a free flow lane from 17th Ave to Crowchild would help with the congestion and make merging easier.
- People in Calgary cannot use roundabouts. Look at the interchange at WB Glenmore and 37th St. During rush hours traffic backs up onto Glenmore and the roundabout hasn't solved anything.
- Roundabout(s) in a main traffic road such as 17 Ave is way too complicated and would cause more problems than solve them. Roundabouts work when there is sufficient space for preparation, little traffic, or heavily biased direction of travel. This lacks all of those things.
- Though this idea has less widening involved, I foresee a negative impact on through traffic on 17 Avenue. This said I prefer the simpler version with only a single roundabout, as more switches means more potential for poor choices leading to collisions and traffic tie-ups.
- Education and volume patterns will be the devil.

- Calgary has been a city without traffic circles for so long that many drivers in town do not know how to drive in them. Adding them to critical intersections would cause many more accidents.
- I am finding it hard to see how this proposal meets any of the objectives. Traffic flow on Crowchild Trail is not improved at all and there are major impacts to the communities. It seems to make it easier for traffic to access Crowchild Trail but this could actually make the situation worse as the ramp onto NB Crowchild Trail is too short and too close to Bow Trail. Easier access will mean more congestion at an already congested section (during rush hour) of Crowchild Trail.
- Bring on roundabouts. Traffic flowing peacefully. Double will be grand.
- I like the idea of Scenario 2 and would like to see it happen but don't feel that there is a huge improvement on Crowchild. In short only if there is money for it.
- Not the real issue.
- Adding rapid transit or a future low floor train that runs past the Diagnostic Centre will reduce need of additional parking. Bike paths across bridge are a major plus. Underpasses could be created for pedestrians / cyclists in the future if needed.
- Traffic circles would possibly create ramp backlogs onto Crowchild as is the case at Glenmore Trail/37th Street SW.
- I use Richmond Rd/17 Ave intersection on a daily basis and see absolutely no benefit in adding one roundabout let alone two! The only time there is ever a backup on 17 Ave or Richmond Rd is when there is an accident northbound or southbound on Crowchild. This in no way meets any of the key principles as there is no issue with traffic flow at 17 Ave and Crowchild Trail from my daily experience. This will only lead to more congestion and confusion.
- Roundabouts do not work in Calgary as people do not know how to use them so the city changes accepted rules which is wrong. Minimal impact even if working.
- This is not the problem.
- The roundabouts at 17 Ave & Richmond Rd should not improve or degrade traffic on Crowchild Tr. Exiting Crowchild northbound at 17 Ave SW is very rarely a problem at any time of the day. The easier flow through the roundabouts could add more volume to Crowchild northbound from Richmond Road at peak times which will likely back traffic up right through the roundabouts and stall traffic on Richmond Rd and both directions of 17 Ave SW (specifically between 7:30am and 8:30am Mon to Fri.)
- I know the dual circle would impact the overflow parking at Richmond Road Diagnostic Centre however that was put in when Children's was overflowing and there was no parking available except in the community. That is no longer the issue and the land could be used. This intersections is a huge issue with traffic constantly cramming in with light changes. This would help alleviate this issue. It looks like a longer ramp to access Crowchild as well. As a resident, I travel this route daily and feel like I take my life in my hands as I move my way through traffic trying to get downtown when I am trying to get across the river and get on Memorial eastbound. Anything that helps to improve this will get my vote.
- This idea doesn't impact flow on Crowchild really... Should be N/A option for above. Be sure to consider this in the responses. Could you make one larger roundabout? Traffic capacity + less complex for drivers. Suggest elevated pedestrian walkway is needed in this solution to not impact the roundabout. Pedestrians and cyclists should not have to cross or use it. High risk.
- It is very difficult to access Crowchild from 17th. Anything which could help this is appreciated.
- This is good, but, could be improved by removing the traditional pedestrian crossings. They could be replaced with pedestrian overpasses at: Summit St to 22nd St, Richmond Diagnostic to Helipad area, Richmond Diagnostic to Overflow parking area.



- 2 roundabouts so close together is insanity. Have you ever lived in countries with real roundabouts? I have. This will not work. Roundabouts only handle high traffic volumes when they are 3 or 4 lanes wide. The tight little 2 lane ones you build here don't work efficiently.
- The access to Crowchild Trail northbound from 17 Ave SW should be closed. Too much traffic enters from 17 Ave trying to cross two lanes to cross the river. This significantly negatively impacts the flow of traffic into downtown on Bow Trail eastbound. Or only allow access to Bow Trail from the Crowchild access at 17 Ave during peak times.
- Roundabouts only work when replacing 4-way stops in areas with less traffic. In this case, it will only slow down traffic in all directions. The two-roundabout scenario is even worse. Bad idea!
- My experience from other cities with roundabouts is that they work well in light to moderate traffic flow. Are there not concerns that a dual roundabout during peak flows won't result in increased gridlock? My current cycle route to downtown takes me through the Richmond Rd/17th Ave intersection. As it is I walk my bike through the crosswalk and travel on the sidewalk until reaching 20th Ave. I know there are other points to cross 17th Ave but I am looking to minimize the hills coming home in the afternoon. The dual roundabouts look very intimidating to navigate on a bike or by foot.
- Does not improve traffic on Crowchild Trail.
- From the transit/pedestrian perspective, this certainly improves access to the northbound 20 (and future SWBRT), filling criteria 2. It also fulfils criteria 3 by allowing pedestrians to walk across Crowchild along the south side of 17th Ave without having to cross the street twice. Presumably, some of the people using these sidewalks would be from bordering communities, travelling between the residential areas west of Crowchild and the entertainment section east of it.
- One roundabout please. Two would just be ridiculous.
- This does not make travel by foot or bike easy.
- If it is not pedestrian friendly it is not community friendly!
- Currently, this interchange is not a choke point like the other problems identified in the study. Budget dollars are likely better used for areas that are experiencing greater delays and inconvenience.
- Having trouble envisioning how this would work, but traffic circle at Glenmore and 37th works well so this idea may be a good one, eliminating the two sets of lights.
- These intersections aren't really a problem. Seems like looking for a complicated solution to a very minor aspect of the problems with Crowchild.
- No issue with roundabouts but this is not the spot for them. Pedestrian and bike traffic would suffer. Also need to keep the focus on east-west traffic on 17th.
- Not as good as idea 16.
- Roundabouts are VERY dangerous for pedestrians and cyclists, especially in Calgary where drivers normally speed and many are reckless.
- In my humble opinion, the introduction of roundabouts at this location should not be pursued. My observation is that roundabouts may work well for moderate volumes, but I feel they typically fail at peak demands (my primary example being the northern roundabout at Glenmore/37 St SW during afternoon peak, where there's such a demand from WB Glenmore that it backs up onto Glenmore itself, which then reduces throughput capacity of WB Glenmore itself). Specifically in this area, I could foresee a similar result for traffic exiting from NB Crowchild approaching the roundabout(s), where it would get backed up onto NB Crowchild. Also, during afternoon peak, there's already enough volume from WB 17 Ave to NB Crowchild. Introducing roundabouts here would make such noted traffic temporarily compete with EB 17 Ave traffic until it egresses onto the NB Crowchild ramp.



- I'm not a fan of this idea since walking through here as a pedestrian would get even worse, and the area is already problematic on foot. I also feel that the traffic circles would have severe back-up problems in certain directions during rush hour, owing to certain directions having to yield to a never-ending stream of cars from other directions.
- Not clear how either of these options would improve things. EB traffic on 17th Ave already has reasonably free flowing access to Crowchild NB. WB traffic on 17th Ave sometimes has to wait to turn left to get onto Crowchild NB -- big deal. What is the big problem here?
- Stay away from roundabouts. This will create more traffic congestion and confusion. I would recommend maintaining traffic signals to regulate flow with proper signal synchronization.



