

## Emergency Response Agencies Workshop Summary June 11, 2015

A workshop was held for Emergency Response Agencies on Thursday, June 11, 2015, from 10 a.m. to noon at the Hillhurst/Sunnyside Community Association at 1320 – 5 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments and interview participants about their experiences and concerns about Crowchild Trail.

Three representatives of Emergency Response Agencies from Alberta Health Services attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Kirsty Neill, City of Calgary, Engagement Advisor
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead

Attendees were asked to provide their input on the following:

1. Do you have any concerns about Crowchild Trail and how it currently impacts your institution or delivery of service? Why is this a concern?
2. What is working well on Crowchild Trail?
3. What do you think needs to be considered in this Crowchild Trail study?
  - a. Are there different considerations for the short, medium and long-term timeframes?
  - b. Do you have any future service plans that may be impacted by changes on Crowchild Trail?
4. What do you think the City should include as goals for this study?

Below is a summary of the feedback received at the workshop.

## Emergency Response Agencies Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Workshop participants indicated the importance of Crowchild Trail as a key connector for emergency services, but it also serves as a main north-south corridor for many of the city's health facilities
  - Urgent and non-urgent (patient transfer) travel
  - Local and regional travel
- The potential future development and densification along the Crowchild corridor will add additional volume; need to consider the long term vision and the impact of future development
- Difficult for people to access health facilities if taking public transit (indirect routes; only accessible by stairways)
- Need for increased signage to better direct people to the health facilities on the corridor; current access points can be confusing for drivers

### Discussion Notes

The comments and ideas outlined below were recorded during the meeting by the meeting facilitator. The comments and ideas are grouped and presented as themes of the discussion.

#### Traffic Flow/Congestion

- Peak volumes of staff arrivals and volumes
- There is no other route
- Matter of proper flow
- Long term goal is about flow – bigger, wider roads with space to pull over (to allow emergency vehicles through)
- Crowchild Trail is the major corridor – north-south and east-west connectors
- Why the lights by Nicks Steakhouse?
  - Creates a backflow
- Game nights at McMahon Stadium become a nightmare for Emergency Medical Services
- Transit Oriented Development on Crowchild Trail is contributing to congestion
- Traffic flow – reflect city wide role and Crowchild Trail
- Traffic at 24 Avenue – merging from 24 Avenue onto Crowchild slows Crowchild Trail traffic down
- Merging on to Crowchild Trail at 24 Avenue N.W. is a problem - weaving and compressed lanes
- Merging and dropping lanes is an issue
- What is the cost of the time of residents commuting from N.W. into downtown
- Richmond Diagnostic Centre has approximately 180,000 visits per year, most use Crowchild Trail to arrive or leave
- At the Foothills Hospital there are a significant number of staff arriving/leaving for shifts that use Crowchild Trail

## Emergency Medical Services Travel

### *Health Services Connectivity*

- Crowchild Trail provides a significant health care corridor for the city – but also for the whole of southern Alberta due to Calgary being a major centre with accompanying resources here
  - Key to health of Calgarians & Albertans
  - Recognize important role corridor plays with health care
  - No other options
- Population east of Crowchild Trail needs to connect to the west to get to these facilities
- Crowchild Trail is a very important east-west connector for Emergency Medical Services. Service for the whole population west of Deerfoot Trail and north of the river needs to touch or cross Crowchild Trail to get to the hospital
- There is a significant amount of non-urgent transfer of patients along the Crowchild corridor – stuck in the same traffic as everyone else
- Crowchild Trail serves access to a lot of health care traffic institutions
  - Use Crowchild Trail to get to Rockyview Hospital
- 2 types of ambulance traffic:
  - Inter-facility transfer - a lot of this traffic
  - Emergency

### *Design/Infrastructure*

- It would be helpful if the transit-only lanes could be for both Transit and Emergency Medical Services
  - Transit lane to become transit/emergency services lane
- The pinch point at McMahon Stadium where there is no shoulder is a pinch point for Emergency Medical Services – there is nowhere for cars to move to in order to let an ambulance pass
  - People moving over is a matter of space
- Emergency Medical Services uses 29 Street to get to Foothills, because you can't count on Crowchild Trail
  - All Emergency Medical Services take 29 Street – don't take 16 Avenue
- There are no lights east-west on Memorial Drive so that is a good route for us, or we use 16 Avenue
  - 2 Primary routes to Foothills – Memorial Drive & 16 Avenue
- Often turn off their lights because it has negative impacts with congested traffic
- During construction Emergency Medical Services will want to work closely with the City to maintain continuity of emergency routes
  - Detours are difficult for Emergency Medical Services
  - One lane detours are difficult
- City official lane – emergency services traffic

## Transit

- Better bus services for Richmond Road – for patients
- Integrate bus service into community instead of Crowchild Trail (routes 20, 40)
- Working with Transit – looking at opportunity to service the site (Foothills Hospital) that way
- Bus route from Banff Trail to Foothills Hospital (direct from a LRT Station)
- Coming from southbound Crowchild Trail on transit to get to the Richmond Diagnostic Centre is difficult if not impossible (you must be able to climb stairs)
- Crowchild Trail bus stops are difficult to navigate with stairs
- Pedestrian accommodation for transit stops

## Future Development

- Richmond Diagnostic Centre – future plans
  - Don't have a good sense
  - Significant asset for Alberta Health Services
  - Outpatient activity creates a lot of trips
- Shaganappi golf course –are there options there?
  - What is the plan for the Shaganappi golf course?
- Foothills – starting master plan process now
  - May have better idea in a year
- If West Village becomes stadium, arena & field house, how does Crowchild Trail function?
  - What land is owned by city?
- Will completion of ring road impact Crowchild Trail?
- City should keep adjacent land for future instead of allowing development
  - Think long term
  - Acquire property as it comes up rather than evict
- McMahon Stadium and University of Calgary looking to redevelop McMahon Site (arenas owned by City)

## Signage

- Confusion with 17 Avenue onto 24 Street
- People take first exit and end up back on Crowchild Trail
- Driver confusion & delays
- Better signage
- Earlier signage to alert of lane change requirements (University Drive)
- Signage on Shaganappi Trail to Foothills Hospital doesn't exist
- Add Richmond Road Diagnostic Centre signage
- If you are not familiar with the area, the access to the Richmond Diagnostic Centre can lead to drivers getting stuck in the loop exiting off of 17 Avenue – then going around to Kensington Road to turn around, only to get into the wrong lane and exit again. Could we improve the signage here?



## Design/Infrastructure

- Build another trail that provides important connectors
- Can helipad (Richmond Road, S.W.) be used for another purpose?
- Take away Bow Trail to Memorial Drive movement
  - Eliminate lane changes
  - Without building new infrastructure
  - Bow Trail to Memorial Drive further east
- Transit/emergency lanes
- Look at alternate access
  - Need options
- Take away 5 Avenue - but then you would need to further develop the Kensington Road
- Like: southbound past the bottleneck and northbound past Brentwood. No lights at Memorial Drive (east/west on Memorial Drive is not a problem)
- City changed the lights at Varsity Drive and Shaganappi Trail – causes backup onto Crowchild Trail
- Lions Retirement Centre – would have been good space for traffic circle
- Traffic optimization – timing on lights
- What about using preferential traffic signals during peak periods?
- Could Crowchild Trail be 'double-decker? To avoid taking houses?

## Engagement Feedback

### Process

- Want to understand impact of detours
- Want more involvement in operational phases
- Invitation wasn't clear about forwarding on to others

### Future Engagement Opportunities

- Include front line Emergency Medical Services staff and their experiences
- Can use space at Alberta Health Services for consultation
- Richmond Road Diagnostic Centre – solarium room for staff, main lobby for event (staff and patient engagement)
- Being outside of cafeterias at lunch
  - Same at Foothills and Children's hospitals
- October – Vaccine Event
  - Set up in lobby of Richmond Road Diagnostic Centre
- Sounding board at Richmond Road Diagnostic Centre
- Will there be engagement on-site at the hospital? Could there be? Maybe in the cafeteria?

## Comment Form Summary

No comment forms were received at the Emergency Response Agencies workshop on June 11, 2015.

## Institutions Workshop Summary June 11, 2015

A workshop was held for institutions on Thursday, June 11, 2015, from 1 to 3 p.m. at the Hillhurst/Sunnyside Community Association at 1320 – 5 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify issues and concerns as they relate to the future planning for Crowchild Trail, and goals that should be considered for the study.

Eleven representatives of institutions attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Transit Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Somers, ISL Engineering and Land Services, Consultant Technical Lead
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator

Below is a summary of the feedback received at the workshop.

## **Institutions Workshop Discussion Summary**

**The following is a high level summary of what we heard at the workshop:**

- Workshop participants indicated the importance of providing safe access to and from Crowchild Trail at strategic points along the corridor.
- Workshop participants were very supportive of facilitating alternate modes of transportation, including transit, walking, and cycling, through improvement of transit service and pedestrian/cyclist infrastructure.
- The potential for immediate improvements as a means to bridge the gap between short and long term/future improvements was also highlighted.

### **Discussion Notes**

Participants were grouped into two tables with a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what needs to be considered in the Crowchild Trail Study and to identify their ideas and concerns as representatives of major institutions along Crowchild Trail. Ideas were then grouped into themes. The themes and bullets below were taken directly from the flipchart notes.

#### *Parking*

- Parking on adjacent roads from University of Calgary
- Continue parking on Kensington Road

#### *Short and Medium Term Solutions*

- Coordinate interim improvements
- Quick wins: What can we do now/soon before money is available for all improvements
- What can we do to bridge now to an end state

#### *Accessibility*

- Access to businesses at Banff Trail (24 Avenue is out)
- Safe access to McMahon Stadium from Crowchild Trail
- Access during rush hour to Lions Village is challenging
- Reduce Canadian Pacific Railway access points to Crowchild Trail (5 Avenue and 24 Avenue)
- Access into property is important (from 24 Avenue west of Crowchild Trail)
- Poor access from 16 Avenue to Crowchild Trail
- How far down the road would an off ramp be? A business in the area just made a significant investment
- Westbound on 16 Avenue - only way on to northbound Crowchild Trail is Banff Trail. Should there be an off-ramp to northbound Crowchild Trail? Or from 19 Avenue? Or from 24 Avenue?

### *Traffic Flow/Congestion*

- 24 Avenue N.W. is choke point
- Increased traffic on 24 Avenue
- Long trips separated from neighbourhood “trips”
- Separate downtown commuters from cross city destination

### *Local Traffic*

- Cut through streets were not designated for higher traffic numbers
- Reduce/inhibit cut through
- Residential streets become thoroughfares
- Respect adjacent communities and edge conditions
- Link neighbourhood/areas across Crowchild

### *Transit*

- Improve transit access along Crowchild corridor
- Plans to improve transit? Dedicated lanes.
- More transit at rush hour
- Move feeder routes for transit to LRT for downtown commuters
- Reduce demand, more transit (bus rapid transit)

### *Alternate Transportation*

- Acknowledge role of pedestrians and bikes (at street level)
- How does the cyclist get to campus?
- Support pedestrians over cars
- Incorporate/coordinate crossings with cycle routes (City's)
- Other alternatives for traffic that shouldn't be on Crowchild Trail

### *Schools*

- How wide will the road get - lose land, more traffic in already jarred area
- How wide will the road get when you expropriate, so much we need to close the school?
- Sunalta School - heritage
- Capitol Hill: slight increase
- Regional draw would use Crowchild Trail to access these schools
- Sense of pride in Sunalta school, lots of interest by parents council, may be different from board

### *Construction*

- Disruption due to major construction will be painful

### *Design*

- Interchange at 24 Avenue N.W., lights should come out, lots of students crossing
- Efficient to and from destinations
- Something new would help
- Slow(er) but steady (through traffic on Crowchild Trail serving intersections)
- Consistent number of lanes along Crowchild Trail
- The bridge over the river - too small
- Don't increase Crowchild Trail capacity

### *Future Considerations*

- Building preservation The Church of Jesus Christ of Latter-day Saints
- Other studies/improvements continue to add traffic
- Integrate the many studies
- What about McMahon Stadium?

## **Idea Walls Summary**

Participants were asked to identify top goals/ideas they felt were most important to address in the study. The project team categorized the goals/ideas into themes. Participants were told that all goals/ideas would be looked at, and that the purpose of identifying the top themes was to give the project team an idea about which themes were most important to those groups.

Below are the prioritized themes identified by the groups along with the discussion notes taken directly from the flipcharts.

### **Access and Cut Through**

#### *Accessibility*

- Improve connection with 16 Avenue (example of being deliberate) as these are two major routes. Northbound there is funding for this connection, how it will fit in this study.
- Can close down some access points - be deliberate about these points
- Eliminate access at 24 Avenue can cross but not access to Crowchild Trail
- Safety, access to businesses at 24 Avenue (south of here). Two uncontrolled intersections.
- Event-specific solutions or measures for McMahon Stadium
- Safe access to McMahon Stadium

#### *Local Traffic*

- Move cut-through traffic on to Crowchild Trail. Where it is safer flows better.
- Address cut-through behaviours
- Improve connector streets, calming measures complicate congested streets
- Understand network impacts to Crowchild, e.g. John Laurie Boulevard, Sarcee Trail

### **Design**

#### *Design/Infrastructure*

- Drivers racing to use the left northbound turn off lane to university, cutting back into through lane, curb? Near misses.
- Reconsider Sarcee bridge
- Long advance notice of lane-ending/changes
- Think ahead e.g. 24 Avenue N.W. should have been an overpass for LRT
- Shifting priority to communities all have a good experience, from one area to another, crossing Crowchild Trail, commute to downtown
- Consider changing access to be across not onto. Can this study reconsider a western additional crossing e.g. Sarcee Trail, to consider system implications
- Good signage
- Improved road marking
- Consider lane reversals

### *Design/Infrastructure (cont.)*

- Heated to avoid ice in the winter, especially the bridge
- Design intent at slower speed, reduces footprints and other design elements, merge easier, exit and get out to the way
- Could eliminate light at 24 Avenue and encourage traffic use at 16 Avenue
- 17 Avenue S.W. merging to downtown at same time/place as merge on to Crowchild Trail is a problem

### *Property Acquisition*

- Prefer not to lose buildings especially at 24 Avenue. If interchange, better way to address issues here
- Find efficiencies without widening
- Take time with design, don't take buildings

### *Traffic Flow/Congestion*

- Address pinch points, bridge, 2 lanes near McMahon Stadium / University of Calgary
- Right turns on northbound slow down flow
- Across, cut and corner possibilities and bikes, pedestrians, etc... but traffic keeps flowing under

## **Transit and Alternate Modes**

### *Pedestrian/Cyclist Connectivity*

- Add more walking paths or other over Crowchild Trail
- Support north to south cycling routes - could be on University Drive
- Safer places to cross at night
- More places to cross, could mean shorter traffic lights

### *Transit*

- Crowchild Trail is a big barrier for alternate modes for east to west and north to south
- At University LRT, improved for community to get across, Banff Trail too
- 20/72/73 bus routes, move to pullouts? Otherwise improve stops
- Busses on Crowchild Trail only for a short time and must cross many lanes
- More reliable travel times equal relieved congestion on Crowchild Trail
- Better supporting routes to LRT → shorter not so meandering, could encourage increased use and decreased driving

## **Comment Form Summary**

No comment forms were received at the institutions workshop on June 11, 2015.

## Resident Workshop Summary June 13, 2015

A workshop was held for residents who live immediately next to Crowchild Trail on Saturday, June 13, 2015, from 1 to 3 p.m. at the Rosscarrock Community Association Hall at 4411 – 10 Avenue S.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

Eight people attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Transit Advisor
- Neil J. MacDonald, City of Calgary, Land Use Planning Advisor
- Peggy Chan, City of Calgary, Communications Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator
- Erin Russell, Russell Public Relations, Consultant Workshop Facilitator

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the workshop.

## Resident Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Workshop participants stressed the importance of staying in their community and have concerns about having to move/sell homes
- The use of landscaping to minimize attributes associated with Crowchild Trail (to reduce noise and light and improve aesthetics), while enhancing the views of the city and park spaces is important to residents
- Adjacent residents also highlighted the importance of their access to and from Crowchild Trail as its currently difficult to access during peak congestion periods
- Ensuring connectivity for pedestrians and cyclists across Crowchild Trail was also important to residents. The pedestrian bridge over Crowchild Trail at Sunalta School is an important link for the community and could also be improved (e.g. widened)

### Discussion Notes

Workshop attendees participated as one group with a facilitator who moderated the discussion and another facilitator who recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

Participants brainstormed goals for each of the areas then grouped their responses into themes. The themes and bullets below were taken directly from the flipchart notes.

#### Maintain/Enhance Bordering Communities

##### *Community Impacts*

- Feel protective of my community
- If expansion is big enough residents will have to move and it would be hard to move
- Will be hard to convince my community that this is a good thing
- Scarborough feels savaged
- Off leash park - community raised \$300,000 to build a sound barrier, huge community effort was involved
- Limit opportunity for transients

##### *Landscaping/Aesthetics*

- Landscaping - don't block City views, just Crowchild Trail
- Landscaping to conceal freeway but not vistas
- Light pollution, masked by trees
- Enhance landscaping
- Aesthetics of noise wall also a consideration
- Input into aesthetics, maintaining landscaping at ends of bridge; Crime Prevention Through Environmental Design (CPTED) → security concerns



### *Landscaping/Aesthetics (cont.)*

- Bought home because of the view
- View of downtown is important - Scarboro
- Blocking visibility

### *Property Value/Acquisition*

- Land acquisition process information for residents
- Uncertainty is decreasing property value
- What is compensation process if road expansion does impact my property?

### *Noise*

- Noise/sound what kind of attenuation protects communities from Crowchild Trail?
- Sound “tube” to shield noise, installed right on freeway
- Weaving is difficult (12 Avenue) noise

### *Traffic Flow/Congestion*

- Do it right, don’t shift the bottleneck
- Alleviate congestion, difficult for people living close to travel on Crowchild Trail
- Also should consider people living north and south of bottleneck
- Too much traffic reaching bottleneck
- Accessing Crowchild Trail from below is very convoluted
- Only one through lane - that’s why there is congestion

### *Connectivity/Accessibility*

- Difficult to leave community in the evening (getting across Crowchild Trail)
- Pedestrian bridge at Sunalta School - maintain it as it is used all the time. Could be wider (at least 6 feet)
- Current location of pedestrian bridge is important – at Sunalta School
- Access from communities to Crowchild Trail is an issue
- Better connectivity for vehicles and pedestrians is needed
- Steep hill to river - Shaganappi (24 Street) makes it challenging for cyclists/pedestrians
- Bow Trail and Crowchild Trail - 10 Avenue, crossing rail tracks accessibility/connectivity isn’t great, could be improved.

### *Design*

- What other means of alteration is there? Something curved up on the side?
- Road expansion would be difficult to accept, but would like to see road widened
- Crowchild Trail could still could be improved, don’t want to see more of same but improvements are welcome
- Maintain fencing along southbound Crowchild Trail to Eastbound to bow trail
- Improved signage
- Lighting on bridge

## Travel Along Corridor

### *Traffic Flow/Congestion*

- Always congested - anytime of day you have to come home before 3pm
- “doorway is not a doorway”
- Information about traffic → don’t know until I’m stuck
- Congestion has lengthened rush hour
- Have to go beyond destination to get to my house
- One lane across bridge - northbound capacity, needs improvement

### *Transit*

- More transit and HOV, congestion discourages use
- Transit does require time, but it is convenient

### *Design*

- What about new river crossing, could bring idea forward through this process as part of network planning, need another river crossing
- Remove signals at Kensington Road/5 Avenue area

## Travel Across Corridor

### *Landscaping/Aesthetics*

- Maintain/enhance landscaping to protect view/reduce noise reduce light pollution
- What about the edges? Frontage on crossroads would improve upkeep, aesthetics
- Garbage etc. not pleasing for the crossings

### *Community Impacts*

- Public spaces would improve disrepair/vagrants
- Trade off - efficiency of road and community character
- Dog park has no fencing along Bow Trail loop

### *Pedestrian/Cyclist Safety*

- Better signage for cyclists, pedestrians and drivers near 10 Avenue
- Better connectivity for cyclists in/out of downtown
- 17 Avenue over Crowchild Trail is not pleasant as a pedestrian, cars speeding, not comfortable
- Pathways along river are excellent, no issues crossing Crowchild Trail as pedestrian

### *Design*

- Only one lane northbound on Crowchild Trail across bridge
- Remove signals? May or may not need an overpass replacement, sometimes seems faster to go around
- Elevate Crowchild Trail through bottleneck - Kensington Road → 24 Avenue N.W.

## Idea Walls Summary

After brainstorming goals and grouping the goals and ideas by themes, the group was asked to identify two themes in each area they felt were most important to address in the study. Participants were told that all themes will be looked at, and that the purpose of identifying the top two themes was to give the project team an idea about which themes were most important to them.

The prioritized themes from both tables were then put up on an idea wall for everyone to see. All participants were then given dots (stickers) to identify the ideas and themes that were most important to them as individuals.

Below are the prioritized themes as identified by the groups, along with the number of individual dots received for each idea.

### Maintain/Enhance Bordering Communities

#### *Property Impacts (x16)*

- Impact to home/property compensation (x16)

#### *Community Amenities/Integrity (x11)*

- Off-leash dog parks, maintain/enhance (x5)
- Safety, community (x3)
- Access to community from Crowchild Trail is important especially for West Hillhurst (x3)
- Not widening into communities and parks (x0)

#### *Landscaping/Aesthetics (x6)*

- Attenuate noise/visual (view and light pollution) (x6)
- Input into aesthetics (x0)
- Landscaping (x0)

#### *Pedestrian/Cyclist Connectivity (x1)*

- Pathways connectivity, cyclists, pedestrians (x1)

### Travel Along Corridor

#### *Traffic Flow/Congestion (x22)*

- Reduce congestion (x12)
- Improve river crossings; others? Improve existing crossing (x4)
- Reduce weaving (x6)

#### *Transit (x6)*

- More focus on transit vs single occupancy vehicles (x6)

### Travel Across Corridor

#### *Pedestrian/Cyclist Connectivity (x11)*

- Enhance pedestrian bridge (x7)
- Consider enhancing car bridges for pedestrians (x3)
- Improve pedestrian experience across 17 Avenue (x1)

*Community Accessibility/Connectivity (x5)*

- Community access to other communities (x4)
- Consider connections across vs connecting to Crowchild Trail (x1)

*Community Amenities/Integrity (x1)*

- Improve public amenities/land uses (x1)

## **Comment Form Summary**

One comment form was received at the workshop on June 13, 2015. Below is a summary of feedback received.

