



Crowchild Trail Study

Phase 5 - Online Feedback Summary September to October, 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 5: Concept Selection and Recommendation is about reviewing the draft recommendations for the study area.

Feedback received during in-person and online engagement sessions in May and June, 2016, along with a technical review, helped the project team develop draft recommendations for the study area. The project team shared the draft recommendations with stakeholders and the public online from September 28 to October 17, 2016.

Respondents were asked to review the draft recommendations and to provide feedback on the strengths and weaknesses to help improve the plan further.

More than 6,700 users participated online providing about 1,200 comments.

What we asked

The purpose of the online engagement was to review short-, medium- and long-term draft recommendations for the study area and provide feedback on strengths and weaknesses.

During the online activity portion of Phase 5, participants had an opportunity to:

- See how the recommendations were identified.
- Review the draft recommendations by geographic section.
- Review the draft recommendations for green spaces, transit, walking and cycling connections, noise attenuation, and transportation measures.

What we heard

The following is a high level overview of what we heard through the online feedback:

- **Short-term draft recommendations:**
 - Participants felt that the short-term recommendations should be implemented sooner and would provide an immediate benefit by reducing weaving and bottlenecks along Crowchild Tr.; however, they indicated concerns that traffic lights along the corridor would continue to create congestion. They also expressed many positive comments about the enhancements to connections for people who walk and bike.



- **Medium- to long-term draft recommendations:**

- Participants indicated that the draft recommendations would help improve traffic flow and were supportive of the enhanced connections for people who walk and bike along and across the corridor. Participants felt that it was necessary to remove traffic lights along the along Crowchild Tr. to achieve continuous traffic flow.

- **Long-term draft recommendations:**

- Participants supported the long-term recommendations and felt that it would help to improve traffic flow along Crowchild Tr. Participants also supported enhanced and accessible connections for people who walk and bike.

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

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

Next steps

Feedback received during in-person and online engagement sessions in September and October, 2016, along with an additional technical review, will help the project team refine and finalize the recommendations to be presented to Calgarians in November / December 2016 as part of **Phase 6: Reporting and Completion**.



Online Summary of Input

- '✓' indicates that participants identified strengths of the draft recommendations
- 'x' indicates that participants identified weaknesses of the draft recommendations

Short-term Draft Recommendations

- ✓ Participants felt that adding a ramp from westbound 16 Ave. N.W. to northbound Crowchild Tr. creates a more direct and needed connection with minimal impacts to private property.
- ✓ Participants felt that adding more lanes across the Bow River Bridge and the realignment of Bow Tr. and 10 Ave. S.W. to the right-hand side would address bottleneck points and traffic weaving and provide for more continuous traffic flow along Crowchild Tr.
- ✓ Participants shared many positive comments about the enhancements to multi-use pathways and improving connections along and across the corridor for people who walk and bike.
- x Participants felt that traffic lights at intersections along Crowchild Tr. would continue to create bottlenecks and impact traffic flow.
- x Participants had concerns about the implementation timeline and would like the plan to be implemented sooner rather than later.
- x Participants felt that bottlenecks will still occur where Crowchild Tr. reduces to two lanes.
- x There were concerns about spill-over traffic and potential impacts during construction for bordering communities.
- x Participants felt that not enough noise attenuation was recommended in the short-term.

Medium- to Long-term Draft Recommendations

North Section: Between 24 Ave. N.W. and University Dr.

24 Ave. N.W. Area

- ✓ Participants felt that the draft recommendations would help to address bottlenecks and delays at 24 Ave. N.W.; however, they also felt it is necessary to eliminate intersections with traffic lights along other sections of Crowchild Tr. to achieve continuous traffic flow.
- ✓ Participants liked that the draft recommendations had limited impacts to private property; however, there were still some concerns about impacts to religious institutions and athletic facilities.
- ✓ Participants shared positive comments about enhanced connections for people who walk and bike, noise walls and green spaces.
- x Participants had questions about the timelines for implementation and concerns about potential impacts during construction.
- x Participants expressed that having two intersections across 24 Ave. N.W. would affect traffic patterns in bordering communities.
- x Participants also expressed concerns about traffic accessing events at McMahon Stadium.

16 Ave. N.W. Area

- ✓ Participants felt that the draft recommendations would help improve traffic flow on Crowchild Tr.
- ✓ Participants indicated that the draft recommendations enhances the connection to/from Crowchild Tr. and 16 Ave N.W., but there were concerns about impacts to traffic flow along 16 Ave. N.W. with additional lights along an east-west corridor.
- ✓ Participants felt that roundabouts along University Dr. would improve traffic flow; however, some participants also felt that there were too many roundabouts, drivers don't know how to use them and access to St Andrews Heights would be restricted.
- ✓ Participants indicated noise walls and additional green spaces along the study area would provide benefits to the community.



- ✓ Participants indicated that while there were impacts to Suncourt Apartments, overall, property impacts had been minimized.
- ✗ Participants indicated that access to businesses located in Motel Village was confusing.
- ✗ Participants felt that safe and accessible connections for people who walk and bike should be a priority and there was mixed feedback on whether the draft recommendations provided enhancements to those connections.
- ✗ There were concerns that the draft recommendations are not transit-oriented.

Central Section: Between University Dr. and Memorial Dr.

5 Ave. N.W. Area

- ✓ Participants felt the 5 Ave. N.W. flyover would improve traffic flow across and along Crowchild Tr.
- ✓ Participants expressed the need for safe and accessible connections for people who walk and bike, and supported the enhanced pedestrian bridge at 5 Ave. N.W.
- ✓ Participants indicated that lowering Crowchild Tr. would help to reduce noise impacts to bordering communities, but recognized that there is the potential for some flooding.
- ✗ Some of the feedback expressed concerns about the timelines for implementation and the potential impacts during construction.
- ✗ Participants felt that limiting access to southbound Crowchild Tr. from 5 Ave. N.W. would affect traffic patterns in bordering communities and would also impact access to neighbourhood businesses.

Kensington Rd. and Memorial Dr. Area

- ✓ Participants thought that property impacts had been minimized compared to earlier plans and concepts.
- ✓ Participants felt the Kensington Rd. interchange would improve traffic flow across and along Crowchild Tr.
- ✓ Participants indicated that lowering Crowchild Tr. and removing high volume traffic from ground level would help to reduce noise.
- ✓ Participants expressed the need for safety and accessible connections for people who walk and bike, and supported enhancements to multi-use pathways and crossings.
- ✓ There was also support for increased green spaces and green buffers for the bordering communities.
- ✗ Participants had concerns about the timelines for implementation, the cost, and the impacts during construction.
- ✗ Participants indicated that there could be more considerations for transit users and that transit-only infrastructure like bus lanes should be considered.

South Section: Between Bow Tr. and 17 Ave. S.W.

17 Ave. S.W. Area

- ✓ Participants supported the draft recommendations and felt that they would help improve traffic flow along and across Crowchild Tr.
- ✓ Participants were supportive of enhanced connections for people who walk and bike and felt that pedestrian overpasses improved connections across Crowchild Tr.
- ✓ Participants were supportive of the land bridge-style pedestrian overpass because it would be more visually appealing, provide additional green space and better connect bordering communities; however, some participants felt that the proposed land bridge-style pedestrian overpass was not necessary.
- ✓ Participants indicated that the dual-left turn lanes from Richmond Rd. to 17 Ave. S.W. will improve traffic flow and eliminate bottlenecks on neighbourhood streets.
- ✗ Participants felt there could be additional noise attenuation provided by the school and park spaces along Crowchild Tr.
- ✗ There were concerns that the bike lanes on Richmond Rd. do not improve connectivity and safety for people who bike and they also impact traffic flow.
- ✗ There was some concern about the location of the pedestrian overpass south of 17 Ave. S.W. and participants felt it could be realigned to reduce impacts to the off-leash dog park.



Long-term Draft Recommendations

- ✓ Participants indicated that widening Crowchild Tr. to provide three continuous lanes across the Bow River Bridge would help to reduce bottlenecks and weaving along Crowchild Tr.
- ✓ Participants supported enhanced and accessible connections for people who walk and bike along and across Crowchild Tr.
- ✓ Participants expressed the need for safety and accessible connections for people who walk and bike, and supported enhancements to multi-use pathways and crossings.
- ✓ Participants felt that enhanced transit-only considerations were an opportunity to improve bus service and transit connections along the corridor.
- × Participants had concerns about the timelines for implementation, the cost, and the impacts during construction.
- × Participants indicated that eastbound Bow Tr. to southbound Crowchild Tr. is a missing connection.
- × Participants questioned if the long-term draft recommendations would be adequate to meet future demand.



Verbatim Responses

Short-term Draft Recommendations

Strengths

- More lanes across Bow River and onto Bow Tr. Moving ramp going from Bow Tr. to northbound Crowchild Tr. to the other side of the bridge. Better access from 16 Ave. to northbound Crowchild Tr.
- No bike lanes.
- Improved visibility at 5 Ave./Crowchild Tr. intersection (for traffic turning right from 5ave heading East to South on Crowchild Tr.) is a good enhancement and should improve safety.
- Like the 3 lanes.
- The new merge ramp from westbound Memorial Dr. to southbound Crowchild Tr. looks good on paper and should make for safer merging. The new off ramp from northbound Crowchild Tr. to eastbound Memorial Dr. seems like it would be a much safer merge system but will be much more congested as traffic for both east and west Memorial Dr. will be funneled into one off ramp.
- The extra lanes on Crowchild Tr. will help. I'm not convinced the additional lane on Crowchild Tr. will really help until the lights are removed.
- 16 Ave. access to Crowchild Tr. north moving Bow Tr. and 12 Ave. access to east side of northbound Crowchild Tr. - will definitely speed up traffic and reduce constant weaving of vehicles over the river - Thank you!!!!
- Alleviate traffic things a little bit, and help bike/pedestrian traffic out.
- Not much, bit better north of Memorial Dr.
- I like the at grade pedestrian access across Memorial Dr./Parkdale Blvd. I support signalized, at-grade crossings rather than over-passes and underpasses on Memorial Dr. as overpasses make cars travel faster and make walking far more inconvenienced due to having to climb up and over. It is important to de-expressify Memorial Dr. and promote walking and cycling (especially in these neighborhoods that have very high walking/cycling/transit mode shares to begin with). Pedestrian crossing should never be upgraded to overpasses along Memorial Dr./Parkdale Blvd.
- Great initial steps that hopefully can be implemented quickly - well thought out in most respects.
- Adding lanes and the shift (north) of the exit from northbound Crowchild Tr. to Memorial Dr. will greatly improve traffic flow. Currently, although the lights at 5 Ave. and Kensington Rd. delay traffic, it is the weaving and squish from 3 lanes to 1 that is the most serious issue.
- More through lanes for north and southbound traffic.
- Improving lane continuity is crucial and the plan identifies and addresses that. Weaknesses in current ramp/exit/merge areas are being addressed.
- Continuous lanes open across Bow River Bridge on Crowchild Tr. will help traffic flow! I appreciate the consideration to pathways.
- Widening the bridge is absolutely needed. It's one of the worst weaving / bottle neck areas in the city.
- This looks like a strong short term plan. Please do everything possible to ensure traffic congestion is minimized during construction.
- Addresses bottleneck at Bow River crossing.
- Looks like it will help the flow.
- The lane continuity and removal of lane weaving on the bridge over the Bow River
- The added Crowchild Tr. connectivity, the addition of the extra lane, and the improvement of the weaving issue. Also, the new pedestrian connections near the north off-ramps will be excellent.
- Trying to please everyone.
- It makes sense to me.
- Looks like you're going to mostly add a lane each way which should help with traffic congestion.
- Stay within existing footprint.
- I think it's a fabulous, well thought out plan!! Let's get moving as soon as possible, great work to those involved.
- Westbound Bow Tr. and 10 Ave. S.W. ramps to northbound Crowchild Tr. relocated to right-hand side of Crowchild Tr. is great!!!! The current left-hand entrance with yield sucks.

- Excellent, innovative thinking here. Addresses significant flow issues and balances community well. Seems fair and balanced.
- Cleans up poor designs of the past.
- Incorporates short term fixes that may reduce bottlenecks until full solution can be built. Please make decisions that are good for the city, and do not be swayed by special interest groups, or those who won't be happy regardless.
- Okay but debatable on how fast this can be implemented.
- It is a start. More lanes will help. Stop/block the 10 Ave. to Memorial Dr. nightmare now!
- The current situation is not any good for any users. As a motorist it sucks, as a pedestrian it stinks and as a cyclist it sucks, stinks and is frustrating. Don't half [omitted] this. Going full on to stage 2 or the 2nd phase of this is needed now. No short term, medium term stuff. Please. This is an important project for the city. Get it done. Good luck. Additionally, Crowchild Tr. should have a cycle lane/pedestrian walk along Crowchild Tr. in from the noise barrier wall. From the Bow River bridge to... Cochrane. Scrap the ring road. Do this.
- Northbound left turn closure at Kensington Rd. makes a lot of sense; why not make it all-day instead of just peak? Longer weave distance on northbound Crowchild Tr. across the river will be very helpful.
- Additional thorough fair lane across Bow Tr. via bridge to better traffic flow and decrease bottlenecks.
- I like it all. Moving the merge lanes to the right side of northbound Crowchild Tr. is long overdue. Changes at westbound 16 Ave. are also good.
- Why not extend LRT to top of Cochrane Hill and put a station and parking there. It should be quick and easy to do as the wide median already exists. Probably least cost as well with little construction obstructions. And will eliminate a lot of traffic coming in from Cochrane.
- The 3-lanes northbound are important from 17 Ave. to Kensington Rd.
- Fixes the crazy bridge, and should help the merge from 10 Ave. onto northbound Crowchild Tr., which is a nightmare. Please proceed as soon as possible.
- Only slight improvements.
- Increasing number of through lanes to maintain continuity, and avoiding weaving through traffic. Keeping the cost and the subsequent tax BURDEN down (yes, taxes are already out of control in this city).
- Conduct statistical analysis of travel time saved during the peak hours, in morning and evening for northbound and southbound traffic on Crowchild Tr. and publish the report.
- I really like leveraging the bridge rehab work to include adding a north and southbound lane.
- I've been driving in Calgary for 38 years, and I've been a regular commuter from Altadore to university for 30 years. This is a complicated problem. Not trivial at all. I commend your planners. I think this plan picks up a lot of the nuanced design issues. Well done. I say go for it!
- Not sure, but can we please make sure that it will be easy to leave downtown west on bow trail and easily be able to merge onto Memorial Dr. west. It's a pain right now due to the poor driving abilities of Calgarians. We must easily be able to merge across the 3 lanes.
- It cuts down on the lane changes and will therefore not slow traffic to a crawl to move things faster through the area. It is a great short term plan with a noticeable change.
- No reduced lanes for bridge crossing Bow Tr./River. West Bow Tr. ramp onto northbound Crowchild Tr. relocated to right hand side - YES! Accessing 16 Ave. from Crowchild Tr. - What a concept!
- Moving the westbound 10 Ave. to northbound merge lanes to the right side is huge.
- Interfacing to Crowchild Tr. from 16 Ave westbound and Memorial Dr. eastbound and westbound look much improved.
- Almost everything here is conducive to allow for free flowing traffic,
- It helps with access onto Crowchild Tr. south of the river and across the river heading north as well as widening the roadway heading south under Memorial Dr.
- It seems like the most important first step for fixing the mess of this section of Crowchild Tr. It immediately gives northbound drivers two continuous lanes and removes the ridiculous weave across the Bow River bridge. It also fixes the awkward turning movement from Bow Tr. eastbound to Crowchild Tr. northbound. The extra green space buffer from the relocated Memorial Dr. ramps is a nice bonus.
- The additional lanes on the bridge will help, good to retain pedestrian underpass on bridge. Also restricting left turns during peak times should help keep the lights green for longer.
- Increases capacity of Crowchild Tr. and fixes the major weave zone over the Bow River sooner than later