## Crowchild Trail Study

### Social Media and Emailed Ideas Summary (February – March 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. Throughout the months of February and March 2016, social media was used to direct the public to the Crowchild Trail Study website where they could learn about the project and find information on upcoming public engagement opportunities. While social media platforms, including Facebook and Twitter, were only used to share information, comments received have been recorded and included in the stakeholder feedback.

Ideas about the Crowchild Trail Study were also received via email and these comments have also been recorded and included.

#### What we heard

Below is a record of the feedback received through social media and email. For social media feedback, a number at the end of a comment (e.g. "x2"), indicates the number of times that comment was liked and sub-bullets are comments made by participants in response to the original idea.

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

#### Next steps

Feedback received during in-person and online engagement sessions in 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 - Facebook

### February 18 – March 12, 2016 Facebook Promoted Post – City of Calgary

"Thank you Calgary for sharing 500+ ideas for improving Crowchild Trail. Some will move forward, some will not.

See what it takes to make them happen. Drop in at an open house February 27 - March 12. Find a location near you at [calgary.ca/Crowchild](http://calgary.ca/Crowchild)." (27 Shares, 179 Likes)

- Does this mean if we provide the City of Calgary with information on how to improve the driving conditions, are we getting paid for it? Or are we just helping out the [omitted] city planners? Seriously, [omitted] haven't they noticed where the bad traffic areas are yet? (x13)
  - They had a beautiful plan for Crowchild all done up a few years back, but all the NIMBYs [thought] it would ruin their community, so now [the City will waste] cash on more consultation and this "idea gathering" project. (x6)
  - Money spent on research is less money spent building projects now postponed until it costs 2 times as much (x2)
  - If you care enough, go to the open house and share your views. (x4)
  - Are you offering solutions or just complaining? Did you stop to consider that city planners ask the public what to do because there are a whole lot more people in Calgary who have different opinions and ideas and views than the handful who work in the planning office? Would you rather have a decision forced on you by 5 people, or have the finished project be based on suggestions from 5000? (x1)
  - First of all, by having ongoing discussions I can imagine that the City planners/engineers aren't going out and examining for themselves, they're waiting for someone to tell them. Now, this isn't new for the city. It's not like the southwest has popped up overnight OR that the ring road on the north side has suddenly been overwhelmed with bicyclists, no. What the city has been doing has been delaying and that has cost additional dollars. If planners and engineers and the various other departments communicated with one another it wouldn't take this long to get work done. (x1)
  - 50000 different engineers with 50000 different opinions and somebody is going to have to either write down those opinions and read them, or is going to have to write down notes from those 50000 different engineers ... How much is the City Planner charging for this? per hour? per annum? per decade? Lol
  - City planners have one chance to get it right! As far as I'm concerned project costs can be as much as six times larger than now, now that the economy has taken a huge blast. Nothing wrong with spending large these days can only help!
- Make the intersection of Crowchild and Kensington a huge, legitimate traffic circle. No lights or anything with speed limits around 50 or 60 for it. That should create enough space for traffic to not sit bumper to bumper from 24 Ave. all the way to basically the construction by Flanders Ave. on Crowchild to Glenmore. If that's done and Stoney Tr. is complete than the volume of traffic will of course go down at rush hour for that spot. (x4)
  - People in this city can't drive in a straight line imagine the joy of a traffic circle. (x6)
  - Ha true... The number of times cars have yielded to me when they're in the traffic circle as I sit at my own yield sign is absurdly high. I think people need to drive aggressively and defensively in the most courteous manner. That's how people get around faster. (x3)
  - People don't even know how to use the little traffic circles on Royal Ave...bad idea. (X1)
  - Haha yeah those traffic circles shouldn't even be there... a city bus couldn't make it around those all the way. But those people who can't use them properly shouldn't be the reason why something can't change. It's actually a good idea for good drivers. (x1)
  - And besides no one else has any [other] ideas [omitted]. (x1)



- Traffic circles are proven to be a better system. People will learn and adapt just like they did when they did lane reversal (x1)
- Have you seen how backed up traffic gets on Westbound Glenmore because of the traffic circle at 37 St. S.W.? Traffic circles are not the answer in this city. (x2)
- The traffic circle isn't the thing slowing traffic down. In fact, that circle used to be an intersection with lights so if anything it's got a lot better. What slows traffic down is it being rush hour and that traffic lightens up slightly after the Crowchild exit heading west. Everybody then speeds up on somewhat open road for like 2 kilometers until they get to Richard Rd. or 37 St. when the traffic backs up again because the lights at Highway 8 and Sarcee stop and go traffic. The same way 37 St. used to when it had lights on Glenmore. When we stop traffic with lights on busy roads, sometimes the system which runs the lights can't always be efficient in moving congested traffic at busy times every day every week. Making traffic circles frees that congestion and stop and go but apparently no one can use them and would rather shoot down the idea than suggest another. Until then we all have to handle sitting in traffic wondering what to do. (x1)
- The traffic did not improve with the insulation of a single lane traffic circle over lights. The fact that Glenmore traffic must yield to those entering from 37 is a major source of the problem. To be truly effective a clover leaf should have been installed and Highway 8 should have had a similar choice.
- Glenmore doesn't yield at all to people on 37 St. People have to merge in with traffic in a courteous defensive yet aggressive lane change. It may seem like traffic yields to these cars on Glenmore but only because people are timid when merging onto 80 km roads from a small merge lane. Highway 8 won't even be the same in a few years so it won't make sense to make it a clover leaf in the past. All of Highway 8 now is going to be the west bound lane of Stoney Tr. eventually and the traffic will let up on all of Glenmore Tr. And that traffic circle is night and day compared to sitting at a red light for 20 minutes years ago on 37 St. turning east on Glenmore. I even remember watching the green arrow blink 7 times I counted with only 5 cars getting through at rush hour. People can move along faster merging from the circle as opposed to traffic lights deciding who goes based on a time limit based on the time of day. It's us who control the vehicles, if people were competent at that and the rules of the road and the likes of being both defensive and aggressive when driving then there should be no reason for there to be traffic backed up from Highway 8 to 14 St. everyday. Once Stoney Tr. is complete the only traffic that should be on Glenmore is the traffic caused from people causing accidents in perfect driving conditions...which is a bigger problem in this city than compared to sitting in imminent congestion at rush hour in a small densely populated city. (x1)
- I think you're confused. You can't be aggressive and defensive/courteous at the same time. Perhaps you're trying to say assertive?
- More or less yeah... but the way I see it is you can be aggressive like for instance you see a vehicle merging into your lane so you switch lanes for him to have ample room but to do that you have to speed up a bit in front of the car that may be beside you or not in the lane you are changing into. It's kind of both defensive and aggressive. I'm not wanting to make it sound like the driver is aggressive or defensive personally but more or less the way they control the vehicle for themselves and others on their commutes. And whether I'm aggressive or defensive at driving, I'm always going to be assertive. Because it's being assertive that makes quick decisions come...quick lol.
- Hopefully the last time they ask for our ideas and do nothing about. City, you have all the info! Make it so!! (x3)
- Free transit one day a week. Change days. First Monday, second Tuesday, and so on. Get 5% of the volume of the roads or more and problem solved. (x1)
- Overpasses north of the river with on ramps and off ramps. Expensive, but necessary in a growing city. (x2)
- The city planners need to travel to cities that understand freeways. Never before has a city designed so many roads where lanes end. Serious. Drive Crowchild Tr. from Glenmore to 16 Ave. N.W. You are constantly moving left. Then when you finally get left, the left lane ends past Kensington Rd. to turn left to McMahon! You are then forced to right lane. Lol. It is comical already...but these roads are not freeways. If there were two or three lanes that flow consistently with exit lanes it works. But Calgary planners insist on ending lanes as exit lanes pushing you over. You shouldn't have to move lanes on a thoroughfare except to exit from the "freeway". My opinion but where I see/ saw so many issues with Calgary roads (x5)
  - You said it!

