



Crowchild Trail Study

Phase 6 - Community Association Meeting – St. Andrews Heights Question and Answer Meeting Notes November 24, 2016, 7 p.m. to 9 p.m.

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.

As part of Phase 6, The City was requested to attend a meeting with community members of St. Andrews Heights (2504 13 Ave. N.W.) on November 24, 2016. Below is a summary of questions and answers that were discussed at that meeting.

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

- Feisal Lakha, City of Calgary, Project Manager
- Kirsty Neill, City of Calgary, Engagement Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Andrea Stevens, ISL Engineering and Land Services, Engagement Facilitator
- Katie Scott, Russel PR, Engagement Facilitator

The project team provided an overview of the study and current status. The project team focused the discussion on changes being proposed in the St. Andrews Heights area (16 Ave. N.W. to 24 Ave. N.W.).



Attendee Questions and Team Responses

Q: What is the short-term plan?

A: Plans that could be rolled out right away if Council assigns funding to the project. In general terms, this includes widening and rehabilitation of the Bow River Bridge, and additional lanes along Crowchild Tr. from Memorial Dr. to 5 Ave. N.W. Construction of the westbound to northbound ramp connecting 16 Ave. N.W. to Crowchild Tr. may also be included.

Q: How will you reduce weaving and lane changes over the Bow River? What does the short-term plan change?

A: Weaving and lane changing will be reduced by realigning the entrance ramps from Bow Tr. and 10 Ave. S.W. to the right-hand side of the bridge and by providing three continuous northbound lanes across the Bow River Bridge, which provides a continuous set of lanes from Glenmore Tr. to University Dr.

Q: Will there be a noise barrier between Crowchild Tr. and west side at St. Andrews Heights?

A: The study does include a recommendation for a noise barrier in that location.

Q: Will there be changes to University Dr. frontage?

A: All residents who front University Dr. in St. Andrews Heights will continue to do so. Residents south of 13 Ave N.W. will now be in a cul-de-sac with no exit to southbound Crowchild Tr.

Q: The St. Andrews Heights main access to Crowchild Tr. is from University Dr.; is there still access at 24 Ave. N.W.?

A: Both University Dr. and 24 Ave. N.W. will maintain access to Crowchild Tr., with enhancements at 24 Ave. N.W. to improve access.

Q: Will there be an option for cut-and-cover on Crowchild Tr.?

A: A tunnel under the river did not provide or maintain access to bordering communities, resulting in anticipated traffic short-cutting or using community roads around Crowchild Tr. A tunnel through the Central Section of the study area did not resolve this and also did not meet the key principles of the study.

Q.: There are noise concerns about faster cars generating more noise along Crowchild Tr. if the speed limit is increased.

A.: Noise walls are recommended to help to mitigate increased noise levels in the bordering communities. This includes noise walls adjacent to St. Andrews Heights.

Q.: What will happen to 13 Ave. N.W.?

A.: 13 Ave N.W. will remain essentially as it is today, only connecting to University Dr. with a roundabout instead of a traffic signal like it does today.

Q: Without a stop light at 13 Ave. N.W., how will speeds on 13 Ave. N.W. be regulated?

A: Roundabouts can help to slow traffic as well. The balance of 13 Ave N.W. will remain as it is today, including the turn restriction on 29 St. N.W. near the hospital.

Q: 29 St. N.W. access to 16 Ave N.W. currently has long backups, will there be the same backups accessing southbound Crowchild Tr. from 16 Ave. N.W.?

A: There will be free flow access when turning right onto southbound Crowchild Tr. with the new interchange.

Q: With the new light on 16 Ave. N.W., can we remove the light at Motel Village?

A: The recommended plan retains the light at Motel Village to provide access to that area. The intersections will continue to be needed to ensure access is available to the Motel Village area.

Q: Can there be a roundabout added on 24 Ave. N.W. at University Gate?

A: This is a new idea that we can document in the study for future conversations with the University of Calgary.



Q: Can the existing pedestrian crossing at 13 Ave. N.W. (access to Briar Hill) be improved?

A.: An amendment to the plan will show the connection crossing near 12 Ave. N.W. and connecting north and south to pathways on 12 Ave N.W. and 14 Ave. N.W. The pedestrian overpass near 9 Ave. N.W. will also be maintained.

Q: Will the elevation of 16 Ave. N.W. at Crowchild Tr. change?

A: The plan proposes to keep 16 Ave. N.W. near its existing elevation. Crowchild Tr. and University Dr. will continue to pass under 16 Ave. N.W.

Q: What are the possibilities of putting in an underpass on southbound Crowchild Tr. to University Dr.?

A: This idea was reviewed throughout the study. The project team found that the elevation difference required to accommodate this connection is too steep to accommodate an additional ramp.

Q: How will you ensure emergency access to St. Andrews Heights during construction?

A: The study does not address construction staging, however typical City practice during construction is to maintain a similar level of service as existing conditions. This is especially the case for roads that serve as emergency response routes, like Crowchild Tr.

Q: Will pedestrian access across Crowchild Tr. be maintained throughout construction?

A: Pedestrian access will be maintained, but may have detours. The City will communicate all planned detours with the community nearer the time of construction.

Q: Are the recommendations in this plan binding or non-binding in the future? That is, 10 years from now will this plan be forgotten about and something else will happen?

A: As a Council approved plan, these recommendations would become the plan of record, superseding the current plan of record from 1978. The overall corridor study serves as a foundation for more detailed design work at specific locations in future.

Q: If a project like CalgaryNEXT comes along, will it change the recommended plan?

A: The City of Calgary is considering the implications of these types of plans within this study. The West Village Area Redevelopment Plan (ARP) has an ambitious redevelopment plan and ARP considerations have been built into the recommendations for Crowchild Tr. It is also normal that transportation and land use plans would be evaluated in the event of major changes.