### **What Should the Study Goals Be?**

#### **1) Maintain and/or Enhance Bordering Communities**

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- Trees and shrubs that enhance the view and park and make living close to Crowchild Trail a feature

#### **2) Improve Travel within the Corridor**

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- No comments were provided to this question.

#### **3) Provide for Travel Across the Corridor**

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- I just really want the location of the pedestrian bridge (by Sunalta School) to remain

## About the Session

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

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

*Note: the numbers above represent the number of responses that were received to the question.*

### 2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?

- I was under the impression it was an open house where you could come and go, some clarity on the format would have been nice.

### Do you have any further comments about the project or the engagement process?

- Thanks! It's nice to be heard and to have it be acknowledged that the uncertainty is stressful. Also nice that adjacent residents are consulted first.

## Resident Workshop Summary June 15, 2015

A workshop was held for residents who live immediately next to Crowchild Trail on Monday, June 15, 2015, from 7 to 9 p.m. at the West Hillhurst Community Association Gym at 1940 – 6 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

Approximately 80 people attended the workshop. The following members of the project team were in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Cameron Matwie, City of Calgary, Technical Advisor
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Transit Advisor
- Neil J. MacDonald, City of Calgary, Land Use Planning Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Mike Waters, City of Calgary, Table Facilitator
- Dejana Knih, City of Calgary, Table Facilitator
- Brad Linn, City of Calgary, Table Facilitator
- Adis Samardzic, City of Calgary, Table Facilitator
- Adelle Palmer, City of Calgary, Table Facilitator
- Lara Tierney, City of Calgary, Table Facilitator
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Somers, ISL Engineering and Land Services, Consultant Technical Lead
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator
- Courtney Laurence, ISL Engineering and Land Services, Consultant Table Facilitator
- Jennifer Robinson, ISL Engineering and Land Services, Consultant Event Support

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the workshop.

## Resident Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Safety concerns emerged as a common theme across all three topic areas and for all users from participants, such as:
  - Pedestrians/Cyclists: safe and better connections across Crowchild Trail (both at grade and overpasses); difficult for children and people with mobility issues to cross
  - Transit Users: increased lighting, better placement of transit stops adjacent to street with traffic travelling at high speeds
  - Drivers: safe connections for drivers entering and exiting Crowchild Trail, high speed of traffic, the current requirement for drivers to change lanes multiple times (lack of through lanes)
- Workshop participants highlighted that other options should be explored and considered before resorting to the expansion of Crowchild Trail and expropriation of homes and green space (community preservation)
- Workshop participants indicated that the use of landscaping and sound barriers should be a priority to minimize attributes associated with Crowchild Trail (noise/aesthetics/light/community fragmentation) so that residents don't feel they are living next to a major transportation corridor
- Crowchild Trail currently divides the neighbourhood of West Hillhurst and workshop participants stated that there is a need for better connections across Crowchild Trail for pedestrians, cyclists, and vehicles while eliminating traffic short-cutting through the neighbourhood

### Discussion Notes

Participants were grouped into ten tables with a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

Participants brainstormed goals for each of the areas then grouped their responses into themes. The themes and bullets below were taken directly from the flipchart notes.

**Table 1**

#### **Maintain/Enhance Bordering Communities**

##### *Community Accessibility/Connectivity*

- Mobility impacts within community, how far will I have to go to get a bus?

##### *Design/Infrastructure*

- Dig up current Crowchild Trail, put homes and greenspace and tunnel under (cut and cover)
- Fix what doesn't work without ripping up the whole thing i.e. look for options other than widening

### *Implementation*

- Thoughtful timing of implementation, how can we work around construction disruption
- Minimizing disruption to residents and businesses during construction → thought about timing
- Disingenuous, there are growth plans, know already it means wider

### *Landscaping/Aesthetics*

- Aesthetics and air quality, buffer zone with trees between community and Crowchild Trail sound wall

### *Loss of Homes*

- Am I going to lose my home?
- Anxious that homes will go or sound barrier will get closer
- Avoid losing home

## **Travel Along Corridor**

### *Community Accessibility/Connectivity*

- Maintain access at 5 Avenue and Kensington Road
- Opportunities to close some access at Banff Trail
- Access, cut off access at Banff Trail
- Don't close 5 Avenue because Kensington Road is too busy already

### *Design/Infrastructure*

- Tunnel at 24 Avenue N.W.
- Tunnel from Bow Trail to 12 Avenue N.W.
- Cut and cover

### *Traffic Flow/Congestion*

- Deal with the pinch points where the problem is not the whole road. e.g. the bridge and the lane change there
- Relieve congestion without widening, lane continuity on Crowchild Trail, lane reversals
- Deal with root causes, the basket weave area on bridge, second bridge?
- Not too much traffic on Crowchild Trail, its pinch points at certain times
- Relieve congestion without widening, add HOV lanes to relieve congestion
- The pinch points - not whole road

## **Travel Across Corridor**

- Cross traffic for staff at Foothills would improve with LRT access

## **Table 2**

### **Maintain/Enhance Bordering Communities**

#### *Community Accessibility/Connectivity*

- Access
- Improve connectivity across corridor (walking, cyclist)
- Opportunity to reconnect West Hillhurst
- Connection onto Crowchild Trail



### *Community Amenities/Integrity*

- Safety
- Local shops on both sides of corridor
- Maintaining green space
- Maintain cyclist/pedestrian bridge underneath
- Maintain/improve neighbourhood character
- Property value
- Based on the three questions, the focus is 66% Traffic and 33% Community

### *Landscaping and Aesthetics*

- Reduce noise (sound walls)
- Landscaping

### *Traffic Flow/Congestion*

- Speed of traffic
- Remove traffic lights

## **Travel Along Corridor**

### *Community Accessibility*

- Ensure access to Crowchild Trail from West Hillhurst remains

### *Design/Infrastructure*

- Tunnel
- Dig down/half tunnel (similar to Glenmore)
- Remove traffic lights

### *Traffic Flow/Congestion*

- Less traffic
- Where are people coming from/where are they going
- Safety (driving) - continuously changing lanes
- Keep traffic moving at a constant speed

## **Travel Across Corridor**

### *Community Accessibility/Connectivity*

- Overpass for pedestrians/cyclists
- Local traffic access
- Accessibility for pedestrians/cyclists

### *Landscaping and Aesthetics*

- Beautification

### *Safety*

- Safety
- Improve at-grade crossings (5 Avenue/Kensington Road) for pedestrians/cyclists)

**Table 3**

**Maintain/ Enhance Bordering Communities**

*Community Amenities/Integrity*

- Don't want to lose the community feel
- Littering in the community is a problem (for Crowchild Trail)
- Whatever green space is taken needs to be given somewhere else
- Reserving the safe nature of the neighbourhood
- Do not lose house/neighbours
- No loss of homes and greenspaces
- Highway will create a different feel
- Don't want to lose a park

*Traffic Flow/Congestion*

- Not expanding "flow" (i.e. another lane)
- Fixing bottlenecks
- If there is more volume of cars – increase in noise, pollution and shortcutting
- Even with no increase in volume, we need to reduce what the problem is now
- Discontinue single vehicle travel
- Improving flow without expanding

*Landscaping and Aesthetics*

- Sound wall

*Pedestrian/Cyclist Connectivity*

- Foot and bicycle traffic needs to be maintained

**Travel Along Corridor**

*Alternate Transportation*

- Public transit more accessible and incentive to use
- Introduce bike lane

*Design/Infrastructure*

- Explore user fee for high distance users

*Traffic Flow/Congestion*

- Convert existing lane to HOV lane
- Fix the bridge across river
- Optimizing light cycles/or remove lights
- Address bottleneck at University Drive
- Flow includes all areas that are restrictive
- Look at just more than Crowchild Trail to move people across

## Travel Across Corridor

### *Pedestrian/Cyclist Connectivity*

- Share pedestrian/cyclist overpass
- Safe crossing like highline in New York
- Less car centred but more people centred

### *Transit*

- Keep transit routes across Crowchild Trail

## Table 4

### Maintain/Enhance Bordering Communities

#### *Community Amenities/Integrity*

- What about loss of street parking? Outside of community
- Property values
- Safety - traffic in neighbourhood

#### *Community Accessibility/Connectivity*

- Not enhancing - it's dividing
- Isolated in the community, emergency services
- Biking and walkability
- Safety/access

#### *Design/Infrastructure*

- Bury it, make it a tunnel, freeway component

#### *Landscaping and Aesthetics*

- Sound walls that look nice and are functional and more trees
- Aesthetics, trees, quiet, nature, what's the effect

#### *Neighbourhood Development*

- Densification
- Transit oriented development
- Transit oriented developments vs single family homes

#### *Neighbourhood in Transition*

- Neighbourhood changing
- Gentrification is underway
- How do we take into account the evolution of community?
- Community turnover
- Loss of community members

## Travel Along Corridor

### *Alternate Transportation*

- Public transit
- Biking/cycling lane

### *Design/Infrastructure*

- Tunnel for main flow, under the river
- HOV lanes
- Toll roads/user pays

### *Process Questions*

- Has this process been used anywhere else in the city?
  - A. No
- Is this organic?
- What other groups are you meeting with?
  - A. businesses, University of Calgary, Emergency Medical Services, etc.
- Any targeted traffic models/capacity?
- What are the implications of the completion of the ring road on Crowchild Trail?
- Where does the current transportation system fit in all these goals?
- Review website and links - communications

### *Traffic Flow/Congestion*

- Where will the congestion move to?
- Bridges need to flow better
- A vision for less traffic

## Travel Across Corridor

### *Design/Infrastructure*

- Overpass at 24 Avenue (or tunnel)
- Well-designed ramps
- Merge space
- Medians need to fit bike with trailer

### *Pedestrian/Cyclist Connectivity*

- What if you're a pedestrian? Or on a bike? Overpasses

### *Traffic Flow/Congestion*

- Left hand turns
- Consider east-west traffic flows
- Provide for travel across the corridor
- Improving travel along the corridor

**Table 5**

**Maintain/Enhance Bordering Communities**

*Community Amenities/Integrity*

- Community feel
- Preserve character of community

*Community Accessibility/Connectivity*

- Access concerns for 5 Avenue
- Better pedestrian access to hospital

*Design/Infrastructure*

- No traffic circles
- Sink the road
- Length of light time to cross Crowchild Trail - it's too short

*Landscaping and Aesthetics*

- Can walls be higher?
- Noise mitigation
- 'Softsurfaces' to absorb sound
- Walls more aesthetically pleasing - flowers/art/scenery
- Landscaping with trees and bushes
- Get rid of overpass over University Drive - noise issue

*Process Questions*

- Retain house and if not possible what is the process?
- Need more information on what will happen with expansion, will move if more than 6 lanes

*Safety*

- 9 Avenue bus stop is scary!
- Speed of road needs to be considered, as well as stop and go

**Travel Across Corridor**

*Community Accessibility/Connectivity*

- Preserve access points - like 5 Avenue
- Access to Foothills via 5 Avenue
- Would be open to closing some access points for the community, different points of view
- Important to make access to hospital and university

*Design/Infrastructure*

- Cloverleaf at Kensington Road?
- Kensington Road facing east at Crowchild Trail needs a turn signal to north
- On/off ramps on both sides of bridges

*Pedestrian/Cyclist Connectivity*

- With dual turning - lengthen walk light 45 seconds to allow everyone across
- Pedestrian crossings underground? Safety is key
- Pedestrian bike access in general

## Travel Along Corridor

### *Design/Infrastructure*

- Get rid of bus on Crowchild Trail when there is no inset
- No traffic circles
- Coordinate signals
- Consistency of signal meaning
- More use of dual turning lanes 5 Avenue/6 Avenue/Kensington Road

### *Traffic Flow/Congestion*

- 24 Avenue - traffic backs up
- Transition to Memorial Drive - maybe left lane so not crossing many lanes, solve bottleneck on bridge
- Focus on flow not speed

### *Pedestrian/Cyclist Safety*

- No bikes on Crowchild Trail
- Safety issue e.g. Carrington Lighting area - pedestrian issue

## Table 6

### Maintain/Enhance Bordering Communities

#### *Community Amenities/Integrity*

- Maintain homes along Crowchild Trail
- No dead ends in community
- reduce cut through traffic in/out of community
- enforce speed on local streets

#### *Environment/Parks*

- Reduce impact on environment footprint – exhaust/dirt/dust
- Maintain greenspace
- Green space on top of Crowchild Trail (if it's a tunnel option)

#### *Landscaping/Aesthetics*

- Reduce noise
- Maintain aesthetics/views
- Enhance noise wall

#### *Safety*

- Improve safety (pedestrian/cyclists)

## Travel Along Corridor

### *Design/Infrastructure*

- Want to see a tunnel, reduce noise
- Don't want to be constrained by money
- Make a good plan for construction
- Toll road - demand management
- Rebuild river bridges, lane drops and traffic weaving are a current issue
- Don't widen Crowchild Trail

### *Safety*

- Improve safety along Crowchild Trail

### *Transit*

- Better transit between University of Calgary and Mount Royal University, etc.
- Bus stops/shelters are scary

### *Traffic Flow/Congestion*

- Don't see issue on Crowchild Trail outside rush hour
- Crowchild Trail not congested between 9:30am – 3pm
- What does the City see as the problem along Crowchild Trail?
- Not too bad
- Congested and time consuming, even during rush hour

### *Vehicle and Cyclist Accessibility*

- Close one access onto Crowchild Trail - e.g. 5 Avenue
- Limited access at intersections e.g. 5 Avenue
- Service road for local access
- Bike access near Crowchild Trail to connect key places like University of Calgary and Foothills hospital

## **Travel Across Corridor**

### *Community Accessibility/Connectivity*

- Ways across maintained
- Reduce shortcutting in/out of communities
- Reduce cut through traffic into/out of communities (e.g. West Hillhurst)
- Better access for communities to get onto Crowchild Trail (e.g. signal timing - green advance, etc.)
- Improve safety at intersections (e.g. 5 Avenue, etc.)

### *Pedestrian/Cyclist Connectivity*

- Better access for pedestrian/cyclists across Crowchild Trail
- Add nice pedestrian crossing north of Kensington Road
- Fix existing pedestrian bridges

### *Vehicle Speed*

- Enforce speed on local roads
- Lower speed on local roads

**Table 7**

**Maintain/Enhance Bordering Communities**

*Community Accessibility/Connectivity*

- Convenient river access
- Downtown access
- Kensington access
- River access
- Safe access

*Community Amenities/Integrity*

- More shopping/pubs along corridor
- Parks
- Playgrounds
- Greenspace
- Maintain land use
- Maintain high quality
- Get to school safely
- Property value (keep high)

*Landscaping and Aesthetics*

- Noise levels
- Aesthetic
- Sound wall
- Beauty

*Pedestrian/Cyclist Connectivity*

- Community – bike, walk, pedestrian
- Walking under overpasses
- Walkability

*Traffic Flow/Congestion*

- Increase traffic
- Traffic during construction
- Don't like traffic
- Don't want freeway in backyard
- Construction zone time?

**Travel Along Corridor**

*Community Accessibility and Connectivity*

- Entering/exiting community is an issue
- Improved car access to Crowchild Trail



### *Design/Infrastructure*

- New bridge over river
- Bridge options
- Tunnel
- Expand lanes, three lanes
- two lanes must go to three
- Intersections

### *Landscaping and Aesthetics*

- Quiet and pretty

### *Pedestrian Safety*

- Walking is scary
- Only stairs at pedestrian bridge - “awful”
- Safer pedestrian access, family friendly

### *Site Specific Considerations*

- Don’t fix along West Hillhurst, stop at 24 Avenue
- Don’t remove 5 Avenue lights
- Can we improve 14 Street and West Corridor?

### *Traffic Flow/Congestion*

- No stopping along route
- Reduce bottlenecks
- Don’t want freeway
- Don’t want Crowchild Trail busier
- HOV if it works

### *Transit*

- Improve bus

## **Table 8**

### **Maintain/Enhance Bordering Communities**

#### *Landscaping/Aesthetics*

- Integrate art/aesthetics into community
- Maintaining sound barriers (target decibel sound levels)

#### *Pedestrian/Cyclist Connectivity*

- Building more crossings for pedestrians
- Enhance connection for pedestrians/bikes

#### *Traffic Flow/Congestion*

- Eliminate traffic lights and increase options to cross
- Consider “rush hour” controls and infrastructure
- Do nothing and decrease through traffic and increase traffic calming

## Travel Along Corridor

### *Community Amenities/Integrity*

- Schools/parent drivers an issue. Talk to education boards and schools
- Minimize impact to community

### *Site Specific Considerations*

- Eliminate 10 Avenue access
- Consider 14 Street - transportation, planning
- Consider 19 Street - increase planning

### *Traffic Flow/Congestion*

- Lane reversals? Traffic both ways?
- Eliminate traffic lights

## Travel Across Corridor

### *Design/Infrastructure*

- Interchange at 19 Street and at Kensington Road. Fix/change current design
- Consider three pedestrian bridges over Crowchild Trail. Memorial Drive or pedestrian/bike (similar to existing overpass by scout/guide centres)

## Table 9

### **Maintain/Enhance Bordering Communities**

#### *Community Accessibility and Connectivity*

- Can avoid it now, if you were to prevent me from exiting/accessing other areas that would look different

#### *Community Amenities/Integrity*

- Seeing the tax dollars for the community in the community
- Crowchild Trail is a divider of West Hillhurst, what is West Hillhurst, how do you define a community?
- Smart development in the west
- Keeping the green space, detracting
- Because it's walkable/livable and safe community

#### *Pedestrian/Cyclist Connectivity*

- Loss of cycling/pedestrian paths

#### *Safety*

- Safe intersection
- Accidents are a reality, daily occurrence

#### *Traffic Flow/Congestion*

- Merging traffic, right, crazy, intersection at the river

## Travel Along Corridor

### *Community Accessibility/Connectivity*

- Access for all groups
- Access to work
- Access to school

### *Community Amenities/Integrity*

- Greenspace
- Enhance green space and flow
- Safety
- Noise pollution, much easier when there is free flow, engine breaks, motorcycles

### *Design/Infrastructure*

- Make it a toll road to fund the infrastructure
- What is the potential for traffic circles for making better flow?
- Making the main road below ground and community access at grade on 19 Street

### *Future Impacts*

- Long term study 40+ years, how it impacts other areas
- The development at the east side of river at West Village and other areas and developments are a concern

### *Pedestrian/Cyclist Connectivity*

- Cross connection, pedestrian/cycle access for getting across the road

### *Traffic Flow/Congestion*

- How will you handle the influx in the adjacent areas?
- Reducing number of cars
- 1978 plan does not recognize the importance of the road as a connection
- Better access from the community on to Crowchild Trail so that traffic flows better
- The bottleneck at the McMahon Stadium into narrower lanes, at University Drive
- Traffic flow, don't need any more cutting through
- Having an area that's express but also an access point
- Underground like don't want to live near a freeway
- Through traffic
- Want the through traffic gone but also still have access; timing, left turn lanes
- Light at Kensington Road, the backup
- Double left turn in the interim from Kensington Road. Traffic flow on the intersection on 5 Avenue.

## Travel Across Corridor

### *Community Accessibility/Connectivity*

- Traffic in/out - improving it for the community
- Accessibility, why we live here, if you put an expressway, beats the purpose of why we live here
- Can't restrict access; one way or the other would create even bigger problems
- Access needs to be done in a safe but efficient manner

### *Community Amenities/Integrity*

- Park improvement by Crowchild Trail, Grand Trunk Park by the Esso

### *Study Impact Area*

- Need to look at the whole area the blue line gives the impression that it's restricted to that street

### *Traffic Flow/Congestion*

- Expanding the other thoroughfares
- Examining other areas for expansion to alleviate the traffic and congestion
- Eliminating the lights
- The impact and connection to other roads
- Linear parkway with the road sunk in, challenge is access to the community
- Another Avenue crossing to the south
- What is the contingency detour if there is an accident on the bridge?
- The north to south connection is really important

### *Transit*

- Transit access and accessibility

### **Table 10**

- I am concerned that there's only one of the goals focused on community and two are commuter focused

### **Maintain/Enhance Bordering Communities**

#### *Landscaping/Aesthetics*

- Noise barriers; maintain the "quiet" LESS NOISE! Reduce traffic noise, continuous sound barriers with space to walk and cycle (currently intermittent sound barriers)
- Aesthetic appeal of sound barriers
- City maintenance (shovel, landscape along barriers)

#### *Pedestrian/Cyclist Connectivity*

- Walkability, pedestrian overpasses
- Ability to cycle, safe bicycle access along Crowchild Trail

#### *Property Acquisitions*

- No expropriation of homes

#### *Traffic Flow/Congestion*

- Lane reversals along Crowchild Trail (Memorial Drive works)
- Commuter HOV lanes
- Stale (continuous) green lights at 5 Avenue allows for continuous traffic flow
- Continuity along Crowchild Trail

#### *Transit Access/Safety*

- Improve transit access, dedicated bus lanes, more transit access points i.e. safe bus stops
- Maintain transit

#### **Travel Along Corridor**

##### *Pedestrian/Cyclist Connectivity*

- Improve bicycle access
- Improve pedestrian travel

##### *Traffic Flow/Congestion*

- Consider congestion tolls
- Consider HOV lanes
- Consider lane reversals
- Stale (continuous) green lights, maybe 5 Avenue (continuous traffic flow along Crowchild Trail in peak times)

##### *Transit Access*

- Maintain transit access

#### **Travel Across Corridor**

##### *Design/Infrastructure*

- Tunnels under Crowchild Trail

##### *Pedestrian/Cyclist Connectivity*

- Safer and improved pedestrian and cycle bridges across Crowchild Trail

##### *Traffic Flow/Congestions*

- Look at other options to stop short-cutting during peak periods that aren't jammed all the time

##### *Transit Access*

- Improve and maintain transit access, tunnels under Crowchild Trail

## Idea Walls Summary

After brainstorming goals and grouping the goals and ideas by themes, each group was asked to identify two themes in each area they felt were most important to address in the study. Participants were told that all themes will be looked at, and that the purpose of identifying the top two themes was to give the project team an idea about which themes were most important to those groups.