- Pragmatic, corrects some of the worst immediate parts of the south section.
- Widening Crowchild Tr., additional connections around Motel Village
- The short-term plan looks good as it realigns Crowchild Tr. at Memorial Dr. Relocates access to Crowchild Tr. north from the bow and 10 Ave. Adds more lanes on the bridge.
- I'm favorably impressed. My biggest concern was the connections across and along Crowchild Tr. for bike traffic and pedestrians. I really like the bike/pedestrian underpasses at 24 and 16 Avenues, and the connections to existing bikeways within the communities on the east side of Crowchild Tr. I think that the bike routes on the west side of Crowchild Tr. are awkward, but I recognize that improvements on that side will require the cooperation of the communities and the University of Calgary. I hope that the bike bridge over the Bow River under Crowchild Tr. will remain and/or be widened. I really like the improved pedestrian/bike connections in Briar Hill.
- I have noted the numerous strengths of this plan elsewhere.
- No idea can't zoom in on my phone.
- Better traffic flow over the bridge, which currently is a choke point.
- Many small improvements that will yield a big improvement in traffic flow and safety. I particularly approve of efforts to minimize weaving.
- Everything is very well laid out, and if all done will help traffic and safety immensely.
- Many good ideas obviously and something that the local residents can buy into (me being one). I hope that City Council does the right thing by approving all these short-term recommendations and to get the work started. I wonder what the cost to the environment is having all those cars sitting? What is the cost to the health of the people in those cars? What is the cost to the maintenance on the cars? What is the cost to the economy of having productive people sitting in those same cars? I suggest that if you placed a \$ value to all these factors you would find that delaying even the long term recommendations is far outweighed by these savings.
- Everything, in the long run, this is major surgery for a high traffic road that will benefit commuters going North to South and vice versa. I wish we already had this widened road and bridges for Crowchild Tr. now. I think the additions of new traffic on the right-hand side only is a strength, off-put into Memorial Dr. West and East pushed off the main road is a benefit. I'm really happy this is happening.
- Would help a great deal in reducing bottlenecks throughout Crowchild Tr.
- 5 St. N.W. is the only part that does not need to return to the drawing board.
- I like the idea of a path on the north side of Memorial Dr. continuing on the eastside of Crowchild Tr., as well as the planned added green space.
- Practical and cost effective. This plan addresses the critical bottleneck FIRST. Never understood why you kept building overpasses along Crowchild Tr. only to have everyone bottleneck up at the river.
- Will reduce collisions
- Very happy with the direction - many of the issues are resolved. Need a level or bridge pedestrian crossing at Lion's Village to the pathways along the river.
- Additional lanes and improved access from 16 Ave. will do a lot to streamline traffic and increase volume. Really like the right lane merge as the crossover traffic increases crash risk and significantly slows traffic.
- This is excellent great work
- Minor adjustments to try to improve problem. Probably will not notice much difference as capacity is not really being added, just more efficient use of space.
- Good short term solution
- None. This is just delaying the inevitable...widening of Crowchild Tr./getting rid of the traffic lights.
- Three continuous lanes northbound over the Bow River Bridge will reduce bottlenecks and confusion -simplification of exits from 10 Ave. and Bow Tr. westbound onto Crowchild Tr. northbound.
- 16 Ave. west to Crowchild Tr. North will finally have a proper connection!
- Remains consistent with the Phase 4 recommendations but does show some improvement from the workshops, particularly the adjustments input of.
- Demonstrates that the community members' comments at Phase 4 to improve the Memorial Dr. pedestrian crossing and traffic ramps were heard. Should be well received by both nearby residents and through commuters.
- I am wondering what kind of spatial justice exists here? <https://www.youtube.com/watch?v=9WHOLwVLDd0>
- Acknowledgment of Crowchild Tr. as THE major north/south artery for west Calgary.
- The northbound ramp from westbound Bow Tr. merging from the right - prevents lanes crossing.



- The walk ways around motel village are a danger to life as they are, glad to see it getting some attention.

Weaknesses

- Still a pinch point near university drive where it goes to 2 lanes in each direction. Should remove intersection at 5 Ave. and have right turns only.
- No HOV lanes.
- Does not really add a lot more than we have now. Will be at capacity really soon.
- Crowchild Tr. will still not be a free flowing road with lights at 24 Ave., 23 Ave., 5 Ave. and Kensington Rd. These need to be removed to ensure traffic moves. With lights remaining this plan will do nothing to address traffic congestion and may make it worse. Going back to traffic signal lights off Bow Tr. ramp to 10 Ave. S.W. will only serve to cause backlogs on the ramp all the way up to Bow Tr. Concept of free flow is missing from this plan. Narrower lanes north of the Bow Tr. to 5 Ave. will result in more traffic incidents. This is a dangerous precedence for the city. It will be especially dangerous for wider vehicles like trucks, buses and motor homes. Nothing has been done to address merge problem off of Richmond Rd. S.W. onto northbound Crowchild Tr. It will be still be extremely hard to get over to through lanes, especially with the intro of a twinned exit off of Crowchild Tr. to eastbound Bow Tr. This is a real problem area especially in peak traffic periods.
- I can't tell because the map is too small to read, even after I clicked it to make it bigger. Why isn't this available as a PDF or other document that can be sized?
- Please focus on the construction and road changes already happening before implementing new construction... It leaves nowhere for cars to go while everything's being done... Many of the avenues taking cars in and of downtown are being blocked up due to development/construction. There is limited access to the stampede on 12 Ave... And always new construction around 9 Ave. and 6 St. It's important to think of how frustrating it is for Calgarians and must be to visitors or tourists. If increasing accessibility is the issue we should look at investing money in expanding the LRT lines and increasing the hours of the LRT and transit operation so people can get home without driving drunk at night. It seems the city is decreasing driving lanes for bikes (which isn't that practical given our long cold winters) to encourage alternate modes of transportation which makes the city even less accessible... And the given terrible parking situation, it is extremely hard to get around and enjoy Calgary. To sum it up... I think it would be wise to finish the projects we have already started (especially in the core) and to focus more on explaining public efficient transportation systems. This would help increase Calgary's economy due to increased number of people accessing services.
- This plan does not eliminate those painful light heading northbound on Crowchild. I assume much construction congestion is to be expected. I question how short term the widening of the bridge will be.
- This does not address the silly arrangement going northbound on Crowchild Tr. at University Dr. There should be no double left hand exit there.
- This ridiculous expenditure is not needed. Calgary is shrinking not growing
- Where can cyclists continue (after coming over the bridge) direction 10 Ave.? For the moment there's the little path over the rail tracks, but will this be improved?
- Calgary must skip this plan and go ahead we a longer term solution. The short term solution was needed 20 years ago, it is far far past due now and it basically useless and wastes money long term. Very short sighted to even consider doing only this.
- Planned for today's mess only. The bridges should be at least 4 lanes. The Memorial Dr. bridge needs to be replaced. Same old off ramps on to memorial that slows traffic now. No bow trail east to Crowchild connection.
- Be careful with lane narrowing's on Crowchild Tr. north of Kensington Rd. Would prefer to see slight widening to accommodate extra lane, along with closure of direct access into businesses (easy alternative to access via 23 St.). Doesn't address major bottleneck issues which are the at-grade intersections at Kensington Rd., 5 Ave. and 24 Ave. These major capacity constraints to Crowchild Tr.'s role as the only through road on the west side of the city are long overdue and need to be addressed as soon as possible.
- Not certain if the new ramp from westbound 16 Ave. to northbound Crowchild Tr. will eliminate the number of people taking 19t St. and/or 24 Ave. The ramp and connection needs to be faster and more convenient then cutting through residential area or people will continue to do so.
- Streets lights in Kensington area and McMahon/Banff Tr.

- Plan does not give a definition of what "short-term" means - when may the changes commence; how long will it take to implement these changes; how long before the next step of mid-term changes start to come into place.
- Seems intensive as a "short-term plan". Can more not be done with existing infrastructure as an initial step? (Changing accesses and limiting cross over on bridge - Bow Tr. north cannot weave to Memorial Dr. exits etc.) Changing light timing etc.
- What are the short-term solutions for mitigating backup / closures during construction? This is one of the only viable routes into the NW from the SW and vice versa. Construction will create chaos.
- Not long term solution. May need additional lanes over bow river eventually.
- Bridges across Memorial Dr. not put in place. Will cause a bottle neck further down just causing more problems
- Currently the cycling route from Banff Tr. to Foothills Hospital is very awkward and dangerous. Some problems include navigating the McMahon Stadium parking lot, which has many speed bumps that are difficult to go over on a bike. The biggest problem is crossing University Dr. from the stadium. It is a very busy road with only a pedestrian controlled light. Many cars don't stop, or only some will stop, putting pedestrians and cyclists at risk. Cars leaving the stadium try to cross the lanes to turn left as traffic is stopped for pedestrians, adding to confusion. It is awkward for cyclists to use, as we must get off the bike, move the appropriate side of the road, walk across, and get back on the bike. Many cars don't stop for bikes, even if you are walking as a pedestrian. Even worse, one car stops, but the car in the next lane does not, creating a dangerous situation. This crossing is frequently used by students and staff at foothills hospital but is poorly designed.
- When biking from Banff Tr. station to Foothills Hospital, many people go through the stadium, cross at University Dr., take the pathway past the apartments, and cross again at Uxbridge Dr. Crossing at Uxbridge Dr. is not good for cyclists, as the traffic is quite congested here, and the pedestrian crossing is at the wrong side of the road for cyclists to use it easily. Once on Uxbridge Rd. and crossing 16 Ave. to the hospital, the road is not wide enough to be shared safely between bikes and cars.
- If access is cut off from 24 Ave. to southbound Crowchild Tr., how are westbound drivers supposed to access southbound Crowchild Tr.?
- Add transit slip-lanes at the 10 Ave. exit onto northbound Crowchild Tr., as this is commonly a bottleneck for transit during rush-hour. Also consider implementing separate transit signals along 10 Ave., and allowing for the continuity of existing bus lanes across Crowchild Tr., specifically for the 72/73 routes, as these are major routes connecting the University of Calgary and Westbrook.
- Just lengthens the time it will take to make improvements needed years ago.
- Better sound attenuation is required now for surround communities especially south of the Bow River.
- None.
- Likely public complaints against any and all change.
- I would like to comment on the widening of the ramp of eastbound Bow Tr. to a 2 lane exit from 17 Ave. S.W. On my way to work I have to enter Crowchild Tr. from Richmond Rd. and to exit then onto Memorial Dr. Due to drivers' behavior, it can be difficult/unsafe to manage the merge and almost immediately change lanes. The doubling of the exit would make that even more difficult. It would be much better if one could access Crowchild Tr. already from 26 Ave. S.W. It would greatly reduce the traffic in the residential areas next to Richmond Rd.
- Does nothing to improve traffic flow. Creates an extra lane of parked, idling cars south of 24 Ave.
- Considerable time to implement.
- Kensington Rd. and 5 Ave. lights still exist. Remove them. Still 2 lanes up/down the hill from 5 Ave. to 16 Ave. Merge from 17 Ave. to Crowchild Tr. North still a spaghetti mess. Adding unnecessary pedestrian bridges each side of 17 Ave. Move them to Acadia by Anderson OR 14 St. and 90 Ave
- I really hope this goes through and work can begin soon. You have a good balance of strategies for all users. More emphasis on bike lanes that parallel Crowchild Tr. would be great. Anything is better than the current outdated eyesore and scourge that is there now.
- There are still traffic lights. Get rid of the lights and get rid of the congestion.
- Southbound traffic will still squeeze 3 lanes into two at the south end on McMahon Stadium. Currently a big issue as traffic unaware the right hand lane suddenly diverts them off Crowchild Tr. Or they do know but try to force their way in at the last minute. Northbound, drivers proceeding on Crowchild Tr. must get into the left hand lane or risk diverting onto Bow Tr. or Memorial Dr.

- A lot of talk and not much action. The bottle necks need to have been solved 10 years and here we are still looking. It needs to be done NOW not more looking and those long serving counselors need to drive this morning and night for a few weeks to see how bad the traffic flow is.
- Cars looking to turn on to Memorial Dr. West will still need to cross three lanes of traffic to reach ramp from left lane, causing potential for increased accidents and bottlenecks to make space to lane changing vehicles.
- Not dealing with the [omitted] traffic lights at Kensington Rd. and 5 Ave.
- The only weakness is that it isn't done now, and will probably drag on for years in the approval process
- Lights at 23 Ave. need to be removed, made right turn only. One of the sets of lights at 5 Ave. or Kensington Rd. need to be made right turn only.
- Not really needed. Fixing the issues on the bridge make this change redundant.
- To truly fix things sooner than later, you need to remove the lights at Kensington Rd. and 5 Ave. and make these right turn on and off only.
- No apparent weaknesses considering it is short term plan, but the report must include the time frame for implementation.
- There doesn't seem to be any plan to alleviate the choke points on Crowchild Tr. both directions under 16 Ave. This is ultra-critical because there is no point in improving traffic flows if traffic hits a brick wall. It is similar to travelling 90km/h on Crowchild Tr. south and hitting a brick wall at Brentwood or University [LRT] station because of the choke point at 24 Ave. What is the point of running like hell to stand in line? Until this issue is addressed the whole project may be a colossal waste of money.
- Don't see any.
- Narrowing of lanes through Kensington area - just had a guy in a big truck hit my mirror today! Lights still in place throughout Kensington and at University
- I'm sorry, but for a "Skeletal Road" this just is a big letdown. The short-term should also include the whole reconstruction between Kensington Rd. and 24 Ave. I think this should be dumped in favor of proceeding directly to the mid-long-term solution. Like during my driving lifetime!!
- Not convinced that the new westbound 16 Ave. to northbound Crowchild Tr. ramp is necessary or practical. Traffic coming up that hill northbound tend to accelerate making merging difficult from even the existing entry point by One Executive Place. I've never had trouble getting onto northbound Crowchild Tr. via Banff Tr.
- Access from Bow Tr. to Crowchild Tr. is not addressed.
- Giving busses a separate light only causes a slowdown of traffic and increases traffic jams, leave the bus issues up to Calgary Transit you need to focus on getting drivers to their destination with the least amount of traffic (saving the environment and reducing collisions), it is bad enough we have bus lanes. One small detail I would love to see for all of Crowchild Tr. excluding the intersections around Kensington is a fast lane, there is sooo many studies that support a fast lane in the reduction of traffic and increasing safety, all of BC now follows this rule and they didn't just do it for fun many studies and lots of planning went into that decision there is no reason why we shouldn't follow suit. Last thing is that turn onto what is University Dr. I believe right before 16 Ave. underpass needs to be a single exit lane, there is way too much traffic in both lanes and they need to make that a solid white line before the top of the hill, I see so many people cutting in last minute or slamming on their brakes before they turn and it slows down traffic so badly. Lastly thank you for reading this I hope everyone is showing you as much respect as possible and thank you for making our roads more bearable.
- I does absolutely nothing with the most major constriction of Crowchild Tr. which is north of 5 Ave. up to 16 Ave. in both directions!
- It depends on the structural capacity of the bridges to be widened, which could be a weak link in the plan. There's still a problematic merger between the northbound ramps from Bow Tr. and 10 Ave. Maybe additional steps could be taken sooner to improve the pedestrian experience crossing Crowchild Tr. in the Kensington Rd./5 Ave. area (e.g. new/modernized pedestrian overpasses).
- The lights north of the river are all still there. Can their duration be changed so that they allow more free-flow on Crowchild Tr.? Also, any changes with the 17 Ave. on-ramp which merges onto a must-exit lane to Bow Tr. Currently, to take Crowchild Tr. North, drivers must move left 4 lanes by the time they are crossing the river (about 1km?) after entering at 17 Ave.
- Does little to address the issue of traffic lights on Crowchild Tr. which are the main congestion issue.