Additional participant comments:

- Safety concerns with new access route from southbound Crowchild Tr. to St. Andrews Heights via 16 Ave. N.W.
- By closing access to Crowchild Tr. from 12 Ave. N.W. there will be an increase in cut-through traffic through the community.
 - Suggestion from an attendee: install “intelligent roundabout” on top of Crowchild Tr. at 16 Ave. N.W. that includes an access ramp to St. Andrews Heights. Benefits would include:
 - Free flow
 - Less construction
 - Multiple levels
 - Less disruption to St. Andrews Heights



Crowchild Trail Study

Phase 6 - Public Information Session #1 Summary November 29, 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 6: Reporting and Completion is about sharing the final recommendations and evaluating the study's engagement process.

At open houses in September and October, 2016, feedback received was used by the project team to further refine and finalize the recommendations for Crowchild Trail. The project team shared the final recommendations with the public at an information session on Tuesday, November 29, 2016 from 5 to 8 p.m. at the Red and White Club, McMahon Stadium (1833 Crowchild Tr. N.W.).

Participants were asked to review the engagement process for each phase of the study and provide feedback on the positive outcomes of each phase as well as what was not addressed throughout the study, or what could be improved.

Approximately 105 participants attended the session.

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

- Feisal Lakha, City of Calgary, Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Asif Kurji, City of Calgary, Transit Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Andrea Stevens, ISL Engineering and Land Services, Consultant Engagement Coordinator
- Brent Vos, ISL Engineering and Land Services, Consultant Technical Advisor
- Ariel McCance, ISL Engineering and Land Services, Consultant Technical Advisor
- Andrew Monson, ISL Engineering and Land Services, Consultant Technical Advisor
- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dominic Cheng, ISL Engineering and Land Services, Consultant Technical Advisor
- Jack Mason, ISL Engineering and Land Services, Consultant Technical Advisor
- Mario Prezelj, ISL Engineering and Land Services, Consultant Technical Advisor
- David Swanson, ISL Engineering and Land Services, Consultant Technical Advisor



- Meng-Ling Lee, ISL Engineering and Land Services, Consultant Technical Advisor
- Karen Cruz, ISL Engineering and Land Services, Consultant Technical Advisor
- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Erin Russell, Russell Public Relations, Consultant Engagement Support
- Katie Ritchie, Russell Public Relations, Consultant Engagement Support
- Bridget Honch, Russell Public Relations, Consultant Engagement Support
- Tamille Beyon, Russell Public Relations, Consultant Engagement Support

What we asked

The purpose of the information session was to evaluate the engagement process for each phase of the study.



We asked participants to provide feedback on:

- Whether it was clear how public input was used to develop the study recommendations.
- The positive outcomes as they related to each phase,
- The concerns that were not addressed in the final recommendations.

During the information session participants also had an opportunity to:

- View the final recommendations and learn how they were refined.
- Provide input on the engagement process.

What we heard

The following is a high level overview of what we heard at the information session:

- Many participants were appreciative of the engagement process and opportunities provided throughout the process.
- Participants felt that information (e.g. display boards, plans and video) was presented clearly and that public ideas were reflected in the final plans.
- Participants were concerned about noise as well as pedestrian safety, accessibility and connectivity and wanted to ensure these concerns were addressed in the final plans.

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

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

Next steps

Feedback from **Phase 6: Reporting and Completion** will be used to inform the report to City Council regarding the final recommendations and the public engagement process. In addition, lessons learned will be compiled and shared to help improve future transportation studies.

We anticipate presenting the final recommendations to Council in early 2017.



Information Session Summary of Input

Phase 1: Engagement Process Design

- All participants indicated it was very clear or somewhat clear how public input was used to determine the engagement activities for the study.
- Participants noted that information and ideas on the project website could be more accessible, Sunalta School was not an accessible location, more notice was required to publicize engagement events, and that more walking tours should have been scheduled.

Phase 2: Confirm Project Goals

- All participants indicated it was clear how public input was used to develop the project goals.
- Participants were concerned that the recommendations didn't enhance bordering communities or mitigate noise issues adequately in the south section of the study area.
- One participant indicated that the longer engagement process and multiple engagement opportunities resulted in more people getting involved.

Phase 3: Concept Identification

- The majority of participants indicated it was very clear or somewhat clear how public input was used to develop and evaluate the ideas that moved forward into Phase 4.
- One participant indicated that not all ideas were reflected in the idea groupings, while another indicated it was not clear why some ideas did not move forward.
- One participant noted that the online tool is not appropriate for older residents.

Phase 4: Concept Evaluation

- All respondents indicated it was very clear how public input was used to determine which ideas led to the 7 preliminary concepts.
- Participants noted that positive outcomes included a better engagement process and reduced property impacts.

Phase 5: Concept Selection and Recommendation

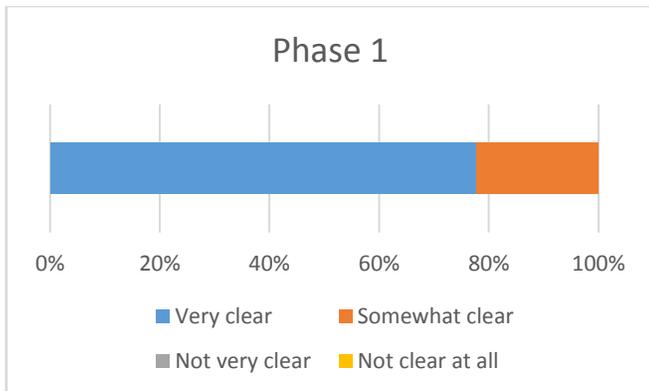
- The majority of respondents said it was very clear how public input was used to develop the recommended plan.
- Some participants were concerned that the recommended plans did not address noise issues in the south section of the study area, the proposal for land bridge north of 17 Ave. S.W. could be enhanced, an additional land-bridge style overpass between St. Andrews Heights and Hounsfield Heights could be provided, and enhanced landscaping was needed.
- Participants were also concerned about safety of people who walk and bike using a pedestrian underpass.
- One participant noted that accessibility and walkability had been addressed.