- Build future intersection like the rest of the world using cloverleaf designs and roundabouts and stop forcing people to use more fuel. (x5)
  - You are smart man I like you bud
  - I complain about that all the time! What [omitted] are they thinking with these [omitted] overpasses with multiple sets of lights on them! Something is seriously wrong [omitted]..
- Too many [omitted] bike lanes and they are barely used. The bus lanes through Woodbine are going to cause grief. As will the extra traffic noise into Discovery Ridge with the ring road, it will diminish the home prices and delay the exit from the community.
  - Not too sure about Woodbine. I've seen the plan for the terminal and roundabout and it really doesn't affect much. The two adjacent fields will be completely untouched and the roundabout would probably stop drivers from blasting through the intersection in a playground zone at 50kph or more. I live three blocks from the site and the only inconvenience I can see is during construction, however long that will take.
- Teach people that if they're held up for any slight reason at all, that it's not the end of the world and to be patient! (x1)
  - Education in a lot of areas would help. Encouraging alternative transportation options, including cycling, walking, transit and carpooling - and educating people about how to deal with those forms of transportation - would go a long ways. [omitted] (x2)
- Perhaps The City could arrange some form of public meeting where people can talk about what they think/want.
  - They don't actually care about what people want, they just pretend to. They've received too much backlash in the public meetings about the southwest transit way, so they made up stories about abusive behavior so they could shut down future meetings. (x1)
  - But, wait....aren't those jobs dependent upon re-election?
- Hope the ready to engage group isn't planning another takeover! Yikes (x1)
  - You should be happy ready to engage is speaking up. The City has done nothing but force a project [on us]. They didn't even have [omitted] an online poll like this one they just decided what they were going to do. I don't know about you but as a tax paying citizen I would like to have an opportunity to give input especially when we are dealing with a big pressure gas line and people's homes (x2)
- What gets me is they think 500 responses are enough to move forward!!!
- Just NO MORE [omitted] and wasteful \$400,000 big blue metal circle "art"... Keep it simple and cost effective.
- What no bike lanes????????? (x2)
- Better improve MacLeod
- Circle no red light no one will stop
  - Roundabouts confuse Canadians. I've seen it where they still want to stop.



- Speed limit 100 (x2)





### March 3 - 27, 2016 Facebook Promoted Post – City of Calgary

“Hey Calgary - we are continuing with Phase 3: Concept Identification for the Crowchild Trail Study. Use our online tool to help evaluate the ideas moving forward against the three key principles. Give your input until March 20th at <http://bit.ly/crowchild>. See the ideas. Give your input. Thank you for sharing 500+ ideas for improving Crowchild Trail. Some will move forward, some will not. See what it takes to make them happen. [calgary.ca/Crowchild](http://calgary.ca/Crowchild)” (29 Shares, 133 Likes)

- While I welcome the opportunity to give feedback, I don't think this format works very well. It's pretty straight forward where a lot of traffic backups occur. Bottlenecks and lights on this particular route. Widen and change accordingly. Residents in these neighborhoods will resist and everyone else needs it. Same old story. Get it done! (x1)
  - Thanks for the ideas. If you haven't already, we encourage you to check out the online tool to see how the ideas Calgarians shared with us over the past few months look when applied to the Crowchild Trail corridor. You'll have an opportunity to see how Calgarians are evaluating the ideas against the three project principles, the project team's initial review of the ideas and learn which ideas will not move forward for further consideration. Here's the link to the tool: <http://bit.ly/crowchild> [City of Calgary response]
- My biggest beef about Crowchild Tr. is how it completely funnels into one single lane when I'm going northbound, north of Bow Tr. Then, if I want to go eastbound on Memorial Dr. from there, I have to cut across three lanes of traffic to take the exit...(x2)
  - As much as I fully agree with you, we both know that replacing the whole thing will cost hundreds of millions of dollars. For every 1 person who takes that overpass and knows it's needed, there will be 3 more from other areas of the city that will call it "a huge white elephant and a waste of taxpayers' money".
  - Kind of like the big blue ring in the farthest reaches of the NE?
  - I like the big blue ring.
- I give some credit to The City of Calgary for trying to think differently. But the reality is the problems are pretty straight forward. Some drastic changes need to be made to reduce lights, expand lanes, and increase speeds.
- Fix Crowchild Tr.? [omitted]. (x1)
- Crosswalks..... I was taught to extend arm out to notify traffic that I want to cross. Today kids and adults just stand there or simply walk out when it's not safe!! I even went into a school in Bridlewood to ask the principal how kids get taught...(x1)
- Put concrete blocks so people can't fly up on the left lane and then slow traffic down to get on the Glenmore Tr. off ramp. Or ticket them.
- The City has been working on designs for the bottleneck for the last 25 years and haven't been able to come up with a viable design. Crowchild Tr. can't handle the current traffic load yet The City wants to build two new stadiums right off the bridge.
- Just make it eight maybe ten lanes so future generations can complain about how much larger it should be. Should keep in mind 150 years ago or so it was a literal foot path. (x1)
- Crowchild Tr. runs its entire length in the west end of the city, and takes you from the NW to the SW. However, the signs say Crowchild east and west. Makes zero sense when I am trying to merge onto it from other roads... I have to guess, then make dramatic lane changes at the last minute. (x1)
- Take out the lights and widen Crowchild Tr., how come your engineers can't figure this out? (x6)
- Let's put a big blue ring on it and call it art (x5)
- A suggestion would be stop building new roadways and communities like this. We wouldn't have to spend millions of dollars on studies if you people would do it correctly the first place.
- Build the ring road and stop wasting our time and tax money on this junk. (x4)
- Build the SW ring road. Problem solved (x4)
- Build more bike lanes. That should help ease congestion! (x1)
- How about you get The City engineers to do their job and stop wasting tax payers' money. (x1)
- Don't build the ring road! Expand 14 St. to 8 lanes and raze Eagle Ridge now! (x1)
- Implement your 2020 speed limit plan now.
- Crowfoot is fine. FIX THE ANDERSON, BOW, DEERFOOT INTERCHANGE.



- Thanks [omitted] to keep me updated. Hhhhhhh
- If The City engineers can't figure it out by now, this City has huge problems!
- Step 1. Go to Houston. Step 2. Build roads like that. (x2)
  - They are not going to do it, because in Calgary they are innovators, not followers! Why do what works everywhere else? If the wheel is round, let's make it square!
  - When it comes to infrastructure, they are careless, reactive and short sighted.
  - What part of Calgary is innovators????!! [omitted] you too funny.
- Why nothing for the SWBRT like this?
  - [omitted] you let them roll over you once, they will continue to do it. We don't need a SWBRT. No time will be saved going downtown but we will have a mess, empty buses with a bill of 40 million (in 2010 \$) and still no ring road. You can continue with your mouth closed and sitting on your hands and I hope they want to build some waste of concrete next to your house.
  - I think the thousands of people using it throughout the work week are going to disagree with you saying the SW doesn't need a BRT.
  - [omitted] is what we have now not enough? I traveled 14 St. on the bus last week at rush hour and it was half full. I have never seen a bus packed full on my commute. BRT can stop at Crowchild Tr. but it's a waste going down 14 St.
- Hire American engineers; they're good at that
  - Actually, decades ago we did hire Americans to give us a good plan for the future. It was wonderful. Then it was tossed in the trash.