- The plan calls for no left-turn access from northbound Crowchild Tr. into McMahon Stadium parking area, except at 23 Ave. This will create chaos trying to load the parking lot for a Stampeder game. To avoid this mayhem, I suggest that whatever barriers are being contemplated to eliminate the left-hand turn at the furthest south entrance into McMahon Stadium as well as the entrance immediately south of 23 Ave. be installed such that they could be opened up on Stampeder games days during the 3-hour window when the lot is being loaded.
- Opportunities for pedestrian overpasses are only opportunities. Not part of plan.
- There will be additional work required in the future to address the lights along Crowchild Tr.
- Scarboro off leash dog park needs sound walls as all the noise will travel through the opening. Actual from 17 Ave. to Scarboro School should be covered to reduce noise and connect the upper Scarboro with its neighbors.
- 1. Although outside of the study area, the bridge over Crowchild Tr. at the University LRT Station needs improvement to assist cyclists. The spiral ramp is dangerous, as it is very hard to see pedestrians or other cyclists around the corners. I've been hit by one cyclist on that spiral and have seen several accidents. The proposed bike route along the east side of Crowchild Tr. in Banff Trail ends at that overpass, which means some improvements will become necessary. The overpass gets very congested with pedestrians when trains are unloading, and this congestion does not mix well with bike traffic.
- 2. The improved traffic flow at 24 Ave. and Crowchild Tr. will increase the traffic along 24 Ave. Some form of traffic calming will be required along 24 Ave. I suggest a traffic circle or 4-way stop at 24 Ave. and 22 St.
- I just wanted to note that I see 19 St. N.W. as a proposed or existing bike corridor. That is crazy dangerous. I have been commuting by bike out of N.W. Calgary on a year-round basis since 1978. I've used 19 St. about 4 times by bike, and regularly by car. Bike traffic needs to be directed to 17A St. and 21 St. 19 St. is far too steep, curvy, narrow and slippery to safely combine bikes and cars. There is no safe place for bikes when both lanes are in use. It is only a matter of time before some cyclist is killed or badly hurt.
- Whatever person designed this didn't make it viewable on phones which 90% of people use
- Noise. I live close to the concrete 'sound barrier' and over the past 20 years the noise has increased to the point where I know I will have to sell and move. The increased traffic flow will turn what is already a drag strip into 'Deerfoot light'. During the day it is a dull consistent roar, at night, especially in spring and summer the sound of motorbikes racing is disturbing. Knob Hill - Bankview used to be such a wonderful place because of access, but now it is pointless to try and get anywhere during rush hour.
- Still lots of lights on Crowchild Tr.
- The costs will be extreme.
- Small steps that do not get to the ultimate solution. The savings to the environment, health of drivers sitting in cars, maintenance cost due to stop far outweigh waiting for the city to make these important changes. Start digging immediately and stop talking about it.
- Going to have to deal with increased traffic for construction is the only cost to this wonderful project.
- No way Druh Farrell will agree to any improvements to Crowchild Tr. that allows [omitted] to cross through her community with less pain. Note: If you want a cheap quick-fix, all that really needs to be done is restrict left turns from Crowchild Tr. (both directions) to Kensington Rd. and 5 Ave., ban drivers from entering Crowchild Tr. northbound from Bow Tr. and then weaving across to get onto Memorial Dr. eastbound (yes, [omitted] are constantly going west to go east). Re-do the lanes on northbound Crowchild Tr. so that there are two continuous lanes that can cross the Bow River bridge. The infrastructure work involved would probably be to either move northbound Crowchild Tr. over west a bit if possible or change the bridge footing so it could accommodate the extra lane under the Memorial Dr. bridge. Then change the westbound Memorial Dr. exit onto Crowchild Tr. from its own lane to a yield (it's not used much, even during rush hour)."
- Getting from the west side of Motel Village on to 16 Ave.
- Poor oversight as a whole. 1) There is no mention of widening the bike path on Memorial Dr. between Kensington Rd. & Crowchild Tr. This is already a congested space for bicycle commuters. 2) No good can come of an underpass on the pathway between West Hillhurst and the Memorial Dr. bike path. Underpasses for pedestrians become dingy, unkempt and dangerous areas the individuals avoid. 3) Why are the current ramps onto Crowchild Tr. not being utilized? First it save money, secondly it is a fantastic opportunity to diverge half of the down town (DT) traffic onto Crowchild Tr., the other onto Memorial Dr. To do so is quite simple. By separating Crowchild Tr. after 17 Ave. S.W. into Memorial Dr. & Bow Tr. lanes onto the left side. From downtown the traffic flows onto Crowchild Tr. as usual coming up on the west side of the bridge, while Memorial Dr. traffic will ramp into the east side bridge with already diverted traffic from Crowchild Tr. Why was thousands to millions spend upgrading 24 Ave. N.W. if you are

putting in an over pass/ underpass? This pass is too wide and will make 24 Ave. a main congested street. Short sighted. More similar to 5 St. N.W., with a L turn onto Crowchild Tr. from eastbound traffic. Very poor ideas here. And you are killing the stadium strip mall. Why are millions extra spent to move a pedestrian overpass on block from 14 to 13 St. N.W.? Why are the existing ramps off 16 Ave. onto University Dr. being removed? Bad plan! University Dr. shifting to right side of Crowchild Tr. will not reduce last crossings, it will not occur in the other direction, and you will have to pay a tens of millions for a new under Crowchild Tr. off-ramp, that is a complete waste of money. Lastly the entire Memorial Dr. new ramps are very poorly thought out, and will not be functional. Westbound Memorial Dr. to South Crowchild Tr. is not feasible, or functional, and extremely costly. Current turn off onto Kensington Rd. works. New South Crowchild Tr. to East Memorial Dr. is also a wasteful proposition.

- Would like to see bike path installed west of Sunalta School when Crowchild Tr. northbound bow trail exit is realigned so that there's an easier path from the Reservoir going north to Bow River.
- No noise attenuation walls directly on the Crowchild Tr. bridge in an effort to better shield the neighbouring residential neighbourhoods from current and future noise levels from an ever increasing traffic density. Making sure that the proposed north shifting of the Memorial Dr. exit ramp (northbound Crowchild Tr. to eastbound Memorial Dr.) is lowered below current grade such that its layout will allow for the lowest possible elevation of the future planned bridge crossing of westbound Memorial Dr. exit to southbound Crowchild Tr. The idea here is that the bridge will align with the height of the future noise wall barrier. Also, to mitigate any noise from this future bridge/overpass, its own noise attenuation wall ought to be considered.
- None. This needs to be done as soon as possible.
- Will still be congestion.
- Will the plan improve commute times? There should be no left hand turns during peak periods to improve flow. Signal times should be lengthened for Crowchild Tr. commuters to improve commute times.
- Another improvement; eliminate left hand turn on southbound Crowchild Tr. to Kensington Rd. Have drivers turn right at the Enmax substation and wrap around the lions village onto Kensington Rd. Same with northbound Crowchild Tr. at Kensington Rd. Eliminate left hand turn and have Drivers go through neighborhood on right side and wrap around to Kensington Rd. westbound.
- Lights are still root of problem. If there were some increased north-south Tim during 4-6 I think that will add to the lanes improvements to save everyone time.
- None.
- There should not be any improvement of "traffic weaving" on the bridge to get to Memorial Dr. The traffic entering from 10 Ave. should be forced to Kensington Rd. to get onto Memorial Dr. instead of stopping traffic to weave to the exit. Northbound Crowchild Tr. to westbound Kensington Rd. and then utilize the left turn lights at the Kensington Rd./Memorial Dr. intersection to allow left turns to head east on Memorial Dr.
- Bottlenecks at 24 Ave. N.W., but I understand it is best to spend in stages.
- I drive on Crowchild Tr. everyday back and forth from Hawkwood to downtown. The bridge is not the problem with traffic flow. The lights are the problem. Once I am past the lights in Kensington Rd., it's free sailing until 9 Ave. in the mornings and once I am passed 32 Ave. free sailing in the afternoon.
- I can't tell from the map, but if the right lane over the Bow River is still an exit only onto Memorial Dr. then it is a weakness. To go from westbound 16 Ave. to southbound Crowchild Tr. you still have to exit onto University Dr. first. -The left lane on northbound Crowchild Tr. is still an exit only onto 16 Ave. - creates a bottleneck.
- Why does the need a priority signal at 5 Ave.? I don't really understand what problem that solves.
- Should be fully complete by 2019, not into 2020. Will buy very little in improved traffic flow and the minor improvement will quickly be overwhelmed by volumes. I find nothing credible in suggestions by Project team that these minimal, should-have-been-complete-back-in-1995, modifications will forestall need to immediately begin construction of the first two of the 4 interchanges.
- Trying to pretend that cars will "disappear" for bike lanes and pedestrian traffic.
- Still only 2 lanes northbound crossing Bow Tr. - creates bottleneck.
- That this should have happened 10 years ago.



Medium- to Long-term Draft Recommendations

North Section: Between 24 Ave. N.W. and University Dr.

24 Ave. N.W. Area

Strengths

- Makes Crowchild Tr. flow.
- Free movement of traffic on Crowchild Tr. Bike lanes on 24 Ave.
- No lights at 24 Ave.
- Better flow at intersection.
- Good flow of traffic.
- I like how pathway movements are preserved and enhanced with the tunnel under 24 Ave. I appreciate the effort to tighten the interchange design to preserve as much development land as possible. This area is a key growth/densification area well into the future as it is so close to U of C and SAIT. Let's make sure whatever we do with the freeway, we preserve the ability of Banff Trail to continue to densify and be an attractive place for students to live.
- This would eliminate the light at 24 Ave. on Crowchild Tr. that is a major bottle neck. Traffic would flow a lot smoother
- Upgrades Crowchild Tr. to freeway with minimal property impacts.
- No traffic light for Crowchild Tr. thru-traffic
- Eliminate lights; it's an interchange. 24 Ave. bike lane is great!
- I like this plan.
- Good plan, sooner than later.
- AWESOME.
- Better traffic flow on Crowchild Tr.
- Improved traffic flow. Vital walking and cycling is made easy here.
- Much more practical outcome. Trading off the necessary requirements with the tunnel and existing structures is a challenge, but I think it is well addressed.
- Eliminates the traffic light. Easier flow through from 24 Ave. onto Crowchild Tr.
- The 24 Ave. intersection looks like it will be very effective. Great to see bike lanes and no impact to houses, sound barriers, etc.
- Good to see grade separation and doing away with traffic lights. Will be a big relief to commuters.
- Eliminates the traffic light congestion at 24 Ave. for vehicles by-passing intersection.
- How soon can this be done! Awesome.
- Seems appropriate, and will allow free flowing traffic. Please proceed as soon as possible.
- 24 Ave. interchange. It's time the city remove all traffic lights along Crowchild Tr.
- Crowchild Tr. is a bit more isolated as a road, improving flow.
- I like it.
- Minimizes impact to surrounding communities, creates connectivity to U of C.
- This NEEDS to happen. The needs of The City outweigh the noise concerns of the neighbors. It is crazy to have traffic lights on a major city artery.
- Perfect compromise to all the constraints. Meaning dealing with things like the LRT tunnel and minimizing the number of houses that might need removing.
- None.
- Putting Crowchild Tr. below grade at the intersection is wonderful.
- It removes the traffic lights and uncontrolled intersections on Crowchild Tr. (Yay!). The ludicrous routes needed to go from 16 Ave. to Crowchild Tr. northbound are gone. It does its utmost to make crossing Crowchild Tr. and paralleling Crowchild Tr. on foot or by bike a pleasant experience - the extra bike lanes and wider sidewalks along 24 Ave. complement the existing pedestrian overpasses at Banff Trail and University stations. The service roads still provide a high level of access to the adjacent properties. Property impacts are minimal and the extra green space is a nice bonus.

- Fixes the issue of traffic lights on this area of Crowchild Tr.
- Removal of lights on Crowchild Tr. Sound Barriers. addition of pedestrian underpass and bike lanes.
- I am incredibly happy to see this change. The intersection at this location causes large bottle necks and delays.
- A traffic light goes. Traffic flow improves greatly. Commuter have bliss #haiku.
- No traffic lights and improves flow to the university for students.
- Exchanges are good.
- Allowing Traffic to flow freely along Crowchild Tr. unimpeded by lights.
- YES! Everything. Having a traffic intersection on this road is a major problem in the flow of traffic. I don't think you have any recognition for solving the other issue of McMahon Stadium traffic flow when Stamps games start, but the side traffic off the main road will completely solve this! Every day I wait on 24 Ave. to turn left onto Crowchild Tr. South which I hate only because when I'm the one on Crowchild Tr., I dislike stopping at those lights too!
- Addresses the issues.
- Great plan!
- The strength is creating an overpass.
- Minimizing impacted properties - wider sidewalks -noise walls -additional green buffers.
- No more lights on Crowchild Tr.!
- Bike lanes between Brentwood and the University are actually a good idea.
- I have reviewed the online Crowchild Tr. documents, and I don't believe any of the proposed medium or long term plans will provide any substantial benefits to traffic flow in Calgary NW. The bow bridge, (and downtown corridor) cueing will always constitute upper limits to rush hour traffic flow. Short of twinning the bow bridge, the planned widening to portions of NW Crowchild will only exacerbate the Bow River bridge and downtown bottlenecks.
- Meets the 3 Key Principals in about as well balanced a manner as possible given the constraint of the C-Train tunnel.

Weaknesses

- Access to McMahon Stadium and Motel Village.
- Impacts on the field house and baseball cages.
- Doesn't matter if lights at other intersections continue to stall traffic during rush hours.
- High volume of traffic on 24 Ave.
- The traffic volume on Crowchild Trail would increase.
- This shouldn't be a med-long term. This is needed immediately. Actually it should have been done 10-20 years ago.
- There is no need for 3 lanes westbound on 24t Ave. This should be reduced and more space given to pedestrians, with a very high-quality treatment of the public realm. The U of C is a hub for thousands of students, it's important to make it as easy as possible for them to take walking / cycling modes to campus from nearby neighborhoods. Wide sidewalks/paths, bicycle lanes etc. The Calgary student population is a huge asset that is being neglected, as many want to walk and bike, live close to campus and transit, and are very supportive of sustainable modes of transportation. Let's not waste that opportunity by over-building road infrastructure for cars.
- If there are not changes downhill towards the river the bottle neck will only move downhill. Are there places for all the traffic to go past this point?
- None.
- You're not implementing it fast enough!
- Should be an early plan, while they struggle with Kensington Rd.
- Doesn't appear to have any transit-focused considerations. Major concern! All other modes appear to have been considered. Transit is the most efficient way to transport large volumes of people. Needs bus-only infrastructure.
- Improving traffic flow will encourage more automobile use, which doesn't make sense as MDP and CTP goals are to encourage active modes and transit and raise their mode shares. Should not be spending millions/billions of dollars to improve auto travel when there is so much work to be done for walking, cycling and transit. The City has been promoting vehicle use for decades. It is time to focus on the other modes!
- It does not discourage through traffic on 24 Ave., nor slow them down. Those issues need to be address by means of 4-way stop or round-about along east side of 24 Ave.

- Probably the big one will be the removal of the church(es) creating significant opposition. Hopefully that can be overcome fairly and in a timely manner.
- Construction to achieve proposed plan will cause increase congestion.
- None.
- I'm concerned about the added cost of shifting Crowchild Tr.
- I'm curious about potential flooding on Crowchild Tr. It's prone to flooding, not to mention snow drifts in the winter. If Crowchild Tr. an underpass (which I hope it will), what does the drainage system look like?
- It's considered a medium/long-term plan meaning that's a 15+ year time frame in this [omitted] city considering all the other projects and how things happen like how [omitted] the priority of a tunnel to no-where over one of the major corridors of Calgary and how [omitted] The City built an LRT to [omitted] the West instead of to the massive population of the SE.
- Eastbound traffic from U of C along 24 Ave. needs to be improved. Rush hour can tie up traffic anywhere from Campus Dr. to Crowchild Tr. Expansion of 24 Ave. to 2 lanes is needed to accommodate increased traffic.
- The weaknesses are that the Latter Day Saints Church building does no longer seem to appear in the architectural renderings which means The City intends to destroy that building in order to put these plans into place. I do not agree with completely destroying that building. That church building houses three congregations as well as provides weekly ESL programming as a public service to newcomers to Calgary from all nations. What are these people supposed to do without a building?
- The southbound Crowchild Tr. to 16 Ave. ramp routes through the 24 Ave. interchange, which is inconvenient compared to the existing direct ramps for those movements. Maybe an extra access ramp from southbound Crowchild Tr. to the service road, exiting right under the 24 Ave. overpass, would smooth this out; or a Basket weave on the west side of Crowchild Tr. to match the one on the east side.
- Utilizes traffic lights on 24 Ave. to manage the interchange, which will likely still cause issues during peak times. Particularly with access from eastbound 24 Ave. to northbound Crowchild Tr.
- Would like to see lights on exits to ease traffic incoming flow of traffic onto Crowchild Tr.
(https://en.wikipedia.org/wiki/Ramp_meter)
- Construction phasing could severely limit the traffic flow through this section. It would be nice to see a phasing plan.
- Increase in traffic on 23 St. N.W. for those wanting to exit the community and go northbound on Crowchild Tr.
- 24 St. needs access to Crowchild Tr. westbound. I understand that the need to restrict is there based on design however this is the only way to get onto Crowchild Tr. west from this neighborhood.
- Will there be lights on the bridge for traffic going parallel to Crowchild Tr.?
- This will cause me to wait at 2 lights to leave the community on Crowchild Tr. South instead of one, although I recognize that I will no longer be waiting for stoppage to the large street of traffic.
- 24 Ave. east of Crowchild Tr. is a residential area. Access to Crowchild Tr. should not be gained from this avenue. Somehow the flow of traffic from 14 St. to Crowchild Tr. & vice versa needs to be made less appealing to motorists. Lots of speeding & congestion during rush hours occur. Please review. Restrict access to 24 Ave. somehow!!!!
- Shifting Crowchild Tr. to the east to create a green space? Are you sure you don't mean shift it west? Shifting the road east will not add green space as that is where there are houses. If so don't, and allow for the interchange to not impact the neighboring church as much.
- Is there a way to avoid a pedestrian underpass because they are rarely very pleasant to walk through? Will there be access from the alleyway to 24 Ave. for the 23 St. and 23 Ave. block? Quite frequently the alley is blocked from one direction so it may restrict access for residents to get to their homes.
- I only begrudgingly accept double-light intersections as a necessary evil.
- As an alternative, completing the ring road (Alberta HWY 201) in the S.W. will provide significantly higher benefit, by reducing some of Crowchild Tr. North-South congestion.
- Not the last part of the short-term draft plan. This interchange should begin construction by 2018, complete by 2021...



Medium- to Long-term Draft Recommendations

North Section: Between 24 Ave. N.W. and University Dr.