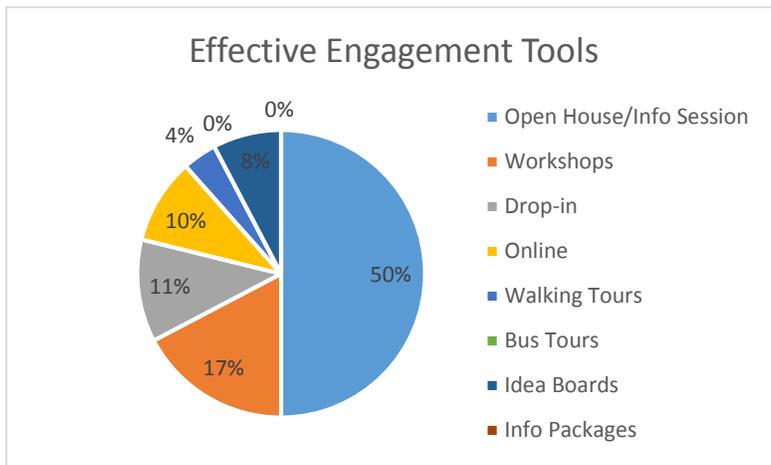
Verbatim Responses

Phase 1: Engagement Process Design

Is it clear how public input was used to determine engagement activities for the study?



Which engagement activities did you think were most effective or useful throughout the study?



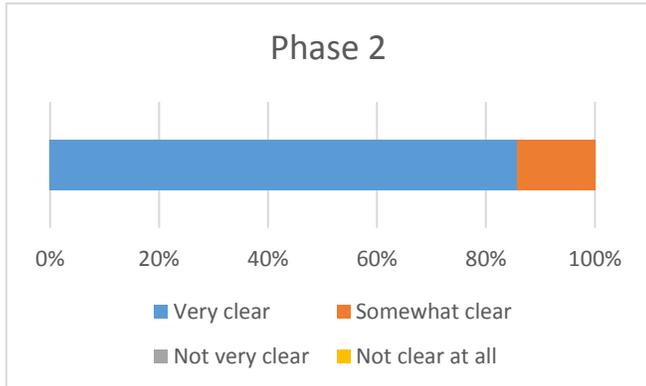
Which activities could have been improved, and how?

- Hard time finding information online related to my specific interests/locations.
- Again, short notice on info session from both the City and community.
- The engagement process has been excellent.
- Concerns related to gathering input online – not everyone has access to the Internet or can use it.
- Concern about location of open house at Sunalta School – difficult to access.
- Schedule more walking tours and advertise these more.
- I think the engagement process has served us well.
- Lack of microphone was a detriment to discussion at the West Hillhurst Community Association meeting venue.
- Make every idea from public available on website.



Phase 2: Confirm Project Goals

Is it clear how public input was used to develop the project goals?



If it is not clear, what do you think was not addressed?

- Mitigation of sound / noise issues was minimal for adjacent residents in South Section despite successive requests and proposed solutions.
- Good idea to maintain or enhance bordering communities but not done.
- Transit – locations of engagement events is not accessible by bus / train. Goes against guiding principles.

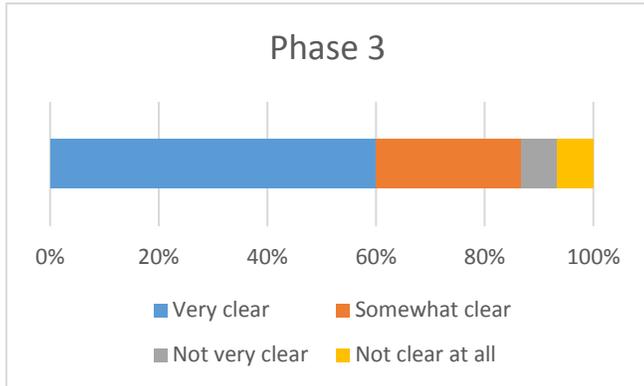
What do you think was a positive outcome of this phase?

- Longer process and multiple engagement opportunities meant more people get involved.



Phase 3: Concept Identification

Is it clear how public input was used to develop and evaluate the ideas that moved forward to Phase 4?



If it is not clear, what do you think was not addressed?

- Flawed – older residents not online.
- Engagement event locations not walkable, bikeable and drivable.
- Community Association events needed.
- Board printing [is] too small.
- There should be an opportunity for each input to understand when their input was rejected.
- Not all ideas from the public input open houses were accurately [reflected] in the grouping of “ideas”.
- Please consider a safe connection for bikes between Sunalta / Scarboro and the river. There appears to be a 1-2 block gap.
- No need for traffic circles.

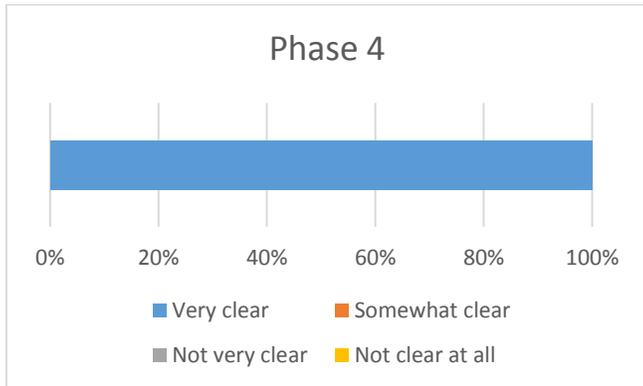
What do you think was a positive outcome of this phase?

- Loved the idea boards set up on the running paths.



Phase 4: Concept Evaluation

Is it clear how public input was used to determine which ideas were used to develop the seven preliminary concepts?



If it is not clear, what do you think was not addressed?

- No comments received.