### March 7, 2016 Facebook Post – Evan Woolley Shared City of Calgary's Facebook post

- The ideas are very well presented!

### March 10, 2016 Facebook Post – Calgary Herald

"The City is asking for your thoughts on 17 ideas for unsnarling Crowchild Trail. We're asking what you think of them."  
(28 Shares, 24 Likes, 1 Dislike)

- Crowchild should have no lights. It should be a straight run. Widen the bridge over the River. All current level crossings should be closed and the traffic routed to where there is an overpass. (x25)
  - Nailed it! Widen that bridge for goodness sake (x7)
  - Right on, right off. No lights- no crossing at all. From Memorial Dr. to 24 Ave. N.W. Run a divider all the way from Memorial Dr. to 24 Ave N.W. Traffic movement would be better and less congestion. Still be able to access all roads just need to rethink your routes. (x1)
  - Sounds like the best plan to me!
  - How about those who don't drive and want to cross?
  - Pedestrian overpasses.
- All of these ideas are just minor band-aids and are not going to solve the problem in the long term. We need to get serious about fixing this roadway! And if this means buying property to make it happen then so be it. Personally I have always thought the only solution at this point is an elevated expressway from the Bow Tr. exit to just past 24 Ave. N.W. with no exits. Leaving the roadways underneath as is to service the roadways, communities and businesses. So this way if you need to access areas from Memorial Dr. to 24 Ave. N.W. you use lower roadway or if you are just going across the city on Crowchild Tr., you bypass all of that with the upper expressway. Just a thought.
- Eventually that bridge has to be widened. Bite the bullet now or face considerably higher capital costs & more business relocations in the future. (x13)
- I like to think of L.A. in the 90s [omitted]. In other words a big problem is not the roadways but the drivers on them.



- Expand between 16 Ave. N.W. and 5 Ave. N.W. Just buy or expropriate then demolish [the] apartment building that's wedged between Crowchild Tr. and University Dr. to make the space. (x7)
- Lose all traffic lights and raise the speed limit. What other city with a similar population has such a [omitted] "highway"? (x6)
  - Always amazes me, spend billions to move traffic, then put up stop light and an 80 km limit or lower! (x3)
- Widen the bridge between Bow Tr. and Memorial Dr. [omitted] do not put in roundabouts. Nobody knows how to use them... (x5)
- They should have put the LRT underground. Then there wouldn't be a problem - it would have a few more lanes and the train could run easily underground. (x5)
- The study believes that there is not a problem that a new bicycle lane, HOV, or bus lane will not improve. They rejected most ideas that would had a real benefit as the cost money and anger people. They need to eliminate the bottlenecks, [omitted] the (two lane stretches), and the red lights that stop hundreds of cars on every cycle. Otherwise they should create a new north-south road in the western half of the city.
- Widen bridge over river, widen overpass at McMahon where it goes back to two lanes. Get rid of as many sets of lights as possible with bridges over/under Crowchild Tr.
- I am sure Calgary transportation can put enough projects on the already bottlenecked Crowchild Tr. and keep on adding projects every year so construction will bottleneck the road even more. Did they even mention in their survey about shutting down the extra bus lanes that are going to be constructed on the side causing a bottleneck for the Greenway transit route. One word almost wonder if the city of Calgary transportation department works for road construction contractors and municipal Road construction engineering companies. We should [omitted] expect [omitted] just chaos and more bottlenecking from construction let alone alderman shouting when people complain about it that they were not in the meeting four years ago. [omitted]
- Quit lying to yourselves and just make the speed limit 90 or 100 already because nobody is doing 80 anyways (x1)
  - Except you [omitted] I expect you to drive not a single km/h over the speed limit lol
- Here's an idea; allow Uber to operate in Calgary, overall less cars on the road, which equals less bottlenecks.
- Crowchild Tr. needs to be widened over the Bow River and also under/around 16 Ave. N.W. north.
- Just cut the number of cars. Problem solved
- Build a hockey rink on top of it. That should help. #NEXTCalgary [omitted]
- 1. Eliminate access to Crowchild Tr. south AND north from 50 Ave S.W.  
2. Eastbound Glenmore/Crowchild south feeder-route, exiting to 14 St. SW is a KNOWN COLLISION ROUTE-- overpass/underpass at this point is so-long overdue [omitted]; collisions happen there weekly for...how many years now?! DO SOMETHING TO CHANGE IT!!!
- Make it all one way at certain hours! That or add more traffic circles!
- Add a toll - pay for usage and encourage carpooling + transit use
- Monorail!
- Maximum 100
- None stay as is
- Don't add buses

### **March 11, 2016 CBC Article – Crowchild Trail study to explore reversible lanes, transit hubs in next phase**

- Why don't we build a tunnel, [omitted]! Anyone second that motion!
  - That might be gratifying, but it wouldn't solve the congestion issues.
  - Second that. And add that bicycle lanes should be provided as well.
- So basically The City has no real solution to the problem. One really does have to wonder if the public engagement process was simply a sham so that The City could move forward with its real agenda which is to promote public transit and other so called "green" initiatives over driving. No wonder Calgarians are angry.
  - The green agenda has nothing to do with this. Fixing it will require spending over a billion dollars on a single interchange. For comparison, the northeast ring road from Deerfoot to Glenmore cost 1.2 billion for everything including all of the interchanges, most of which was spent by the Provincial government. The cost

could be significantly reduced if legislation were introduced to quash nimby-ism for this project (thus reducing construction delays), but any reasonable accounting for the required land will still be horribly expensive.

Now, if you can convince Calgarians to vote for a slate of councilors willing to prioritize that single project, it will certainly get built, but why should someone living in Saddleridge or Copperfield care at all, never mind prioritize it over transportation infrastructure that benefits them? As they say, good luck with that. Oh, by the way, this Calgarian is frustrated, not angry - but not with city hall.