The prioritized themes from both tables were then put up on an idea wall for everyone to see. All participants were then given dots (stickers) to identify the ideas and themes that were most important to them as individuals.

Below are the prioritized themes as identified by the groups, along with the number of individual dots received for each idea.

### Preserving/Maintaining Bordering Communities

#### *Aesthetics (noise/landscaping) (x133)*

- Don't want to feel that I am living next to a highway (i.e. noise pollution, speed, fragmentation, property value) (x47)
- Minimize externalities (e.g. noise, congestion, pollution, safety) and transfer the costs of the corridor to those who actually benefit from it i.e. the community. It's not the fear of being expropriated; it's the fear of being the house left behind. (x44)
- Noise (x25)
- Continuous sound barriers it allows for safe-walking and biking (x6)
- Reduce noise (sound walls/landscaping) (x4)
- Noise by Crowchild Trail wall should as quiet as houses, one block away, noise mitigation (x1)
- Maintaining sound barriers (reduce/target decibel sound levels) (x0)
- Aesthetics (x0)

#### *Property Values/Impacts (x60)*

- Property value (x30)
- No loss of homes and greenspace (x19)
- Fix what doesn't work without ripping up the whole thing i.e. look for options other than widening. Cut and cover, tunnel the pinch points not the whole road. Avoid losing homes (x10)
- Property value, aesthetics, beautification (x1)
- Minimize disruption to residents and business during construction, thoughtful timing of implementation (x0)

#### *Safety/Walkability (x45)*

- Make Crowchild Trail a tunnel with green space on top (x19)
- Walkability pedestrian access (x8)
- Do nothing and provide traffic calming within the community (x4)
- Keeping "community feel" making it easy to move around using other modes of transportation apart from Crowchild Trail. Safety around Crowchild Trail, pedestrian safety, no secondary suites. (x4)
- Because it's a walkable, transit accessible and safe community (x4)
- Physically dividing neighbourhoods (access) (x2)

### *Safety/Walkability (cont.)*

- 5 Avenue to Kensington Road, north of 5 Avenue up to 7 Avenue. Maintain the walkways along the corridor, so it's a people friendly and safe place to be (x1)
- Continuity of design that allows for walkability and ease of use for community members (x1)
- Flow that allows vehicle flow but maintains the integrity of the community (x1)
- Connectivity across Crowchild Trail for all (pedestrian/cyclists) (x1)
- Access not just roads but sidewalk and all modes of transport (x0)
- Traffic (x0)

### **Travel Along Corridor**

#### *Design/Infrastructure (x81)*

- HOV and Toll Road (x24)
- 'Dream' infrastructure, tunnel better bridges (x21)
- Tunnel for main flow of traffic under the river (x14)
- Consider congestion tolls (money for peak hour usage) (x9)
- Improve capacity and reduce conflicts by options like lane reversal and restricted turns or eliminate traffic lights (x5)
- Infrastructure management, lane reversals, HOV/bus lanes, stale (continuous) green lights at 5 Avenue for continuous traffic flow (x5)
- Better bridges/continuous lanes (x3)

#### *Traffic Flow/Congestion (x57)*

- Dealing with the bridge over the Bow River - it is a bottleneck especially northbound Crowchild Trail (x16)
- A vision for less traffic (x15)
- Deal with pinch points where the problem is not the whole road, e.g. the bridge and the lane changes (x10)
- Focus on traffic flow not speed, safe flow (x5)
- Improving flow without expanding the width (x4)
- Constant speed along Crowchild Trail (tunnel) (x4)
- Short term non-construction rush hour solutions (x3)
- Improve Crowchild Trail traffic, bottlenecks, HOV, bus lanes, no freeway (x0)

#### *Transit (x9)*

- Improve transit access, dedicated bus lanes, more transit access points i.e. safe bus stops (x9)

#### *Community Integrity (x1)*

- Minimize the impact to the community (x1)

#### *Community Accessibility/Connectivity*

- Opportunities to close some access at Banff Trail (x0)
- Maintain access at 5 Avenue and Kensington Road (x0)

## Travel Across the Corridor

### *Community Accessibility/Connectivity (x48)*

- Reduce short-cutting in/out of communities (x26)
- Keeping access points to Crowchild Trail such as 5 Avenue or Kensington Road (x15)
- Preserve access to Foothills Hospital and the University of Calgary (x5)
- 16 Avenue and 5 Avenue (cross points) look at other options to stop short cutting during 'peak' periods, but is it jammed all the time (x1)
- Easy and safe access for the community across the community (x1)
- Consider east-west traffic flow (x0)

### *Pedestrian/Cyclist Connectivity (x38)*

- Pedestrian/bike overpasses (x19)
- Better pedestrian/cyclist access across Crowchild Trail (x16)
- Balance capacity improvement with pedestrian and bicycle access (x3)
- Safer and improved pedestrian and cycle bridges across Crowchild Trail (x0)

### *Safety (x25)*

- Safe crossing across Crowchild Trail to keep community connected (x11)
- Safe pedestrian crossing, better traffic crossing (x8)
- Easier/safer at grade crossing (accessible) (x4)
- Improve pedestrian and bicycle safety (x2)

### *Transit (x17)*

- Improve/maintain transit access (consider tunnel under Crowchild Trail) (x17)



## Comment Form Summary

Seventeen comment forms were received at the workshop on June 15, 2015. Below is a summary of the feedback received.

### What Should the Study Goals Be?

#### **1) Maintain and/or Enhance Bordering Communities**

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- I would like to see a plan for a tunnel instead of an expansive highway
- Rather than accommodating more traffic find ways to reduce it
  - Better transit
  - Re-route to 14 Street as well
- Baseball batting cages. Only ones in N.W. that are indoor. Used by all leagues in N.W.!
- Maintain an existing sound barrier between Crowchild Trail and adjacent properties. Short term: extend the existing wall a few feet south between 5 Avenue & 6 Avenue. There was an accident that caused a vehicle to miss the barrier in the alley between the Esso station and my garage; the car went through the hole not covered by the wall and crashed against the garage while occupants were inside
- I like how 16 Avenue was widened to improve traffic and some access closed off as a request, with new walls put up. I like Crowchild Trail as being similar to 16 Avenue – being a high-speed corridor with traffic signals necessary to allow access across the corridor.
- Keep the “mature” look – maintain trees & other greeneries
- Maintaining homes and greenspaces along the corridor.
- Minimal impact on property values
- Reduce short-cutting through the community
- Noise reduction
- Limited traffic
- Safe crossing
- Reduction of ambient traffic noise levels
- Keep all activities within existing right of way
- Preservation of the community is by far the largest topic
- Improving traffic quieting is very important. Rebuild sound walls
- Make traffic aware they are driving through a community
- Traffic calming measures

## 2) Improve Travel within the Corridor

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- More greenspace, less noise, better appeal
- Reduce bottle necks
- Fix Bridge
- Saw on another board – toll road pay as you use – do not believe good idea as Crowchild Trail is a road for our community to have to use in order to get out or into our community & not fair to charge us for use when you have no other means to get into or out of our community
- Alleviate the bottleneck across the bridge over the Bow River, particularly from the south traveling north, there is only one usable lane through at all times
- I have heard about eliminating traffic signals to improve travel, particularly north of the Bow River starting at Kensington Road and 5 Avenue. I don't know if that is possible because it means moving side access to another road. If Crowchild Trail can widen like 16 Avenue – to add more lanes – to facilitate that, you might look at shifting the existing corridor and redrawing the lanes of traffic.
- Technology re: sound abatement
- Could housing be built over Crowchild Trail?
- Public transit of key importance
- Reduce volume by improving public transit – cost, capacity
- Fix bottlenecks
  - Bridge over River (northbound)
  - Kensington Road Intersection
  - Proper Interchange at 16 Avenue
  - Eliminate University Drive exit
- Light cycle optimization
- HOV lane
- Left handed turns are dangerous

### 3) Provide for Travel Across the Corridor

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- A bike path if the tunnel is put in then you could have a green space and access across
- Safe, park like crossing
- On 5 Avenue it might be a good idea to eliminate the playground zone that slows traffic entering and exiting. Maybe the playground can be fenced on one side. Short term: adjust the traffic signals.
- There is a median wall bisecting both lanes of 5 Avenue where it enters Crowchild Trail. I don't know what the point of it is because there is an Esso station at that corner and the median prevents access for traffic entering 5 Avenue from the west and north
- Encourage increased transit use from "suburbs" – transit fare reductions during peak periods combined with tolls for drivers at some times – also HOV lanes
- Just to keep in mind that it isn't all about cars – cyclists & pedestrians have needs & rights as well
- Pedestrian & bike access across – have a number of crossing points – overpasses?
- As a pedestrian a concern is crossing Crowchild Trail. I would prefer longer lights or overpasses but not underpasses as safety concerns
- Lower Crowchild Trail
  - Put east-west crossings over top
  - More pedestrian and bike overpasses
- Link adjacent communities with pedestrian/cycle overpasses
- Larger fly overs for cyclists/pedestrians

#### About the Session

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

	Satisfied	Somewhat Satisfied	Dissatisfied	Somewhat Dissatisfied	Not Applicable
• Clarity of information provided	x4	x10	x3		
• Project team's response to my questions	x10	x5			x2
• Opportunity to provide my input	x11	x5	x1		
• Opportunity to hear others' input	x11	x5			
• Session location	x14	x2	x1		
• Session time	x12	x4	x1		

*Note: the numbers above represent the number of responses that were received to the question.*

**2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?**

- It was very informative
- More data up front: why are we doing this? Criteria for success? Traffic reduction targets and current patterns?
- The at-table discussion should have taken place first so people understood what was trying to be done. The first hour was a waste of time. Providing more info ahead of time of goals would have made things more efficient.
- The sound system is terrible!
- Small group – great – heard lots of ideas and met other people from community.
- I liked meeting neighbours and discovering common areas of concern.
- Acoustics were terrible. A much smaller, lower-ceiling room would be better next time.
- Engagement of the group by facilitator
- Well structured, yet opportunities for open discussion. Group leader did a great job overall
- Sound system was the [unintelligible] otherwise very good.
- Very vague
- Needed a clearer platform on what the City's purpose of this is.
- Staff was responsive and caring.
- Thank you for allowing us to participate. Little useful information was communicated. (One way-residents to The City).
- Better presentation/presenter

**Do you have any further comments about the project or the engagement process?**

- Better sound system for venue would be appreciated
- Poor communication about this meeting just a notice/letter in mailbox on same day
- Please protect our community. I don't want to move my family because a highway is built on my property line.

## **Resident Workshop Summary June 17, 2015**

A workshop was held for residents who live immediately next to Crowchild Trail on Wednesday, June 17, 2015, from 6 to 8 p.m. at the Sunalta Community Association Hall at 1627 – 10 Avenue .W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and a working session where the group worked to identify key goals and priorities in relation to preserving/maintaining integrity of bordering communities, improving travel along the corridor and improving access across the corridor.

Eight people attended the workshop. The following members of the project team were in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the workshop.

## Resident Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Residents expressed concern over the lack of clarity, the uncertainty of future plans, and the need for a long-term vision
- The use of landscaping and sound barriers to minimize the noise associated with Crowchild Trail traffic and improve the physical appearance was a priority for workshop attendees
- The Sunalta School is an important piece of the community and future plans need to consider any impacts on the school
- Pedestrian and cyclist connections need to be maintained and enhanced, especially those that are safe for children

### Discussion Notes

The workshop group had a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

Participants brainstormed goals for each of the areas then grouped their responses into themes. The themes and bullets below were taken directly from the flipchart notes.

#### Maintain/Enhance Bordering Communities

##### *Community Accessibility*

- Connectivity across the corridor
- 5 Avenue and Kensington Road corners are bad to cross

##### *Community Amenities/Integrity*

- Address zoning to create amenities so people don't have to use their cars
- Consider impact of expansion for Sunalta School
- Would miss green space - including school yards
- Would like to see more trees
- Schools are unique for inner-city neighbourhoods

##### *Design/Infrastructure*

- New river crossings should be part of this study
- Look at how other cities are doing it
- Look after general road conditions

##### *Future Impact*

- Need a vision long-term
- Don't want piecemeal solutions

### *Landscaping/Aesthetics*

- Noise control (eliminating lights help)
- Barriers that half the noise
- Noise causes conflict in community – doesn't work for everyone
- Increased green conditions as sound attenuation
- Address visual impacts
- Put Crowchild Trail underground-something nice to look at and attenuate
- More sound barriers

### *Pedestrian/Cyclist Connectivity*

- Don't want to carry the bikes up to pedestrian bridge
- Maintain pedestrian bridge
- Biking and skateboarding
- Good bike connections now
- Kid friendly

### **Travel Along Corridor**

#### *Design/Infrastructure*

- Toll to get into downtown core
- Bridge expansion
- Look at HOV lanes
- Tunnel from A to B (north south limit)
- Lane reversal?
- Upgrade pedestrian bridge under Crowchild Trail to accommodate vehicles (like Centre Street)

### *Traffic Flow/Congestion*

- More lanes would just add to the funnel
- Address bottleneck - connect 6 lanes in the south to north
- Weaving problems in a short distance
- Works okay in daytime (weaving)

### *Transit*

- Park n' ride at Mount Royal - encourage people to take Transit the rest of the way
- More LRT routes across the city

### **Travel Across Corridor**

#### *Design/Infrastructure*

- Overpass at 5 Avenue and Kensington Road
- Access points onto Crowchild Trail; make them unidirectional during peak hours, closing prioritizing movements during rush hour
- Ramp metering
- Close 5 Avenue and send traffic to Kensington Road, make an overpass or 5 Avenue underneath
- Traffic circle between 19 and Crowchild Trail
- Consider Shaganappi crossing over river

*Future Impact*

- Need clarity on plans sooner than later
- Affecting sale of homes now
- Uncertainty

*Traffic Flow/Congestion*

- Access to Eastbound 16 Avenue from Crowchild Trail, convoluted.

## **Comment Form Summary**

There were no comment forms received at the workshop on June 17, 2015.



## **Business Workshop Summary June 18, 2015**

A business owner/operator workshop was held on Thursday, June 18, 2015, from 2 to 4 p.m. at the Hillhurst/Sunnyside Community Association at 1320 – 5 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify issues and concerns as they relate to the future planning for Crowchild Trail, and goals that should be considered for the study.

Fifteen people attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Transit Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator
- Erin Russell, Russell Public Relations, Consultant Workshop Facilitator

Below is a summary of the feedback received at the workshop.

## Business Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Workshop participants indicated that maintaining local access to their businesses is a priority due to the car-oriented nature (accommodations/tourism) of many of the adjacent businesses.
- Attendees had concerns about impacts to their business (property and access) and indicated that relocating an established businesses was not economically feasible as it's difficult to find affordable leasing and property options in N.W. with similar access.
- Attendees highlighted the importance of maintaining open communication with business owners/operators throughout the entire study and construction phases to ensure they are aware of the project status and they can inform their clientele regarding any changes (i.e. access).

### Discussion Notes

Participants were grouped into two tables with a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what needs to be considered in the Crowchild Trail Study and to identify their ideas and concerns as business owners and operators. Ideas were then grouped into themes. The themes and bullets below were taken directly from the flipchart notes.

#### Maintaining and Revitalizing Business

##### *Accessibility*

- Access is key to maintaining business
- Having access will help maintain business
- Employee access seems okay - some use transit, some use vehicles
- Crowchild Trail and 5 Avenue is a bad intersection with car wash access (east side)
- Access to car wash is an issue - improvements needed at 5 Avenue

##### *Communication*

- Ambassadors for tourism
  - Not helped by environment
- Changes will be needed to be made to google maps to help navigate through area
- Keep businesses as part of the conversation, work together
- Communicate change to access
- Limit business interruption, City to help communicate to customers - signs, etc.
- Some confidence in that Truman is building a 49 unit development across from 10,000 Villages

##### *Community Connectivity*

- Shopping, hospital, University of Calgary, conferences, sports teams
- Better connections to transit and community and business area
- Connectivity to hospital, shopping, local activity, sports facilities

### *Design/Infrastructure*

- West side of Crowchild Trail at 5 Avenue is okay, but on the east side of 5 Avenue cars end up going the wrong way on the street

### *Pedestrian Connectivity*

- Sidewalks needed around motel village
- Walking from Motel Village is not an option
- Pedestrian overpass over 16 Avenue N.W.
- Sidewalks – there is no pedestrian infrastructure once patrons park
- Pedestrian overpass across 16 Avenue to hospital

### *Safety*

- Street lighting
- Banff Trail station is not safe, underground is not safe, needs Crime Prevention Through Environmental Design (CPTED) → creates hiding spots
- LRT is not safe “dungeon,” sunken, creates hiding spots

### *Special Events*

- Area works well accommodating football fans
- Parking for events

## **Land Acquisition**

### *Densification*

- Density not economical
- High-rises to increase density don't necessarily help businesses, cost rises, doesn't make economic sense

### *Explore Alternative Options*

- Can any land under Crowchild Trail at 10 Avenue S.W. come from Canadian Pacific Railway?
- Move Crowchild Trail to the west (where there are no established businesses)
- Can you get land from Canadian Pacific Railway?

### *Land Acquisition*

- Not desirable
- Options that don't require land
- Long term as well - no land
- Please don't acquire our properties, explore options for Crowchild Trail that don't require property

### *Relocation*

- Moving surgical (Kensington) clinic would be extremely difficult and expensive
- Long history-buildings/businesses have been there 25-30 years
- Moving our business would be extremely difficult; current agreements might not follow to new location; very difficult commercial real estate market in N.W.; not easy to relocate

### *Roadway Changes*

- Access to higher signage
- Information on widening possibilities should have been available at time of purchase
- Changes to roadway might mean need to raise signs
- Should have been advised by City of land plans prior to purchase
- Widening/expropriation is a concern

### *Access*

#### *Access*

- Motel Village 23 Avenue N.W. direct access - southbound access at rush hour very tough because of long green lights for Crowchild Trail
- Additional access to Motel Village is needed
- Access at 5 Avenue is important, losing access would push traffic into community
- Do not close us off from Crowchild Trail
- More difficult for access on 16 Avenue ramp to Crowchild Trail
- Maintain current access
- Off ramps are needed
- Southbound Crowchild Trail at peak times difficult to access Motel Village at 23 Avenue N.W.
- Additional access would be nice
- Service road versus direct access? Requires a lot of land acquisition; well-marked; how to let patrons know?
- Need access

#### *Communication*

- Signage
- Communicating change for access

#### *Construction Period*

- Long closures during construction starve businesses i.e. maintain access continuously even during construction
- Construction access imperative for businesses
- Access during construction

#### *Land Acquisition*

- Would service roads require land acquisition?

#### *Nature of Business*

- Consider nature of business and type of transportation mode to get there
- Primarily car oriented businesses
- Nature of business may inform how patrons attend business e.g. Motel Village → tourists → by car

#### *Phased Implementation*

- Need short term improvements, quick wins
- Not waiting until we can do the whole thing. Staging short-medium-long term solutions

### *Traffic Flow/Congestion*

- Improve congestion - improve traffic flow
- Flow important to access, don't use lights to control access

## **Idea Walls Summary**

After brainstorming goals and grouping the goals/ideas by themes, each group was asked to identify two themes in each area they felt were most important to address in the study. Participants were told that all themes will be looked at, and that the purpose of identifying the top two themes was to give the project team an idea about which themes were most important to those groups.

The prioritized themes from both tables were then put up on an idea wall for everyone to see. All participants were then given dots (stickers) to identify the ideas and themes that they wanted to talk about in more detail at the workshop.

Below are the prioritized themes as identified by the groups, along with the discussion notes on each topic.

### **Access**

#### *Access During Construction*

- Access to Pumphouse Road through construction, but also generally, West Village Area Redevelopment Plan
- Pumphouse Road - access and safety during construction
- Access to/from Crowchild Trail during and after construction
- Pumphouse Road has lots of activity, vehicles (construction)

#### *Maintaining/Improving Access*

- 16 Avenue access to Crowchild Trail
- Reducing access at 5 Avenue will cause shortcutting through community
- 24 Avenue N.W. access closed?
- Access to/from 5 Avenue to Crowchild Trail
- Is the service road on 16 Avenue going to stay?
- Service road/access to motel village
- Access identified in 1978 Functional Planning Study - 16 Avenue near Crowchild Trail included a service road; Area Redevelopment Plans

#### *Other Considerations*

- What about improvements for north-south; middle will be difficult
- Balancing all competing interests
- Pumphouse area primary site for new arena
- Bow Trail re-alignment

## Land Acquisition

- Location and required land for service road
- Remove Suncourt Place (apartment building) south of McMahon stadium to add lane on Crowchild Trail
- Concern, questions about acquisition of 5 Avenue
- Land acquisition required to widen 10 Avenue

## Maintain/Revitalize Businesses

- Maintaining business (property)
- Revitalization of Motel Village area

## Improve Flow

- Open up corridor – remove bottleneck; weaving = hornet's nest

## Impact/Effect on Other Roads

- Will the study outcomes affect other roads?