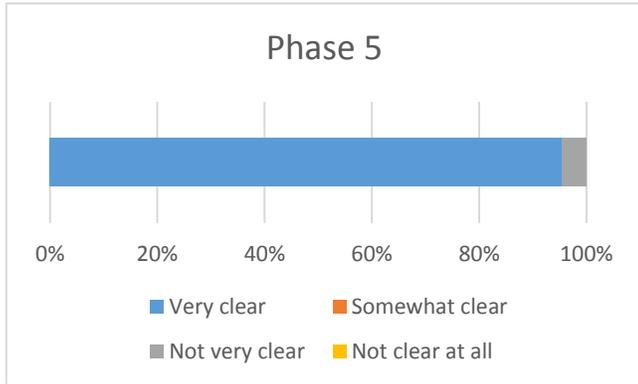
What do you think was a positive outcome of this phase?

- Better community engagement.
- Relief that our home is no longer facing expropriation.



Phase 5: Concept Selection and Recommendation

Is it clear how public input was used to develop the recommended plan?



If it is not clear, what do you think was not addressed?

- I would like to see a greatly enlarged land bridge park north of 17 Ave. S.W. as this has been proposed by the Scarboro and Shaganappi communities. This would help mitigate noise from Crowchild Tr., and enhance both communities and improve commuting. Thanks for considering this!
- Noise attenuation – north of 17 Ave. S.W. to Memorial Dr.: the current plans show many gaps. I'd like to see this whole area covered including alongside Sunalta School grounds. Guardrails on overpasses should also incorporate noise attenuation to help mitigate the increased noise from the new extra traffic on Crowchild Tr.
- Traffic noise mitigation at 23 St. N.W. and Broadview Rd.
- Landscape concepts were not included. It's a worry that the visual and ecological aspects will be missed.
- Agree with above [landscape concepts...].
- Landscaping adjacent to and within the Memorial Dr. / Crowchild Tr. area is considered a key / critical piece.
- Safety issues regarding underpass from Broadview to Bow River Pathway.
- People first design. Land bridge between St. Andrews Heights and Hounsfield Heights not met.
- The currently proposed secondary pedestrian crossing north of 17 Ave. S.W. provides no sound or visual attenuation, is unnecessary, and will impede the sledding hill. This is NOT what the communities wanted.
- Not sure there is a real problem with Richmond Road as it is.
- Emergency help buttons for pedestrian underpass.
- 16 Ave. N.W. is a highway – how can you make it walkable? Doesn't meet objectives.

What do you think was a positive outcome of this phase?

- Accessibility and walking [are] important to me – looks like this was addressed.



Comment Form Summary

About the recommended plan and/or study process

Do you have any additional feedback you would like to share?

- The short, medium, and long term ideas look very reasonable. I appreciate very much that plans here understand to minimize the impact on the communities on Crowchild Tr. Thank you.
- While I appreciate that the road has not expanded into our community (Shaganappi), I still feel that the edge condition of the South Section has not been adequately improved for Shaganappi and Scarboro. This was an ideal opportunity – indeed, the only opportunity – for these communities to reduce the sound and visual impact of Crowchild on these neighbourhoods. Notwithstanding successive requests for sound and visual attenuation, there are very meagre solutions for this in the South Section. It is little consolation that these details will be “looked at late” after over a year of engagement and asking for these kinds of solutions. As it’s currently proposed, the secondary pedestrian crossing north of 17 Ave. S.W. is unnecessary and would impede the sledding hill, and provides no sound or visual attenuation. Please consider solid, sound absorptive barriers / rails on the short term bridge improvements across the river to reduce the overall sound in the area. Please consider doing park improvements, such as tree and shrub planting, in the short term (where possible) so more residents can enjoy them and the plantings can start growing earlier.
- Very much appreciate that Andrea came downstairs and came with my husband and me to find the elevator. I have a broken ankle and a walker, so stairs were a no-go for me. Meng-Ling also made extra effort to help us find the elevator.
- Staff were very helpful and well informed. Well laid-out boards. I liked the inclusion of how citizen input was obtained, what kind of session and amount of participation.
- Do a better job identifying who is with the City and who is a consultant.
- Great cookies make for a great meeting!
- Widening Crowchild Tr. over the Bow River is a priority right now. Please proceed as suggested on plan. I’m for the two roundabouts in between 13 Ave. N.W. and 16 Ave. N.W. on west side of Crowchild Tr. along University Dr. I’m for closing the exits from Bow Tr. going north to Crowchild Tr. Dangerous presently.
- I don’t think you need two traffic circles west of Crowchild at St. Andrews Heights. I think you can eliminate the one at 13 Ave. N.W. and keep the one further north. I think it will be very important to have excellent noise abatement structures. In my view, there is very little foot and bike traffic across Crowchild Tr. and I don’t expect that to increase with your various bridges [over] Crowchild Tr.
- 9 Ave. N.W. pedestrian bridge needs barrier protection where bus stop used to be located. Safety!
- Why aren’t the existing Memorial pedestrian crossing lights timed together – sync’d?
- 3 Ave. N.W. and 23 St. N.W. multiway stop request.
- Bike path to connect these would be great. 10 Ave. S.W. to Bow River.



About the session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x6	x2	x0	x0	x0
Project team's response to my questions	x6	x1	x1	x0	x0
Opportunity to provide my input	x6	x2	x0	x0	x0
Opportunity to hear others input	x4	x1	x0	x1	x1
Session location	x6	x1	x0	x1	x0
Session time	x5	x3	x0	x0	x0

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

- Good idea to have several tables with plans. Also good to have artist's conception of the area. Helps in the visualization of the proposal.
- Better signage for drivers to find the Red & White Club (never been here before).
- Very impressed that feedback actually improved the final project plan.
- Good visual presentations – video and boards. Boards were in point form and short text, easy to read.
- Loved the big picture boards so you could see the whole plan.
- Do a better job of promoting the session to the public. Perhaps extend the hours next time.