- Careful, you'll upset [omitted].
- What's your issue with public transportation? I live in the suburbs and choose to park and ride. People that feel they need to drive to and from a 9 to 5 job stuck in the same location all day are the problem.
- It has everything to do with it. Look at the options being offered by the City: walking, cycling, transit
- The other option is a billion dollar interchange which still might not fix the problem.
- Thus illustrating my point. Show me the list of fixes that don't cost a billion dollars.
- The City is refusing to address the problem and instead is basing its decisions on the views of 500 people only.
- That isn't the only option.
- Then list the other options.
- I'm wondering why you're angry for stating the obvious
- The suggestions left are only viable if Calgary's population falls back to numbers seen last at the end of last century. And that is unrealistic to expect; rather, this is another embarrassment for the City [omitted], and it would be funny if there was something to laugh about. Get someone outside to provide solutions (check Edmonton first as solutions are often closer than thought) instead of posing as inane as always.
  - You mean the fact that a fix would require spending a billion dollars on a single interchange has nothing to do with it? That the resulting tidal wave of nimby-ism would make Ready to Engage look like a Japanese Tea ceremony? That folks on the east side of the city would turf out their councilors if a similar amount of money wasn't spent on projects for them? I had no idea that it was just incompetence of the "City" that was keeping this from moving forward.
  - You are right. A huge factor are the science-fiction quotes from Canadian companies for work to be completed. A responsible council would factor in bringing companies from outside to do the job for far less. Calgary is nothing but a wanna-be (now sinking) elitist wreckage, whose city councilors never had a clue how to develop functional and simplistic things; rather, everybody was always so busy in boasting who and how much they are charging each other!
  - BTW, the whole southeast section of the ring road with all the collectors and connectors had a price tag of \$750 million and a period of 20 years of maintenance. Thus, take it easy with your 'billion' of cost for a simple interchange.
  - I'm not buying the billion dollar interchange argument. I'd like to see their cost estimates, and their plans. Regardless of where you stand on mass transit we have continued to expand in the NW despite far exceeding the limits of the infrastructure. Blame that on past politicians all you want but it needs to be fixed. They can find 300+ million for a library downtown when physical books are quickly becoming obsolete and they have a perfectly functional existing library. I honestly think the billion dollar quote is to scare us taxpayers from asking for accountability.
- Take all that time and have all of that consultation to come up with a solution of do nothing. Only in Calgary.
- None of those options which essentially are set to "beautify" the route will address the bottlenecks that exist today - Crowchild is THE major artery that leads traffic from the core to the northwest and beyond.
  - Don't get in the way of a city bureaucrat wasting money. You will be labelled as regressive or some other "shameful" thing and lambasted by the media. Every blade of grass in this city needs to be World Class.
  - They might as well look at Sarcee instead, make it all overpasses at Highway 8, Richmond Rd. and Bow Tr. There, that will help get congestion off Crowchild Tr.
- Not sure how The City thinks these chosen ideas will improve auto traffic...that's all we need is more cycle routes to take over more lanes of traffic...Once again The City engineers not looking long-term.



- You mean you don't want to ride your bike from Cochrane to downtown every day?? That's not very World Class. I wonder how much art will be installed along with the beatification project. Notice it's never a local or even Canadian artist.
- What about that airport tunnel that we spent so much money on.
- No need to change or fix Crowchild Tr. between Glenmore Tr. and the University. This is basically an inner city street at this point. Traffic needs to move north-south on a different route, i.e. Stoney Tr. and Deerfoot Tr. Improving traffic flow to downtown on Crowchild Tr. will only speed the rate at which gridlock occurs downtown. Traffic will tailback onto Crowchild like it does now. I suggest enforcing a congestion speed limit of 40kmh during the rush hour... if we can keep the [omitted] from colliding I imagine traffic will flow much better.
  - Neither Stoney Tr. nor Deerfoot Tr. are designed to provide access for traffic coming out of the city core and heading to the northwest quadrant
- The City of Calgary is only interested in spend, spend, spend. Wonder why your property taxes, user fees, utility riders and transit fares have been rising at 3x the rate inflation? Blue rings, needless pedestrian bridges and tunnels, sewage plants with light shows? Why are the roads riddled with pot holes and burnt out street lights? Vote accordingly next year folks. Yes there is a civic election next year. [omitted]
- No easy fix. The land required for a fix to the roads in that area is tremendously valuable, and occupied by people who feel comfortable with using the legal and political systems to block development.
- Mayor Nenshi brought in the airport tunnel largely because of support from businesses on Barlow trail.
- How about sinking Crowchild below street level so Kensington and 5th (?) Ave. N.W. go over it - similar to how MacLeod Tr. crosses Glenmore Tr.
- Don't do anything to Crowchild, they might as well look at Sarcee instead, make it all overpasses at Highway 8, Richmond Rd. and Bow Tr. There, that will help get congestion off Crowchild Tr.
- The road was built for a much smaller city. HOV, reversible lanes and improved transit are all workable solutions which have been established and proven in other cities. But there is no magic bullet - there are physical restrictions which limit what can be done on Crowchild Tr. Most important is planning moving forward so that we ensure future roads meet needs today with the ability to expand for tomorrow to avoid a repeat of the same mistakes.
- So basically The City rejected any plan that would have a relief on the traffic congestion, and instead would rather add more transit and bike lanes? And how is adding sound walls and upgrading parks and green spaces supposed to help any congestion? But by far the best one is a no-build scenario in which no changes are made to Crowchild Tr. So in other words, their way of helping solve congestion is to literally do nothing...?
- Montreal has an underground road underneath basically its City Centre. If we can't widen Crowchild Tr., could we double decker it? (E.g. have the southbound traffic in the underground tunnel, then have the northbound traffic on the current Crowchild Tr. road). Still not sure what to do about the bridge, though it's unfortunate an additional one has been dismissed as an option.
  - I agree with your position fully. As a Calgarian living abroad, it is embarrassment that a tunnel is not considered a viable option. A tunnel would eliminate the gridlock on Crowchild Tr. and the city would have their green spaces above and all the bike paths that they want. This would also bring a new technology and skills to Calgary. The costs would be high, but so is dithering. What we are lacking is true leadership from our Council.
- I can't use public transit because of the nature of my job, but I often take other longer routes to get where I need to and avoid certain parts of the city. It would be great if others did that if they could, it will reduce the problem a little until they can figure out what to do.
- Typical City of Calgary. They cannot think outside the box nor are they willing too. But spend money on a ridiculous number of pedestrian bridges to cross the Bow River that they can do and have done. So the problems with Crowchild Tr. will remain to everyone's frustration. They could build a double level bridge for those transiting north to south only for example. Otherwise we can continue to transit through residential areas etc. there are always to get around their inability to do anything.





- Really? In order to address Crowchild Tr. bottlenecks, they have already eliminated the construction of a new bridge, but they're keeping "upgrade adjacent parks and green spaces" on the table. Unbelievable. Well, I guess all the people that are sitting there idling during a traffic jam will have new, lovely trees to look at.
- I live adjacent to Crowchild Tr. We want green space and not more paved roads which will lead to more development and thus more congestion a couple years down the road.
- There are too many connections which overlap and congest it from 17 Ave. S.W. to the University in the north. There is no simple or easy fix save for an express method from S to N like a new suspension span or a tunnel, which are far too costly to be realistic. The City can do some mitigation with disallowing turns at certain times, but all the merges will continue to slow it down. Not surprised to see the attitude that BRT and cycle pedestrian paths are viable solutions - The City has decided that Calgary should be less of a driving City and more of other choices which will make traffic a living hell here for decades to come.
- The problem northbound is that three lanes south of the river drops down to only one that actually crosses the river. None of the suggestions would fix that issue. HOV lane when only one lane goes over? Dumb. Upgrade parks and green spaces? That doesn't fix traffic.
- Not to mention traffic coming from the core having to cross those lanes on the bridge in order to exit.
- Other cities have solved similar problems. Has anyone gone to them and explored their solutions. San Francisco has built elevated roadways over others to allow one way traffic on each level. This would work on Crowchild Tr. if a second bridge was built across the river. Another plan would be to have 29 St. used with a new bridge to allow one way traffic on Crowchild Tr. and 29 St. There are other ravines on the south side of the river which could be used for a road up the hill to another N-S road just as the present one is used for Crowchild Tr.