16 Ave. N.W. Area

Strengths

- Better movement from Crowchild Tr. to 16 Ave. and vice versa. No pinch points on Crowchild Tr.
- Access directly from Crowchild Tr. to 16 Ave.
- Upgrades Crowchild Tr. to freeway standard and improves University Dr. connections and interchange.
- I like this plan. Direct access the northbound Crowchild Tr. from 16 Ave. west is excellent
- It seems like it will help improve the flow of traffic in this area. I like the addition of traffic circles, much preferable to additional lights or stop signs.
- Love the traffic circles.
- The addition of an at-grade crossing at 16 Ave. and improved connections.
- Better flow on Crowchild Tr.
- Bold. Excellent outcome.
- Adds more lanes on Crowchild Tr.
- New traffic light on 16 Ave.
- Good to see grade separation and doing away with traffic lights. Will be a big relief to commuters.
- Eliminates accidents at east/westbound 16 Ave. exits from vehicles slowing down/switching from left lanes across traffic to exit ramps.
- The northbound to westbound/eastbound tunnel is great, that exit need to be on the right hand side of the road. The Basket weave for westbound 16 Ave. to northbound is a wise move as well. The use of round-a-bouts are excellent.
- I like it.
- This interchange is vital. The needs of the city outweigh the noise concerns of nearby residents. It is crazy to have traffic lights on a major city artery.
- Improved access from northbound Crowchild Tr. to eastbound 16 Ave. Improved access from westbound 16 Ave. to northbound Crowchild Tr.
- Traffic circles!
- The lights are gone, and so are the silly detours to get from 16 Ave. to Crowchild Tr. northbound. The upgraded pedestrian overpasses and parallel pathways greatly enhance the pedestrian experience. Property impacts are minimal (besides the bizarrely situated Suncourt Place), and the added green space is a bonus.
- The roundabouts on University Dr. provide a fluid access to all roads rather than using traffic lights. Moving the University Dr. access to the right side of northbound Crowchild Tr. will reduce weaving and congestion. Gives access to 16 Ave. from Crowchild Tr.
- Noise blockades for the communities. Roundabout at university drive for better flow.
- I really like all aspects of this design; it addresses noise concerns, getting on and off of Crowchild, allows additional greenspace for neighborhoods
- West lane goes under. Traffic circle harmony. Cyclists delight #haiku
- There is always congestion when trying to merge from University Dr. to southbound Crowchild Tr. Roundabouts on University Dr. will be much more efficient than the current traffic lights. Great plan! If people are confused about how to use roundabouts they should not be driving - that should not be a concern!
- Addresses the issues.
- Great all around!
- University Dr. exit moved to right side of Crowchild Tr. Hopefully it won't be any exit only lane as well. Enhanced pedestrian overpass at McMahon Stadium. Ability to access Crowchild Tr. and 16 Ave. without University Dr.
- Demolishing Suncourt Place.
- I do not believe the traffic is, or will ever become, excessively slow on Crowchild Tr. N.W. (particularly given the economic downturn). In Calgary, rush hour only last an hour. In most other cities worldwide, rush hour lasts all day.
- Meets the three Key Principles in a balanced, rational and informed by public consultation manner.

Weaknesses

- Too many traffic circles. Traffic circles are new to Calgary and many people still don't know how to navigate them. Having them at critical intersections would be dangerous. Many people drive the wrong direction in the Crowfoot traffic circle near my house as is, it would be scary to have them at this location in succession.
- You said you heard "Concerns that access to/from St. Andrews Heights is confusing." but I don't see any way in which this was addressed in the plan. I'm concerned for safety in limiting access, how will emergency vehicles enter if the traffic circle is blocked?
- Hard to get at services in Motel Village. Hard to pick up and drop people off at McMann Stadium and LRT Station
- Turning movements are not required now between Crowchild Tr. & 16 Ave. This plan is creating another chaotic, high-volume, auto-focused design that will further congest and increase traffic on 16 Ave. This is opposite of all City goals for sustainability, especially in this prime inner city area that is densifying and becoming more pedestrian-focused. This plan is a huge missed opportunity along University Dr. to redevelop the excess land there. This design preserves all free-flow traffic movements at the expense of valuable inner city land that could be housing and other uses that are immediately adjacent to long-term, significant activity centres of U of C and Foothills. It's a complete waste to spend effort to preserve auto-movements in this area that does not have the traffic to warrant such effort. This should be redesigned with smaller, controlled intersections that free up as much development land as possible in the area that is walkable and sustainable.
- None.
- Removal of service road and addition of access points from 16 Ave. to Motel Village reintroduces lights and bottlenecks to major thru fare.
- My understanding of the plan involves an addition of a traffic light where there previously wasn't one, on 16 Ave. Is this necessary? If the overpass design requires a traffic light, there should only be one, rather than 2 lights on either end of the bridge as seen in so many overpasses in Calgary.
- The fact that the TCH now has additional lights which will continue to impede flow. The TCH is a major East-West connector, and bus-priority measures should be placed at this interchange, to ensure that the future North BRT runs on time, and faster than traffic. Also ensure that pedestrian bridges are wheelchair and bicycle friendly. Also ensure merges are in place as opposed to yields.
- Doesn't appear to have any transit-focused considerations. Major concern! All other modes appear to have been considered. Transit is the most efficient way to transport large volumes of people. Needs bus-only infrastructure.
- Improving traffic flow will encourage more automobile use, which doesn't make sense as MDP and CTP goals are to encourage active modes and transit and raise their mode shares. Should not be spending millions/billions of dollars to improve auto travel when there is so much work to be done for walking, cycling and transit. The City has been promoting vehicle use for decades. It is time to focus on the other modes!
- Worsens the flow on 16 Ave. It's not an improvement if you end up putting lights where there weren't any before. Please reconsider the new lights on 16 Ave.
- Loss of university-oriented housing, very complex realignment could create a disaster on traffic flow while construction is ongoing. Would need to see phases of implementation to judge that though.
- Seems like a lower priority given traffic is already free flowing under 16 Ave. Access to 16 Ave. from Crowchild Tr. is less important than issues over the river, and at Kensington Rd. and 5 Ave.
- None observed.
- Confusion at intersection will be similar to Shaganappi overpass.
- Property impacts are regretful.
- Crowchild Tr. should be widened to 3 lanes each direction to improve traffic congestion under 16 Ave. bridge
- The expense of all of the proposed changes along University Dr.!!! Reduce the scope on this to keep the costs under control!!!
- Basically have screwed over 16 Ave. at this intersection by adding MORE lights to it, which will drastically slow traffic.
- The new intersection at 16 Ave. and Crowchild Tr. adds yet another light on the TransCanada. I think all the space where the circles are could have helped serve access between the two for the most part.
- Access to St. Andrews Heights still seems overly confusing. The central roundabout seems important to slow traffic exiting from northbound Crowchild Tr., but the other two seem excessive - maybe full traffic lights would be better there.

- The traffic light on 16 Ave. will only add to the congestion caused by the existing excessive use of lights on the road. Fly-over ramps mixed with a 1/2 cloverleaf interchange would fix this without creating weave zones or additional traffic lights.
- Would like to see lights on exits to ease traffic incoming flow of traffic onto Crowchild Tr. (https://en.wikipedia.org/wiki/Ramp_meter) adding another light to 16 Ave.
- Possibly how long it will take to start?
- Impact on Suncourt Place.
- Accessing and exiting businesses on south end of Motel Village. Unclear how to go south on Crowchild from Motel Village.
- If access to Crowchild Tr. from 24 Ave. for university is fixed and Crowchild Tr. traffic flow improved then you don't necessarily need to focus on traffic calming on University Dr. You might be able to remove one traffic circle and make the traffic flow more efficient.
- It doesn't address any of the issues in what you say you heard from Calgarians in regards to "Concerns that access to/from St. Andrews Heights is confusing." It's not just confusing, it's cutting off all access to St. Andrews from southbound Crowchild Tr. completely, and making access from northbound Crowchild Tr. incredibly difficult. This is a very isolated/islanded neighborhood with a single entrance and I don't understand how it's possible to change the roads in this way to completely strand the people living there as compared to how it was setup when they moved there.
- Businesses on north side of 16 Ave. east of Crowchild Tr. don't have access road. Not sure how they will exist. I think the tradeoff would be worth it though.
- Pedestrian underpasses are usually not very pleasant to walk through. May discourage people from walking rather than driving somewhere. Traffic lights at Crowchild Tr. and 16 Ave. may cause congestion.
- Lots of pedestrians use this area. Pedestrians crossing numerous roundabouts are accidents waiting to happen. Look at the roundabout on McKenzie Town Blvd. I don't mind roundabouts but the city needs a campaign on how to properly use them because most people have no clue. Also, I hope this construction does not overlap with the 16 Ave. and 29 St. I'm a University of Heights resident and I'd really like to reduce the number of construction zones I need to go through in order to get out.
- I reviewed the online documents and could not find any quantitative studies that show unacceptable traffic flow on Crowchild Tr. (only anecdotal reports).
- The suggestion that the 'start date' of the draft short-medium term plan can be deferred until 2025 is completely unacceptable and undermines the three Key Principles! The 24 Ave. N.W. Interchange should be begun within the short-term plan. The Kensington Rd., 5 Ave. and 16 Ave. interchanges should all be set into a single draft medium-term plan beginning in 2018 and that requires all construction complete by 2032.



Medium- to Long-term Draft Recommendations

Central Section: Between University Dr. and Memorial Dr.

5 Ave. N.W. Area

Strengths

- Maintains connection across 5 Ave. without taking space of full interchange
- As a member of the West Hillhurst community that is WEST of Crowchild Tr. (the part that is stuck onto Parkdale), and am thrilled that our concerns for access to Crowchild Tr. heading North have been listened to. Had 5 Ave. become just a flyover, or just cul-de-sacs, there was no clear way for us to head North from our community and we would have been simply boxed in. Part of the reason our community has good real estate prices (and city tax revenue) is the fact that it is inner city and has reasonable ease in and out of the community. The fact that North access has been retained is fantastic!!!! I am now easing a huge sigh of relief. Thank you City of Calgary for listening!!!!
- No lights at 5 Ave.
- Better access across Crowchild Tr.
- Good as long as crow has 3 lanes.
- Upgrades Crowchild Tr. to freeway status in Kensington Rd.
- The removal of the traffic lights and the lowering of Crowchild Tr. will be a great long-term benefit.
- The maintaining of the University Dr. duck-under, and the movement of transit to the right of the road.
- Gets the free-flowing goal moved forward, and creates a good balance with the communities and increases the appeal of the communities.
- As with Kensington Rd., this is a really impressive compromise. Lowering Crowchild Tr. integrates communities and reduces noise. Southbound travel at 5 Ave. (east side) is much less than northbound. At the moment. A LOT of use of the east-side southbound ramp is traffic bypassing the light and continuing on Crowchild Tr. South.
- Allows free flow of traffic on Crowchild Tr.
- Eliminates a light at 5 Ave. easing Crowchild Tr. traffic flow. Allows continued access from Crowchild Tr. onto 5 Ave.
- Good to see grade separation and doing away with traffic lights. Will be a big relief to commuters.
- Eliminates traffic lights for vehicles using thorough fair.
- Compact design.
- Looks good, and should meet the needs of the city for decades to come. Too bad it has been delayed so many times.
- 5 Ave. N.W. Flyover.
- I like it. I don't believe any access is needed to Crowchild from Ave., but this is close.
- Yes to an overpass at 5 Ave., but skip the cost of one on Kensington Rd. -- right turn on and right turn off only!
- This interchange is vital. The needs of the city outweigh the noise concerns of nearby residents. It is crazy to have traffic lights on a major city artery.
- Improving traffic flow with removal of lights and addition of overpass.
- Crowchild Tr. below grade.
- The lights are gone and property impacts are minimal. Trenching Crowchild Tr. makes a lot of sense for maintaining properties, containing noise, and making crossing the corridor pleasant (I've had to cross both Crowchild Tr. at 5 Ave. and Glenmore Tr. at Elbow Dr. as a pedestrian, and the Glenmore Tr. experience is far nicer!) The land bridge at 5 Ave. is a nice touch, enabled by the lack of southbound ramps. Direct northbound access at 5 Ave. makes sense for avoiding access bottlenecks and confusion.
- Pedestrian bridges for community access. Removal of lights on Crowchild Tr. Noise barricades
- East-west connectivity remains
- Allows for uninterrupted traffic flow north and south on Crowchild Tr.
- Lowering Crowchild Tr.
- Having the cross street overpass will significantly reduce traffic on Crowchild Tr. Increased pedestrian paths and bridges will benefit all.
- Allowing free flow traffic through Crowchild Tr. is a necessity



- Only having north connections created the opportunity to redesign the interchange to eliminate traffic lights on 5 St. which would improve efficiency and prevent backups on the exit ramps during peak times
- Addresses the issues.
- I've previously lived in Parkdale for decades. While there are weaknesses to this plan, I think that removing all lights from Crowchild Tr. is worth all the tradeoffs. I was having a tough time coming up with anything better than this proposal.
- Removal of traffic lights.
- Meets the three Key Principles in a balanced, rational and informed by public consultation manner.

Weaknesses

- Limited movement to and from Crowchild Tr.
- The access of residents of West Hillhurst to the South of the City is unclear. Access from 5 Ave. to southbound Crowchild Tr. has been removed (which is okay), but it doesn't appear to have been replaced with anything else. As I look over the entire medium and long-term maps, I don't see any clear traffic route to the South. In the previous workshops, I indicated that there needed to be a clear improvement of 29 St. N.W. if the southbound access to Crowchild Tr. would be eliminated. 29 St. already routinely backs-up to the cross-walk near the Foothills Hospital - this is currently, even when a lot of people travel through West Hillhurst and access Crowchild Tr. South via 5 Ave. This will get a LOT worse when this Crowchild Tr. South access via 5 Ave. is eliminated. The end result? We won't be able to get out of our community via 29 St. to connect with Parkdale Blvd/Kensington Rd./Crowchild Tr. South. There can't be an elimination of 5 Ave. connecting with southbound Crowchild Tr. without a clearly accessible alternate route identified and supported with infrastructure (e.g. traffic lights/ 4 way stops/etc.) for us to gain access to southbound Crowchild Tr. in some fashion. You have done a good job in designing a "lean" profile for the ramps on the North of the 5 Ave./Crowchild Tr. intersection. Is it possible to have a single ramp for 5 Ave. traffic heading South on Crowchild Tr.? (I.E. just a ramp connecting 5 Ave. with southbound traffic and NOT a ramp connecting northbound traffic with 5 Ave.). The reason we don't need a northbound Crowchild Tr. ramp connecting with 5 Ave. is that if you are trying to get to the West of Crowchild Tr., you can simply take Parkdale Blvd. and head North on any of the streets through a right-hand turn, and it appears that if you are heading towards the East of Crowchild Tr., one can turn East on Kensington Rd. then head North on streets.
- People heading east cannot get on to Crowchild Tr. creating more movement within the community.
- No access to southbound Crowchild Tr.
- This shouldn't be a med-long term. This is needed immediately. Actually it should have been done 10-20 years ago.
- Divides communities. Crowchild Tr. remains a giant barrier for an area that has a lot of urban potential.
- Increased risk of flooding on Crowchild Tr. due to lowering (Glenmore Tr. has a nasty habit of filling with water during inclement weather despite storm water infrastructure, so lift station is small comfort).
- The plan does not outline the temporary structures and roadway needed during the construction process. Will it interfere with existing properties?
- Ensure pedestrian facilities are bicycle and wheelchair friendly, as opposed to stair structure currently in place.
- Doesn't appear to have any transit-focused considerations for north-south movements. Major concern! All other modes appear to have been considered. Transit is the most efficient way to transport large volumes of people. Needs bus-only infrastructure.
- Interchange is not appropriate for this context and will encourage more automobile use, which doesn't make sense as MDP and CTP goals are to encourage active modes and transit.
- Loss of some "landmark" business locations are probably the big ones. I think it helps the communities overall as the businesses primarily serve the traffic on Crowchild Tr., not the communities.
- The loss of southbound Crowchild Tr. links at 5 Ave. will send traffic down 25 St. N.W. and 23 St. N.W. There does not seem to be concern shown about those links to Kensington Rd. for local southbound traffic. There is a lot of current demand to turn south from 5 Ave. (west side) to Crowchild Tr. South. Where will this be directed?
- Increased traffic along 5 Ave. west of Crowchild Tr. further encouraging this road as a cut thru east and west. Very elaborate and costly interchange and will only increase traffic in our area.
- None. Disruption during construction.
- Construction delays will increase congestion.