3. Which community do you live in?

- Hounsfeld Heights - Briar Hill - x1
- Banff Trail – x2
- Brentwood – x1
- Bridlewood – x1
- Hawkwood – x1
- Shaganappi – x1
- St. Andrews Heights – x1

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

- To commute to and from work or school – x3
- To visit recreation facilities, shopping centres, or to visit friends and family. – x7
- I don't use Crowchild Trail. – x0
- Other:
 - Every day for everything – x1
 - Our usual route to get in and out of home – x1

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

- Online survey – x3
- Online discussion – x1
- In-person session – x4



- Idea board – x3
- Walking tour – x1
- Bus tour – x0
- I have not participated in the study prior to this session – x2
- Other – x0

6. How did you hear about this session?

- Letter/notice in the mail – x2
- Community Association – x2
- Community newsletter – x0
- Community road signs – x0
- Project email – x4
- Social media – Facebook, Twitter – x0
- Transit shelters – x0
- Online advertising – x0
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x1
- Other:
 - Email from Councillor, Druh Farrell – x1
 - Skyscraper page – x1



Crowchild Trail Study

Phase 6 - Public Information Session #2 Summary December 3, 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.

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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 6: Reporting and Completion is about sharing the final recommendations and evaluating the study's engagement process.

At open houses in September and October, 2016, feedback received was used by the project team to further refine and finalize the recommendations for Crowchild Trail. The project team shared the final recommendations with the public at an information session on Saturday, December 3, 2016 from 10 a.m. to 1 p.m. at the Sunalta Elementary School (536 Sonora Ave. S.W.).

Participants were asked to review the engagement process for each phase of the study and provide feedback on the positive outcomes of each phase as well as what was not addressed throughout the study, or what could be improved.

Approximately 75 participants attended the session.

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

- Feisal Lakha, City of Calgary, Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Melanie Ducharme, City of Calgary, Communications Advisor
- Filip Majcherkiewicz, City of Calgary, Transit Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Sommers, ISL Engineering and Land Services, Consultant Technical Lead
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Coordinator
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- David Swanson, ISL Engineering and Land Services, Consultant Technical Advisor
- Meng-Ling Lee, ISL Engineering and Land Services, Consultant Technical Advisor
- Karen Cruz, ISL Engineering and Land Services, Consultant Technical Advisor



- Jana Sinclair, Russell Public Relations, Consultant Engagement Lead
- Katie Ritchie, Russell Public Relations, Consultant Engagement Support
- Bridget Honch, Russell Public Relations, Consultant Engagement Support

What we asked

The purpose of the information session was to evaluate the engagement process for each phase of the study.



We asked participants to provide feedback on:

- Whether it was clear how public input was used to develop the study recommendations.
- The positive outcomes as they related to each phase,
- The concerns that were not addressed in the final recommendations.

During the information session participants also had an opportunity to:

- View the final recommendations and learn how they were refined.
- Provide input on the engagement process.

What we heard

The following is a high level overview of what we heard at the information session:

- Many participants indicated they appreciated the engagement process and opportunities provided, and felt the recommended plans were reflective of feedback provided.
- Participants were concerned about noise, especially in the south section of the project area, and suggested that issues have not been addressed in the final plans.
- Participants shared positive comments about the land bridge north of 17 Ave. S.W.; however, others suggested that additional enhancements could be made to improve accessibility and connectivity for people who walk and bike throughout the study area.

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

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

Next steps

Feedback from **Phase 6: Reporting and Completion** will be used to inform the report to City Council regarding the final recommendations and the public engagement process. In addition, lessons learned will be compiled and shared to help improve future transportation studies.

We anticipate presenting the final recommendations to Council in early 2017.



Information Session Summary of Input

Phase 1: Engagement Process Design

- The majority of participants indicated it was only somewhat clear how public input was used to determine the engagement activities for the study.
- One participant suggested idea boards could have been used for neighbours to share information. Another felt the consultation phases were difficult to understand, but felt very well heard as the process continued.

Phase 2: Confirm Project Goals

- The majority of participants indicated that it was clear how public input was used to develop the project goals.
- Participants noted they were appreciative of the engagement efforts of The City and the process of engaging the public and residents.
- Participants felt that ideas and key principle #1 (maintain and enhance bordering communities) seemed to have gotten lost at points throughout the study.

Phase 3: Concept Identification

- The majority of participants felt it was very clear how public input was used to develop and evaluate the ideas that moved forward to Phase 4.
- One participant noted a positive outcome was reconnecting Shaganappi and Scarboro communities with the addition of a land bridge-style pedestrian overpass.
- One participant felt that key principle #3 (improving mobility across the corridor) was not addressed in this phase.

Phase 4: Concept Evaluation

- Participants felt it was only somewhat clear how participant input was used in this phase to develop the seven preliminary concepts.
- One participant noted a positive outcome in this phase was that key principle #3 (improving mobility across the corridor) was addressed, while one participant found there was too much lingo and jargon in the presentation materials.

Phase 5: Concept Selection and Recommendation

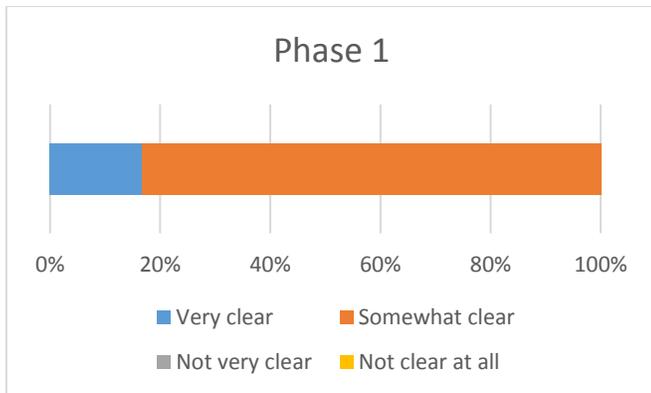
- The majority of participants indicated it was very clear or somewhat clear how public input was used to develop the recommended plan.
- A few participants shared positive comments about the land bridge north of 17 Ave. S.W.; however, there was also a concern about cost.
- Participants were concerned about noise, especially in the south section of the study area, and suggested that additional improvements could be made to address noise attenuation in the recommended plan.
- Participants also noted better bike crossings and signage could be provided in the south section of the study area.