### **March 21 - 27, 2016 Facebook Promoted Post – City of Calgary**

"Hey Calgary – we are continuing with Phase 3: Concept Identification for the Crowchild Trail Study. Use our online tool to help evaluate the ideas moving forward against the three key principles. We've extended the deadline until March 27<sup>th</sup>. Give your input at <http://bit.ly/crowchild>." (3 Shares, 12 Likes)

- Raise the speed limit on all major routes. Increase the difficulty of the drivers licensing tests. Especially focus on these points. If you're doing the speed limit or less stay out of the left lane even if its only 2 lanes wide and not a highway. Use your blinker and be courteous to others using their blinkers. When merging, quickly but safely accelerate to the speed limit so you can merge without impeding those behind and those attempting to join the merge lane. Never stop at a merge or merge at a yield, learn the difference. Shoulder check. Turn your lights on at night. No more lights north of memorial on Crowchild north or south of Glenmore on 14 St. Open 14 St. to 2 lanes south of Anderson into Canyon Meadows. Eliminate funky u turn under Bow Tr. to get on Crowchild Tr. northbound and get a real on-ramp interchange. Get rid of the speed cameras. They are nothing but a money grab and make people far too timid on the road. Driving decisively and with tact is the only safe way to drive. Always be alert and on your toes. Get off your cell phone and drive, just accelerate and remember there's 100 other people behind you trying to get home too. (x1)
  - You may as well ask for teleportation at this point (I think that might be more likely). (x1)
  - I know eh? Too much to ask for the simple answers to the problem.
  - If people drove correctly, our infrastructure could handle anywhere from 100-300% more traffic safely at no additional cost. Throw in automatic drive cars, and that number is even higher.  
<https://www.youtube.com/watch?v=4pbAI40dK0A>



## Verbatim Comments – Email

1. I would like to add my 2 cents worth to your study and to hear feedback of my idea. Heading south on Crowchild Tr. around 16 Ave. N.W. there is an old apartment to the West of Crowchild Tr. where you make your right turns to get on to 16 Ave. N.W. Because of the apartment the road goes from 3 to down to 2 lanes. This apartment has been there since I was born in Calgary and the City has always worked around it. My idea is to expropriate the land and/or trade the owner other City lands to build a new apartment building. This would alleviate one of the bottlenecks down to 5 Ave. N.W. This would also give more room for the development other ideas that the City is considering.
2. Last summer there was construction at the 24 Ave N.W. and Crowchild Tr. intersection. Since then the lights are programmed to stop traffic on Crowchild Tr. southbound. This has increased congestion on southbound Crowchild Tr. during morning rush hour traffic. This ties into another suggestion made from others at the public forum. As a general rule the Crowchild Tr. traffic should flow with limited lights north and south. I support this idea. As we continue to build housing developments along this route traffic will continue to increase. Lastly, the province and federal governments are trying to employ efforts to reduce carbon emissions, we can help by synchronizing our lights better across the city. Idling cars generate more carbon emissions.
3. Additional input to the Crowchild Trail Study:



4. Has anyone considered the following short term solution for the Crowchild Tr. bottleneck at Kensington Rd.:
  - TRAFFIC - no left turns
  - WB Kensington Rd. right turn traffic - no change
  - WB Kensington Rd. through traffic - divert to WB Memorial Dr. at 19 St. N.W.
  - WB Kensington Rd. left turn traffic - divert to WB Memorial Dr. at 19 St. N.W. then onto SB Crowchild Tr.
  - WB Kensington Rd. buses - equip with remote control to activate traffic lights (straight through only)
  - EB Kensington Rd. right turn traffic - no change
  - EB Kensington Rd. through traffic - divert to EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 S. N.W.
  - EB Kensington Rd. left turn traffic - divert to EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto WB Kensington Rd. for right turn onto NB Crowchild Tr.
  - EB Kensington Rd. buses - equip with remote control to activate traffic lights (straight through only)
  - NB Crowchild Tr. left turn traffic onto WB Kensington Rd. - divert to EB Kensington Rd. then 19 St. N.W. then onto WB Memorial Dr.
  - SB Crowchild Tr. left turn traffic onto EB Kensington Rd. - divert to WB Kensington Rd. then EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto EB Kensington Rd.
    - a. Risk - Unresolved is the awkward left turn from the western end of Kensington Rd. onto EB Memorial Dr. May be manageable with a stop sign or traffic circle. - Amended to: SB Crowchild Tr. left turn traffic onto EB Kensington Rd. - divert via existing access to EB Memorial Dr. and add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto EB Kensington Rd.
  - PEDESTRIANS
  - N-S pedestrians crossing Kensington Rd. - allowed at all times except when buses crossing Crowchild Tr.
  - E-W pedestrians crossing Crowchild Tr. - demand buttons with notice of 5(?) minute wait time. Also allowed when buses crossing Crowchild Tr.
  - RE: My risk assessment of the scheme:
    - a. E-W pedestrian crossing (Crowchild Tr.) needs a better solution e.g. pedestrian bridge. Could also reduce wait times outside rush hours.
  - Best of Luck with your challenges. My budget estimate for the scheme would be \$300K - \$500K
5. In response to the City's request for public input on the Crowchild Tr. upgrade project I would like to offer the following comments and suggestions. I have lived in Calgary since 1960 and use this particular road frequently. I have observed a number of problem areas for years so it is nice to hear that the City is planning to make some substantial changes to promote the safe and free flow of traffic on this roadway. My perspective comes from three different viewpoints - vehicle operator, bike rider and pedestrian. I live in the community of Glenbrook in the SW part of the City. When I access Crowchild Tr. it is usually to get to eastbound Memorial Dr. As you are aware, there is no direct road connection from Bow Tr. S.W. to Memorial Dr. N.W. and as such traffic has no choice but to use Crowchild Tr. as the main connector road. Unfortunately the route down eastbound Bow Tr. S.W. to 10 Ave. S.W. to Crowchild Tr. to Memorial Dr. is not very user friendly. I have identified six areas of concern on the map shown below.
  - Coming off eastbound Bow Tr. S.W. to 10 Ave. S.W., traffic must yield to eastbound vehicles, mostly coming off Crowchild Tr. During peak periods this can really slow down the traffic flow.
  - Immediately after turning right onto 10 Ave. S.W., drivers must once again yield to westbound traffic from downtown in order to turn left into the traffic turn around loop. It is also problematic to get into the loop in rush hour as the vehicles in it are stopped waiting for that same traffic to open up a spot to get back onto westbound 10 Ave. S.W. traffic.
  - Vehicles must wait at stop sign in loop until there is a gap in westbound 10 Ave. S.W. traffic. Once again, in peak periods this can take time and results in a back log of vehicles all the way up Bow Tr.
  - Then when we get back onto westbound 10 Ave. S.W. we have to wait for traffic coming off Crowchild Tr. so we can go up the access ramp.
  - At the top of the access ramp vehicles have to merge with all the traffic coming off westbound Bow Tr. who are heading northbound on Crowchild Tr. This further slows down the process, especially during peak periods.
  - Finally it is very hard to safely merge across two lanes (far left to far right) during the rush hour periods in order to use the off ramp to Memorial Dr. When traffic is backed up due to the high volume of vehicles and

the traffic lights at Kensington Rd., crossing over to the off ramp is extremely hard to do. I would classify this as a high collision area of Crowchild Tr.