- No southbound access.
- Has taken too long, and will not be done for many years.
- None that I can see.
- Don't understand how a connection from 5 Ave. to Crowchild Tr. can only be justified in one direction (to/from the North). The businesses at the corner will still suffer from no access from south.
- It blocks off access for many blocks for pedestrians and cyclists, doesn't fix any of the *current* problems of connections and will make for kilometers-long detours to get across Crowchild Tr. for anyone who: can't lug their bike upstairs, has a trailer (e.g. kids), has a stroller, is using a cargo-bike, etc. That is, between 5 Ave. and Banff Trail there will be *no* rideable options. That's 1.6km! You're forcing people to take up to a 20-minute detour, just to cross ONE road! Why not just scrap the whole project and tell motorists to "use the ring road, its close-by, only 20 minutes away!"
- This is a bad plan to bring more traffic.
- I can't help but be a bit disappointed that the tunnel option seems to have been taken off the table. The pedestrian/bus experience seemed by far the best in that option. Maybe a version of the tunnel plan with the horrible 5 Ave. to northbound Crowchild Tr. access routes fixed could be considered.
- By lowering Crowchild Tr., do we have to worry about flooding when we get heavy rains and Crowchild Tr. being almost as low as the river?
- Restricts community mobility that could be preserved via a tunnel.
- With no southbound access onto Crowchild Tr. from 5 Ave. and no 5 Ave. exit from northbound Crowchild Tr. there will be a profound negative impact on Kensington Rd. and both 23 St. and 22 St. Any vehicle traveling east of Crowchild Tr. and north of 5 Ave. will now travel via 23 St. and adjacent streets to the east. These are all quiet residential roads. With 5 Ave. access significantly reduced Kensington Rd. may become a problem. Why not accommodate an off ramp onto 5 Ave. from northbound Crowchild Tr. - even if it means moving the walkway to 23 St.? In lieu of a southbound ramp off 5 Ave., why is the commercial property on the south west corner being spared?
- Construction.
- No way Druh Farrell will agree to an overpass of this magnitude in her ward.
- Some businesses are impacted. South side of 5 Ave. is one of the biggest tradeoffs of the overall Crowchild Tr. plan. In my opinion benefits still outweigh these points.
- I would make it a flyover just like 26 Ave. is over Crowchild Tr. You do not need 2 interchanges so close to each other. This would minimize property loss north of 5 Ave.
- Many of the benefits of road widening can be achieved at a significantly lower cost by simply stationing dedicated tow trucks at strategic spots along the route, so that fender bender accidents could be cleared quickly, and traffic flow restored. To sum up, I think Crowchild Tr. should be left exactly as it is now with none of the medium and long-term proposed modifications.
- The suggestion that the 'start date' of the draft short-medium term plan can be deferred until 2025 is completely unacceptable and undermines the three Key Principles! The 24 Ave. N.W. Interchange should be begun within the short-term plan. The Kensington Rd., 5 Ave. and 16 Ave. interchanges should all be set into a single draft medium-term plan beginning in 2018 and that requires all construction complete by 2032.
- No access to southbound Crowchild Tr. from 5 Ave.



Medium- to Long-term Draft Recommendations

Central Section: Between University Dr. and Memorial Dr.

Kensington Rd. and Memorial Dr. Area

Strengths

- No lights on Crowchild Tr.
- Bridge over Parkdale Blvd.
- Through traffic on Crowchild Tr. under Kensington Rd.
- Good flow for Crowchild Tr.
- Less noise from Crowchild Tr. for neighboring communities. More pedestrian bridges
- I like the higher quality land bridge pedestrian crossing at Kensington Rd.
- Crowchild Tr. is a freeway through Kensington Rd.
- The removal of the Kensington Rd. traffic light on Crowchild Tr. will greatly improve traffic flow. The additional pedestrian connections are an added benefit!
- The free flow network along Crowchild Tr. and improved Memorial Dr. westbound connections.
- This is a very good design that addresses all the needs for flow, not just vehicle, but also pedestrian and cycle traffic. Also minimizing significant property and neighborhood impact.
- A really impressive compromise. Lowering Crowchild Tr. integrates communities and reduces noise.
- Finally allowing for free flow of Crowchild Tr. at 5 Ave. Please do it as soon as possible.
- Traffic flow on Crowchild Tr.
- Helps Crowchild move faster. Like the new pedestrian crossing at 2 Avenue N.W. westbound Memorial Dr. to southbound Crowchild Tr. connection is an interesting idea, but does this pass a benefit-cost test? Doesn't seem like enough volume on that movement to justify a very expensive structure. Sinking the freeway will reduce the impact, even if it doesn't eliminate it...
- Good to see grade separation and doing away with traffic lights. Will be a big relief to commuters.
- Eliminates traffic lights for thorough fair vehicles.
- Again another great design. Eastbound Kensington Rd. to southbound is a good choice.
- Free flow Crowchild Tr. and lowering it to limit traffic effects on the community.
- Allows for free flowing traffic at Kensington Rd. and 5 Ave., which would be fantastic, and would give me back precious time every day not spent in traffic. I think that the City has done a good job of trying to accommodate as many stakeholders as possible, but we must not wait to please everyone. This has been a long process and I would like to see it move forward as soon as possible"
- Kensington Rd. flyover.
- I like it as is.
- This interchange is vital. The needs of the city outweigh the noise concerns of nearby residents. It is crazy to have traffic lights on a major city artery.
- Overall it's good but one glaring issue.
- Crowchild Tr. is below grade!
- The problematic lights on Crowchild Tr. are gone. Getting across Crowchild Tr. on foot or by bike becomes very easy, with no need to change elevation and with crossings both alongside Kensington Rd. and 5 Ave. and at the pedestrian overpass. Property impacts are present but minimized.
- Sound blockades for noise and greenspace to keep houses further away from roads. Removal of lights on Crowchild Tr.
- Excellent plan to improve traffic. The only comment I would make is to dig deeper and plan to cover Crowchild Tr. as much as you can to minimize noise impact. The plan should include an option to put a park over Crowchild Tr. in the Kensington area. Digging is cheap and concrete is cheap considering the noise in the future. Let's not be cheap as we have been in the past with all our infrastructure work.
- Vastly improved throughput on Crowchild Tr.
- Adding a ramp from westbound Memorial Dr. to southbound Crowchild Tr. is an excellent idea.
- Allows for uninterrupted traffic flow on Crowchild Tr.



- Would alleviate a huge pinch point in Calgary. Would drastically reduce greenhouse gas emissions as cars would no longer have to start and stop accelerating. Would drastically reduce particulate emissions in the area from stopped vehicles. Would drastically reduce accident rates in Calgary as this is a common accident area.
- I like the added pathways and the added green space.
- Addresses the issues.
- Many strengths. I really like this proposal.
- Minimizing right turning traffic off of Kensington Rd. eastbound
- Finally an underpass.
- Meets the three Key Principles in a balanced, rational and informed by public consultation manner.

Weaknesses

- Lots of roads. Lots of different on and off ramps. Not easy to follow.
- East-West traffic on Kensington Rd. will still be backed up heading westbound because of the need to wait for a left turn signal onto Crowchild Tr. south.
- This shouldn't be a med-long term. This is needed immediately. Actually it should have been done 10-20 years ago.
- Please consider turning some of the city land into commercial space for coffee shops, cafes, restaurants, etc. for the community.
- Huge wasted opportunity at Memorial Dr./ Crowchild Tr. So much of that space is prime river-fronting land. The interchange should be tightened-up (slowed down) along Memorial Dr. to free up land for development in a very attractive inner city neighborhood. Memorial Dr. - as opposed to Crowchild Tr. - does not require free-flow automobile movements.
- Divides community since Crowchild Tr. remains a barrier in area with urban potential.
- Increased risk of flooding on Crowchild Tr.
- A 2 stop-light overpass for those on Kensington Rd. will likely mean stopping twice while trying to cross Crowchild Tr. or make a left-hand turn along this intersection.
- I like the end product achieved by lower Crowchild Tr., but won't that mean way more construction time and disruption during construction?
- Improve the eastbound Memorial Dr. connection to southbound Crowchild Tr. with an exit ramp and implement bus lanes along Kensington Rd.
- Doesn't appear to have any transit-focused considerations. Major concern! All other modes appear to have been considered. Transit is the most efficient way to transport large volumes of people. Needs bus-only infrastructure. Kensington Rd. is an urban street in a mixed-use, walkable community. Interchange is not appropriate for this context and will encourage more automobile use, which doesn't make sense as MDP and CTP goals are to encourage active modes and transit.
- Crowchild Tr. northbound traffic from westbound Memorial Dr. will have to stop at traffic lights causing backups on Memorial Dr. In the PM drive, timing of lights need to prioritize flow from westbound Memorial Dr. to northbound Crowchild Tr. Concerns of the effects of merging traffic from westbound Memorial Dr. onto northbound Crowchild Tr.
- Takes out some businesses along the entire corridor, as well as the Suncourt apartment, but I believe these are needed costs for a long-neglected set of issues for the city as a whole. I think the complaints should be taken in stride as the neighborhoods will be enhanced with green space and reduced traffic flow, gaining much of the character of more remote neighborhoods while remaining very central in the city.
- Need fix now, will take a long time to commit to the plan and implement.
- It's putting the Decarie expressway into West Hillhurst, but with a wider footprint. Consider how the cross-section can be tightened up - how would they do this in a bigger city with higher land values? Why the landscaping between the collector and the retaining wall for the express lanes? Likely to have a long-lasting negative impact on the neighborhood, though the status quo is also very poor... Kensington Rd. interchange seems like it will be hostile for pedestrians to cross; can this intersection be reduced in size, even if that means longer stacking lengths? Where are the dedicated HOT or transit lanes? Can crosstown service from U of C to Currie/MRU be guaranteed a congestion-free trip through here?

- Construction will increase congestion.
- With added traffic coming westbound Kensington Rd. to southbound Crowchild Tr. (due to lack of this option at 5 Ave., timing of left hand turn will be critical.
- Forcing traffic to/from Memorial Dr. lights at Kensington Rd., with the added greenspace along Crowchild Tr. it seems like there is plenty of room to add Basketweave ramps
- It has taken so long to develop.
- An overpass at Kensington Rd. is absolutely unnecessary and a huge added expense to the project!!! Remove the lights sooner than later and make things right turn on and right turn off only.
- I have reviewed all plans and intersections and this one ironically is the last one. And this one has the absolute most glaring issue with everything you are trying to do here. You will not minimize traffic short cuts to Kensington Rd. or 5 Ave. or 16 Ave. nor reduce congestion on Memorial Dr. West during rush hour if you route folks over to Kensington Rd. to a stop light. You got to come up with a better way. Maybe a Basketweave over to Crowchild Tr. on the off ramp of Memorial Dr. West before the Kensington Rd. lights. I implore you not to leave it this way.
- I can't help but thinking the routing of Memorial Dr. traffic through the Kensington Rd. interchange is a bad idea, especially since it conflicts with the only reasonable access route into the West Hillhurst area from northbound Crowchild Tr. The tradeoff in basket weaving these ramps, between capacity/flow and cost/property impacts, needs to be considered carefully.
- Would like to see lights on exits to ease traffic incoming flow of traffic onto Crowchild Tr.
(https://en.wikipedia.org/wiki/Ramp_meter)
- Noise abatement.
- Loss of small community feel at this intersection.
- I am concerned that there will be congestion at peak times (after work) on the ramp from westbound Memorial Dr. to northbound Crowchild Tr. I hope that only 1 lane and a traffic light wouldn't cause traffic to back up on westbound Memorial Dr.
- Potential for large congestion on the upper bridge deck as well as a break in community traffic flow. This could be resolved by putting Crowchild Tr. in a tunnel running under the area.
- No way Druh Farrell will ever agree to an overpass of this magnitude in her ward.
- No noise attenuation walls directly on the Crowchild Tr. bridge in an effort to better shield the neighboring residential neighborhoods from current and future noise levels from an ever increasing traffic density. Making sure that the proposed north shifting of the Memorial Dr. exit ramp (northbound Crowchild Tr. to eastbound Memorial Dr.) is lowered below current grade such that its layout will allow for the lowest possible elevation of the future planned bridge crossing of westbound Memorial Dr. exit to southbound Crowchild Tr., The idea here is that the bridge will align with the height of the future noise wall barrier. Also, to mitigate any noise from this future bridge/overpass, its own noise attenuation wall ought to be considered. Why adding a pedestrian underpass directly east of the Crowchild Tr. bridge when there is an existing pedestrian overpass a little distance further east down the road? This strikes me as a waste of money. Also, underpasses are an attraction of illicit activity, usually dark and unsightly and provide a safety risk for people. To have over- and/or underpasses every ~400m as proposed strikes me as a waste of money.
- These new lights on Kensington will probably still have high volume, especially with reduced 5th ave access diverting flow to Kensington. I worry a bit about left turns and traffic backing up in between the two lights that are close together on Kensington overtop of Crowchild.
- Does not address northbound Crowchild Tr. over the Bow. What other major freeway goes down to one lane!?!? Spend the money to widen over the Bow.
- The suggestion that the 'start date' of the draft short-medium term plan can be deferred until 2025 is completely unacceptable and undermines the three Key Principles! The 24 Ave. N.W. Interchange should be begun within the short-term plan. The Kensington Rd., 5 Ave. and 16 Ave. interchanges should all be set into a single draft medium-term plan beginning in 2018 and that requires all construction complete by 2032.



Medium- to Long-term Draft Recommendations

South Section: Between Bow Tr. and 17 Ave. S.W.

17 Ave. S.W. Area

Strengths

- Better pedestrian links
- Lots for pedestrians.
- I like the pedestrian bridge and addition of sidewalks on 17 Ave. Pretty outrageous that 17 Avenue doesn't currently have sidewalks on both sides in this area to begin with.
- These are very small changes that can be implemented quickly with little need for property impacts, inconvenience to residents or vast budgets.
- Improves connections for multiple nodes without altering impacts.
- Improved pedestrian access.
- Additional pedestrian overpasses and dual left turn onto 17 Ave. West from Richmond Rd.
- Facilitates traffic movement.
- Improves traffic flow while keeping costs down. Left hand turn light needed as indicated onto 17 Ave. from 24 St.
- Bottlenecks in this section will be largely addressed through a combination of increased lane continuity and creating adequate exits to Memorial Dr.
- The dual left turn onto westbound 17 Ave. from northbound Richmond Rd. will be a mixed blessing as it will back up those wishing to turn right but will help with those wishing to turn left.
- Additional bike lanes and nicer pedestrian overpasses are always appreciated! This is probably the part of the study area with the fewest current problems, so the solutions aren't too drastic.
- Better traffic flow off Crowchild Tr. onto 17 Ave. great to see the added pedestrian bridges and pathway
- Excellent plan. Only comments are 1) need noise reduction at Scarboro off leash park 2) cover Crowchild Tr. with a park from 17 Ave. to Scarboro school. The grade is perfect for such a community enhancement. If one needs more grade dig down.
- Noise walks, enhancing of green spaces, dual left turns onto 17 Ave.
- Added pedestrian overpasses over Crowchild Tr. will be a huge benefit
- Improved pedestrian and bike connectivity between the communities of Shaganappi and Scarboro is addressed, with some improvements to bike access to downtown. A very thoughtful approach to traffic capacity overall.
- Meets the three Key Principles in a balanced, rational and informed by public consultation manner.
- Simple and quick-to-do, it doesn't belong anything else than the draft short-term plan.

Weaknesses

- Poor merges from 17 Ave. to Crowchild Tr. remain
- Still need to go on Richmond Rd. to get to Crowchild Tr. No better access Bow Tr.
- Doesn't address the bottle neck of the bow river bridge – 17 Ave. is bad because of the 1 through lane on the Bow River bridge. Fix Kensington Rd./5 Ave. lights and add lanes to bow river bridge and 17 Ave. problem goes away
- Why are we preserving the 17 Ave. eastbound - Crowchild Tr. northbound ramp? There is a road right there that does the same function. With no hospital helipad required, that land could easily be redeveloped at significant densities. Wasted opportunity to keep ramp indefinitely on a large parcel of inner city land that could be much better used.
- Long term this may not be a significant enough improvement to add needed capacity for cars however it does seem appropriate for bikes
- None.
- Bike lanes and reduced traffic lanes – Richmond Rd. south of 17 Ave. leading to access to ramp to Crowchild Tr. north – already causing major bottleneck issues and leading to increased unsafe driving on that small section (people driving on bike lane, trying to fit 2-cars abreast, etc.); also increased bottleneck further south where traffic turns left into the Richmond Road Diagnostic Centre.