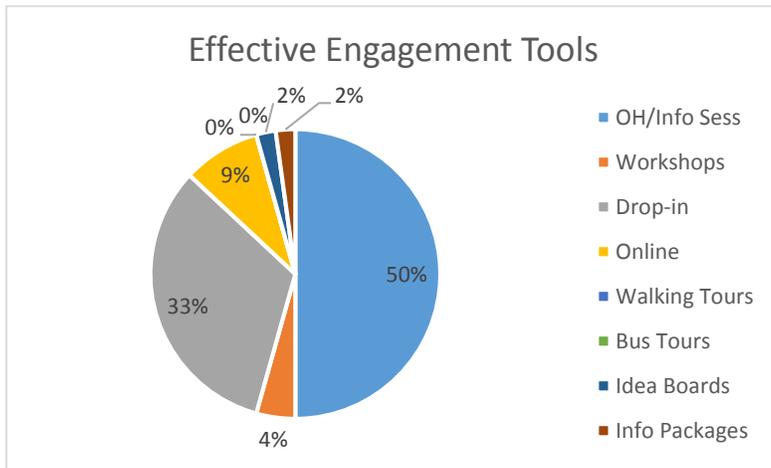
Verbatim Responses

Phase 1: Engagement Process Design

Is it clear how public input was used to determine engagement activities for the study?



Which engagement activities did you think were most effective or useful throughout the study?



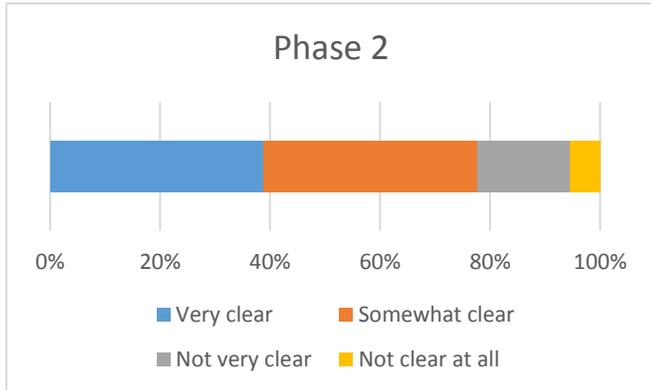
Which activities could have been improved, and how?

- No idea – it happened so long ago. Online didn't work initially, I do remember that.
- Idea boards could have been used to exchange information between neighbours.
- Consultation phases were hard to understand at first but feel very well heard as the process continued.
- Residents one block away weren't involved in the resident meetings.
- What does this mean?



Phase 2: Confirm Project Goals

Is it clear how public input was used to develop the project goals?



If it is not clear, what do you think was not addressed?

- Found enhancing community and improving travel along contradictory - created anxiety.
- Mobility across the corridor. Last minute discussed land bridge. Found this was lost along the process.
- Seemed like the project goals were established before Phase 1 started.
- Some things showed up randomly at subsequent open houses, others not.
- Key principle #1 appears to be lost as we move into the procurement and execution phase.
- Concepts were hard to understand as little definition as to how ideas / concepts could / would be implemented.

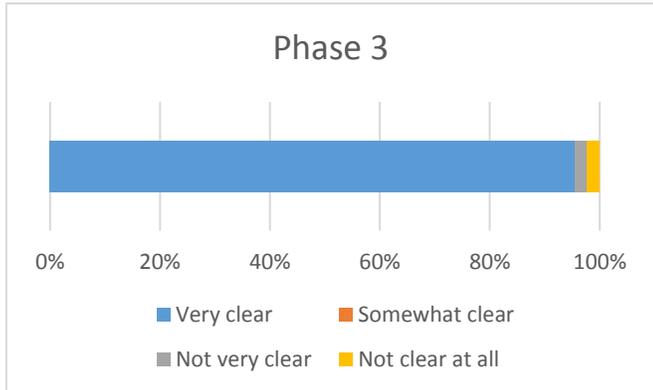
What do you think was a positive outcome of this phase?

- Not originally from Calgary – can see how The City puts in a lot of effort to share information and include public input – think it is well done.
- Appreciate efforts by The City to include public input and to allow residents to give suggestions.
- Great work in involving the public and inviting input through a series of phases.
- We don't lose more of our community (Scarboro).



Phase 3: Concept Identification

Is it clear how public input was used to develop and evaluate the ideas that moved forward to Phase 4?



If it is not clear, what do you think was not addressed?

- Missing access between Scarboro and Crowchild Tr. southbound and vice versa. Solution: Summer St. right turn out to 17 Ave S.W. to access southbound Crowchild Tr. for community of Scarboro.
- Outcomes: This is all about vehicles not about pedestrians, bikes, etc.
- Some things were addressed and changed. Had to attend every meeting for years to stay informed.
- Lost third key principle here.

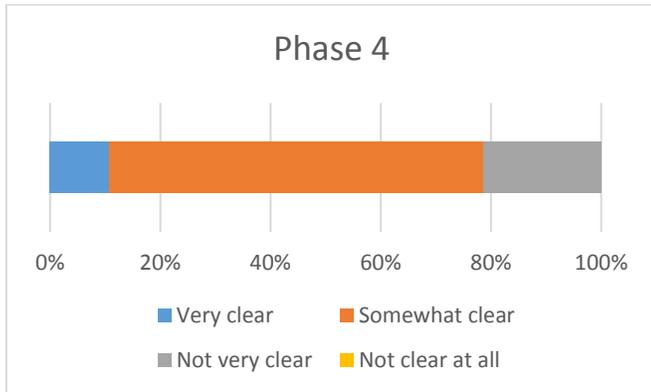
What do you think was a positive outcome of this phase?

- Reunification of Shaganappi and Scarboro with land bridge between existing foot bridges and proposed foot bridges across Crowchild Tr.



Phase 4: Concept Evaluation

Is it clear how public input was used to determine which ideas were used to develop the seven preliminary concepts?