## Fix/Address Existing Problems

- What about temporary short term quick wins
- Crowchild Trail isn't that bad and may not need large changes, just tweaks
- Need info about 24 Avenue N.W. optimization
- What about widening 10 Avenue, difficult to navigate, congestion
- Pumphouse Road not wide enough as is - can't handle current traffic

## Safety

- Safety

## Comment Form Summary

Seven comment forms were received at the business owners/operators workshop on June 18, 2015. Below is a summary of feedback received.

### What Should the Study Goals Be?

#### **1) Maintain and/or Enhance Bordering Communities**

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- We have given all the ideas at the workshop
- Minimize reduction
- Keep up the engagement
- The safety of pedestrians if the traffic flow/lights is changed at the intersection of 24 Avenue and Crowchild Trail
- More specifically the University students crossing the east side of Crowchild Trail to the University of Calgary
- Communication
- As we came up within the group today:
  - Access to businesses during and after any construction
  - Land acquisition only when necessary. If other options are available – use these options

#### **2) Improve Travel within the Corridor**

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- Reduce impact on existing businesses, communities and public space
- Ensure road safety of connecting roads
- Less lights
- Covered in workshop
- Improve transit; increase car pool efforts – come up with a reward system; limit left turns to non-rush hour times

#### **3) Provide for Travel Across the Corridor**

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- Access to and from Crowchild Trail
- Major issue - need to keep up front “many interested parties”
- Access between communities – i.e. West Hillhurst east of Crowchild Trail and West Hillhurst west of Crowchild Trail is important. As well as on and off Crowchild Trail from 5 Avenue. To close access will only move the congestion to another area i.e. Kensington Road.

## About the Session

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

	Satisfied	Somewhat Satisfied	Dissatisfied	Somewhat Dissatisfied	Not Applicable
• Clarity of information provided	x7				
• Project team's response to my questions	x7				
• Opportunity to provide my input	x7				
• Opportunity to hear others' input	x7				
• Session location	x7				
• Session time	x7				

*Note: the numbers above represent the number of responses that were received to the question.*

### 2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?

- Group work
- Opportunity to hear "my voice"
- Great work
- Encouragement to discuss was great
- I liked the clear, effective communications
- Workshop format is always a good format to share ideas. The hope of course is to hear the results summarized
- Great group to provide information. Very informed ambassadors
- Round table discussion
- Clarity from team leaders
- Well organized. Good communication. I felt like I was heard. Too bad there were so few business owners there. Would've been nice to hear from everyone.

### Do you have any further comments about the project or the engagement process?

- No answers were provided for this question.



## Bus Tours Summary

Two bus tours of the study area were held on June 20, 2015, from 8:30 to 9:30 a.m. and on June 27, 2015 from 2 to 3 p.m., respectively.

The bus tours provided participants with an opportunity to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor while driving along the corridor.

Two people participated in the June 20 and one person participated in the June 27 bus tour. The following members of the project team were also in attendance at the bus tours.

- Stephen Kay, City of Calgary, Technical Lead (June 20)
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager (June 20)
- Cameron Matwie, City of Calgary, Technical Advisor (June 27)
- Jana Sinclair, Brown and Associates, Consultant Engagement Lead (June 27)

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received during the bus tours.

## **Bus Tours Summary**

**The following is a high level summary of what we heard during the bus tours:**

- A bus tour participant indicated that vehicle access, visibility, aesthetics and parking are important to businesses along the corridor.
- A bus tour participant highlighted that traffic flow, speed, safety, merging/lane changing issues on Crowchild Trail need to be considered as part of the study.
- The bus tour participants indicated preserving land area (preserving homes) is important when considering corridor improvements.

## **Discussion and Comment Form Summary**

Participants were provided with a clip board containing a comment form and project information sheets. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

### **Maintain/Enhance Community Integrity**

#### *Study Process*

- On-going discussion within the communities

#### *Design/Infrastructure*

- To preserve land area, I think the city should really need to think “up” (elevated roads, etc.)

#### *Property Acquisition/Values*

- You’ll likely end up buying a row of houses like you did in Mayfair. Other than that you can’t.

#### *Community Accessibility/Connectivity*

- Residents are parking in the Ten Thousand Villages lot because there is no parking available on the street
- By the time customers see the Ten Thousand Villages store it is too late to access it off 2 Ave – they always miss 2 Ave so have to take the 5 Ave exit
- Don’t consider residents on west side of Crowchild as part of the community

#### *Community Amenities/Integrity*

- West Hillhurst is considered the “small city” within Calgary

#### *Future Considerations*

- What will happen to Ten Thousand Villages in the long term?

## Travel along the corridor

### *Traffic Flow/Congestion*

- Cars travel too fast; there are a lot of accidents
- Merging is hard in Kensington Road/5 Ave area
- The lane changes on the bridge are difficult to navigate going north

### *Landscaping/Aesthetics*

- Visually it is not appealing – businesses are not attractive and sound barriers are not attractive

### *Design/Infrastructure*

- Have you considered roundabouts on Crowchild at Kensington/5 Ave?
- Fix on-ramp from 17 Avenue to Crowchild Trail northbound
- Fix or remove bus-only lanes
- Eliminate traffic lights when this project is completed
- No bike lanes please

### *Pedestrian/Cyclist Connectivity*

- If the City twins the bridge, can they add pedestrian and cycling facilities?

### *Study Process*

- Why are the study limits 17 Ave S.W. and 24 Ave N.W.?

## Travel across the corridor

### *Pedestrian/Cyclist Accessibility*

- Hardly see pedestrians crossing around Kensington Road/5 Ave – maybe the lights aren't long enough?

### *Design/Infrastructure*

- Full overpass at each intersection
- Dedicated pedestrian crossing

## About the Session

### 1. How satisfied are you with today's event?

	Satisfied	Somewhat Satisfied	Dissatisfied	Somewhat Dissatisfied	Not Applicable
• Clarity of information provided	x2				
• Project team's response to my questions	x2				
• Opportunity to provide my input	x2				
• Opportunity to hear others' input	x2				
• Event location	x2				
• Event time	x2				

*Note: the numbers above represent the number of responses that were received to the question.*

### 2. What did you like about the event format and activities today? What did you dislike? What can we do differently to make it better?

- I think the event format is very open so it's good
- I think the city should add more ads to get people's awareness for this study
- Bus tour is good!
- Great to chat while experiencing the ride along Crowchild and its connectors

### 3. Do you have any other comments about the study?

- Get on with it!!! You've been screwing around for 37 years. I'm tired of studies - make a decision and do something real instead!

## Public Workshop Summary June 20, 2015

A public workshop was held on Saturday, June 20, 2015 from 10 a.m. to noon at the Hillhurst Sunnyside Community Association at 1320 – 5 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

Eight people attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Technical Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Peggy Chan, City of Calgary, Communications Lead
- Kyle Marr, City of Calgary, Table Facilitator
- Lara Tierney, City of Calgary, Table Facilitator
- Michelle Irving, City of Calgary, Table Facilitator
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator
- Erin Russell, Russell Public Relations, Consultant Workshop Facilitator

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the workshop.

## Public Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Workshop participant's highlighted potential opportunities for community improvements that could be included as part of the long term vision for the study. These included aesthetics, increased density, river pathway system, and park space.
- Many attendees felt that free flow travel along Crowchild Trail as well as better east-west access would increase the accessibility and connectivity to and from communities along Crowchild Trail.
- All modes of travel such as pedestrian, cyclist, transit, car-sharing and HOV need to be considered for both north-south and east-west travel.

### Discussion Notes

Participants were grouped into two tables with a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

Participants brainstormed goals for each of the areas then grouped their responses into themes. The themes and bullets below were taken directly from the flipchart notes.

#### Table 1

##### Maintain/Enhance Bordering Communities

###### *Alternative Transportation*

- Rapid bus
- Car sharing/HOV lanes

###### *Community Development*

- Consider fact that density is increasing
- Zoning needs to fit with capacity

###### *Design/Infrastructure*

- Lane reversals/elevate lanes
- Consider that expansion may not solve anything

###### *Landscaping/Aesthetics*

- Noise control

###### *Pedestrian/Cyclist Connectivity*

- Enhancing connectivity for pedestrians and cyclists

### *Traffic Flow/Congestion*

- Cut traffic in surrounding communities (by improving flow on Crowchild)
- Only takes one accident to put pressure on other roads
- Supporting roads need to be considered
- If it's just rush hour does anything need to be done
- Special event impacts to routes
- Balance of needs - no sacrificing - both communities and commuters

### **Travel Along Corridor**

#### *Community Integrity*

- Minimize footprint in community - increase capacity on existing area

#### *Design/Infrastructure*

- Crowchild and 16 needs to be fixed - service road at Nissan is issue
- Dedicate lane into University Drive
- Roundabout; No left turns during rush hours
- Reverse lanes
- 5 Ave evening pilot - extend to 2 Street
- Toll lanes closing access on 5 Ave
- Turn lights could be explored
- Move bridge somewhat to avoid demolishing houses (200m west)
- Create by pass
- Add new bridge - 1 southbound/1 northbound
- Widening the bridge or double deck bridge
- Under or over

#### *Pedestrian/Cyclist Connectivity*

- Safety - bike lanes would be dangerous - speed is too high
- Bikes not on road - put them somewhere else

### *Traffic Flow/Congestion*

- 5 and Crowchild gets blocked up
- Maintain consistent speed along corridor

### *Transit*

- Double decker buses/articulated buses-transit capacity

### **Travel Across Corridor**

#### *Community Accessibility*

- Access to Crowchild - not across Crowchild Trail
- Improving access flow off or Crowchild Trail (5<sup>th</sup> Ave left turn)
- Avoid unnecessary strain on neighbouring roads (Kensington access)

### *Design/Infrastructure*

- Roundabouts to exit off Crowchild Trail
- 16 Ave - bridge improvement
- 24 Ave - don't just think across but below Crowchild Trail - can we shift LRT track?
- Improvements (dual turn) from University to Crowchild North
- More connectivity towards centre (14 Street) up past 2 Street north
- Bridge/tunnel - separate modes of travel for safety
- Passage at 13 Ave and 7 Ave vs crossing 5 Ave

### *Pedestrian/Cyclist Connectivity*

- Increase connectivity across trail with pedestrian and bike bridge/tunnel
- Remove lights and only way to cross is overpass and pedestrian bridges

### *Traffic Flow/Congestion*

- Lights at 24 Ave become bottleneck
- Balance increase speed and get rid of lights and improving crossings (pedestrians)
- Car sharing and carpooling
- Changing lights to only NS/EW turn lights to improve transit flow

## **Table 2**

### **Maintain/Enhance Bordering Communities**

#### *Future Considerations*

- MDP calls for increased intensity
- West village aspirations will have huge impacts - should understand needs there for study recommendations to be effective
- 1000 (year) corridor - modest change in the time frame
- South side of river is no man's land, missed opportunities industrial look
- Storm water planning

#### *Pedestrian Connectivity*

- Enhancing pedestrian corridor at river is retrofit
- Improving river frontage - pedestrian not roads

#### *Community Connectivity*

- Some communities are already dissected
- People feel cut off from NW Calgary in Shaganappi
- Lack of connectivity is detriment to maintaining/enhancing communities

#### *Accessibility*

- Better access to Crowchild from Bow Trail
- Access to Crowchild is important to maintaining and enhancing
- Maintain and improve east to west crossings
- 10 Ave S.W. access is confusing and dangerous



### *Landscaping/Aesthetics*

- Park space
- Opportunity to improve active modes and aesthetics
- Contain noise
- Like a dungeon

### *Traffic Flow/Congestion*

- Congestion is impacting people in Shaganappi (communities adjacent)

### *Design/Infrastructure*

- Why not overpasses? Need overpasses
- Should be a freeway
- When does that get decided?
- Improve existing connection across Crowchild to discourage future crossings
- Map is missing existing pedestrian bridge

### **Travel Along Corridor**

#### *Accessibility*

- 10 Ave SW configuration is terrible
- Access from Bow Trail west to Crowchild
- All east west (16 Ave, 24 Ave) connections should be improved

#### *Community Development*

- Reduced impact on community
- Changing densities - modes outside of downtown

#### *Design/Infrastructure*

- Studying river crossings - maybe underground makes sense
- Underground restricts future expansion and creates maintenance concerns (ventilation)
- Widen bridge - use existing infrastructure money
- Cost vs benefit
- Thorough investigation of all possibilities
- Use/need has changed

#### *Pedestrian/Cyclist Connectivity*

- North/South travel for active modes is important, west side of Crowchild

#### *Traffic Flow/Congestion*

- Free flow (x2)
- Remove bottleneck across the river
- Better access (free flow)
- Remove bottlenecks - river, McMahon, 24 Ave
- Plan for incidents/accidents

## Travel Across Corridor

### *Community Accessibility*

- Needs to be good vehicle access to Crowchild for increased densities
- Access between communities

### *Design/Infrastructure*

- Elevating or depressing Crowchild will improve access across
- Overpass for vehicles
- Enough height across Bow River in particular - otherwise area is sterilized (shadow line)
- Bio engineering for bridge abutments instead of rip rap
- Infrastructure aesthetics (modern)

### *Pedestrian/Cyclist Connectivity*

- River pathways are extremely busy
- Walkability
- Provide numerous ways (modes) to cross
- Environment for active mode crossings not pleasant
- Direct pedestrian crossings (grade separation)

### *Traffic Flow/Congestion*

- Free flow/expressway
- Commuter pathways (maybe twinning existing)

## Idea Walls Summary

After brainstorming goals and grouping the goals and ideas by themes, each group was asked to identify two themes in each area they felt were most important to address in the study. Participants were told that all themes will be looked at, and that the purpose of identifying the top two themes was to give the project team an idea about which themes were most important to those groups.

The prioritized themes from both tables were then put up on an idea wall for everyone to see. All participants were then given dots (stickers) to identify the ideas and themes that were most important to them as individuals.

Below are the prioritized themes as identified by the groups, along with the number of individual dots received for each idea.

## Maintain/Enhance Bordering Communities

### *Community Accessibility/Connectivity (x5)*

- Overpasses are needed/should be overpasses (x4)
- Maintaining enhancing river corridor, east to west (x1)
- Connectivity between communities and park spaces (x0)
- Access to Crowchild is important to maintain/enhancing communities (cut off) (x0)

#### *Traffic Flow/Congestion (x3)*

- Free flow traffic (x3)
- Increase flow without disrupting neighbouring communities (x0)

#### *Alternate Transportation Modes (x1)*

- Multiple modes of Transportation (car sharing, bikes, etc.) (x1)
- Transportation options available (x0)

#### *Design/Infrastructure (x1)*

- 1000 year corridor (long term) (x1)
- Discourage future river crossings by improving Crowchild (x0)
- Surrounding areas - how to ensure we aren't pushing the study issue outward (x0)

#### *Aesthetics (x0)*

- Contain noise (x0)
- This study is an opportunity to improve aesthetics/active modes (x0)

### **Travel Along Corridor**

#### *Traffic Flow/Congestion (x5)*

- Free flow (x5)
- Reduce congestion on Crowchild Trail in all weather conditions (x0)

#### *Design/Infrastructure (x3)*

- Bridge Enhancements (x2)
- Examine all options (thorough study) (x1)
- Cost/benefit analysis (existing infrastructure) (x0)

#### *Community Accessibility/Connectivity (x1)*

- North South for active modes (west side) (x1)
- 10<sup>th</sup> Ave SW/Bow Trail west access improve (x0)
- Improve access/egress to Crowchild (east-west; 16 Ave, 24 Ave) (x0)

#### *Transit (x1)*

- More Transit Capacity (x1)

### **Travel Across Corridor**

#### *Design/Infrastructure (x9)*

- River corridor enhanced for communities/environment improvements (x4)
- Elevate or depress vehicle traffic (x2)
- Bridges/tunnels safe transportation separated (x2)
- Bio engineering for bridge abutments (x1)

#### *Traffic Flow/Congestion (x6)*

- Free flow traffic (x6)

#### *Community Accessibility (x0)*

- Good vehicle access to Crowchild for increased densities (x0)

#### *Pedestrian Connectivity (x0)*

- More direct pedestrian crossings (x0)
- Walkability between communities (x0)

## **Comment Form Summary**

3 comment forms were received at the public workshop on June 20, 2015. Below is the summary of feedback received.

### **What Should the Study Goals Be?**

#### **1) Maintain and/or Enhance Bordering Communities**

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- Improve traffic flow and safety while maintaining livable neighbourhoods
- Provide/create free flow traffic by not pushing the issue to nearby communities that are outside the study
- Engineering solutions to mitigate road noise for commuters i.e. / noise containment fences for freeways

#### **2) Improve Travel within the Corridor**

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- Widen the bridge
- Bridge enhancement. Option 1: Build a new bridge for southbound traffic, use existing bridge for northbound only. Option 2: Double deck approach to minimize land impact while increase capacity
- Eliminate all traffic lights along Crowchild Trail
- Enhance/promote free flow traffic, with free flow turnoffs. Widen bottlenecks on Crowchild

#### **3) Provide for Travel Across the Corridor**

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- Goal of turning Crowchild into a freeway to facilitate the expansion/growth in population in Calgary. Elevate-complete elevated freeway/highway from north to south with free flow turnoffs

## About the Session

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

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

*Note: the numbers above represent the number of responses that were received to the question.*

### 2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?

- Like: Great discussion. Dislike: a bit hard to hear presenters. Use a microphone.
- Try to target young professionals
- Get people talking?

### Do you have any further comments about the project or the engagement process?

- No answers were provided for this question.

## Public Workshop Summary June 20, 2015

A public workshop was held on Saturday, June 20, 2015 from 10 a.m. to noon at the Hillhurst Sunnyside Community Association at 1320 – 5 Avenue N.W.

The format of the session involved a short presentation to provide attendees with an overview of the project and project timelines, a question and answer period to allow project team members to respond to questions and comments, and breakout sessions where small groups worked to identify key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

Eight people attended the workshop. The following members of the project team were also in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Asif Kurji, City of Calgary, Technical Advisor
- Kirsty Neill, City of Calgary, Engagement Advisor
- Peggy Chan, City of Calgary, Communications Lead
- Kyle Marr, City of Calgary, Table Facilitator
- Lara Tierney, City of Calgary, Table Facilitator
- Michelle Irving, City of Calgary, Table Facilitator
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Workshop Facilitator
- Erin Russell, Russell Public Relations, Consultant Workshop Facilitator

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the workshop.

## Public Workshop Discussion Summary

The following is a high level summary of what we heard at the workshop:

- Workshop participant's highlighted potential opportunities for community improvements that could be included as part of the long term vision for the study. These included aesthetics, increased density, river pathway system, and park space.
- Many attendees felt that free flow travel along Crowchild Trail as well as better east-west access would increase the accessibility and connectivity to and from communities along Crowchild Trail.
- All modes of travel such as pedestrian, cyclist, transit, car-sharing and HOV need to be considered for both north-south and east-west travel.

### Discussion Notes

Participants were grouped into two tables with a facilitator who moderated the discussion and recorded notes on flipcharts. Technical team members were available to respond to questions. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

Participants brainstormed goals for each of the areas then grouped their responses into themes. The themes and bullets below were taken directly from the flipchart notes.

#### Table 1

##### Maintain/Enhance Bordering Communities

###### *Alternative Transportation*

- Rapid bus
- Car sharing/HOV lanes

###### *Community Development*

- Consider fact that density is increasing
- Zoning needs to fit with capacity

###### *Design/Infrastructure*

- Lane reversals/elevate lanes
- Consider that expansion may not solve anything

###### *Landscaping/Aesthetics*

- Noise control

###### *Pedestrian/Cyclist Connectivity*

- Enhancing connectivity for pedestrians and cyclists

### *Traffic Flow/Congestion*

- Cut traffic in surrounding communities (by improving flow on Crowchild)
- Only takes one accident to put pressure on other roads
- Supporting roads need to be considered
- If it's just rush hour does anything need to be done
- Special event impacts to routes
- Balance of needs - no sacrificing - both communities and commuters

### **Travel Along Corridor**

#### *Community Integrity*

- Minimize footprint in community - increase capacity on existing area

#### *Design/Infrastructure*

- Crowchild and 16 needs to be fixed - service road at Nissan is issue
- Dedicate lane into University Drive
- Roundabout; No left turns during rush hours
- Reverse lanes
- 5 Ave evening pilot - extend to 2 Street
- Toll lanes closing access on 5 Ave
- Turn lights could be explored
- Move bridge somewhat to avoid demolishing houses (200m west)
- Create by pass
- Add new bridge - 1 southbound/1 northbound
- Widening the bridge or double deck bridge
- Under or over

#### *Pedestrian/Cyclist Connectivity*

- Safety - bike lanes would be dangerous - speed is too high
- Bikes not on road - put them somewhere else

### *Traffic Flow/Congestion*

- 5 and Crowchild gets blocked up
- Maintain consistent speed along corridor

### *Transit*

- Double decker buses/articulated buses-transit capacity

### **Travel Across Corridor**

#### *Community Accessibility*

- Access to Crowchild - not across Crowchild Trail
- Improving access flow off or Crowchild Trail (5<sup>th</sup> Ave left turn)
- Avoid unnecessary strain on neighbouring roads (Kensington access)



### *Design/Infrastructure*

- Roundabouts to exit off Crowchild Trail
- 16 Ave - bridge improvement
- 24 Ave - don't just think across but below Crowchild Trail - can we shift LRT track?
- Improvements (dual turn) from University to Crowchild North
- More connectivity towards centre (14 Street) up past 2 Street north
- Bridge/tunnel - separate modes of travel for safety
- Passage at 13 Ave and 7 Ave vs crossing 5 Ave

### *Pedestrian/Cyclist Connectivity*

- Increase connectivity across trail with pedestrian and bike bridge/tunnel
- Remove lights and only way to cross is overpass and pedestrian bridges

### *Traffic Flow/Congestion*

- Lights at 24 Ave become bottleneck
- Balance increase speed and get rid of lights and improving crossings (pedestrians)
- Car sharing and carpooling
- Changing lights to only NS/EW turn lights to improve transit flow

## **Table 2**

### **Maintain/Enhance Bordering Communities**

#### *Future Considerations*

- MDP calls for increased intensity
- West village aspirations will have huge impacts - should understand needs there for study recommendations to be effective
- 1000 (year) corridor - modest change in the time frame
- South side of river is no man's land, missed opportunities industrial look
- Storm water planning

#### *Pedestrian Connectivity*

- Enhancing pedestrian corridor at river is retrofit
- Improving river frontage - pedestrian not roads

#### *Community Connectivity*

- Some communities are already dissected
- People feel cut off from NW Calgary in Shaganappi
- Lack of connectivity is detriment to maintaining/enhancing communities

#### *Accessibility*

- Better access to Crowchild from Bow Trail
- Access to Crowchild is important to maintaining and enhancing
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### *Landscaping/Aesthetics*

- Park space
- Opportunity to improve active modes and aesthetics
- Contain noise
- Like a dungeon

### *Traffic Flow/Congestion*

- Congestion is impacting people in Shaganappi (communities adjacent)

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- Why not overpasses? Need overpasses
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- Improve existing connection across Crowchild to discourage future crossings
- Map is missing existing pedestrian bridge

### **Travel Along Corridor**

#### *Accessibility*

- 10 Ave SW configuration is terrible
- Access from Bow Trail west to Crowchild
- All east west (16 Ave, 24 Ave) connections should be improved

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- Reduced impact on community
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#### *Design/Infrastructure*

- Studying river crossings - maybe underground makes sense
- Underground restricts future expansion and creates maintenance concerns (ventilation)
- Widen bridge - use existing infrastructure money
- Cost vs benefit
- Thorough investigation of all possibilities
- Use/need has changed

#### *Pedestrian/Cyclist Connectivity*

- North/South travel for active modes is important, west side of Crowchild

#### *Traffic Flow/Congestion*

- Free flow (x2)
- Remove bottleneck across the river
- Better access (free flow)
- Remove bottlenecks - river, McMahon, 24 Ave
- Plan for incidents/accidents

## Travel Across Corridor

### *Community Accessibility*

- Needs to be good vehicle access to Crowchild for increased densities
- Access between communities

### *Design/Infrastructure*

- Elevating or depressing Crowchild will improve access across
- Overpass for vehicles
- Enough height across Bow River in particular - otherwise area is sterilized (shadow line)
- Bio engineering for bridge abutments instead of rip rap
- Infrastructure aesthetics (modern)

### *Pedestrian/Cyclist Connectivity*

- River pathways are extremely busy
- Walkability
- Provide numerous ways (modes) to cross
- Environment for active mode crossings not pleasant
- Direct pedestrian crossings (grade separation)

### *Traffic Flow/Congestion*

- Free flow/expressway
- Commuter pathways (maybe twinning existing)

## Idea Walls Summary

After brainstorming goals and grouping the goals and ideas by themes, each group was asked to identify two themes in each area they felt were most important to address in the study. Participants were told that all themes will be looked at, and that the purpose of identifying the top two themes was to give the project team an idea about which themes were most important to those groups.