- The lack of bus-lanes access Crowchild Tr. at Bow Tr. and 17 Ave., despite the fact that this is a major bus connection point, and the fact a bus lane already exists along the shoulder. Also ensure that pedestrian overpasses are bicycle and wheelchair friendly.
- Improving traffic flow will encourage more automobile use, which doesn't make sense as MDP and CTP goals are to encourage active modes and transit and raise their mode shares. Should not be spending millions/billions of dollars to improve auto travel when there is so much work to be done for walking, cycling and transit. The City has been promoting vehicle use for decades. It is time to focus on the other modes!
- No left turn on red at 17 Ave. and Richmond Rd. (implemented summer 2016) and more sound attenuation required on East side of northbound Crowchild Tr. south of 17 Ave.
- The bike lane and now the plan to have Richmond Rd. drivers cross over it to get to 17 Ave. is [bad]. So dangerous.
- No observed weakness.
- Needs to be grade separated. Traffic Lights will create another bottleneck. Crowchild Tr. is an expressway, let's keep it that way.
- I see no differences from current traffic flow.
- Are you planning on widening the 17 Ave. overpass? In my opinion the lanes of Crowchild Tr. should be widened, making it necessary to widen the 17 Ave. overpass. As I have stated in the past, if you are going to invest billions in doing this you should do it all and do it right!
- I don't believe any of this is needed. I don't see this as a problem location.
- 33 Ave. should be examined. Substantial bottlenecks occur in both morning and evening as the existing infrastructure in Marda Loop and the other side simply cannot support the volume of commuters. No need for a dual turn on to northbound Crowchild Tr. at this time. It just winds up being used as a cut-in lane to get into Marda, and the people who do turn are forced to alternate to get on the one-lane on-ramp. Just slows everything down.
- The bicycle lanes at this complex intersection are absurd, they only serve to back up the left turn lane onto Richmond Rd. from westbound 17 Ave. as what was once two lanes to accept traffic for both Richmond Rd. as well as those heading onto northbound Crowchild Tr. now has half the space to merge into at each traffic-light cycle. This aspect is clearly a step backwards. The smarter option would be to use 20 Ave. at the South side of the old Children's Hospital for bike lanes. An intelligent cyclist prefers to avoid vehicular traffic both for safety and for better breathing by avoiding inhaling vehicle exhaust. When I cycle I take routes parallel but less travelled than the main arteries, save for necessary bridges and where no other options exist. I find the City's [omitted] [decision to build] down already busy arteries to make room for bike lanes counterproductive, unnecessarily dangerous and frankly illogical. Creating all kinds of intersections where a right-turning vehicle must yield to a bike on their right is a recipe for disaster. When all vehicles have equal legal responsibility and a common set of rules things go smoothly. When certain commuters are granted illogical rights-of-way then more injury collisions will happen then will happen from a common set of rules. I've cycled as a commuter a lot and the further I was from traffic the better: for fresher air, a more serene ride and better safety. Further to this is that the commuters being granted these rights-of-way have not had to take any safety course or be tested for competency. This might apply for those cyclists who do hold drivers licenses, but it's certainly fair to say that not all cyclists have driver's licenses therefore holding them to any kind of legal standard or set of rules is quite impossible as a result. The percentage of cyclists who do not follow even the most basic of traffic rules is alarming but does not seem to be dealt with at all by law enforcement, so it seems prudent to deal with it through the safest engineering of the streets. Bicycles in traffic should have identifying license plates on them just as motor vehicles do so that they can be held to the same standard as motorists, they could be identified if necessary if leaving an accident that they caused (or witnessed) or even to be issued tickets by red-light camera's. Pardon my rant but it is related to the topic at hand.
- None that I notice.
- I strongly object to the planned pedestrian overpass to the Richmond off leash dog area. As a resident of 22A St., a quiet cul-de-sac, I believe the overpass would have a detrimental effect on our community. Having the overpass lead to an off leash area makes no sense. Dogs running off leash do not invite pedestrian traffic. There are no sidewalks in the park and to build them would reduce the size of the already small off leash area. As the owner of two dogs, I know that increased pedestrian traffic would be disruptive. Surely there are other more suitable options available, such as west end of 20 Ave. S.W. connecting to the south dead end of 24 St. S.W., where there are existing pathways and sidewalks - with a natural connection to the cycling lane on 20 Ave. S.W.

- People on 22A St. and surrounding cul-de-sacs chose these locations because they are not subject to high volumes of pedestrian and vehicular traffic. Long term residents tell stories of increased vandalism when there was, in the past, a pathway that ran parallel to Crowchild Tr. I can only imagine what the introduction of a pedestrian overpass would do. I also do not see where people are to go, once they are in the dog park ... down our quiet residential streets? I can just imagine cyclists blasting through the dog park with my 60 pound dog in hot pursuit. On what level does that make sense?
- There are alternate options for a pedestrian overpass that take advantage of existing infrastructure and do not result in the negative impacts noted above.
- Neighborhood residents do not want to degrade the quality of our quiet green space, to chip away at the already small off leash area, or invite increased pedestrian and bicycle traffic. A pedestrian/cycling overpass and pathway that leads through the middle of a small, off leash green space is simply not an appropriate location.
- Vague and unrealistic Concept detail drawing. Add bumper to bumper traffic including large trucks and add in the houses and parked cars on 17 Ave. and 24 St., show the 24 St. pedestrian cross walk where traffic speeding in off Crowchild Tr. will endanger lives and force bicyclists to break the law.
- This seems important, but the least important compared to all the other projects for Crowchild Tr.
- A general statement that green spaces will be enhanced between the two communities is an insufficient response to the stated objective of enhancing neighboring communities. The pedestrian and bike streetscape along the Crowchild Tr. edges (particularly along sound walls) has been avoided altogether (or deferred, while we understood would be a priority in the early phases). The medium-term plan should integrate planned density increases along 17 Ave. through the Main Streets project (acknowledged on 10th, but more likely on 17th). The land bridge should allow a flow of bike traffic from the newly densified 17 Ave. at the N.W. corner of Crowchild Tr./17 Ave. overpass directly to the new bike access beside Sunalta School. The communities have introduced a land bridge - it should be designed to meet at least this as at least a minimum objective. The proposed bike path through Shaganappi Park bisects the community skating rink, toboggan hill and existing dog park, and would eliminate these uses. Accordingly, the community would oppose this alignment which supports one use and the exclusion of three others. Mike Wilhelm, Shaganappi CA President.
- My position is that a pedestrian bridge from the south side of the Naval base to the Richmond Off-Leash Area is not appropriate for several reasons:
 1. It does not solve the pedestrian/cyclist mobility problem that it aims to address since there are no sidewalks or bicycle paths through the park. The winter snow and ice in the park as well as dogs exercising off leash are not conducive to pedestrian commuter traffic. If built, the end result of this bridge will undoubtedly require additional pathway development (i.e. further destruction of natural grass space) and/or removal of off leash dog usage (to accommodate pedestrians who are afraid of walking through a dog park). There are other better options for bridge location which take advantage of existing sidewalk, pathway and road infrastructure to connect east/west commuting (i.e. connect the West dead end of 20 Ave. S.W. with South dead end of 24 St. S.W.). This alternate location has existing pathways and sidewalks in place to serve both pedestrian and cycling traffic and offers a natural connection down 20 Ave. to the recently improved cycling infrastructure.
 2. It has the potential to introduce new and unnecessary pedestrian/cyclist traffic into a quiet residential side street affecting quality of life for residence and property values. This is in direct conflict with the stated mandate of the project to "enhance bordering communities". A significant part of the appeal (and therefore property value) of houses in our neighborhood is that fact that they are off the beaten track and therefore not subject to high volumes of pedestrian or vehicular traffic. A bridge in this park has the potential to introduce increased foot traffic directly into a neighborhood side street (particularly 22 St. and 22A St.). A bridge in this location would remove established, old growth trees in exchange for an unsightly concrete structure into the park creating a direct negative impact on the view of the park space from adjacent residential homes (further affecting home values) as well as reducing the greenspace experience of park users. Also, by bringing non-residents through the neighborhood, it opens the door for increased crime related to foot traffic, such as vehicle break-ins and vandalism.
 3. The location creates a safety issue for pedestrians crossing in the area of the Crowchild Tr. South off ramp in the area of 24 St. S.W. (west side of Crowchild Tr. near Tecumseh). The proposal requires a pedestrian crossing across 24 St. right where cars are decelerating while exiting Crowchild Tr. Vehicles required to stop suddenly for pedestrian on a blind corner will be at high risk for rear- impact collisions.

4. There are alternate options for the placement of a pedestrian/cyclist bridge (i.e. 20 Ave. S.W. to 24 St. S.W.) which meet pedestrian needs without the negative impacts identified above. In addition a 20 Ave.-24 St. location takes advantage of existing bus stop infrastructure on southbound Crowchild Tr. at 24 St. S.W.

5. Lastly I would question the actual volume of underserved pedestrian and bike commuters who are not served by existing infrastructure (i.e. the existing bridge located 430m to the south and the 17 Ave. bridge to the north)? Are there truly enough citizens inconvenienced by the additional 5 minutes of walking time to justify the expense of this added infrastructure?

6. This pedestrian bridge also poses a privacy and noise issue. I live at [removed address], and people walking across into the Richmond Off Leash Area would have a direct line of sight into my bedroom window and would be just a few meters from my home as they exit the bridge.

In summary- the Richmond off leash dog park is not the appropriate location for the introduction of a new pedestrian bridge.

- Why is the heliport in this plan? The Richmond Road Diagnostic and Treatment Centre is an outpatient facility, not an acute care facility, are there plans for this facility that the community is not being made aware of? The traffic now to get on to Richmond Rd. from the neighborhoods is terrible - please tell me how this plan will improve the access in and out to the QUIET neighborhoods in Knobhill?
- As above - why is heliport there? Access in and out of quiet, small streets to Richmond Rd. from Knob Hill community - I do not see this improving with this plan - what Am I missing , this area does not need any more traffic coming through it - there are several parks, elementary schools that children walk to
- The bike path should not be relocated from Sunderland Ave. S.W. to Sonora Ave. S.W. as it conflicts with the elementary students crossing the street and walking to school. Sonora Ave. S.W. is the busiest street in the neighborhood in the morning from 7:30am to 9am and from 3:30pm to 6pm when parents drop off and pickup kids to school. The bike path should stay at Sunderland Ave. as is today.

Long-term Draft Recommendations

Strengths

- Relocation of ramp from Bow Tr. to Crowchild Tr. southbound
- More focus on pedestrians.
- Improves circulation for southbound flow and connections with Bow Tr./10 Ave.
- Seems like it takes the short and mid-term plans into consideration to have them help begin establishing the long term plan. Let's get started!
- Improve/replacement of the pedestrian overpass at 14 Ave. would be great. I hope the city considers cyclists when improving this overpass. Currently, the stairs going up are not easy to use with a bike. Ideally it would have a ramp so it could be easily accessed by cyclists and people with disabilities. Also, the way it is currently designed, when you cross to the West side of Crowchild Tr., it is immediately bad for cyclists, as we must cross the road to the correct side, but incoming traffic is turning on a short approach, so it is difficult to see.
- Added lanes and new bridges.
- Minimal changes to existing communities.
- Widened bridge, three continuous lanes, increased pathway access, and bus lanes.
- Incorporates quick fixes to hopefully reduce current bottlenecks.
- Will improve traffic flow through.
- Happy to see bus lanes/shoulders, but sad that this will take 30-40 years. Should westbound Bow Tr. to southbound Crowchild Tr. ramp be widened in order to allow SWBRT buses to bypass GP congestion that might be queueing to get on to Crowchild Tr.? Great to see a pedestrian river crossing at 19 St. N.W.
- Gets rid of the scary merge from the left coming from 12 Ave./downtown
- This is exactly what we need right now. Please build it all or we'll be doing this again in 10 years.
- Nice final touches.
- Safety improvements, should prevent more accidents.
- I like it.
- Wider to accommodate continuous lanes and bus lane. Maintaining a pedestrian/cyclist bridge.
- None.
- Ease up on the bottleneck at Kensington Rd. and Crowchild Tr. on Crowchild Tr. plus easy on/off Memorial Dr. and 10 Ave. Flow of traffic smoother.
- Good for people who walk or take the train
- This is amazing and should definitely happen 45 min from S.E. to S.W. should never happen. It's taken me 1:15min to do my trek which is only 30 min max in the morning
- Gets rid of the last left entrance onto Crowchild and the last lane continuity issues.
- Additional road widening.
- This looks excellent in conjunction with the medium-term Kensington Rd. plans. Incredibly excited to see how this frees up traffic and reduces rush hour delays.
- In previous feedback, I gave the thumbs up. I think this should address a number of bottlenecks. On closer inspection, I also see some weaknesses.
- Wider bridge, reduction of weaving.
- The more lanes, the better!
- If I am travelling by car northbound on Crowchild Tr. and want to get onto Bow Tr. to go west how do I do that?
- The bold use of colour.
- Modernization.
- Nothing.
- The plan finally gets rid of that yield sign going onto the bridge.
- Addresses the issues.
- Few - I like the short and medium-term plans. The long-term plans seem less important in comparison. I'm not against them though.
- Good.

- Some of the concepts are good but without a Crowchild Tr. Bridge deck expansion of at least two north and southbound lanes [omitted].
- It is lower cost than a tunnel.
- Recognizes the finite life of the existing Bow River Bridge and overpasses over Bow Tr. Does not presume that the transport modes will be much different in 40 years' time.
- Removing the bottleneck traffic light intersections from Crowchild Tr., by adding overpasses.
- The widening of bridges for three through lanes in each direction.

Weaknesses

- No exit from Bow Tr. east to Crowchild Tr. south.
- Is a single lane from southbound Crowchild Tr. to eastbound Bow Tr. enough? Can it be increased to 2 lanes in the turning lane?
- Still need to take the lights out where possible.
- Still lacks access from and for all connections.
- Need an additional lane or two from 17th to bow trail, beyond the three continuous lanes over the bridge. The northbound bridge must be 4 lanes wide - three continuous lanes please. Missing Bow Trail east to south Crowchild Tr. Does this design allow for growth - new dome and the west village? All bridges should be a min. four lanes. Calgary loves to have lanes end in merges. Thru lanes should flow merge lanes should be outside these lanes. Would have like to see a flyover from Bow Tr. to Memorial Dr. Please start work on the Crowchild Tr./Glenmore Tr. mess.
- Long-term...What happened to the tunnel?
- Very little thought to transit beyond where bus stops are. The best long-term solution for the easing of congestion on all of Calgary's roads is an improvement to our transit system. Encouraging and providing people with a transit oriented alternative will take cars off the road.
- Not enough, too late.
- Add bus-only shoulders southbound as well.
- Seems sensible to me.
- Travelers driving eastbound on Bow Tr. cannot access southbound Crowchild Tr. Travelers driving northbound on Crowchild Tr. cannot access westbound Bow Tr. Out of scope comment... When is Sunalta becoming an Elementary and Junior high school?
- Access issues to/from Bow Tr. to Crowchild Tr. are still not addressed. This is a major intersection in the city and to get around access issues, secondary routes such as Richmond Rd. and 26 St. are used. I understand the cost is prohibitive in the medium-term, but if you're planning long-term, at least a solution could be presented and then costs determined. I would suggest removing the southbound Crowchild Tr. to eastbound Bow Tr. off-ramp and replace it with a flyover elevated above North and South Crowchild Tr. This allows space for an eastbound Bow Tr. to southbound Crowchild Tr. ramp. Likewise, a flyover from northbound Crowchild Tr. to westbound Bow Tr. could be proposed.
- Hugely disappointing. Just a real lack of vision from the city. All of this work and there is nothing in here which is an actual change. The traffic will continue to be an issue, and the improvements are still taking way too long. But the biggest issue is that when these are implemented we will be no better off than it is today.
- It takes too long.
- Where are the gantries for electronic tolling going to go in order to provide some degree of cost recovery and direct linkage between user behavior and mega infrastructure cost?
- No details of what will happen to the bike trails on both sides of the river and the bridge that crosses under the road bridge.
- It might be a bit expensive but maybe Provincial and Federal dollars can help.
- Doesn't look much different than the medium-term plan
- I have heard that your long term plan could take as long as 20 years. I feel that this is too long into the future. If possible this should be handled much faster. The huge amount of traffic delays along Crowchild Tr. is crazy, and with the delays in getting the west leg of the ring road going there are no visible solutions to traffic issues on the west side of the city, not for 10 to 15years.
- Keep the costs down where you can so that you don't add to the tax BURDEN on all Calgarians!!!