- As you can see it is far from a smooth transition from Bow Tr. to Memorial Dr. and merging can be problematic and increases the chances of a collision. There needs to be a nonstop route between these two major roads. Continuing eastbound on Bow Tr. to cut through downtown to get to Memorial Dr. is not a suitable alternative due to the volume of traffic during rush hour. These six areas need to be addressed to make for a smoother flow from Bow Tr. to Memorial Dr. The only other option that would provide free flow access between those roads would be an off ramp from Bow Tr. directly onto Crowchild Tr. While this would work, it would be difficult to introduce without impacting residential areas.
- Ideally the best option to reduce traffic pressure on Crowchild Tr. and to address the concerns noted above would be to have Bow Tr. extended over the Bow River (as proposed below - one bridge only) to allow traffic direct access to and from Memorial Dr. This would greatly reduce the amount of traffic coming off both of those roads that normally would use Crowchild Tr. to get between them.
- This proposal would also reduce the amount of merging required on northbound Crowchild Tr. (3 and 4 above). Obviously this option would be very costly and might not be practical at this time but it sure would improve traffic flow between these two roads while reducing traffic by the same amount on Crowchild Tr. Construction could also be done without impacting the existing traffic flow on Crowchild Tr.
- This project might conflict with the Flame's Ownership Group's proposal to have a field house/stadium and hockey arena built in West Village. However if their project was approved there definitely would be a need for road improvements in the area and this might be a good fit with that project. A new bridge with bike/pedestrian infrastructure could be beneficial to get people over to the new facilities.
- Nonetheless something should be done to make the trip from eastbound Bow Tr. to eastbound Memorial Dr. an easier, faster and safer transition. I guess a more cost effective option would be just to have a direct access ramp off of Bow Tr. onto Crowchild Tr. but that would entail the removal of existing homes and I know that the City is not in favour of doing that.

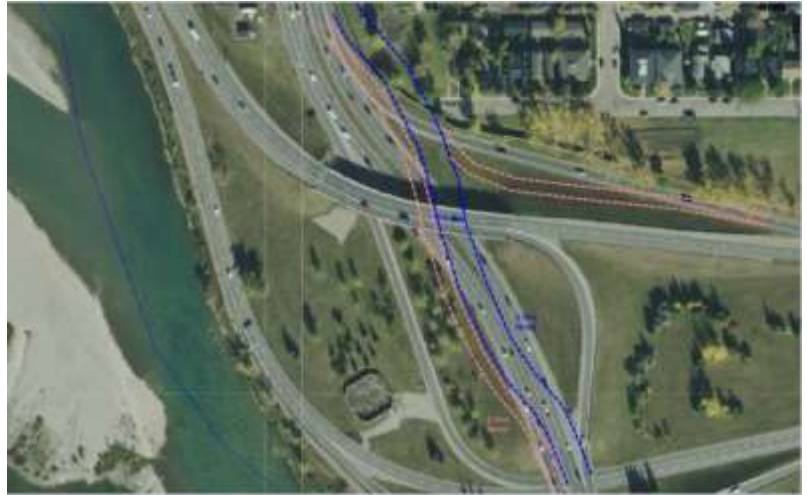




- Another location I use to access Crowchild Tr. is off of Richmond Rd S.W. The biggest problem here is merging into traffic and getting into a lane that goes over the Bow River, which is extremely difficult in peak periods (see area outlined in blue). One has to stay out of the Bus Only right lane while trying to merge into a fast flowing lane (or across two lanes depending on whether or not you are getting off on Memorial Dr. or continuing northward on Crowchild Tr.). Regardless it can be quite challenging to get over to a left lane before your lane turns off to eastbound Bow Tr.
  - I am sure that you have been made aware of these concerns but I thought I would submit them just in case. Better to have all issues identified while still in the planning stages. Naturally the lights at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W. all contribute to the backlog of vehicles on Crowchild Tr. and need to be eliminated. When I was younger my parents would drop us off for a Stampeders football game. After the game we would walk home because walking was what kids did back then. It was extremely challenging to get across the Bow River on Crowchild Tr. due to the lack of a pedestrian/bike pathway adjacent to the road. Jump ahead 40 years and although we can now get across the Bow River by taking a detour under the road it is a longer route than going directly across the bridge. There is still no direct route for pedestrians and cyclists to Bow Tr. or 17 Ave. S.W. Hopefully some consideration will be given for improving access for bikes/people when the road is upgraded. Do not take away an existing traffic lane but think about a separated bike/walking lane build adjacent to the road.
  - Thanks for listening. Hopefully something can be done to allow for safe, smooth and non-stop transitions between the roads identified.
6. I can't believe a simple and inexpensive, easy to implement idea is not on the study map. I witness this every evening and weekends during Stamps games. Vehicles entering Crowchild Tr. northbound from the 10 Ave. S.W. ramp should not be allowed to cut across two lanes of traffic to exit right at the Memorial Dr. exit - they can turn left at the Kensington Rd. intersection. No turn/lane change signs and solid painted road markings could be put in. Rubberized vertical barrier 'posts' spaced 2 m apart would be the second option installed past the Memorial Dr. exit. A second question is what is happening with the Crowchild Tr./Glenmore Tr. intersection once the ring road is in place and why is this not part of this study? At present travelling from the ramp off Glenmore Tr. east to Crowchild Tr. north, 3 cars are metered through the two sets of lights on Crowchild Tr. North Bridge over Glenmore Tr. every 90 seconds to two minutes. Once the ring road is completed there will be thousands of cars per hour using this route. This volume will back up traffic from the ring road along Glenmore Tr. What is the plan for this section of road to efficiently flow traffic and where is the information on the web?
7. I was looking over the Crowchild Tr. plans on the City website and I wish to remind you that Idea 15. Widen Bow River Bridge... \*may\* have a cheaper option because of the available large span of the Parkdale Blvd. bridge over Crowchild Tr. – a realignment of Crowchild Tr. under the existing overpass may allow 3 northbound lanes without much additional cost (see attached figure). I may just be repeating something you have already seen, as I did send this to Alderman Pincott last year, but if Idea 15 has some attraction, it would be worth it to investigate if my cheaper option can achieve many of the same goals:
- The concept I am proposing is a lane realignment of Crowchild Tr. under Memorial Dr./ Parkdale Blvd. It's something I have thought about for years, but with the Crowchild Tr. corridor study underway, it seems an opportune time to pass on my thoughts. Since the Crowchild Tr. traffic lanes pass under the bridge so obliquely, there is a very large clear span under the bridge that currently only fits two northbound lanes. With a simple realignment, and chewing up a bit of a small regional park to the north, I believe that three northbound lanes will fit underneath that span. This proposal, if it works the way that I think it will, should make northbound traffic over the Bow River flow more smoothly, since there will be less need for all the



lane switching that the current configuration requires. The southbound Crowchild Tr. lanes will need to be realigned as well, but as they could stay as two lanes (as shown in the attached graphic), unless the Parkdale Blvd. to southbound Crowchild Tr. merge is reconfigured to allow three through lanes on Crowchild Tr. That area is pretty tight right now anyway, and it may not be possible to have a safe merge and three through lanes. Beyond that, there's no easy answers, but the cheapest way to do things is to close Kensington Rd. access across Crowchild Tr., leaving only north and south turn options on both sides. Traffic on Kensington Rd. wishing to cross Crowchild Tr. should be directed to 19 St. N.W., whose intersection with Memorial Dr. may need a minor upgrade for a better westbound merge lane. There will unfortunately, be higher traffic levels on 19 St. N.W. In a way, this Kensington Rd. – Crowchild Tr. configuration is geometrically similar to the Glenmore Tr. – 37 St. S.W. intersection that we know works quite well, except no new overpass need be built here since Memorial Dr. – Parkdale Blvd. is so close at hand already. The current somewhat problematic advance turn from northbound Crowchild Tr. onto westbound Kensington Rd. will be now handled exclusively by the existing exit onto Memorial Dr. This latter exit, however, should, in the future, be easier to access for those people who have come from downtown on Bow Tr., since while they still have to cross over two lanes of traffic to get to the exit, they don't have to deal with the counter flow of northbound commuters trying to merge left to stay in the northbound Crowchild Tr. lanes.