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Below are the prioritized themes as identified by the groups, along with the number of individual dots received for each idea.

## Maintain/Enhance Bordering Communities

### *Community Accessibility/Connectivity (x5)*

- Overpasses are needed/should be overpasses (x4)
- Maintaining enhancing river corridor, east to west (x1)
- Connectivity between communities and park spaces (x0)
- Access to Crowchild is important to maintain/enhancing communities (cut off) (x0)

#### *Traffic Flow/Congestion (x3)*

- Free flow traffic (x3)
- Increase flow without disrupting neighbouring communities (x0)

#### *Alternate Transportation Modes (x1)*

- Multiple modes of Transportation (car sharing, bikes, etc.) (x1)
- Transportation options available (x0)

#### *Design/Infrastructure (x1)*

- 1000 year corridor (long term) (x1)
- Discourage future river crossings by improving Crowchild (x0)
- Surrounding areas - how to ensure we aren't pushing the study issue outward (x0)

#### *Aesthetics (x0)*

- Contain noise (x0)
- This study is an opportunity to improve aesthetics/active modes (x0)

### **Travel Along Corridor**

#### *Traffic Flow/Congestion (x5)*

- Free flow (x5)
- Reduce congestion on Crowchild Trail in all weather conditions (x0)

#### *Design/Infrastructure (x3)*

- Bridge Enhancements (x2)
- Examine all options (thorough study) (x1)
- Cost/benefit analysis (existing infrastructure) (x0)

#### *Community Accessibility/Connectivity (x1)*

- North South for active modes (west side) (x1)
- 10<sup>th</sup> Ave SW/Bow Trail west access improve (x0)
- Improve access/egress to Crowchild (east-west; 16 Ave, 24 Ave) (x0)

#### *Transit (x1)*

- More Transit Capacity (x1)

### **Travel Across Corridor**

#### *Design/Infrastructure (x9)*

- River corridor enhanced for communities/environment improvements (x4)
- Elevate or depress vehicle traffic (x2)
- Bridges/tunnels safe transportation separated (x2)
- Bio engineering for bridge abutments (x1)

#### *Traffic Flow/Congestion (x6)*

- Free flow traffic (x6)

#### *Community Accessibility (x0)*

- Good vehicle access to Crowchild for increased densities (x0)

#### *Pedestrian Connectivity (x0)*

- More direct pedestrian crossings (x0)
- Walkability between communities (x0)

## **Comment Form Summary**

3 comment forms were received at the public workshop on June 20, 2015. Below is the summary of feedback received.

### **What Should the Study Goals Be?**

#### **1) Maintain and/or Enhance Bordering Communities**

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- Improve traffic flow and safety while maintaining livable neighbourhoods
- Provide/create free flow traffic by not pushing the issue to nearby communities that are outside the study
- Engineering solutions to mitigate road noise for commuters i.e. / noise containment fences for freeways

#### **2) Improve Travel within the Corridor**

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- Widen the bridge
- Bridge enhancement. Option 1: Build a new bridge for southbound traffic, use existing bridge for northbound only. Option 2: Double deck approach to minimize land impact while increase capacity
- Eliminate all traffic lights along Crowchild Trail
- Enhance/promote free flow traffic, with free flow turnoffs. Widen bottlenecks on Crowchild

#### **3) Provide for Travel Across the Corridor**

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- Goal of turning Crowchild into a freeway to facilitate the expansion/growth in population in Calgary. Elevate-complete elevated freeway/highway from north to south with free flow turnoffs

## About the Session

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

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

*Note: the numbers above represent the number of responses that were received to the question.*

### 2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?

- Like: Great discussion. Dislike: a bit hard to hear presenters. Use a microphone.
- Try to target young professionals
- Get people talking?

### Do you have any further comments about the project or the engagement process?

- No answers were provided for this question.

## **Public Workshop Summary June 23, 2015**

A public workshop was held on Tuesday, June 23, 2015 from 6 to 8 p.m. at the Sunalta Community Association Hall at 1627 – 10 Avenue N.W.

The intended workshop format of the session was adapted to a large group discussion to better meet the needs of participants to voice issues, concerns and ideas. Project team members responded to questions and provided information about the project.

Approximately 30 participants attended the workshop. The following members of the project team were in attendance at the workshop:

- Feisal Lakha, City of Calgary, Project Manager
- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Network Planning
- Kirsty Neill, City of Calgary, Engagement Lead
- Jana Sinclair, Brown & Associates, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Engagement Team
- Alana Getty-Somers, ISL Engineering and Land Services, Consultant Deputy Project Manager

Below is a summary of the feedback received at the workshop.

## Public Workshop Discussion Summary

The following is a high level summary of what we heard at the meeting:

- The 2012 Study left many unanswered questions and a great deal of frustration, uncertainty and anxiety in this community. This session was the first opportunity since 2012 to speak to the City about the project.
- The current engagement process is viewed with skepticism and needs to be improved to meet stakeholders needs.
- The communications methods used to promote the study and workshops so far have not been effective for the participants. Better communication methods are needed.
- More advance notice of engagement opportunities is needed, with specific dates and timelines provided well in advance.
- They would like to better understand the problem to be solved regarding the Crowchild Trail corridor

### Discussion Notes

Notes were written by project team members on flipcharts as participants discussed their concerns. Below are the flipchart notes, organized into categories by theme as follows.

#### I. Study and engagement process

- A. Historical Study (2010-12) Process
- B. Current Study Process

##### 1. Engagement in Phase 2

- Notice and timing of engagement opportunities
- How will our input in this phase be used?
- Who is involved in this study?

##### 2. Engagement in future phases of this study

##### 3. Resources and information needed to participate

- Project and Crowchild Trail Facts, Scope and Details

#### II. Property and Land Use Impacts

- A. Property and Property Values
- B. Land Use/ Development Impacts

#### III. Crowchild Trail Operational Issues and Ideas

#### IV. Possible Goals that emerged from discussion



## I. Study and engagement process

- Not a 5 year plan, not a 20 year plan – this plan needs to cover a good long time because this is a huge effort (the study)
- What are the variety of problems the City is trying to solve? Come back to us and let us help you brainstorm ideas
- Identify issues that the City is hoping to solve before people can set goals = a lot of skilled people in the community to help brainstorm ideas once issues have been identified by the City
- We have no idea what the problem is
- What is the problem? The City hasn't defined the problem that they are looking to solve for Crowchild.
- Question from attendee: What is the problem?
  - Answer from project team: – the problem is congestion
- Why doesn't the City come out with a plan?
- We are not experts to tell you what to do
- If Council isn't aware of residents' concerns they may not support the process
- It seems like Council is not aware of the plan for the Crowchild study
- Question project sincerity as Council is telling people that the Crowchild Trail project/plan may not happen
- Concern that there is no funding for this project and no certainty of a good plan for Crowchild Trail
- You need us to buy-in to it
- You are just going to get more of it
- You aren't doing a good job
- Don't think the Crowchild Trail steering committee [sic] (referencing the Engagement Design Team in Phase 1) did a good job of steering.

### A. Historical Study (2010-12) Process

- There is no trust in the project team and process due to 2012 plan
- We are frustrated
- You are not building anything
- Question from attendee: Frustrated with 2012 study process as there was no consultation before options were developed and the plans showed significant impact to adjacent residents
  - Answer from project team: The Crowchild Trail study will look at Crowchild Trail as well as all other adjacent roadways how they interact and how improvements can help the corridor not just the road itself.
- Can't afford to have the current Crowchild Trail study to be screwed up like it was in 2012
- Irresponsible way to do the project
- Problem with 2012 study is that it is not shelved because it negatively impacted property values
- City needs to mitigate damage done to existing residents due to 2012 plan
- I don't care how you solve the problem. Make your number 1 goal "Solve the problem to alleviate the damage 2012 study created for our properties."

## B. Current Study Process

### 1. Engagement in Phase 2

#### ➤ Notice and timing of engagement opportunities

- Certainty on dates for engagement activities in Phase 2 & Phase 3 was requested
- Need dates for the rest of Phase 2 engagement. Summer does not work. All dates for fall engagement should be set. We want to set the dates.
- Give us timelines
- Send us timelines
- What is the precise timeline?
- Need timelines for engagement to provide notice and satellite meetings around the scheduled meetings to provide flexibility
- Question from attendee: What is the project timeline? It's a lot of time to live in limbo.
  - Answer from project team: The study will be complete by December 2016, with recommendations presented to Council in the first quarter of 2017
- Specific schedule dates for the beginning and ending of phases is needed. More notice is needed in advanced of engagement activities.
- Invitations to resident workshops weren't received by all adjacent residents
- Invitations for workshops via email were not received
- I did not get the invitations
- Meeting notifications should be hand delivered to all adjacent residents
- There are issues regarding communications to publicize project and workshops
- Question from attendee: Was the Community Association President aware of the workshops?
  - Answer from project team: Community Associations were made aware of workshops and provided opportunity to distribute door to door kits to their communities
- The process isn't working
- Question from attendee: We need dates for engagement to be set well in advance and on days that don't coincide with other busy days, for example, Canada Day weekends
  - Answer from project team: Going to community events is a way for us to try to reach residents on advice from the Engage Design Team (citizens and stakeholders)
- Want to meet in person to review goals in latter part of Phase 2

#### ➤ How will our input in this phase be used?

- Concern about how feedback from different engagement opportunities like walking tours will impact plans/options
- How important is feedback about a park compared to the needs of Crowchild to move traffic? For example by keeping a small park that will be a measure of preserving community integrity while additional lanes are added to Crowchild Trail.
- Question from attendee: What will be done with goals that are developed for the study? Will there be a check back on goals?

- Answer from project team: Input into goals will be sought from participants at workshops, via idea boards and online, etc. We will send out reports of feedback received and to ask if we got the goals right.
- Phase 2 validates the goal. How important is our feedback?

➤ **Who is involved in this study?**

- Send out list of project team members and who they work for
- Question from attendee: How were/are the Councilors involved?
  - Answer by project team: Regular updates by project team about study process, engagement sessions, will receive results/feedback summaries along with the public

**2. Engagement in future phases of this study**

- Multiple opportunities for public/stakeholders to provide input
- Question from attendee: Will there be engagement in Phase 3 and beyond?
  - Answer from project team: Yes, there will be engagement with residents, businesses, communities, and all stakeholders consulted in Phase 2. Multi-phase process is part of the corridor study. Phase 3 will be starting in October.
- For the West LRT project there was a brainstorming session, design charrette, physical drawings – this would be a good process for the Crowchild Trail Study.
- Need real dates for fall engagement now

**3. Resources and information needed to participate**

- Facts about Crowchild should have been included in notes circulated to participants. And facts about other community plans in the geographic area – land use plans like the Stadium
- Q: What is on the table? E.g. Stacking Crowchild, tunneling under the river, etc.
  - A: Yes everything is currently on the table. Options will be developed based on goals developed by stakeholders at workshops, online, idea boards, etc.
- Want to hear from communities who can tell us how their process went; e.g: Community Associations near the GE5 project (Glenmore, Elbow Dr, 5 Street SW)
- Could we reach out to other communities for their experience? E.g. Communities near GE5 (Glenmore)
- Question from attendee: Do we or don't we have a traffic problem? Not airy-fairy responses just say...if you need to accommodate 20,000 cars then just say it. Crowchild is backed up to Glenmore. You should be able to have boards that say the number of cars per day or per minute. It's obvious there's a problem. Put it on the table...don't hide it
  - Answer from project team: Crowchild Trail carries over 100,000 Vehicles/day. Volumes similar to Glenmore, Crowchild is the 3<sup>rd</sup> busiest road for traffic volume in the city
- More information please – what is the problem we are trying to solve?
  - Answer from project team: The City will work with stakeholders to establish plans that can be implemented
- Would have been useful to have info on the work that has been done at this meeting
  - Prior transportation study
  - Transit Oriented Development plans
  - Existing transportation plans
- What about traffic volumes that are higher than anticipated?

- What are the technical requirements of Crowchild – how many lanes are needed?
- **Project and Crowchild Trail Facts, Scope and Details**
- Question from attendee: What are some of the facts about Crowchild Trail?
  - Answer from project team: It has a 60,000 car/day design and it currently has over 100,000 cars/day. Bow River Bridge – 3 lanes each way but only 1 lane carries traffic from south of the River to north of the river, the other 2 lanes exit at Bow Trail & Memorial Drive Crowchild carries traffic north/south between Universities and major Health Centres; e.g: Foothills Hospital, Rockyview Hospital, Children’s Hospital, Richmond Road Diagnostic & Treatment Centre
- Question from attendee: What impact does the opening of the Ring Road have on Crowchild?
  - Answer from project team: Stoney Trail river crossing opened in 1996/97, so the benefit of that additional river crossing is already in place. The opening of the southwest portion of the ring road will help roads like Glenmore Trail. Because there are only 2 river crossings (Bow Trail, Stoney Trail) we have already seen benefits of ring road to Crowchild because of river crossings.

## II. Property and Land Use Impacts

### A. Property and Property Values

- We need 100% certainty
- Will Council write residents a security cheque while study is going on?
- Property value protection for the rest of the process
- Need a system for City to guarantee property values through study process
  - Residents have been negatively impacted by 2012 plan
  - Provide option for residents to sell property at fair market value (that isn’t negatively impacted by 2012 study).
    - Need to factor in cost of relocating
- Concern about uncertainty and selling property during study process. Concerned about negative impact on property values.
- How do you alleviate the property value problem created with 2012 plan and activities?
- Remove damage done by last study which has effectively made my property value zero
  - This has to be a goal as much as solving traffic problems
  - Will the City protect our property values – look at historic values and “lock it in”
- Guarantee the value of the properties
- Need to protect 100% of property value
- What do you expect for our property? It is peanuts compared to the actual cost.
- We can’t sell our houses for 3 years because of Crowchild Trail Study but we’re still paying taxes. City needs to solve the problem they laid on us
- We’re all stuck in your process. #1 goal to deal with problem created. You’ve affected us in a personal way.
- Question from attendee: Will The City buy out homes to avoid uncertainty in property values?

- Answer from project team: City pays market value for property values and may include other considerations in negotiations with the seller. As an example, for the Glenmore Trail project, The City:
  - Plan identified properties
  - Paid market value
  - Also looked at moving expenses
- There is a drive by value of businesses – if you move us we lose that value

## **B. Land Use/ Development Impacts**

- What about the seniors housing at the old Jaques Lodge site?
- What about development along the corridor?
- Other developments, access, land use along LRT line
- What are the development plans for the Sunalta Station area?
- What is the planned development for the area? E.g. proposed stadium and arena
- Question from attendee: Stadium - has it been decided?
  - Answer from project team: We don't know because it is developer driven & controlled
- Question from attendee: Development along the river – for example, the Flames arena?
  - Answer from project team: Right now it's a rumor. We can't comment on what we don't know.
- They would never have built Sunalta LRT so big if it weren't for the Flames. Need information on West Village planning.

## **III. Crowchild Trail Operational Issues and Ideas**

- A past noise study was done and they said there was no issue, but the timing of the study was flawed – they took readings in August
- Weaving traffic on Crowchild is part of the problem
- Also see lane changing at Glenmore and Crowchild similar to Crowchild and Bow River bridge
- There is a major problem on Crowchild with major traffic jams and bottlenecks. Want a plan vs. talking about goals for the next year.
- Adding six lanes will not solve the problem. Makes a big parking lot
- More lanes into downtown will not be a solution, it will just create a parking lot
- Lane expansion is not long term solution
- Freeway to handle traffic
- There are major safety issues on Crowchild. It doesn't seem possible to preserve communities with the issues on Crowchild. The do-nothing option doesn't seem plausible.
- Concerned about a new 17 Ave off ramp and its impact on adjacent residents and neighborhood. The ramp there now works well.
- Biggest problem is the lights north of the river (Kensington to 24<sup>th</sup> Ave NW)
- What are other cities doing to solve a problem like this?
- Look to Europe for creative ideas - they've had to build in tight spaces
- What about solutions like Glenmore/37 Street SW?

- Sometimes there are solutions you can't see like the 37<sup>th</sup> Street & Glenmore roundabout
- There is a solution here
- Toll lanes or something like that may be considered
- Diverging double interchange
- Multi-lane roundabouts
- Remove traffic lights

#### IV. Possible Goals that emerged from discussion

- Possible Goal: Acquire properties as a last resort. Prioritize homes over widening/access solutions.
  - Solve the problem without taking homes
  - Prove that there is absolutely nothing else that can be done
- Possible Goal: Use innovation (look to Europe) when looking at Solutions
  - E.g.: Glenmore and 37<sup>th</sup> Street SW
- Possible Goal: Reduce speeds

### Comment Form Summary

One comment form was received at the public workshop on June 23, 2015. The summary below will be updated to include any comment forms submitted via email following the workshop.

#### What Should the Study Goals Be?

##### 1) Maintain and/or Enhance Bordering Communities

Do you have any other ideas about the features that are important for maintaining or enhancing bordering communities?

- Don't impact existing residential communities negatively

##### 2) Improve Travel within the Corridor

Do you have any other ideas about criteria that are important for improving travel along Crowchild Trail?

- Yes
  - Don't move the on-ramp from 17<sup>th</sup> Ave to join Crowchild any closer than the current ramp
  - Add a westbound exit off Crowchild (northbound) to Bow Trail west
  - Add a 14<sup>th</sup> Street exit to Memorial westbound and westbound Memorial exit onto 14<sup>th</sup> street southbound and northbound
  - Add a 12<sup>th</sup> Ave exit onto Crowchild southbound
  - Grade separate Crowchild & Kensington and 5<sup>th</sup> Street with off ramps & on ramps

##### 3) Provide for Travel Across the Corridor

Do you have any other ideas about criteria that are important for providing travel across Crowchild Trail?

- Please see previous comments
  - Bike & walking accommodated on any new bridges.

## About the Session

1. How satisfied are you with today's session?					
	Satisfied	Somewhat Satisfied	Dissatisfied	Somewhat Dissatisfied	Not Applicable
• Clarity of information provided		1			
• Project team's response to my questions		1			
• Opportunity to provide my input	1				
• Opportunity to hear others' input	1				
• Session location	1				
• Session time			1		

## 2. What did you like about the session format and activities today? What did you dislike? What can we do differently to make it better?

- Too early. After 6:30 is better

## Do you have any further comments about the project or the engagement process?

- Set dates for future meetings well in advance for all of Phase 2

## **Walking Tour Summary** **June 24, 2015** **7 to 8:30 p.m.**

A walking tour took place on June 24, 2015, from 7 to 8:30 p.m. from south of Kensington Road N.W. to north of 5 Avenue N.W. (see map).

The walking tour provided participants with an opportunity to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor while walking along a section of the corridor.

18 people participated in the walking tour. The following members of the project team were also in attendance at the walking tour.

- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Jana Sinclair, Brown & Associates, Walking Tour Facilitator
- Lara Tierney, City of Calgary, Walking Tour Facilitator
- Kyle Marr, City of Calgary, Walking Tour Facilitator
- Bradley Lynn, City of Calgary, Walking Tour Facilitator
- Angela Kiu, City of Calgary, Walking Tour Facilitator

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the walking tour.