- You are not addressing the REAL issue. The Bridge is basically one (1) lane. That is why there is so much congestion. You have to address the Memorial Dr. exits so that a lane is still available. Very disappointing. I will not be around anymore when this gets addressed. Just another [omitted].
- Besides cost and construction nothing really. Make sure other access roads north and south into core are free of other construction delays. Make ease of driving less frustrating.
- Transit stops along Crowchild Tr. need to be removed altogether and relocated to safer places with lower speed limits. This will improve on traffic flow and safety of transit users.
- I think that in order to increase the traffic flow on Crowchild Tr., in the morning especially, it would be better to hang a speed limit of 90km/h on the far left lane. This way, the people that are wanting to go faster will go in the far left lane, allowing for other people to enter or exit Crowchild Tr. in the middle and far right lane going 80km/h. This would work great on some parts of Crowchild Tr. which are longer than others, for example if someone is going from N.W. to downtown, this speed limit should be implemented until 24 Ave.
- Too long term!! By making this so far off you keep Crowchild Tr. from fulfilling its role as a "Skeletal Road". Especially during my driving lifetime!!
- I think that there should be an over pass all the way up passed the stadium
- The elevation changes and curvature on the approaches to the new southbound Crowchild Tr. bridge over Bow Tr. seem pretty extreme. Couldn't this be moved to more closely parallel the northbound lanes? Access to 11 Ave. and Bow Tr. could all be handled by one 2-lane ramp that exits just past the Bow River bridge.
- Completion in 30-40 years.
- Even with this plan, the Crowchild Tr. - Bow Tr. Interchange remains quite dysfunctional. No problems for westbound traffic to go north or south. No problems for southbound traffic to go east or west. But there is still no way for east bound traffic to go south on Crowchild Tr. (aside from cutting over to 17 Ave.). And there still isn't a way for northbound traffic to turn off west. I understand these aren't the primary bottlenecks that need to be dealt with, but these problems aren't even addressed in the long-term plan???
- Where is the connection between Bow Tr. east and Crowchild Tr. North? You can't possibly leave it as it is now - an extremely poorly planned U-turn on 10 Ave. And where is the Bow Tr. east to Crowchild Tr. connection? Don't even consider spending money on the Crowchild Tr. over the Bow River without putting in much much more efficient Bow Tr./Crowchild Tr. connections.
- **NEED ACCESS TO SOUTHBOUND CROWCHILD FROM EAST BOUND BOW TRAIL!!!!** Access to westbound Bow Tr. from northbound Crowchild Tr. would also be lovely... Overpass on Kensington Rd. and by the university instead of lights are needed.
- The fact that nothing will ever come of it.
- Wheelchair accessibility...
- Everything, the road system still looks like [omitted] and is not logical.
- Still includes a bizarre way to get onto Crowchild Tr. from Bow Tr. Directional ramp would be a good idea. Bridge might not have the future capacity that may be required. 10 lanes is enough capacity for at least 40 years, 5 in each direction.
- Expensive.
- Nothing.
- There is absolutely nothing in any of these plans to upgrade the Glenmore Tr. flyover or merging to get onto it. None of these plans will help southbound during the rush hour until the flyover is fixed.
- Re: merge traffic flow from 10 Ave. and Bow Tr. on ramps northbound you still have a massive convergence of traffic on the bridge deck wanting to take Memorial Dr. exits on the north side of the river from either 10 St./Bow Tr. on ramps and the cars going northbound on Crowchild Tr. into that area to exit off Memorial Dr. Even build a dedicated deck for northbound Crowchild Tr. traffic and 10 St./Bow Tr. traffic and leave your on ramps from those as is onto Crowchild Tr.
- With the area of Crowchild Tr. between 5 Ave. and Kensington Rd. not being covered, East and West Hillhurst remain divided for pedestrians. If plans could be introduced to cover Crowchild Tr. and place a park over the area - the two neighborhoods would be joined.
- Crowchild Tr. will never have the capacity to serve the needs of the entire quadrant of northwest Calgary. Another river crossing is needed using a high level bridge over Edworthy Park.



- There is still no long-term plan to reduce the bottle neck that happens in this location at all. A review of layered bridges should be looked at where the top layer is the straight through to Kensington area. And the "middle" existing layer should be for busses and the vehicles that want to merge onto Crowchild from other arteries. The bottom layer should be for bikes and pedestrian traffic.
- They can be best addressed closer to the times of actual implementation, in later FES stages.
- The bike path should not be relocated from Sunderland Ave. S.W. to Sonora Ave. S.W. as it conflicts with the elementary students crossing the street and walking to school. Sonora Ave. S.W. is the busiest street in the neighborhood in the morning from 7:30am to 9am and from 3:30pm to 6pm when parents drop off and pickup kids to school. The bike path should stay at Sunderland Ave. as is today.
- Eastbound Bow Tr. on to Crowchild Tr. is still an ugly mess because you still have to cross traffic, if you've tried doing it during rush hour you would understand.
- Dedicated bus lanes all the time - use Seattle model (bus lane/high occupancy lanes only during peak times).



Crowchild Trail Study

Social Media and Emailed Feedback Summary (September / October 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 5: Concept Selection and Recommendation is about reviewing the draft recommendations for the study area.

Feedback received during in-person and online engagement sessions in May and June, 2016, along with a technical review, helped the project team develop draft recommendations for the study area. Throughout September and October, 2016, social media was used to direct the public to the Crowchild Trail Study website or the online tool where they could learn about the study and find information on upcoming public engagement opportunities. While social media platforms, including Facebook and Twitter, were only used to share information, comments received have been recorded and included in the stakeholder feedback.

Feedback on the draft recommendations was also received via email and these comments have been recorded and included in this report.

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 September and October, 2016, along with an additional technical review, will help the project team refine and finalize the recommendations to be presented to Calgarians in November / December 2016 as part of **Phase 6: Reporting and Completion**.



Verbatim Responses - Facebook

September 26, 2016 Facebook Promoted Post – City of Calgary

City of Calgary - "Hey Calgary. We are in Phase 5: Concept Selection and Recommendation of the Crowchild Trail Study. We are now asking you to help us review the draft recommendations and give your input until Oct. 17." (62 Shares, 95 Likes)

- Underpasses, whether pedestrian or car, seem like a VERY bad idea considering that area right in the corner of Crowchild and Memorial had lanes closed due to flooding during in 2013. How can it be smart to drop the road an additional 4 meters so close to the river? There are already enough underpasses throughout the city that flood during thunderstorms as a regular occurrence, don't add more! (x7)
 - Equally, the overpasses are the usual traffic-light infested bottlenecks. What is wrong with traffic circles????
 - There isn't a North American alive who knows what to do in a roundabout
- Can we drop the speed limit down to 30 km so that when people drive on Crowchild at night when there is no workers around we can nail them with more pointless speeding tickets and jack up revenues? (x4)
 - Because we all know driving 58. Km an hour in a 50 zone is probably the worst thing a human can do. Yes I am complaining..... (x1)
 - Did you get a ticket for doing 58 in a 50 ? (x1)
 - Yes I did, at 1 am on a Friday night with not a worker within 7 hours..... (x1)
 - I understand completely. The camera cops sit there taking pictures in the middle of the night when no one is working. And all the revenues just go into [omitted]. It is insanity! The speed limits should be lifted or increased when no one is working. And yes, I too had my car's photograph taken in the middle of the night when it was dark and no one was working. It is nothing but a 'cash cow' for the province. The city doesn't even benefit. (x1)
 - Weird for the past 2 years i have basically been driving 10 over and haven't gotten one ticket....
 - I have gotten 4 the last year. A couple were legit stupid on my part not paying attention. But that one and the one on 16 as I was leaving town to Banff when they set up 29 feet before the speed change were legit cash grabs serving no safety purpose what so ever. Except I do drive the speed limit everywhere now and never 5 or 10 over so I guess if [omitted] it worked lol. This town has the worst traffic situations ever. I saw Janeane Garofalo last week and she asked the crowd "When was Calgary founded?" And someone said 1885. And then she asked "And when will it be finished?"
 - Calgary is really bad for abusing this cash grab. Red light cameras especially have been proven ineffective in major US cities, in fact they have been shown to contribute to more accidents (which is easy to imagine if you've ever jammed on the brakes for a yellow to avoid a ticket). Do they want to acknowledge this data, of course not?
- The problem I find is it goes from 3 lanes plus the reserved lane for public transit and then over the bridge near Memorial down to two and then back to 3/4 past McMahon Stadium. Would there be any way to add another lane somehow ?? I don't know if a bike lane is going to add much to the problem. It's the major rush hour traffic that's the issue. Calgary has one of the highest wait times for sitting in traffic for prolong periods. Almost like LA... (x1)
 - Highest wait times? You obviously haven't been outside Calgary. Here are two - Vancouver and Toronto. Won't even mention Montreal.
 - I actually have been to Vancouver and Toronto...USA was worst and I feel we are getting close to it despite our low population size.
 - Calgary traffic is nothing. I'm in Vancouver this weekend and the traffic is 4 times worse here.
 - It's still bad.
- We need MORE double no left turn lights that are active after peak when fewer people are on the road (especially after midnight!) more inconsistency on exits where being in the correct lane is a [omitted], more artificial speed limits and lots, I repeat LOTS of photo cameras that don't slow anyone down, maybe a few extra bottlenecks would help too.
- Seriously. Why bother asking our input? I'm just waiting to see how bad [omitted] the road ends up being, like every other road you have built. Just tell us what you have already decided you're going to do so we can prepare alternate routes (x1)



- Fewer bike paths, enforce the traffic laws on cyclists, and make all cyclists pass a license test every four years so they are finally held accountable for the dangerous and annoying way they morph from vehicle to pedestrian and back again as the Holy Spirit moves them. Can't do that in a car. (x3)
 - Right and have more people in cars clogging up the highways brilliant idea.
 - When I'm not biking to work, I'm driving to work....
 - Most cyclists use a car or truck for other trips that a bike can't handle. Painting them all as planet-savers is yet another [omitted]. For the few who live close enough to work to cycle, and do so all year, more power to them. But the numbers are small, and the bike path resources consumed don't justify the benefits for those few. (x1)
- Make a uniform six lane expressway from Glenmore Trail to Stoney, number the exits, and remove all signalized grade crossings and replace them with either under or overpasses. (x4)
 - You're hired! (x1)
 - Great! When do I start?
 - Yesterday obviously.
- Everything in that medium term plan need to be implemented right away. And I can agree, Crowchild is one of the worst designed roads in the city. The bridge itself effectively becomes one lane as there are so many disappearing right lanes. Traffic lights at Kensington are not only a bad idea but also unsafe. (x2)
 - If they had even 'considered' painting the lanes in a logical fashion maybe there would not BE so many disappearing right lanes. City planners are obviously [omitted] don't own cars.
- Is this the same study that's sat on a shelf at City Hall for over 40 years, by any chance? Or did we all agree to pretend that it's a new thing whilst the city "generates revenue" at 4.00am without any workers present for the next few years...[cynicism] (x1)
- Because we will totally ignore you're input and recommendations.
 - But asking for your input gives the illusion of consulting with taxpayers and stakeholders. Maybe gets us some "social license". (x1)
- I think that if the center lane northbound was a straight overpass that 'hopped' over Kensington and the lights it would help a lot. Repeat at 5 Ave. N.W. as phase 2. Intersections on highways are 90% of the problem. (x1)
 - I won't live to see it . . .
- Great so now they want our free ideas when we pay taxes to people who should know how to fix it? (x1)
- It's about time!! Only 3 years of construction delays to go.
- Do Calgary planners ever visit cities with well-designed roads? (x5)
 - Namely European cities! Like any German city!
- Finally.
- Amazing changes to my daily drive to work!
- No traffic lights under any circumstances.
- Are those your post it notes? (x1)
- What Canada needs in general.. European designers and implementations. More ring roads, more traffic circles, less traffic lights. Higher driving licensing standards, road user taxes such as congestion charges, toll roads etc. Really enjoyed cycling to and from work the past 3 months. However, my job has recently changed and will be back in a work van. No more getting skinny and healthy. was nice while it lasted. 3 months and 20 lbs. If that's not motivation to not drive to work, I don't know what is. (x3)
- All new Albertans get a near death experience when they find out about yields on an on-ramp for the first time. For many of us, this initiation happened while getting on Crowchild where poor planning was put to good use. I would like the upgrade plan to preserve this aspect of our history; or at the very least, put the signs in Heritage Park. (x1)
- Well I can say as somebody who has used Crowchild for last 20 years this is a big improvement. It used to take 45 minutes to get from downtown to Nose Hill with all the traffic lights. Now it's maybe 15 to 20 minutes. Of course rush-hour is a bit longer but still I see a major improvement. What has helped is the removal of traffic lights. Do this for the Kensington Rd. area. Have them merge unto Crowchild via Memorial? At least get rid of the lights at Kensington. Ideally a new 6 lane free flow bridge would help. Oh and fix the sideways roller coaster humps past 24th -Brentwood.
- Extend the LRT to the top of Cochrane Hill and out a station and parking there. That will eliminate a lot of Crowchild traffic and should be a lot cheaper to do. (x3)



- LRT extension with free parking.
- Calgary loves their cars, building a LRT track and station to Glen Eagles with free parking won't solve the traffic issue. Many of them pass LRT stations heading east towards the core now.
- I love that we have paid traffic engineers with degrees in this sort of thing, but we now realize they can't help and we've asked the citizens to fix Calgary's commute.
- The usual overpass-infesting traffic lights. **BUILD TRAFFIC CIRCLE BRIDGES. THEY WORK.** Notice my edit at KR & CCT.



- This fits inside the footprint already proposed.
- We need more bike lanes. Tear it all down and add more bike lanes!!!
 - You just want to watch this city burn, don't you lol
 - Remove all bike lanes or charge cyclists a toll to use them. (x2)



Verbatim Comments – Email

1. I reviewed the short term recommendations and agree with all. Lots of good work and consideration of all involved. My concern lies in actual implementation of the recommendations. When might they start? Can this be accelerated to provide some relief? I especially liked the limiting of left hand turns during peak periods and the changes in the Motel Village area. At one time you considered further restrictions on 5 Ave. N.W. (eliminating cross of Crowchild Tr. and put in a pedestrian overpass). What happened to these good ideas?
2. Good Morning, Thank you for your "concepts" Website for this major upgrade. What plans are you considering to connect eastbound Bow Tr. to northbound Crowchild Tr.? Right now there is no direct access and looking at your proposals, I didn't see anything in your plans to address this. I frequently have to travel eastbound Bow Tr. with the intention of getting onto northbound Crowchild Tr. and then exiting onto eastbound Memorial Dr. Until recently, I would take eastbound Bow Tr. and then take the left lane turn-off to eastbound 10 Ave. S.W. and then loop back onto westbound 10 Ave. S.W. and onto northbound Crowchild Tr. While this in itself is a bit of a hassle, it can become downright dangerous to move from the northbound Crowchild Tr. left lane, manoeuvring across two lanes of quite fast moving northbound Crowchild traffic, in order to exit onto eastbound Memorial Dr. I have since started accessing northbound Crowchild Tr. from 17 Ave. S.W. (close to the Children's Hospital) as that allows me more time and easier access to eastbound Memorial Dr. Ideally, it would be great to access northbound Crowchild Tr. directly from eastbound Bow Tr., while, at the same time, more easily exit northbound Crowchild Tr. onto eastbound Memorial Dr.
3. I agree with the bulk of the changes you are proposing to Crowchild Trail. They seem well thought out and meet or exceed your stated goals. We are a family that walks, bikes and drives extensively in Richmond-Knob Hill community. I therefore have concerns about 2 proposals in our area.
 - a. The new pedestrian bridge across Crowchild south of 17 Ave. S.W. between the naval base and off leash dog park at 22 St S.W.
 - i. The off leash dog park is very small. If a bridge is built into that park, it will take away quite a bit of the park for the landing area of the bridge.
 - ii. The small remainder of the park left will have to be turned into on leash. Dogs have to be leashed when close to a path. The park is too narrow to accommodate a path and an off leash area.
 - iii. There already is a pedestrian overpass (just off your maps) crossing Crowchild at 24 Ave. S.W. This brings all pedestrians from south of 20 Ave. S.W. ultimately to 17 Ave. S.W. west already.
 - iv. You are already proposing improved sidewalks on both sides of 17 Ave. S.W. west of Richmond. This brings all pedestrians north of 20 Ave. S.W. and around Richmond onto 17 Ave. S.W. west.
 - v. Cycle traffic from south of 17 Ave. S.W. already has easy access to the core via Richmond Rd. bike lanes. The natural flow for bicycles is down the hill to the core. The bridge at 22 St. S.W. would counter that flow and would make no sense to be used.
 - vi. You have to build a new approach from the west side of Crowchild.
 - vii. If you build this bridge and the land bridge at Scarboro dog park, that would mean our area would have 7 pedestrian crossings in the 20 blocks on Crowchild between 33 Ave. S.W. and Sonora Ave. Seems quite excessive and expensive to me.
 - b. The moving of the city bus stops from under 17 Ave. S.W. and northbound Crowchild Tr. farther north on Crowchild Tr.
 - i. I agree that the bus stop under 17 Ave. S.W. on northbound Crowchild Tr. is dangerous. There are no controlled pedestrian crossings along the Richmond/17 Ave. S.W. to Crowchild approaches.
 - ii. Moving the bus stop farther north makes no sense – there is no access onto Crowchild farther north and it is downhill for anyone coming from south of 17 Ave. S.W.
 - c. I believe there is a solution to points 1 and 2 that is considerable cheaper with less traffic disruption to Crowchild: Create a sidewalk on the east side of Crowchild going from the Richmond Road Diagnostic Center parking lot all the way up the hill along the east side of Crowchild, connecting it to the existing sidewalk at 20 Ave. A bus stop could be installed anywhere along this sidewalk. There is a bus lane right there. Anyone coming from Richmond community could use this sidewalk to shorten their walk to 17 Ave. S.W. Perhaps you could run that sidewalk all the way down to Sonora Ave. and put another bus stop down the hill a little farther. Another possible short term solution to 2 is to install pedestrian crossing lights on the 17 Ave. S.W. approach to Crowchild Tr. and leave the bus stop where it is.