If it is not clear, what do you think was not addressed?

- So much lingo and jargon.

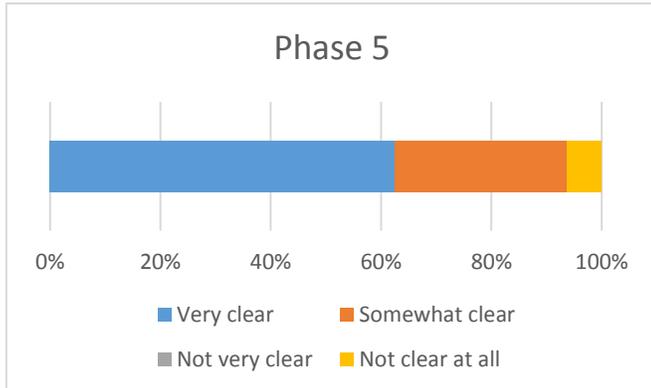
What do you think was a positive outcome of this phase?

- Key principle #3 came back in this phase.
- Enjoyed all the process. Job well done.



Phase 5: Concept Selection and Recommendation

Is it clear how public input was used to develop the recommended plan?



If it is not clear, what do you think was not addressed?

- Noise needs to be addressed for the whole community.
- Please take serious consideration about noise control of Scarboro Community. Particular location is north of Sunalta School. We know it is "open" area and was not considered. But noise is bad impact now - be worse in future.
- 19 St. S.W and 10 Ave. S.W. bike crossing.
- Sound wall from Sunalta School to Bow Tr.
- Improved signage for bike route at 10 Ave. S.W. by Bow Tr.
- Let's make sure we know the facts about sound. What works, what doesn't.
- Overtime noise from Crowchild Tr. will only increase. Attenuation must be a major consideration all along corridor. Land bridge can help achieve this.
- Land bridges between existing foot bridges and proposed foot bridge [illegible] Crowchild Tr. – worst part of the noise.

What do you think was a positive outcome of this phase?

- Land bridge at Sonora linked to key principle #3.
- Scarboro Shaganappi Land Bridge not necessary cost wise.
- Great that we are continuing to look at the land bridge.
- Have we got interim priorities for noise? Park use?
- Addressing the need for sound walls / barriers along Scarboro especially the corridor around the school. Did you hear the noise when you came into the school?
- Let's continue to look at the adding of a land bridge park to improve interconnectivity of communities and improve sound attenuation.



Comment Form Summary

About the recommended plan and/or study process

Do you have any additional feedback you would like to share?

- Free-flow Crowchild Tr. will be a welcome enhancement. Appreciate cross-Crowchild connections and noise attenuation. Also appreciate accommodations for all modes of transportation. Was not able to attend / to participate in earlier sessions due to unusual work schedule and lack of awareness. Glad to have eventually found out about this.
- Very happy with the process followed. My only concern is ensuring we have adequate noise walls to reduce noise from Crowchild Tr. in the Scarboro Community. We back onto Crowchild Tr. so this issue is particularly important for us. I believe that this is the time to replace the existing walls with an improved, consistent sound walls. I don't want to see it done on a piece-meal basis. The cantilevered walls are an ideal way to go all along Crowchild – both where no walls exist today and where walls should be replaced.
- I have nothing negative to say about the recommendations. I saw all my ideas included in the recommended plan.
- Process has been vastly improved. Relative to West LRT, miles ahead in terms of process. Needs more details on human side (pedestrian, bike, and landscape). More improvements can be made. Not just a second thought.
- New plans do not allow access to 5 Ave. N.W. onto and off of Crowchild Tr. – you have to use Kensington which is already busy enough and then you'll have to drive onto narrow neighbourhood streets to get to 5 Ave. N.W.
- I can only comment on my local considerations (on Summit St SW in Scarboro). Looks okay.
- Thank you for doing the test run of lights being timed on 5 Ave. N.W. and Kensington Rd. New lights across 17 Ave. S.W. at Richmond are a nightmare – which lights to follow?? Like lights but no bikes! Also, they are beacons into my living room, a full block away. Air quality needs to be addressed. Noise barriers need to be continuous not just where homes are. Noise barriers and air quality placed by school (Sunalta) for protection of 5-12 year old's hearing. Please note: as speed increase, so does noise. P.S.: What is CBE input for Sunalta School? Where is the principal or a staff member?
- Really like the short-term recommendations; they will make such a difference. Here's hoping Council funds them!
- This project is long overdue. Crowchild carries a lot of traffic. I almost hate to go on it because you know there will be a delay somewhere in the stretch. Also safety will be better for everyone. It's the main north/south freeway on the West side. I hope most people will agree with this plan.
- I liked the drop in sessions and the people who could expertly answer questions and were available. The process seems very long and then implementation so far away as problem is now. I have not heard of ideas for reducing traffic north and south with only Crowchild – I still think another crossing of the river should be looked for. This would reduce extreme impact on Crowchild communities. Their culture changes and I am not sure the direction of change that will probably occur is at all positive.
- 1. Sound attenuation levels along Crowchild Tr on the east side: I am very concerned about the higher level of noise that is being produced by traffic on Crowchild Tr. Sound barriers need to be maximized all along Crowchild from 17 Ave. S.W. to Sunalta including Scarboro School property. Sound walls should be incorporated into the guard rails on the overpasses. 2. I would like to see the Land Bridge Park as proposed by Scarboro and Shaganappi communities or an equal version of this to increase cycling / walking opportunities across Crowchild and provide access to both communities and increased park space. This may even decrease traffic noise. 3. Improved bike access from 10 Ave. S.W. to the bike paths in existence, and better signage in this area.
- Additional sound and air pollution barriers to connect the area from 17 Ave. S.W. on the east side of Crowchild to the north of the Sunalta School property would be beneficial for residents and students in Scarborough. Cantilevered walls from 17 Ave. S.W. to the west village along Bow Tr. (11 Ave. S.W.) would be beneficial, connecting the bike paths from behind Sunalta School to 12 Ave. S.W. would be very beneficial for bike commuters and users getting to beltline from West of Crowchild.