# CROWCHILD TRAIL STUDY



Route Distance: 2.5km

Parking is available along Bowness Road, in the cul-de-sac on residential streets.

## Crowchild Trail Study Walking Tour

Map 1

[calgary.ca](http://calgary.ca) | contact 311



## Walking Tour Summary

The following is a high level summary of what we heard at the walking tour:

- Walking tour participants highlighted the importance of minimizing impacts to adjacent homes and communities.
- Walking tour participants indicated that the use of landscaping and sound barriers should be a priority to minimize attributes associated with Crowchild Trail (noise/aesthetics/safety) so that residents don't feel they are living next to a major transportation corridor.
- Walking tour participants stated there is a need for better connections across Crowchild Trail for pedestrians, cyclists, and vehicles while eliminating traffic short-cutting through the neighbourhoods.
- Walking tour participants highlighted that other options should be explored and considered, such as improved transit and cycling access, before resorting to the expansion of Crowchild Trail and expropriation of homes and green space.

## Discussion and Comment Form Summary

Participants were provided with a clip board containing the walking tour map, comment form and project information sheets. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

### Maintain/Enhance Bordering Communities

#### *Community Accessibility*

- Think about whether business access off of Crowchild Trail is really necessary or even safe
- Less access roads/better interchanges
- Accessibility
- East/west access more important than access to Crowchild Trail
- Inclusive
- Keep traffic flowing through the neighbourhood, especially on access roads. At 5 Avenue east of Crowchild, access goes right into a playground zone. This might be removed if the playground is fenced higher along 5 Avenue.

#### *Community Connectivity*

- Concerned a freeway will be built and divide the area

#### *Property Acquisition/Values*

- Affordability
- Minimize impact to property values
- Respect homes bordering the corridor and avoid expropriation
- Certainty regarding plan for property values
- Not removing houses
- Property value for houses near to Crowchild Trail?
- Remove houses and businesses to create linear park and bike lane on either side of Crowchild

### *Landscaping/Aesthetics*

- Border area should be an attractive and safe place to walk, cycle & drive
- Beauty
- Less of a corridor more like a boulevard
- Common sense – guidelines for public space – we walked past some public space that might not be utilized

### *Noise*

- Noise reduction (x2)
- Thinking about use of technology to reduce traffic noise (the higher the barrier the better in my opinion) although you don't want to wall off communities, the noise level is the biggest concern
- #1 goal would be noise reduction, I don't feel anyone would feel the need to keep those "cairns"!
- Keep or extend the sound wall/barrier
- Higher sound walls
- Can put a sound barrier behind the commercial buildings. A sound barrier is needed!
- If commercial put the sound barrier between them and residents, this will give better barrier....but also separation from the other side ☹
- Additional sound barrier considerations (second story noise)
- Better sound barriers (present ones are only effective on first floors)
- Sound barrier cul-de-sac 1 Avenue
- Sound barrier all along Crowchild/no business directly off it

### *Environment/Parks*

- I like the small greenspaces at cul-de-sacs with the benches on the other side of the wall.
- More green space, less concrete & cars
- Important to maintain: greenscape/landscape/trees, sound barriers – higher – see west side Crowchild.
- Green areas but not circle ones – just inviting green space, easy to maintain and not "scary"
- Increase the green space boarding Crowchild (similar to the west side of Crowchild)
- Green spaces that are open and maintained (too many now enclosed, "scary", not maintained)

### *Alternative Transportation*

- HOV lanes (high occupancy vehicle) – ideas to reduce congestion at rush hour
- Stop thinking about moving cars, and find different ways to move people and goods in other ways
- HOV lanes

### *Pedestrian/Cyclist Connectivity*

- Walkability
- Better, safer, more accessible and eye-pleasing walk-ways/bike lanes
- Q: What are the pedestrian counts?
- Current sidewalks – city needs to maintain better in winter (the become skating rinks)
- Create safe & pleasant bus stops along Crowchild
- Good lighting for pedestrians

### *Design/Infrastructure*

- Do not increase the footprint of Crowchild Trail. It is already large and wide
- To many access points with north-south and east-west options
- Improve Crowchild Trail within the current footprint
- Stale green lights (no turns at rush hour)
- No traffic circle please at 5 Avenue and Kensington Road, too dangerous for bikes and pedestrians
- Lane reversal

### *Traffic Flow/Congestion*

- Better traffic flow
- Need to balance needs of rush hour vs other times
- Congestion toll (rush hour)
- Safety
- Transition needs traffic calming – high speed to 30-50km/hr to preserve neighbourhood feel and safety

### **Travel Along Corridor**

#### *Community Accessibility*

- Less access roads – perhaps limited access at 5 Avenue
- Can access to businesses be blocked directly off Crowchild Trail – it is such a safety issue!
- What is the strategy for providing business access?
- Less businesses, more consideration of homeowners, seems bizarre to expect a business to have direct access to a road like Crowchild Trail

#### *Landscaping/Aesthetics*

- Noise barrier could become relief artwork like they do in Phoenix – make it attractive
- Shared space

#### *Alternative Transportation*

- Think about HOV lanes (x3)
- Shared bike/transit lane?
- More transit stops in front of the Kensington Clinic – 1 block east to avoid back up left turn
- Less traffic – more transit opportunities
- Transit stops might benefit from having a low barrier between the corridor and the access to the stop just to prevent fast moving traffic from careening into the stop
- Improved travel needs to focus on transit and people not single occupancy cars. Create pedestrian/bike pathways along Crowchild Trail separated by sound barriers with landscape for the full length to the University. Bus/HOV lanes on Crowchild Trail
- Move bus stop on 5 Avenue N.W.

### *Pedestrian/Cyclist Connectivity*

- Bike lane on inside of noise barrier
- Safer bikes lanes, wider on east side of Crowchild (note: during the walk, there were no walkers or cyclists along east side walkway, but plenty along west side).
- Bike overpass
- Do not feel bike traffic can be on Crowchild roadway because of 60 and/or 70km speed. Thus do not know if bike trail would be on service side of wall – incorporated with bike trail up 22 Street N.W. along Juniper road – feasible
- Crossing on 5 Avenue N.W. is not long enough for kids (crossing time is too short)

### *Design/Infrastructure*

- Inclusive – pedestrians, cyclists, vehicles, buses
- Perhaps thinking small, start with bridge, use more technology and then monitor what happens.
- #1 goal I believe should be the south to north bridge where one lane goes through to the north
- Consider road reversals during peak times
- Stale greenlights (at 5 Avenue N.W. during peak hours)
- Lane reversals
- Consider Intelligent Transportation Systems
- Need 4 scenarios
  1. Do nothing
  2. Low impact low cost
  3. Medium impact medium cost
  4. High impact high cost

### *Traffic Flow/Congestion*

- Consider congestion tolls (x2)
- Most important to increase flow over the bridge
- Free flowing
- Think about the way to reduce gaps in traffic
- Consideration for rush hour vs non rush hour solution
- No rush hour access to Kensington Road N.W.

### **Travel Across Corridor**

- Keeping 5 Avenue N.W. and Kensington Road accessible to Crowchild Trail

### *Pedestrian/Cyclist Connectivity*

- I feel pedestrian traffic is minimal and although important not the #1 goal
- Not sure how much cycling/pedestrian traffic there is from one side to another, not really much to walk to, cyclist most often go to river pathway
- Escarpment is a barrier to pedestrians and cyclists as much as Crowchild Trail
- More accessible pedestrian and cyclist overpasses – stroller and wheelchair accessible
- People safety: above grade accessible for pedestrians, bikes and wheelchair. At grade next to road is not pleasant or safe.
- Use a bike
- Study/consider what current travel patterns look like especially regarding pedestrian/bikes

### *Community Accessibility*

- Consider round about at 5 Avenue for vehicles turning east onto 5 Avenue from southbound Crowchild - would reduce need for a turning lane

### *Alternative Transportation*

- Maintain transit routes - increase transit routes, to facilitate less traffic but moving more PEOPLE
- 419 bus crosses Crowchild at 5 Avenue connecting communities – needs to be preserved in some manner
- Take the bus

### *Design/Infrastructure*

- Reducing intersection by overpass or underpass or restricted access would be #1 priority
- Don't build another \$4M bridge like the one on Shaganappi Trail
- There has been mention of Crowchild Trail being turned into a tunnel so traffic across the corridor could move over it. I like that idea as opposed to traffic circle interchange
- Sink north/south lanes under intersections
- Does not need a bigger foot print
- Above grade facilities can be placed in/near the buffer space along Crowchild Trail
- Would like to see "Earth Bridges" like the ones for animals near Lake Louise for pedestrians & cyclists
- Interchanges – how big do they need to be? Look at other cities
- Overpass

### *Traffic Flow/Congestion*

- For flow can the traffic lights be monitored so that lights change with flow that is on 5 Avenue and Kensington Road

### **Additional Comments:**

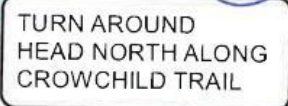
- Thank you for doing this in the evening and having such polite and helpful staff who are obviously trying their best to solve this problem. I think this plan is in good hands! I trust you to balance needs vs. funds which is the most important part of the walking tour!



new 16th Ave interchange

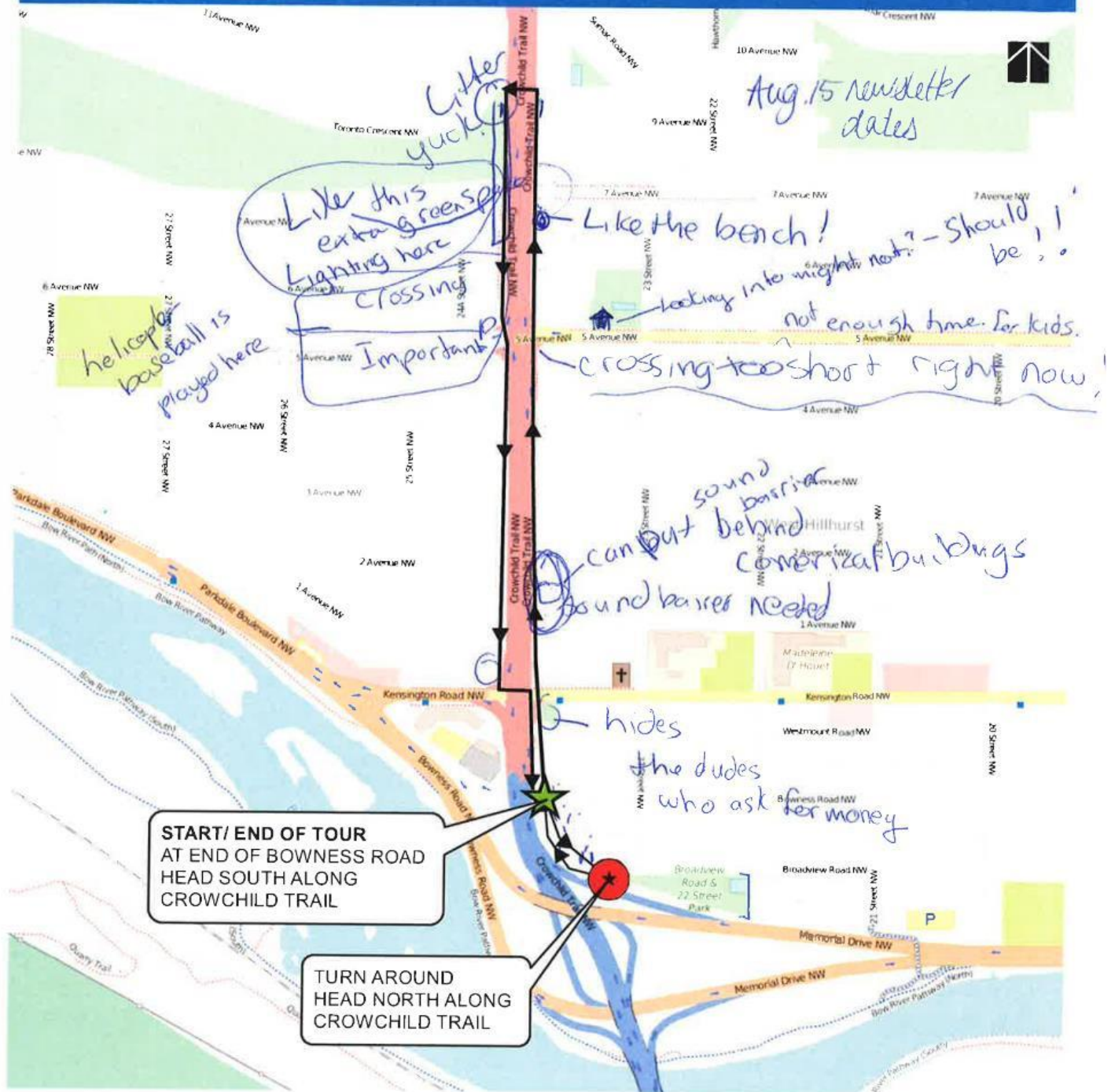
Trail Way

Hwy 20



THE CITY OF  
**CALGARY**

# CROWCHILD TRAIL STUDY



Route Distance: 2.5km

Parking is available along Bowness Road, in the cul-de-sac on residential streets.

## Crowchild Trail Study Walking Tour

Map 1

calgary.ca | contact 311



THE CITY OF CALGARY



## **Walking Tour Summary** **June 24, 2015** **8:30 to 9:30 a.m.**

A walking tour requested by St. Pius Church representatives took place on June 24, 2015, from 8:30 to 9:30 a.m. from 24 Avenue N.W. to McMahon Stadium.

The walking tour provided participants with an opportunity to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor while walking along a section of the corridor.

Four people representing St. Pius Church participated in the walking tour. The following members of the project team were in attendance at the walking tour.

- Madhuri Seera, City of Calgary, Deputy Project Manager
- Stephen Kay, City of Calgary, Technical Lead
- Amanda Kaiser, ISL Engineering and Land Services, Walking Tour Facilitator

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below is a summary of the feedback received at the walking tour.

## Walking Tour Summary

The following is a high level summary of what we heard at the walking tour:

- Walking tour participants highlighted the importance of improvements to 24 Avenue traffic flow to reduce back-ups.
- Walking tour participants highlighted the importance of improvements to Crowchild Trail to improve traffic flow, merging/lane change movements and safety.

## Discussion Summary

Participants were provided with a clip board containing the walking tour map, comment form and project information sheets. Participants were asked to share their ideas about what the goals should be for the study. They were asked to identify goals in three specific areas:

1. Goals for maintaining and enhancing bordering communities;
2. Goals for improving travel along Crowchild Trail; and
3. Goals for improving access across Crowchild Trail.

### Maintain/Enhance Community Integrity

#### *Property Acquisition/Values*

- Dioceses owns Church property
- City has acquired Right-of-Way for 24 Avenue that used to be part of property along 24 Avenue
- Gravel parking lot for St. Pius Church is temporary
- Want to keep parking lot temporary so church doesn't have to complete improvements such as landscaping and drainage for permanent (hard surfaced) parking lot
- In the future, Parking lot can be used for staging interchange

#### *Community Amenities/Integrity*

- Q: What's happening with Foothills Athletic Park?
  - A: The City's Recreation Business Unit has plans to improve the facilities at Foothills Athletic Park
- Q: What's happening with downtown area arena?
  - A: A formal application for an arena on the west end of downtown in what is known as the West Village ARP lands (Greyhound Bus terminal, GSL dealership, close to the Sunalta LRT Station) has not been submitted to The City, at this point, the plans are in the rumor stage
- Q: Who owns McMahon Land?
  - A: The University of Calgary owns McMahon Stadium
- Envision development around McMahon if its upgraded

#### *Community Accessibility*

- Problem is that parking lot by Nick's Steakhouse gets used for stamps games – The restaurant needs better long term parking

## Travel Along Corridor

### Design/Infrastructure

- Q: Want more information on Motel Village ramp
  - A: There is a clause in the Banff Trail Area Redevelopment plan (ARP) that identifies when development reaches a certain level in the Banff Trail ARP lands (Motel Village) a new ramp from westbound 16 Avenue onto northbound Crowchild Trail will be needed, this ramp is shown in The City's Investing In Mobility as a funded project as part of the Foothills hospital/Stadium/Banff Trail Station Transit Oriented Development (TOD) and is anticipated to be complete by 2020.
- Q: What is planned for the 24 Avenue intersection?
  - A: 1978 plan identified Crowchild going under 24 Avenue but this is challenging now that the LRT goes under 24 Avenue. If its determined that long term changes to the LRT alignment under 24 Avenue is needed then it will be looked at.  
The City has an optimization project intended to provide improvements to traffic flow onto Crowchild Trail This project includes dual Westbound left turn lanes from 24 Avenue on to Northbound Crowchild Trail as well as a modification to the connection of 24 St to 24 Avenue and a continuation of the time of day turn restrictions for Northbound left turning vehicles from Crowchild Trail to Westbound 24 Avenue NW. Construction is anticipated to start in Summer 2015.
- No Eastbound turn to Crowchild from 16 Avenue is an issue
- Q: What's happening on Memorial at Crowchild?
  - A: The 1978 plan identified a systems interchange with directional ramps connecting Crowchild and Memorial. The Crowchild and Memorial area is within the study area and will be reviewed as part of the current study.
- Q: LRT tunnel at 24 Avenue is constraint to lowering Crowchild at 24 Avenue
  - A: The current study will be to look at if changes can be made to the LRT tracks that will allow improvements to Crowchild to take place.
- Inevitable that train system go deeper underground to prevent constraints and save space

### Traffic Flow/Congestion

- Signage is needed to show advance turns so people can get into correct lanes and make correct turns
- Problem is no consistent style of interchange – poses issues to visitors
- U-Turn loop at Bow Trail due to West LRT is confusing
- A lot of cars turn onto 13 Avenue from Crowchild Trail to University Drive avoid the backups that are caused from the 2 lane flyover of southbound Crowchild over the exit from northbound Crowchild to northbound University Drive.
- It's safe to turn from north entry from Motel Village on to Crowchild because 3 lanes just start there
- Merge from westbound 24 Avenue onto northbound Crowchild Trail northbound from the east side isn't long enough to allow enough time to properly accelerate
- 13 Avenue access to Crowchild Trail to Memorial Drive – speeds up commute and safer

### *Community Accessibility*

- Q: Any plans to close access by Nick's Steakhouse? Nick's is concerned about closing access.
  - A: The current study will look at all access points and if changes can be made or if they can remain.
- Q: How will you access in Motel Village change with the new ramp?
  - A: According to the Banff Trail Area Redevelopment Plan, the Ramp from Westbound 16 Avenue onto Northbound Crowchild Trail will require a change in access to properties in the Motel village area. The motel village area is planned to have access to Banff Trail and through a different service road that will connect to Banff Trail.

### **Travel Across Corridor**

#### *Design/Infrastructure*

- See Crowchild as a done deal and that 24 Avenue will be developed as overpass in 5-10 years

#### *Traffic Flow/Congestion*

- Future development in downtown will impact 24 Avenue
- Issues with people turning from 24 street onto 24 Avenue
- Q: Will east side of 24 Avenue be widened for second left turn lane? This is a problem as there is a lot of back-ups to turn left to southbound Crowchild
  - A: The City has an optimization project that is intended to provide improvements to traffic flow onto Crowchild Trail, this project includes dual Westbound left turn lanes from 24 Avenue on to Northbound Crowchild Trail as well as a modification to the connection of 24 St to 24 Avenue and a continuation of the time of day turn restrictions for Northbound left turning vehicles from Crowchild Trail to Westbound 24 Avenue NW. These changes will still only be one left turn and 2 through lanes; this will help people get around backups from cars turning left onto Crowchild Trail southbound. Construction is anticipated to start in Summer 2015.
- A lot of traffic across 24 Avenue and turning southbound/northbound onto Crowchild Trail
- 24 Avenue has cut through traffic to 14 street and won't improve until 16 Avenue ramp to northbound Crowchild Trail is put in
- St. Pius Church closed their direct access onto 24 Avenue due to cut through traffic. This traffic used the alleyway to access behind the Church from 24 and 23 Street.

#### *Design/Implementation*

- Island on 24 Street so can only do right in/right out (part of the optimization project)
- The intent is to take 25 Avenue to 24 Street to turn into left bound turn lane for turning left
- Need signage on 24 Street

### *Study Process*

- Q: Is the city willing to make tough decisions regarding study recommendations
  - A: The Crowchild Trail study will look at how Crowchild Trail can change over time to better align with its role identified in the MDP/CTP and update the 1978 functional plan for Crowchild. The study will look at access changes as well as any property required to change Crowchild, these will be challenging decisions, but the intent of the Crowchild study is to provide a plan for Crowchild and how it can change over time. Study recommendations are expected to be presented to Council for decision in 2017.

### *Pedestrian/Cyclist Pedestrian*

- Not a proper crosswalk along 24 Avenue/24 Street

### *Implementation Considerations*

- Q: What is the timeline for the implementation of the study? 15 years plus in future?
  - A: The study looks at short-term, medium and long-term plans. It's hard to say when construction will happen when we don't know what the upgrades will be. Within the 10-year capital plan for Transportation Infrastructure projects, the Crowchild river crossing is the number one priority project on the unfunded list.  
Completing this study in 2016 and having the recommendations approved by Council will increase the likelihood of funding for upgrades and improvements during the next budget cycle from 2019-2023. Low-cost changes that can be implemented with little or no construction may be funded through existing City programs.
- Generally, St. Pius is OK with intersection changes on 24 Avenue, but worried about intersection improvements will increase traffic volumes on 24 Avenue before 16 Avenue ramp is put in place

### *Property Acquisition/Values*

- City owns landscaped edge of property along 24 Avenue
- Church owns gravel parking lot
- Gravel parking lot rented out for stamps games

Below is a letter received from a walking tour participant.