8. Just thought I'd toss this link along. Its information pertaining to DDIs, or diverging diamond interchanges. Apparently not well known yet and relatively new design. Might be worth looking into: <http://divergingdiamond.com/>
9. This is a larger concern if changes are to be made. Currently no safe entry / exit from Hillhurst / Sunnyside if travelling east on Memorial Dr. and heavy traffic on Crowchild Tr.
  - Option - put a full intersection on Memorial at 19 St. N.W. this provides safe access to Hillhurst, it will also reduce the traffic during rush hour at the Kensington Rd. turn as cars wanting to enter the Hillhurst area now have a safe option. This can eliminate turns at the Kensington Rd. and Crowchild Tr. interchange as both north and south traffic could then use Memorial Dr. to 19 St. N.W. to enter the Area. This will mean that traffic can use existing Crowchild Tr. slip off to get onto Memorial Dr. Put lane dividers up on Crowchild Tr. North to prevent cars from sneaking up in exit lanes and cutting in at last moment as this disrupts smooth traffic flow. This is not an easy task to satisfy all concerned but overall safety needs to be considered.
10. My idea would be to build a bridge over top starting at Kensington Rd. through to 5 Ave. N.W., with straight off and on off ramps to the streets below on both intersections, widen the bridge over the Bow River and under Memorial Dr., widen the road going up the hill and down, eliminate intersection at McMahon and underpass at 24 Ave. N.W. with access roads to shopping and motels and McMahon etc.
11. To address some of the serious traffic congestion problems on Crowchild Tr, I would:
  - Remove the traffic lights from the following intersections:
    - a. Kensington Rd. and Crowchild Tr. (probably needs an over-pass to deal with traffic that wants to go South on Crowchild Tr.)
    - b. 5 Ave. N.W. and Crowchild Tr. (road is too minor to be messing up a major through fare like Crowchild Tr.)
    - c. 23 Ave. N.W. and Crowchild Tr. (road is far too minor, relative to Crowchild Tr.)
    - d. 24 Ave. N.W. and Crowchild Tr. (probably needs an over-pass, even though you just spent a whole bunch of money on new sidewalks at this intersection)

- Rebuild the choke-point at Crowchild Tr. and University Dr. so that Crowchild Tr. is three lanes wide in both directions through this area. When the bridge over University Dr. was replaced a number of years ago, I could not believe [omitted] a 2-lane bridge [was replaced] with another [omitted] 2-lane bridge. Why [omitted] didn't the city [omitted] fix this choke point at that [omitted]?. [omitted].
  - Widen Crowchild Tr. where it goes under the Memorial Tr. Bridge by one lane, so that all three lanes flow through this section.
  - Repaint the lines on the Crowchild Trail Bridge that spans the Bow River so that three full lanes of traffic can flow over the river.
  - Repaint the lines on the Crowchild Trail Bridge that goes over Bow trail so that there are three full lanes of traffic. The wide shoulder on the right-hand side is a waste, and could be a usable lane.
  - The theme here is to remove controlled intersections from Crowchild Tr., which dramatically reduces road capacity, and make changes to provide three full lanes of flow-through traffic. If you look up and down-stream of this area on Crowchild Tr., you don't see the congestion problems that you see here.
12. I would like to suggest that a traffic control system such as an arm (like a barrier used at railway crossings) or a red light be installed to control the flow of traffic entering Crowchild Tr. Northbound from 10 Ave S.W. I have seen a similar solution employed in Dallas, and is very effective. These interchanges in Dallas are often monitored and controlled by a traffic control center. If Calgary doesn't have a center then it can be controlled in other ways. Problem - Currently there is a yield sign that no one coming from that entry point pays attention to anyway. This is [a], confusing interchange that has caused accidents. Why - This entry point should be controlled during busy times to improve the flow of traffic coming from Bow Tr. There is a significantly higher volume of traffic entering Crowchild Tr. from Bow Tr., coming from the downtown core, than there is from 10 Ave S.W. During rush hour Bow Tr. is always lined up (I've seen it lined up to the edge of the downtown core) whereas traffic coming from 10 Ave. S.W. is empty or very light.
13. I was looking at your ideas and I didn't see this one - Add an extra lane northbound north of the bridge and under Memorial Dr. toward 24 Ave N.W. You would lose the free flow turns onto and off of Memorial Dr. but gain a continuous lane from 17 Ave SW. to 24 Ave N.W.
14. One of the biggest issues is not so much the bottle becoming of the road alone but a combination of bottle necking and poor lane development. You literally cannot stay in the same lane from one end of Crowchild Tr. to the other without changing lanes. If you follow from Glenmore Tr. in the far left lane you end up in the far right lane near Kensington Rd. But now you have to change back to the left. Now add in people going to Memorial Dr. or what have you and you have traffic weaving in and out. It's not so much the bottle neck but that the traffic literally has to all change lanes constantly just to get somewhere. If you could stay in one lane the entire time and not have it affect your position it would solve a lot of problems.
15. I just wanted to express that the ideas presented in this stage have been thoroughly researched and well presented. Well done! My only comment concerning the process is that idea 12 for an elevated roadway was not supported in the local roundtable discussions in West Hillhurst, so I am disappointed that the concept made it to this stage. Otherwise great job and looking forward to discussions in the next stage.
16. I live in Spruce Cliff, and I have called the City of Calgary previously to express my concern about the safety risk in trying to access Crowchild Tr. North / Memorial Dr. West from Bow Tr.
- The only access, currently, is using the 10 Ave. S.W. loop under Bow Tr. This is a very difficult merge because there is traffic coming onto 10 Ave. S.W. from Crowchild Tr. South that you have to cross to loop back to Crowchild Tr. North, and then once on Crowchild Tr., you need to cross 2 lanes of congested traffic in a very short distance to access Memorial Dr. West.
  - This really slows down the rest of traffic on Crowchild Tr., it's a significant safety risk that I feel is unnecessary, and if an accident were to happen in this location it is has a very high probability of gridlocking the entire area.
  - I see that this interchange is not being addressed in the proposals, but I don't see that the safety risk is addressed, and nor do I see if there is any proposal to change the 10 Ave S.W. merge from Bow Tr. to Crowchild Tr. If I've missed it, please let me know where to find this information; otherwise, can you please let me know what plans there are to address this merge area?
17. I just finished reading about the plans that have been dismissed and those that are still being considered for the Crowchild Trail Study. Not surprisingly, I see that any significant improvement idea has been thrown out. [omitted]? What's the point of the big study if all you are prepared to do is throw band aids at the problem? You have a study





from 1978 to show that the problem has existed for almost 40 years and guess what, it's worse now. Shocking, I know. This is yet another example of the [omitted] of city hall. I don't know if it's that group of [omitted] at city council or if it's the group responsible for planning and engineering these things but clearly you people are not committed to fixing the problem. You are only looking at trying to patch things as cheaply as possible so it gets dumped on a future group. Let me ask you. Do you think the problem will be smaller or cheaper in the future? You do not want to expand the route because you don't want to disrupt the limited number of residents along the route but you don't mind the daily negative effect on the massive number of users? Are you really telling me that people that bought along Crowchild Trail never considered that the major north south corridor in the city might one day need expansion and affect their property? The City of Calgary is effectively that neighbour with the fence that is rotten and falling down and after much study, decides they will put up a couple of 2x4s to hold up the fence for another decade. What an incredible waste of time and taxpayer money.