About the session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x16	x5	x0	x0	x0
Project team's response to my questions	x16	x3	x1	x0	x1
Opportunity to provide my input	x14	x6	x1	x0	x0
Opportunity to hear others input	x9	x9	x0	x0	x2
Session location	x20	x1	x0	x0	x0
Session time	x19	x2	x0	x0	x0

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

- Perfect location for this!
- Video, maps.
- Good overview of entire project. Appreciated opportunity to see feedback from other participants.
- Better indication of timelines. I know this is difficult but some recommendations may be implemented right away and others in 5+ years. That is somewhat deceiving in my opinion.
- Much better availability of staff to explain the plans than at previous sessions.
- Explanations were good by people at maps.
- Staff were readily available to talk to.
- Good, easy to understand presentation of info.
- Improvement of Bow Tr. and Crowchild ramp is huge.
- Table layout - somewhat confusing with the short, medium, and long term projects – another short term next to each medium.
- Possibly introductory board to indicate objectives of various displays.
- In all of your open house sessions there has been plenty of opportunities for being informed, asking questions and giving input. I am impressed and appreciative. Thanks for the coffee!
- Knowledgeable consultants, Timbits, and a good mix of presentations.
- Good clarity of information with video, signage boards, and knowledgeable individuals. Keep up the public engagement – it is valuable.
- Providing a better understanding of the project timeline and decision making process would be beneficial for keeping people engaged.

3. Which community do you live in?

- Brentwood – x1
- North Haven – x2
- Richmond / Marda Loop – x1
- Scarboro – x11
- Shaganappi – x2
- Sunalta – x1



- West Hillhurst – x1
- Westmount – x1

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

- To commute to and from work or school – x11
- To visit recreation facilities, shopping centres, or to visit friends and family – x16
- I don't use Crowchild Trail – x1
- Other:
 - Main transportation route to / from – x1
 - I live next to it – use it to get around – x1
 - Nicer to access south Calgary than Crowchild Tr. – x1

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

- Online survey – x5
- Online discussion – x3
- In-person session – x16
- Idea board – x9
- Walking tour – x0
 - Not able to attend because of time
- Bus tour – x0
 - Never heard of bus tour
- I have not participated in the study prior to this session – x0
- Other:
 - Discussions with neighbours – x1
 - Community meeting – x1

6. How did you hear about this session?

- Letter/notice in the mail – x4
- Community Association – x10
- Community newsletter – x4
- Community road signs – x8
- Project email – x9
- Social media – Facebook, Twitter – x2
- Transit shelters – x0
- Online advertising – x2
- Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x6
- Other:
 - Traditional media. Neighbours. Word of mouth – x1



Crowchild Trail Study

Property Owner Meeting – St. Pius X Church Project team meeting notes January 11, 2017

Meeting overview

The project team was invited to attend a meeting with a subcommittee of the parish of the St. Pius X Church (2424 24 Ave. N.W.) to provide an update on the progress of the Crowchild Trail Study and to discuss the impacts of the study recommendations to the church.

The following members of the project team attended:

- Feisal Lakha, City of Calgary, Project Manager
- Chris Delanoy, ISL Engineering, Consultant Project Manager
- Jana Sinclair, RussellPR, Consultant Engagement Lead

There were 15 members of the subcommittee of the St. Pius X Church who attended this meeting.

Meeting notes

- A) The project team provided an update on the study and explained how the recommendations have evolved since meeting with St. Pius X in September 2016. The update included the following:
- There have been two rounds of engagement since last meeting with the church in September 2016 in which the project team presented the draft recommendations then the final recommendations. The engagement process was concluded in December 2016.
 - The final study recommendations will be presented to the Standing Policy Committee on Transportation and Transit (T&T) (a committee of Council) on April 19, 2017. Members of the public are welcome to attend and speak to the study recommendations at that meeting. T&T will then make a recommendation to Council on whether to approve the study recommendations. Those who wish to speak to members of Council are encouraged to attend the T&T meeting, as the public will not be invited to speak at Council.
 - The 24 Ave. N.W. interchange plan was refined since last meeting with the church. At the time of the prior meeting, design refinements were ongoing. The final recommended plan shifts 24 Ave. N.W. further away from the church site with no anticipated impacts to existing buildings. While the plan still impacts the St. Pius X property, the impacts are focused on the parking area to the west and will no longer physically impact the church hall or the property in front of the church. Approximately 10 per cent of the St. Pius X site (20 per cent of the parking lot) remains impacted.
- B) Members of the committee had several questions regarding the particular impacts, timing and next steps in the study. A summary of what was discussed is below.
- The study recommends the medium-term plan, which includes the 24 Ave. N.W. interchange, as a 10-plus year plan. The short-term plan for 24 Ave. N.W. has already been implemented, so no further changes are expected in the area until the implementation of the medium-term plan. The long-term plan does not include any further changes at 24 Ave. N.W.
 - In the medium-term plan, 24 Ave. N.W. will be elevated over Crowchild Tr., which requires a retaining wall along the south side of the church site. The existing retaining wall (built) in 2017 relates to the short-term upgrades and would be removed and replaced when the interchange is constructed.



- The next step in the planning process, the Functional Design, will focus on more detail at specific interchange locations such as 24 Ave. N.W. At this stage, specific dimensions of the interchange and more detailed property impacts (including the proposed final property lines) will be determined. The Design and Construction stage will begin approximately two years in advance of construction. At that time, all remaining details such as the materials and colour of the wall will be determined.
 - Council has the discretion to advance implementation of the medium- and long-term plan for Crowchild Tr., including specific elements such as the interchange at 24 Ave. N.W. No funding has been identified to date for changes or upgrades to Crowchild Tr.
- C) The project team committed to sending information on the protocols of speaking at T&T to help the church prepare its presentation.