Crowchild Trail Notes

2015-06-23

## 1 Issues affecting Crowchild Trail traffic

The redevelopment of Crowchild Trail is quite sensitive to several issues that are far from being resolved. Some of these issues are:

- Development of a new sports complex at the west end of the Calgary downtown including the future usage of facilities now at McMahon stadium and the Saddledome. With the cost of this redevelopment and the state of the economy, this project could be many years in the future.
- Construction of the southwest portion of the Calgary ring road. There are some uncertainties associated with this road construction project.
- Alternate facilities to transport commuters into Calgary from locations such as Cochrane and Bearspaw, possibly in the form of commuter rail. Although there are many advantages to such alternate forms of commuter transport, several levels of government and private industry would have to cooperate to make this work. The advantage would be unloading some amount of commuter traffic from Crowchild Trail, especially at rush hour periods.

All of these issues and their resolution will have a significant impact on Crowchild Trail NW traffic volume and traffic patterns.

## 2 Short Term Mitigation of Crowchild Trail

A number of projects, most of which are already planned, can improve short term access to and from Crowchild Trail; however, each has benefits and drawbacks.

### 2.1 Project to add turning lanes from eastbound and westbound 24 Ave NW to northbound Crowchild Trail.

This project will allow traffic to move more freely onto northbound Crowchild from both directions (and sources) of traffic on 24 Ave. The likely effect will be to increase traffic on westbound 24 Ave NW, an avenue designed as a residential street. The noise and traffic now is very loud and at times continuous.

### 2.2 Project to introduce westbound 16 Ave NW to northbound Crowchild Trail

Existing westbound 16 Ave NW traffic cannot turn directly onto northbound Crowchild Trail. Traffic must travel along Banff Trail and then has the opportunity to enter northbound Crowchild Trail at a variety of different types of intersections before 24 Ave NW.

One means of accomplishing this exit from westbound 16 Ave NW to northbound Crowchild Trail would be to convert Banff Trail to one-way northbound traffic. By converting the service road along the east side of Crowchild Trail (on the west side of motel village) to a southbound service road, a complete one-way loop would surround motel village and the businesses in it. The existing Banff Trail lights at 16 Ave would provide entrance and exit to this loop. Only one connection should be made from Crowchild Trail to the northwest corner of the loop. All motel village business would then be served. Likely traffic that now uses 14 St NW and 19 St NW to 24 Ave NW and then to Crowchild trail would be somewhat reduced.

### 2.3 Project to prevent "lane jumping" along northbound Crowchild Trail

A project to prevent "lane jumping" along northbound Crowchild Trail would significantly reduce the sudden traffic maneuvering and many near accidents that occur along northbound Crowchild Trail where it changes from three to two northbound lanes. An example is the three northbound lanes of Crowchild Trail from north of the river to where two lanes branch off left towards the University. The left most lane must turn left, while the center lane and the right lane continue northbound on Crowchild Trail. Innumerable vehicles charge up the left lane from the lights at Kensington and 5 Ave NW, only to cut into traffic legitimately travelling northbound on Crowchild Trail. Many close calls and some accidents result. This happens every day and constantly during rush hour. Instead of a City favourite of installing traffic calming measures, why not install road features that force a driver to select their intended lane and then make it impossible to cut someone off to gain entrance to the northbound lanes of Crowchild Trail. Many cities use plastic "traffic wands" set up on the lane markings to make it very visible and less likely to have drivers cross these several feet high plastic wands. While it is possible to drive over these wands, drivers are more reluctant to do so for several reasons including embarrassment, the noise against the underside of their vehicle and possible paint scratches. If this doesn't work, install concrete curbs about a foot high and watch the compliance rate soar.

## 3 Long Term Development of Crowchild Trail

### 3.1 Crowchild Traffic Patterns

Before Crowchild Trail redevelopment occurs, the City should determine where traffic flows. Traffic counts do not yield accurate information on where a particular vehicle starts and ends its travel. Planning a complex redevelopment such as the configuration of Crowchild Trail without this information is to remain in the era of bygone planning techniques.

I suggest that Crowchild Trail traffic falls into one of several patterns including:

- 1) Traffic that uses Crowchild Trail to cross from one neighbourhood to an adjacent neighbourhood.
- 2) Traffic with a destination of downtown Calgary
- 3) Traffic between northwest Calgary and the south of Calgary
- 4) Traffic from northwest Calgary or further west to the south of Calgary or further south.

In order to redevelop or reconfigure Crowchild Trail in a most effective and likely most economic manner, the actual traffic patterns must be identified.

### 3.2 Sources of Traffic Increases

Predictions are that Calgary will continue to experience population growth; however, growth in adjacent cities that are somewhat bedroom communities of Calgary might significantly impact traffic needs within Calgary. Unfortunately, funding doesn't usually come with this external source of traffic.

Don't redevelop Crowchild Trail until the traffic flows are known in great detail!

### 3.3 Crowchild Trail Traffic Analysis

Techniques are available through pattern/vehicle recognition to determine where a vehicle enters and leaves a particular traffic route, including timing, driver response, and traffic dynamics.

Much work is being done with this form of sophisticated analysis to determine quite intelligent and innovative solutions to traffic flow. Apparently some solutions to improving traffic flows have been quite easy to implement once an in depth analysis has determined traffic characteristics that are not apparent with human observations alone.

### 3.4 Crowchild Trail Configurations

If traffic patterns identified in 3.1 are confirmed, the traffic on Crowchild Trail might be best improved by streaming the traffic into at least "cross town" and "suburban- downtown" routes.

For example traffic originating from the for south Calgary might enter either a high level bridge or tunnel over/under the Bow River somewhere south of 16 Ave NW and reenter Crowchild Trail south of 17 Ave SW.

Traffic from the city northwest and headed for downtown might generally follow the existing Crowchild Trail (at least with the absence of information about a possible sporting events center in west downtown Calgary).

Overpasses that connect one community to another on the other side of Crowchild Trail might eliminate the need for some "local" traffic to even enter the Crowchild Trail roadway.

Interchanges at Memorial, Kensington and 5 Ave NW could be reduced to a single interchange. Traffic bridges would be required to connect communities east and west of Crowchild Trail.

There is no need for a bicycle lane on a heavy traffic road such as Crowchild Trail since bicycle traffic would be safer and the air cleaner on other routes.

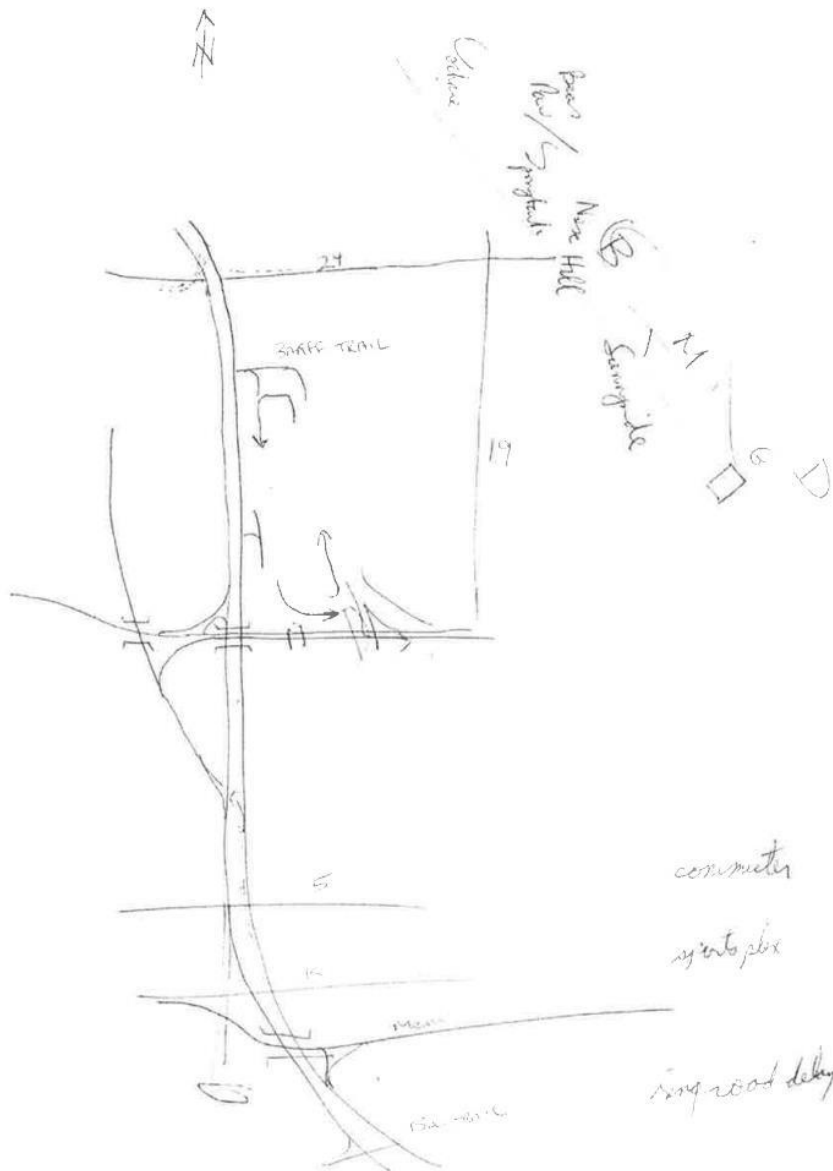
## 4 General Traffic Development Suggestions

Don't build interchanges so close to each other.

Build service roads along express routes between wider spaced interchanges.

Make the difficult decisions for traffic planning well in advance of the need to allow preservation or reservation of the required land acquisition and easements. Let everyone know these decisions.





## Walking Tour Summary

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**7 to 8:30 p.m.**

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The walking tour provided participants with an opportunity to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor while walking along a section of the corridor.

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Attendees were asked to provide their input on the following:

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- What would improve travel along Crowchild Trail?
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Below is a summary of the feedback received at the walking tour.

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The following is a high level summary of what we heard at the walking tour:

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1. Goals for maintaining and enhancing bordering communities;
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#### *Design/Infrastructure*

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- The 2012 study had a ramp from 17 Avenue to Crowchild Trail, right down this street [Summit Street].
- Wall alleys off 17 Avenue and direct from Crowchild Trail to reduce noise levels

#### *Study Process*

- Do this in six months, don't take years
- Looks strange from citizen perspective to get communication coming from consultant
- Tell council to be decisive and not be wishy-washy about tough decisions especially about property impacts
- Why end of 2016? Study time frame is too long

#### *Future Impacts*

- Clarity in future planning – Long term plan

### *Property Acquisition/Values*

- Summit Street is either there forever or get rid of it, just need clarity
- Long term plan for people on Summit Street to provide certainty
- Need to preserve the Sunalta School and its playground. The Sunalta School is an integral part of the Scarboro community.
- Now static for a while, more multicultural, costs stayed down for a while, but real estate stays stuck because no one wants to buy because Crowchild uncertainty
- Low density (not high houses)
- History! Brick Quarry Master's home
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- 1605 Summit Street is the old Quarry Master's house.
- Review current taxes for seniors in the area – the Crowchild Trail study will not help those wanting to list and sell!

### *Alternative Transportation*

- Increase transit
- More public transit options. If we continue to build cities for drivers, people will continue to drive.

### *Landscaping/Aesthetics*

- The noise is not a big issue
- Sound attenuation
- Minimize the visual and sound impact of Crowchild Trail. More landscaping (but not pine trees that would block views) on both sides of any sound attenuation measures. Make Oliver Quarry Park even nicer!
- Noise – drown out traffic noise with water feature in yard
- Changes should try to be aesthetically pleasing if possible.
- The community values their quiet, leafy streets. The walls/structures currently in place do not prevent noise from travelling from Crowchild. Perhaps some kind of a berm?
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- Desire for treed berms where possible, because it (Crowchild Trail) should work for the people who have to live next to it too, the ones who have to look out over it.
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- Can the City revisit sound studies – perhaps do them in June and September to catch peak times?
- Can the City consider developing an earth berm to reduce noise levels? (see Military Museum's plan)

### *Environment/Parks*

- Like to keep the greenspace
- Huge concerns. Public recreation space must be maintained and enhanced. Private spaces – back and front yards need to be respected (visual and sound attenuation).
- There should be no encroachment of any kind on Scarboro - will damage or destroy completely this unique inner city residential district designed as a whole by the Olmstead Landscape Plan as implemented.
- Shrubbery around Quarry Park is very full grown, blocks roadway and has homeless population living in it. Please trim.
- The trees and park in Quarry Park are important as a community gathering space.

### *Pedestrian/Cyclist Connectivity*

- Sidewalks too narrow, prefer to stay in neighborhood
- Keep pedestrian bridge by Sunalta School and make safer.
- Save the path (Oliver Quarry park)
- Lots of pedestrians and bikes – but also some hazard because although it's a bike path there are bikes on the street and sidewalk. Very busy at rush hour as lots of cyclist as commuters.
- Walking and cycling options around Crowchild are good. Please maintain.

### *Traffic Flow/Congestion*

- Snow drifts on east lane off Crowchild Trail
- The community around Crowchild is growing, contributing to progressively worsening traffic problems on the Crowchild, especially during rush hour. Want to maintain safe and easy access to/from/on Crowchild Trail.

### *Community Accessibility*

- Good access into/out of community. Concerned about property value being affected
- Permit parking in the area as parking is still impacted by adjacent hospital staff/visitors

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- Multi-vehicle lane – raised (Houston an example)
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### *Design/Infrastructure (cont.)*

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- Can the City consider limiting access to/from Crowchild Trail during peak hours? Especially at 5 Avenue and 10 Avenue?

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- Tell council to be decisive – property values impacted by “wishy-washy” decisions
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- Q: Cost of recommendations?
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- We do not want direct access from Crowchild into Scarboro to preserve the historical nature of a quiet community

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- 17 Avenue bridge very dangerous for walking
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- Area homeowners – have greater financial stake – more important opinion than residents in say Tuscany – You want to make commute bad to draw people to inner city

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- Idea board – great idea!

### **Additional Comments:**

- Prefer communications from the City not the consultant. We need more notice of events. And, we want a written list of names of the team.

## Idea Board Summary

Throughout the month of June 2015, idea boards were placed in communities and at key gathering places adjacent to the Crowchild Trail Corridor.

The idea boards provided the public with opportunities to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor. The idea board format allowed the public to share their ideas, view what others wrote, respond to comments, and check off ideas they agreed with.

The idea boards were placed in the following locations:

- Bow River Pathway at Crowchild Trail and Memorial Drive, N.W. (June 9 – July 4)
- Bus Stop at Crowchild Trail and 17 Avenue, S.W. (June 9 – June 22)
- Sunalta LRT Station (June 9 – June 22)
- Banff Trail LRT Station (June 9 – June 22)
- Crowfoot LRT Station (June 9 – June 22)
- Shaganappi Dog Park (June 22 – July 4)
- West Hillhurst Community Association (June 22 – July 4)
- St. Andrews Heights Community Association (June 22 – July 4)
- Brentwood LRT Station (June 22 – July 4)

The public were asked to provide their input on the following:

- What criteria are important for maintaining and/or enhancing the communities that border Crowchild Trail
- What criteria are important for improving travel on Crowchild Trail?
- What criteria are important for providing access across Crowchild Trail?

Below is a summary of the feedback received from the idea boards as well as the verbatim comments that were shared. The 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 in response to the original idea.

## Idea Board Summary

### The following is a high level summary of feedback received:

- Improving traffic flow along the corridor while providing access and limiting impacts to adjacent communities was a common theme that emerged across all of the idea board feedback.
- Maintaining and increasing opportunities for safe and accessible pedestrian and cyclist connections, both along and across Crowchild Trail is important.
- Improvements (extended hours, increased frequency, lower prices, incentives, etc.) to the public transit system as a means to facilitate the uptake of public transit vs personal vehicles is supported.
- A wider, long term vision extending beyond the Crowchild Trail corridor (i.e. transit oriented development, decentralizing downtown, complete communities, infill redevelopment) is needed.

### Bow River Pathway

#### Maintain/Enhance Bordering Communities

##### *Traffic Flow/Congestion*

- Congestion leads to high speed detours through communities
- Slow down traffic speeds on Memorial Drive
- Reduced speed of traffic
- No two lane, 70 km/hr roads – noisy, Kensington is a danger
- Fix car pinch points (bridge, 16 Avenue N.W. interchange); the rest of Crowchild is wide enough already
- Ease of traffic (x2)
- Decrease the traffic between 24 Avenue and 17 Avenue (x1)
- Increase the traffic flow
- Improve traffic flow
- Better traffic flow over the river, no lane switching from north to south
- Less traffic on Crowchild! Give the people another route that doesn't go past my house (x1)
  - Agreed
  - Listen to this person
- Slowing it down
- Less photo radar – traffic calming
- Cameras!
- Add lighting for safer evening and morning commute

### *Pedestrian/Cyclist Connectivity*

- I think the path looks great! Keep it up!
- Easy and safe access to the river and pathways (x1)
- Keep the road as is and make the pathways bigger and beautiful. It keeps our city special. Jane Jacobs would approve (x3)
- Pedestrian access/safety (x1)
- Enforce rules in place! (10km race passed by ~ 70 bikes – 3 rang bell)
- Safe feeder routes for cyclists and pedestrians, giving access to the river valley paths
- Keep bikes and cars separate
- Improve walking paths to be at par with excellent bike paths (x3)
- More and better maintained bike paths
  - We have lots and well maintained, thanks!
- Bike path along whole length (x1)
- More bike and pedestrian crossings having these more than one km apart in places makes connectivity between neighbours without cars more difficult (x2)
- Ensure accommodation of active modes - very direct route appealing for them
- Add more lights to the path (x2)
- Add dog accessible water spots on bike path
- More shade areas/resting spots to cool down on the bike path
- More and better maintained bike/walking pathways (x2)
- Commence work on the Douglas Fir Trail to ease traffic in the north Bow River pathway
- Keep building bike paths - build it they will come (x1)
- Wider sidewalks (x3)
- Lane for bike
- Access for pedestrians on a three lane pathway, two lanes for bikes etc., safety and enjoyment for all (x1)
- Bike access to pedestrian paths
- Pave Quarry Road Trail
- Accessible walking trails, playgrounds, parks
- More pedestrian and bike connections across Crowchild (i.e. Sumac Road to University Drive)
- Is there a way to turn Memorial Drive into urban boulevard with more pedestrian access to Bow River side? (x1)
- Only 1 km of 70km/hr. Could add separate bike/pedestrian pathways like between 10 and 14 Streets N.W. (x1)
- Pedestrian Access
- Separate pedestrian and cyclist Bow River multiuse pathway

### *Noise*

- Dust and noise
- Less noise pollution from cars
- No split level to Crowchild Trail. A raised level of Crowchild would cause noise pollution in the adjacent communities
- Low noise
- Noise reduction is a top priority
- Noise minimization (x1)
- Sound attenuation barriers only block out the views of home owners (x1)
- Green space and noise (x1)
- Maintain neighbourhood quiet (control noise levels)
- Noise barriers (x3)
- Noise reduction – with trees, not walls
- Consider noise pollution
- Elevate highway to pass overhead
  - Too noisy
- More soundproof fences/walls
- Good quality sound walls that look great and are effective

### *Transit*

- Improve public transport so that there are fewer “one person” vehicles on the route (x2)
- Buses and C-Trains (x1)
- Is infested with cars - needs a train line
- Work with Calgary Transit to enhance/improve bus stops, spacing of stops transit services (x3)
- Use alternative options to reduce congestion i.e. cycle tracks, rapid bus lines

### *Environment/Parks*

- Wildlife, trees, water access
- Preserving natural habitats for native species (x1)
- Plant more trees and raspberry bushes (x7)
  - Love that
- Trees are great; many of those around the river need work. Many have diseases - please plant more
- Greenspace and pathways should take priority over cars. People in Calgary need to take public transit more - make that the focus (x10)
- Nature is more important than roads; survival requires both (x4)
- Maintain green spaces/nature
- Plant more trees
- Preserve river paths and parks (x1)
  - Agreed
- Get rid of geese (x2)
  - No!
- Green belts (x4)
- More trees (x5)
- Maintain trees (x5)
- Green space (x3)
- Cleaner water
- Lots more trees
- Volunteer gardening groups to beautify trails (with 'some' incentives/rewards)

### *Park Facilities*

- More portable toilets/washrooms (x3)
- More garbage cans
- More sitting areas
- Toilets and water along the pathways system (x1)
- Porta potties (x1)
- Keep it clean - more trash and recycling bins (x3)
- Make it more inviting to stay with benches and view points
- Build a deck on the river bend looking at the train with focus on the natural
- Water stations (water bottle filling)
- More water fountains and bathrooms
- More recycling/composters
- We all have to work together by picking up litter

### *Design/Infrastructure*

- Eliminate lights
- Limit real estate road take up
- Keep the lights at Kensington Road and 5 Avenue to control speed of traffic
- No traffic lights
- You cannot build 3 bridges and rip up a neighbourhood
- Level grade crossing of Crowchild for local traffic and grade separated for high-speed Crowchild traffic
- Build a tunnel from 24 Avenue N.W. to 17 Avenue S.W. Huge reduction in surface impacts and regulatory issues
- Tunnel. This will eliminate most all surface impacts. In the big picture much more cost effective (x1)
- Over or underpass
- Expand Crowchild capacity or run the C-Train up to Rockyview
  - No, more noise then
- Close 5 Avenue to commuter traffic. Keep for local traffic only
- Cut and cover Memorial Drive
- Reduced speed limits (x1)
- Traffic calming, roundabouts (x1)
- Keep it open
- Grade separated crossings
- Tunnel from A to B on the map

### *Community Accessibility/Connectivity*

- No cut through traffic
- Avoid more cut-through by commuters.
- Be able to cross over Crowchild Trail or under
- Don't cut them off or tear them down
- No access to Crowchild Trail for cars on avenues (residential)
- Only main road access like on 5 Avenue N.W.