4. As a resident on 22A St., I feel the pedestrian bridge proposed to be anchored in the Richmond off-leash dog park is unnecessary. Approximately 400 meters to the south, a 4 min. walk, people can cross on 26 Ave. S.W. Approximately 150 meters northwest people can cross on 17 Ave S.W. It takes only 10 minutes. from the park to Market17 via 17 Ave. S.W. A bridge in between is not worth the expense to save a few people a few minutes. If you REALLY want to improve the trail, spend the money eliminating the 2-lane northbound bottleneck over the river. Thank you.
5. Dear Crowchild Trail Study Team, First, I want to congratulate you. I have been along on this journey from the initial open house meetings of approximately 5-6 years ago when the original Crowchild changes were unveiled to disappointment and rejection. When this new process was created, it was with a commitment to listen to and accommodate stakeholders. As I looked through the latest proposals, it is clear you have done exactly that. Congratulations! Second, there is one element that appears to be unresolved with respect to the straddling community of West Hillhurst. The proposal now includes North ramps at 5 Ave. N.W., allowing Southbound traffic to gain access to West Hillhurst and West Hillhurst to gain Northbound access to Crowchild Tr. With the elimination of South access (from/to 5 Ave. N.W.), some aspects get difficult. We live in the portion of West Hillhurst that is West of Crowchild. What is not clear is the route for us to take if we are trying to head South. Currently, 29 St N.W. access has only stop signs and they back up quite a bit already when trying to head South (to connect to Parkdale Blvd. and then to Crowchild South). Currently, we simply get on 5 Ave. N.W. and exit South on Crowchild. It would seem that the current proposal will significantly increase traffic on 29 St. N.W., which will make exiting our community even more difficult. Are you able to share the Project Team's thoughts on how we will be able to access Southbound travel within a reasonable amount of time? It appears from the proposals that the impact on 29 St. N.W. has not been considered; has it been considered, and is 29 St. N.W. going to be upgraded (widened, lights, etc.) in parallel with Crowchild as part of the Crowchild medium/long term plans? Finally, is it possible to add a single South ramp (from 5 Ave. N.W. heading South on Crowchild) which would become one with the Kensington exit lane/ramp, thereby functioning as a connector in which some traffic is merging on and some is merging off?
6. Hello, I had the pleasure of listening to Feisal Lakha discuss the Crowchild Trail plan on CBC his past week. The review for this initiative has provided Calgarians with the opportunity to provide comments and suggestions on the various proposals and that is good. My challenge with the process is that we are looking at a stop gap measure for this major Calgary thoroughfare. If I may suggest, we need to look at the traffic patterns that will be anticipated in 30 years. Let's build our infrastructure for our children's future growth. If you have been to Phoenix AZ, you can see some of their future infrastructure planning on Highway 17 where the overpass(s) are built in anticipation of new communities. We need to have a similar plan for this progressive growing city. Crowchild Trail should be a 4 lane corridor from Glenmore Trail through to 32 Ave. N.W. North at a minimum. Thanks for listening and keep your sense of humour through this challenging endeavour :o) Cheers,
7. Propose a land bridge crossing over Crowchild Trail instead of the current pedestrian crossing near 12 Ave. N.W. Drop Crowchild Tr. in this area so that the land bridge would be more at grade with the communities on either side of Crowchild Tr. Northbound Crowchild to eastbound 16 Ave. N.W. ramp should not determine the grade of Crowchild Tr. and further suggest pedestrians/cyclists should take precedence over vehicular traffic. Suggested this at-grade land bridge since the very early phases of the CTS project.



8. Go under like the big dig in [boston.in](https://www.boston.gov/newsroom/boston-big-dig-completed) Europe they just completed a tunnel 57 km long thank u
9. Putting any lanes in from the bridge to downtown to the university on Crowchild is a waste of money, just like the work on Sarcee - Bow trail intersection has been. What needs to be done is overpasses at three intersections, first.

Stop micromanaging by putting a new overpass at Flanders, and traffic calming on elbow and a blue circle on the bridge by the airport.

10. Unfortunately, the recommended plan for an overpass across Crowchild Trail south of 17 Ave. S.W. is so at odds with stated goals, principles and objectives that I recommend elected City officials should immediately conduct an investigation on the impact of the recommendations on pedestrian and vehicle safety, accessibility, mobility, destruction of trees, etc. The Crowchild Trail Project Study Goals are listed at: <http://www.calgary.ca/Transportation/TP/Documents/Projects/Current-Planning-Projects/crowchild-corridor-study/crowchild-corridor-phase2-projectgoals.pdf> The recommended pedestrian bridge violates the project goals and mandate as follow:
 - a. The mandate is to develop upgrades for Crowchild Trail between 24 Ave. N.W. and 17 Ave. S.W. But the recommended upgrades extend not from 17th Ave SW, but from 19th Ave SW at 24 ST SW going south to Crowchild Trail; further, the bridge extends from Crowchild Trail to the 2000 block of 22 St. SW, well outside of the study area.
 - b. The planned bridge fails to meet the stated Goals in Key Principle #1:
 - i. Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor. In fact, City officials confirmed at the feedback meetings held on September 24, 2016 and October 1, 2016 that most if not all of the dozen or so mature trees in the Richmond Park and the adjacent space to the Park along Crowchild Tr. would be destroyed.
 - c. The planned bridge and connections fail to meet the stated Goals in Key Principle #2:
 - i. Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail.
 - ii. Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points.
 - iii. The principle adopted was to not have pedestrians or cyclists travel along Crowchild Trail, but this is in fact what is now proposed by the City along the west side of Crowchild beneath the Tecumseh Military base. This is a very dangerous section of Crowchild due to high volumes of traffic exiting Crowchild onto 24 St SW. The principles adopted, as above, include removing traffic bottlenecks but the routing of pedestrians and cyclists across a new crosswalk on 24 St. SW at 19 St. S.W. will exacerbate the already bottlenecked 24 St. S.W. due to high volume of traffic exiting and entering Crowchild Trail being continually stopped by pedestrians and cyclists traveling west from Crowchild. The proposed crosswalk also represents an ill-advised site for safety reasons: vehicle traffic exiting Crowchild onto 24 St. SW will be rounding a blind curve and not be able to readily see cyclists or pedestrians, especially children in the dark winter months going to and from school.
 - d. The planned bridge and connections fail to meet the stated Goals in Key Principle #3:
 - i. Enhance the safety and accessibility of transit stops.
 - ii. Enhance pedestrian and cycling access across Crowchild Trail.
 - iii. In fact, the access and safety of transit stops is made worse by the plan for those travelling north to 17 Ave. S.W. The plan also fails to improve mobility across the corridor because it proposes a circuitous route through off-leash dog parks and then to high traffic, dangerous sections on Crowchild Trail itself. I recommend that elected officials investigate what appears to be a significant abandonment of the stated principles and goals established at considerable cost to taxpayers over an extended period of time. A more disappointing recommendation or worse location proposal for a pedestrian overpass over Crowchild Trail south of 17 Ave S.W. is difficult to imagine than the one recommended by the City staff, especially when there are several other nearby alternative routes which do not violate the stated goals and principles of this objective and are far safer for pedestrians and less destructive to the environment.
11. Hi, I have a few questions: If 5th Ave NW. turns into a flyover then how will West Hillhurst residents get onto Crowchild Trail? There was considerable discussion at our table about cut through traffic based on some of these changes? Why is there no mention of this in the plans? It seems sad to come out and engage citizens at these meetings and see no evidence of what we discussed. The plans mention property impacts? What does that mean exactly? Thank you.
 - a. I appreciate the response. We were assured at our table that a West Hillhurst traffic study would be the "next level" so I'm concerned as the next statement is directly opposite to the traffic figures the city has provided showing an increase on Crowchild owing to population growth. Obviously an on ramp to Crowchild will mean



an increased vehicles are getting to the on ramp so I'm concerned about the flow in traffic to the Kensington Rd. on camp. Your sentence simply doesn't make sense or maybe I'm missing something? Thank you.



SUBMITTED VIA EMAIL

October 18th, 2016

To: Feisal Lakha, Project Manager, Crowchild Trail Study

Comments on Crowchild Trail Study Phase 5: Concept Selection and Recommendations

Dear Feisal,

Bike Calgary respectfully submits the following comments to you with respect to draft recommendation for changes to Crowchild Trail Corridor as presented in Phase 5 of the Crowchild Trail Study ("the Study"). We recognize that decisions made in relation to the Study will have long-term impacts on inter-community connectivity as well as lasting influence on overall mobility trends within Calgary.

Impact and Opportunities Bow River Pathway Bordering Eastbound Memorial Drive

The Bow River Pathway along eastbound Memorial Drive, encompassed within the project area between approximately 25th Street NW and 20th Street NW, is an indispensable component of Calgary's most heavily used active-mode travel corridor. Bike Calgary requests assurances that work associated with the Study preserves the 365-day/24-hour function of the pathway. Should this not be possible, Bike Calgary advises that any detours provide for a matching level of bicycle travel efficiency, safety and comfort as the pathway.

Pathway right-of-way is currently constrained between the Bow River bank and eastbound lanes of Memorial Drive, with utility placement (lights and power) further restricting right-of-way. Going-forward, we recommend the Study consider opportunities to mitigate this constraint to better meet existing active mode travel demand as well as accommodate future demand growth. In the near term, this could include relocating utilities to the north side of eastbound Memorial Drive in association with ramp configuration changes so as to free up space for pathway widening. As part of the long term improvements, this could include river bank work to allow for "wheels" and "heels" travel mode separation.

Water drainage off of the Crowchild Trail Bow River Crossing and associated roadways can be problematic, particularly when ice accumulates in the winter and shoulder seasons. We suggest the Study consider the impact of roadway drainage on the Bow River Pathway and looks at ways to ensure the pathway is properly protected.

Crowchild Trail Corridor Along- and Across-Corridor Concepts

Bike Calgary is encouraged to see the Study address existing limited bicycle connectivity along



and across Crowchild Trail through the expansion of multi-use pathway infrastructure and through additional/improved corridor crossings. Of particular interest is the potential to include high-quality underpasses, exemplified by the underpass beneath the Trans Canada Highway in Canmore.

In terms of intersection concepts, Bike Calgary is very concerned to see that the incorporation of the multi-use pathways into the concepts follows the present-day template, whereby crossings facilitate pedestrian movements only. We submit that Calgary's Complete Streets Policy (section 3.7.1) gives clear direction that "intersections must be designed to accommodate all applicable modes of transportation". As the Study envisions accommodating bicycle travel on multi-use pathways, i.e. as an "applicable mode of transportation", Bike Calgary requests that the Study adhere to Complete Streets Policy and that intersection concepts are revised to demonstrate that safe, efficient and comfortable bicycle travel will be facilitated.

Specific to the McMahon Stadium active-modes overpass, we note that the current overpass ramps dump users into the parking lot and that cyclists are poorly-served in this respect, nor is there any formal active-mode corridor through the Stadium area. Bike Calgary recommends that ramps, associated with a new overpass, are tied into the envisioned multi-use pathway along the east side of Crowchild Trail and that a plan for a formalized bicycle travel corridor, through the McMahon Stadium parking lot to University Drive, is considered.

Lighting

At present Calgary does not have a lighting policy for pathways however, the inclusion of high quality active-modes scaled lighting can improve pathway safety and function, by allowing users to better see one another, as well as anticipate pathway conditions. As lighting is recognized as key component of crime prevention through environmental design, it may also create a more comfortable pathway environment and encourage greater use.

Bike Calgary thanks the project team for taking the time to consider our suggestions and looks forward to ongoing dialogue on this important project.

November 1, 2016

Mr Feisal Lakha
Transportation Engineer, Project Leader
City of Calgary

Mr Evan Woolley
Councillor, Ward 8
City of Calgary

Crowchild Trail Corridor Study – Community Response to Recommendations

Dear Feisal & Councillor Woolley

This letter is written on behalf of both the Shaganappi and Scarboro Community Associations who whole heartedly support the concept and scale as put forward for THE LINK – A LAND BRIDGE PARK over the existing Crowchild Trail, spanning between our two communities. Not only does this idea more than meet the criteria established in the Crowchild Trail Corridor Study, it serves to reconnect our communities that were originally planned and conceived as one until they were divided by Crowchild Trail in the early 1960's. It is the express desire of our communities that the Link be given full and fair consideration by the City as part of the Crowchild Trail Study, and that the City, prior to making a final determination on its feasibility, share with us a fulsome review into the rationale for its assessment of the concept.

Our residents have been active followers, participants and contributors to this study and are both concerned and disappointed that despite our communities' full participation at City run open houses and having suggested this concept a year ago, it was never fully recognized or responded to in the City's community reporting. Only recently, and at our own undertaking, have we had any opportunity to have a dialogue about this concept.

In short, the current recommendations of Crowchild Trail Corridor Study pertaining to our two adjacent communities has left a number of unanswered questions and expressed concerns by residents in our two communities to warrant us to seek more dialogue and explore alternative approaches.

The early stages of the study arrived at three critical goals:

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

When we break these goals down against the recommendations being brought forward by the study there are a variety of questions and issues being raised within our communities.

With respect to the first goal, maintain and enhance bordering communities, the issues of transit safety and sound attenuation are high priorities for our communities

- Certainly, there are no longer homes being removed or portions of Sunalta School affected and to that end the communities are being maintained from a physical standpoint. There are expressed concerns that increased flow of traffic will bring increased noise and associated pollution, which is not desirable for enhancing our two communities.
- With respect to sound attenuation, a City of Calgary study was conducted in August of 2015 behind homes on the south end of Summit St SW. That study revealed sound was above the acceptable threshold, yet no formal plan is in place to address this. The Crowchild Study reported that sound will be measured at a future date in this very location. We question the need for a future sound study when the data already validates the problem. The Crowchild Study references partial sound attenuation via a wall behind some of the Summit St homes, but does not indicate or reference how sound will be addressed at the adjacent parks, school or the western edge of Scarboro and eastern edge of Shaganappi.
- It is unclear how transit safety is being addressed in these recommendations being put forth by the study. This is of particular importance to both our communities.

When it comes to the second goal, improving traffic along the corridor, it's unclear how the recommendations support pedestrian and bicycle traffic in a safe manner.

- The study recommends keeping the existing pedestrian bridge at Sunalta School and the traffic bridge at 17th Ave SW. Our residents have safety concerns with both of these as it relates to joint use by pedestrians and bicycles and wish to better understand the considerations and recommendations being made in the study.

The third and final goal of the study was to find ways to improve mobility across the corridor.

- As previously referenced there are no short-term recommendations to meaningfully improve the way we move people and bicycles across this section of the corridor. And in the medium to long-term recommendations there is at best a suggestion of a future study to assess an alternate very small-scale pedestrian crossing.

It's important to note that we applaud the public engagement process for generating the kind of big thinking and bold strategies it set out to accomplish. One of those ideas, the concept of a large LAND BRIDGE PARK spanning Crowchild Trail between Scarboro and Shaganappi from 17th Ave SW to slightly beyond the pedestrian bridge at Sunalta School, was first introduced and discussed during the public engagement process in November of 2015. It was very well received by all participants and has now become a very desired concept by the residents in both our communities.

The benefits of The LINK - A LAND BRIDGE PARK are significant and more than meet the goals established for the Crowchild Trail Corridor Study,.

1. Maintain and enhance bordering communities

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

2. Improve travel along the corridor

• Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.	Yes
• Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.	Neutral
• Enhance the Crowchild Trail corridor to better fulfill its role as a primary route for delivery of emergency response and health services, and for connecting to major destinations.	Neutral
• Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.	Neutral

3. Improve mobility across the corridor

• Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.	Yes
• Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.	Yes
• Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.	Yes

Beyond the established criteria there are numerous additional benefits of The LINK – A LAND BRIDGE PARK, which we see as follows:

- Aligns with the 17th Ave SW Corridor Study (Main Streets Initiative) to provide more green space and public parks.
- Reconnects two inner city communities that were previously separated by Crowchild Trail.
- Significantly reduces traffic noise for the two adjacent communities.
- Reduces noise around Sunalta School.
- Enhances and expands on existing public space and green space in the inner city.
- Enhances quality of life for residents in the immediate and adjacent communities.
- Improves property and community value.
- Allows for bicycle and pedestrian traffic to move directly and freely overtop of Crowchild.
- Sets Calgary apart from other cities in North America by undertaking such an innovative and inspired urban planning effort.

Why this concept was not reported on in the study is unknown, however with 100% of the Scarboro residents in the direct impact zone (see attached survey map) in favour of the idea, and with both communities associations backing further discussion of the concept we feel the right thing to do is re-engage on this subject.

Attached is The LINK – A LAND BRIDGE PARK concept as a starting point to get back at the table and re-engage our two communities in the planning process. We have further attached reference images from a project currently underway in Germany, where the Autobahn had divided communities in a similar fashion and land bridge parks are being used to accomplish the same goals being sought after for our two communities on either side of Crowchild Trail.

In closing we thank you for your consideration and your desire to work in an open and collaborative way with our communities to find strategies that fully meet the objectives of the Crowchild Trail Corridor Study.

[Property map of Scarboro identifying which residents are in favour (x45), undecided (x1), vacant/under construction (x3) and opposed (x0) to the land bridge proposal.]

"THE LINK"

a LAND BRIDGE PARK over CROWCHILD TRAIL
reconnecting Scarboro and Shaganappi Communities
and repairing a freeway scar in Calgary
October 2016



'THE LINK' A LAND BRIDGE PARK CONCEPT
FULLY SUPPORTED BY THE
SCARBORO AND SHAGANAPPI COMMUNITIES

PAGE

1 of 1

LAND BRIDGE PARKS are taking shape Globally