### *Community Amenities/Integrity*

- Educate dog owners to keep dogs on leash while on the path
- Respect, do your part.
- Developing a sense of community between individuals and love
- Minimize disturbance of neighbourhoods (x1)
- Respect, everyone does their part
- Preserving the history (x1)
- More walkable mixed use land (i.e. Kensington) (x3)
- Affordable housing
- No more mansions
- Mixed rental/owned
- People are more important than cars
- No rink down here
- It is part of living in the inner city. Get over it. Sound barriers, yes; limited community traffic, yes; stopping everybody else from using Crowchild, no!
- Transit Oriented Development at C-Train stops (i.e. Edgemont via Dalhousie) (x1)
- Secondary suites, laneway hoses, gentle densification (x11)
- Please stop sacrificing inner city communities to build roads for people who chose to move to the outskirts of the city and work downtown. I didn't chose to pay high housing cost to live by a highway (x5)
- I don't want my tax dollars being used to take away vehicle lanes for bike lanes (i.e. 8 Avenue and 5 Street)
- Everything now working; can remain as is
- Don't allow developers to get away with building cheap looking and poor quality buildings!!! These types of buildings blights Crowchild Trail! How about replacing the ugly buildings with planted flowers? Ugly buildings are found at intersections of Crowchild Trail and 24 Avenue N.W.! Also at Co-op Brentwood (the 4 towers!). Thanks for a place to vent. (x3)
- High density condos in Scarboro and through the corridor
  - Yes
- No expropriation of homes for the purpose of roads (x5)
- Roads are for those who use them not just for those who live nearby

### *Study Process*

- Quit wasting my money with this and you can fire the person who came up with this idea, don't we have computers and phones (311) for this (x2)
  - Chill out grumpy pants. I'm all for public engagement. (x1)



## Travel Along Corridor

### Park Facilities

- Washrooms (x2)
- Water fountain (x3) (near 14 Street)
- More upkeep for porta-potty at theatre
- Toilets please
- Female washrooms (x2)
- Water stations (x3)
- I know it'd be too much money for a lot of lighting, but maybe just a few more lights (even solar?) in Edworthy area for darker stretches (for safety). Thanks for asking us!
- More water fountains, please
- More restrooms along the way...more important for cyclist and pedestrians
- Porta potties (x2)
- Rest stops while waiting in traffic forever (x1)
- Water fountains!

### Pedestrian/Cyclist Connectivity

- Maintained bike path and walking trails; roots showing, etc.
- Wider trails/separate bike/walking trails
- Pathway lights for winter nights
- Widen/improve running trail west of 14 Street
- Consistent pedestrian and bike trails
- It could be amazing - north-south bike lane
- Split the pathways between bike and pedestrians
- More easy access points to the pathway system, especially at this end
- Separate/widen bike path for commuters
- Path system is great
- I like the path!
  - Yes!
- Path along Crowchild Trail to the north from the river would be great, but there may not be enough space
- Smile at the people stuck in traffic as you whiz by on your bike
- Need two paths the whole way, one for walkers/runners etc. one for bikes (x3)
  - But maintain the running one so it's as usable as the bike path (even in winter)
- The footing for the road sign on the multi-use pathway and just west of Crowchild sticks into the path too much, dangerous
- Get the road bikes off the bike paths. They are made for the road!!!
  - There's room for everybody, try and remember how to share
- Put in some pedestrian/bike bridges over the road
- Pedestrian crossing at Memorial Drive and Crowchild Trail
- Bike lanes or sidewalks (x2)
- Separate bike and pedestrian paths (x11)
- Separate bike and running paths (x5)
- More paths
- More walking and bike paths (x4)
- Better crossings

### *Pedestrian/Cyclist Connectivity (cont.)*

- Use available side streets for bikes, improve connections
- Permeable to many modes of transit (e.g. bicycle)
- Separate paths for bikers and walkers/runners
- Cycle commute to work (keeping walkers and cyclists separate) (x1)
- Cycle path that allows north-south route along Crowchild Trail (x2)
- Yah, cycle tracks
- Renew pavement on pathways first please
- Improve transit/pedestrian/bike overpasses; therefore, no traffic lights
- Wider pedestrian/bike bridge across river (x1)
- Bike paths connecting to McMahon Stadium and University Drive from Bow River pathway system
- Bike path please (x2)
  - With lights at night (it's scary between the pedestrian and cyclist overpass and the bridge under Crowchild at night when it's completely dark!) (x1)
- No hills when people bike (you could get hurt)
- Someone on a \$30 bike is as important as someone driving a \$60,000 car
- Better snow plowing
- Effective snow/ice clearing in the winter - especially on running trails (x1)
- Better snow removal on pathways

### *Traffic Flow/Congestion*

- Eliminate Kensington Road and Crowchild Trail lights; may as well do 5 Avenue. I can't see it being an easy project. Thanks for reading.
- No merging
- More lanes
- No traffic lights from/at Kensington Road, 5 Avenue, McMahon Stadium and 24 Avenue
- Remove 5 Avenue and McMahon Stadium lights during rush hour
- Allow Memorial Drive exit lane to continue onto Crowchild Trail - external lane
- Think of non-invasive ways to assist traffic flow - e.g. HOV lanes, changing direction of lanes during peak hours like is done on Memorial Drive, changing traffic lights during peak hours so that, for example, during those hours only there aren't east-west lights at 5 Avenue and McMahon Stadium
- Remove traffic pinch points between 16 Avenue north and Bow River
- Eliminate peak hour left turns
- Too many traffic lights
- Switchable lanes
- Crowchild crossing at Bow River needs upgrade as too much merging traffic at peak times this is a nightmare. Also lights on Crowchild downstream of here need upgrade.
- Make it a true freeway and get rid of the lights
- You could easily and safely travel 100km/hr from Sarcee to Cochrane
- More driving lanes required
- Reducing blockage at Bow river crossing
- Slow down vehicle traffic
- Don't wait another 10 years before fixing issues
- Reduce speed limit on Crowchild bridge crossing the Bow River (50km/hr should do it). Often people need to change over 3 lanes in less than 200m and people aren't paying attention or letting them in. There are lots of collisions here that could potentially be avoided. (x2)
  - Agreed

### *Traffic Flow/Congestion (cont.)*

- Better merge from 12 Avenue to Crowchild Trail (x2)
- Removing lights to improve flow (x2)
- More lanes (x2)
- Remove Kensington Road traffic light (x9)
- Remove traffic lights (x6)
- No lights between Bow River and 24 Avenue N.W.
- No more “Must Exit” lanes – leads to bottlenecks (x3)
- Northbound Crowchild over the river needs more lanes, hard to do I know
- More lanes
- No traffic lights (x1)
  - YES!
- More lanes and or more signage earlier so cars get into proper lane earlier, ex. Collector and express lanes, 401 Toronto (x1)
- Re-direct traffic during peak hours
- Eight new lanes
- Dedicated left turn lanes for eastbound traffic
- More lanes – better/safer off ramps
- Improve traffic flow over river. Bow Trail to Crowchild Trail to Memorial Drive intersection is dangerous and overly congested. Cars count too, not just bicycles.
- Improving travel on Crowchild Trail helps outer communities at the expense of inner city; therefore, recommend nothing be done
  - 100% agree
  - Agree, our taxes are increasing and suburbs decreasing
  - Not necessarily, improving Crowchild can reduce congestion within inner city, improving air quality and providing more space to non-car-centric infrastructure
- Ease of traffic
- Stop building roads for people to live in the NW and work in the deep south-if you live in the North-work in the deep south, if you live in the north-work there and vice versa
- People who live in the suburbs: if you don’t like your long drive a) move closer to work, b) take transit, c) ride your bike. If you think more lanes=easier commute see Glenmore Trail
  - We can’t afford to live in the inner city; we aren’t all rich.
- Quit with study and get rid of the traffic lights – problem solved
- Please no stop lights, thanks.
- Traffic lights are the problem
- Longer merge from 17 Avenue southbound and Memorial Drive
- Consider slowing traffic on Glenmore Bridge to prevent accidents
- Too many traffic lights
- Limit the speed, less than 60km/hr
- Improving bottleneck at McMahon Stadium
- Right turn only for cars
- Remove dangerous exit from 12 Avenue underpass across to Memorial Drive eastbound
- Address people using Bow Trail/9 Avenue ramp during rush hour traveling north as a way to cut traffic off. Major slowness at Kensington Road.
- More lanes on bridge
- Slower speed on bridge
- This is for all citizens not just for inner city. Free flow to hospital (important)

### *Traffic Flow/Congestion (cont.)*

- Remove the remaining traffic lights (overpasses)
- Clamp down on bad drivers; speed, indicating, missing lights, improper lane yields, yielding to EMS (x1)
- Allow more traffic flow and pretty it up with flowers
- More traffic flow going north-south across the river (x5)
- Flow and volume disrupted by extreme lane changes occurring over bridge when driving
- Our common goal is less traffic so how do more lanes and bridges accommodate that
- No traffic lights (x3)
- Freeway from 17 Avenue to 32 Avenue/Charleswood Drive N.W.
- More lanes

### *Community Accessibility/Connectivity*

- Close 6 Avenue crossing on Crowchild, quick win, minimal traffic on 6 Avenue (x1)
- Second priority is to eliminate Kensington Road intersection
- Need a safe access into Hillhurst when traveling eastbound on Memorial Drive (x1)
- Could limit/eliminate access from Bow Trail onto Crowchild Trail (x1)
- Access and egress from Richmond Hill Side only. No lanes beginning and ending

### *Transit*

- Improve transit for already-existing communities
- Access to all transportation types not just fast one person automobile
- Share transit lane with car poolers
- More public transit
- Improve public transit with greater LRT train frequency from N.W. into core. (x1)
- Have commuter buses to CT stations to decrease auto congestion
- Re-allocating lane space to transit → HOV lanes - bus only (x1)
- Facilitating free flow of transit, priority lights at intersections
- Increasing transit service and greater efficiency (x1)

### *Landscaping/Aesthetics*

- More art (x1)
- Having more local art on the cement lining Crowchild (x4)

### *Community Amenities/Integrity*

- Encourage future generations to live in inner city
  - Awesome
- Don't negatively impact the homes/communities that border on Crowchild - no overpasses (x8)
  - Yes!
- Reduce suburban sprawl
- Take a few lights off the road and make overpasses for them to create less traffic
  - Not by existing communities – overpasses would destroy the neighbourhood (x1)
    - Agreed. Original Crowchild construction bisected West Hillhurst. Not again!

### *Design/Infrastructure*

- Build a tunnel! If Landschaft, Germany can, Calgary can
- Finish the Ring Road (x4)
- Extend LRT to south hospital
- Roundabouts
- Build overpass by Kensington Road, University of Calgary (24 Avenue) etc., to get rid of traffic lights and alleviate traffic jams at these intersections
  - No! That harms the people living there!
- Route long distance travelers to the Ring Road
- Overpass at 24 Avenue, and then take out the lights at McMahon Stadium (x2)
- Take away radar cameras and making greasy money (x4)
- HOV lane? Maybe it wouldn't work though...
- Connect Shaganappi Trail over Edworthy Park to divert some traffic
- Tax on use of Crowchild bridge at rush hour
  - Really?
- Downtown congestion fee (x2)
- Kensington Road overpass, 5 Avenue overpass, 24 Avenue overpass
- Just make three continuous lanes across bridge and past University Drive N.W. Leave the lights.
- Remove the 11 Avenue to Memorial east bound three lane crossover
- Existing interchanges, merge and exit ramps lead to criss-crossing traffic patterns. Leads to congestion, confusion and scary situations. You may (will) need to construct revised interchange access to streamline the flow of traffic. But also add bicycle lanes
- Smart light changes to maximize flow for cars actually present; not based on robotic timing (x1)
- Stagger office working hours to dilute peak flows (x1)
- Two decks, two bridges, free flow. Intersection at 24 Avenue and Memorial Drive only
- Build an express tunnel starting from south of the rail tracks to north of McMahon Stadium. 1) Tunnel under river and Crowchild Trail or 2) start tunnel at Memorial Drive before Kensington Road
- No left turn from Kensington Road onto Crowchild Trail, at light to Kensington onto Memorial Drive/Parkdale Boulevard to access Crowchild Trail south
- The Glenmore-Crowchild area should have a long straight through lane that bypasses 14 Street; probably with a new bridge deck above the existing one (x1)
- Toll for single occupancy vehicles (x3)
  - Boo, this is Calgary not Vancouver
- Complete ring road (x4)
- Don't take away any more parking/vehicle lanes like downtown
- Only through traffic on tunnel to avoid bottleneck. What a concept!
- Forget the trees, you missed the design moment; we need a seasoned architect to redesign to ensure constant traffic flow and efficient (operative word)
  - Agreed! It's already built, should have designed pedestrian friendly neighbourhoods with easy access to amenities and efficient public transportation. Increase urban density and wean off the reliance of secondary highways to move people in and out of the downtown core. Widening roads do now alleviate traffic congestion. It is still unsustainable in the long run. A prime example would be the city of LA, USA. I want to live in a city that puts people first – not cars!
- It's not the bridge that unsafe it's Calgary's lousy drivers. How do more lanes and bridges accommodate that?
- Don't spend 5 billion dollars though

## Travel Across Corridor

### *Pedestrian/Cyclist Connectivity*

- Twin the path for pedestrian and bikes
- Pedestrian and bike access
- Footbridge
- Keep up the great work on path snow removal. Thank you. (x1)
- Bike/pedestrian access is great
- Maintain paths, wider paths or twining for separate pedestrian and bike paths would be nice.
- Separate bikers from runners and walkers!! Not cycle tracks (x2)
  - I agree
- Wider path
- Fix the bike/pedestrian path ramps under the bridge; current configuration promotes accidents
  - I agree!
- Wider paths so people/bikes/other wheels may easily co-exist at busy intersections
- Pedestrian and cycling
- Safe pedestrian crossings
- Good bike trails (x4)
- Sidewalks on 16 Avenue (x3)
  - Seconded
- Ensure active modes accommodated to very high (safe, convenient, direct) standard
- Pedestrian/cycle crossing somewhere between Kensington and the escarpment (x2)
- Easy access for pedestrians (x5)
- Bike and pedestrian overpass and trails (x3)
- Bike trail please (x3)
- Post more signs so bicyclists know to yield to pedestrians, slow down and they do have brakes. Be safe and share the pathways. (x2)
- Preserve space between bridge to allow for wider pathway with bike and pedestrian separation, good sight lines, etc., Ensure river crossing preserved.
- Pedestrian bridges and/or longer time for east-west crossing for pedestrians
- Smooth, safe links to bike routes/paths
- Very important: more cycle bridges, double cycle path under Crowchild
- Bike friendly
- Pedestrian friendly
- Make it for people
- Connectivity for pedestrians and cyclists (x1)
- Grade level oriented pedestrian realm (x1)
- More bike access everywhere (x1)
- Easily accessible on foot or bicycle (x1)
- Raised pedestrian bridges
- Bicycle lanes (x1)
- Overpasses
  - Consider the seniors in our community and access to the river walk
- Wheel chair accessible overpasses, please
- More pedestrian bridges
- Let's have more pedestrian bridges but without stairs (i.e. ramps). Carrying bikes with groceries and strollers up stairs sucks (x3)
- Accessible during flood and blizzard, too many people sleeping down in the river side

### *Pedestrian/Cyclist Connectivity (cont.)*

- Bike crossing at 5 Avenue (x4)
- Pedestrian bridge/crossing at Crowchild Trail and Kensington Road (x2)
- Connect the existing pathway - those lights are BRUTAL
- Connection to cycle tracks (doesn't extend far enough)
- At-grade crossings for cyclists and pedestrians
- Easy to use overpass (the current pedestrian/bike bridge is very awkward with a bike); Redo the sharp angle to the west
- Minimal - going under bridges is working fine (x1)
- Pedestrian crossings! Cycling or walking west to the crosswalk, before the hospital hill, adds unwanted time to the commute downtown
- Underneath it is working just fine

### *Traffic Flow/Congestion*

- Speed limits
- No traffic lights
- Flow of traffic
- Better policing of vehicles. Not just speed! Too much dangerous driving
- Long acceleration lanes
- Minimizing "weave zones" (x1)
- Underpasses (x1)
- Provide under/overpasses (x3)
  - Are underpasses safe?
- Reduce speeds (x1)
- Not having to wait too long to cross, also the 30km zone on 5 Avenue RIGHT before the light to get across/onto Crowchild (that if you don't make you have to wait a long time to catch it again) is evil.
  - That's a playground zone.
- Make transition from 10 Avenue to Memorial Drive not have to enter Crowchild Trail at all. Provide other route.
- No traffic lights

### *Community Accessibility/Connectivity*

- Easy access north and south from bordering communities
- Periodic but not everywhere
- Close access to 5/6 Avenue; no through traffic
- Safety, lighting, accessibility for a number of crossing spots
- Grade separated crossings
- At grade Crowchild Trail is impossible to cross south of river (x1)
- Overpass over Kensington
- Increasing controlled intersections
- Connections i.e. Sumac Drive N.W.

### *Transit*

- Access to bus routes
- Centre Street C-Train and bike way
- More park and ride locations (x4)
- Decrease cost of public transit – using car is cheaper
- Encourage LRT or bike usage to reduce dependence on cars (x1)

### *Design/Infrastructure*

- Vertical separation of north-south flow along Crowchild Trail - lower the traffic sewer
- Build a tunnel or overpass over/under the river
- Higher charges for cars
- One less car lane, less volume and speed equation, add-cycle link
- Level grade across Crowchild
- Roundabout instead of lights
- I know the cost would be very high, but if the spots that cross Crowchild were made into overpass/underpass it would eliminate the need for lights
  - YYC lights are out of control. Every intersection is different.
- Why Crowchild? If this is part of the ring road to bypass Calgary for long haul traffic why not further west - Sarcee or Highway 22
- Price roads at peak times (x)
- Enforcement red light jumpers

### *Community Amenities/Integrity*

- Since we moved here in 2005, the respect for others has diminished
- Look at yourself in City Hall. Spend money like it's really the last penny (x1)
- Please don't put high interchange that imposes on adjacent residents - more smog and sound pollution (x7)
  - Agree
- More trees and hedges between bike way and road
- Preserve neighbourhoods (St. Andrews, Sunnyside, etc.)
- Esso
- Affordable (not subsidized) housing along train line/Crowchild Trail. Lower and middle income people need better transport access

### *Park Facilities*

- Bathrooms
- Keep natural areas, trees, grass, gravel trails
- Geocaching
- More off-leash
- More garbage bins and a poop bag dispenser (in case of doggie emergencies)
- Washrooms



## **Crowchild Trail at 17 Avenue S.W. Bus Stop**

### **Maintain/Enhance Bordering Communities**

#### *Landscaping/Aesthetics*

- Minimize and reduce traffic noise, without adding huge wall. Plant more trees along road (x2)
- Sound proofing
- Aesthetics

#### *Pedestrian/Cyclist Connectivity*

- Light for pedestrian and cyclists on their paths (x2)
  - Yes!!

#### *Design/Infrastructure*

- Not mess it up like Glenmore

### **Travel Along Corridor**

#### *Transit*

- Bus needs to move swiftly
- Bus needs to conveniently transport people from far west of Calgary

#### *Traffic Flow/Congestion*

- Reduce chokepoints that bring traffic to a halt
- Ease of merging into/out of (x1)
- Enough lanes for high traffic times
- Through traffic lanes (more - not just one) over bridge
- Eliminate crossover between traffic entering Crowchild from 17 Avenue and traffic exiting onto Bow Trail

#### *Pedestrian/Cyclist Connectivity*

- Bicycle paths are not convenient and in a bad shape
- Bike paths!
- Bridges for pedestrians (x1)

### **Travel Across Corridor**

#### *Safety*

- Safety and convenience
- Safety (x3)
- Safe pedestrian routes (x2)

#### *Pedestrian Accessibility*

- Handicap accessible (x2)
- Crosswalk between 17 Avenue across right turning lane to Richmond Road to get down to this bus stop (northbound Crowchild Trail at 17 Avenue S.W.)

#### *Facilities*

- Turn bus bench in shelter so we can see bus coming (x1)
- Trash bin at bus shelter

## **Sunalta LRT Station**

### **Maintain/Enhance Bordering Communities**

#### *Community Amenities/Integrity*

- More police (x2)
- Community revitalization
- Mall with post office (x1)
- Keep it clean (x1)
- Grocery stores
- A shelter for those who need help/having housing problems
- More youth centres for arts and culture
- Less bike theft

#### *Transit*

- Doing the very best to have train on time during winter
- Less money for transit
- More access to the Canada Olympic Park by transit. It takes too long to get there.

#### *Landscaping/Aesthetics*

- Tree life
- Sound barriers and greenery for barriers (decrease pollution and increase health)
- Privacy for residents either side
- Plant bushes to block noise and not be a concrete eyesore

#### *Community Accessibility/Connectivity*

- Better access

#### *Design/Infrastructure*

- Carpool lane... add more cameras, 2+ people to a vehicle and camera detection

#### *Study Process*

- Quit wasting our money

### **Travel Along Corridor**

#### *Traffic Flow/Congestion*

- Eliminate lights north of the Bow River
- Make Crowchild free flow
- Get rid of the traffic lights
- No more traffic lights
- Lights between Kensington Road and 5 Avenue need to go
- Too hard to move to exit lanes
- No traffic lights and pedestrian walkways and car overpasses

### *Transit*

- Bus from Sunalta to Foothills Medical Centre
- Bus lane only
  - I agree!
- Make it free
- Cheaper fares
- Better transit/better segregation of bus lanes

### *Study Process*

- Quit wasting our money

### **Travel Across Corridor**

#### *Pedestrian/Cyclist Connectivity*

- Better pedestrian access
- Bike path
- More walkways
- Walkways
- Pedestrian crossings and flashing lights (x2)
- Bike path or bike path improvements
- Wind and ice protection in winter

#### *Design/Infrastructure*

- Overpasses
- A bridge

### *Study Process*

- Quit wasting our money
- Educating people not to use private cars a lot

## **Banff Trail LRT Station**

- Thanks for doing this (x1)

## **Maintain/Enhance Bordering Communities**

### *Pedestrian/Cyclist Connectivity*

- More cycle/pedestrian connections
- Pedestrian accessibility
- Pedestrian street traffic is beneficial (x2)
  - Agreed – there is very little in terms of pedestrian routes along Crowchild or going across Crowchild
- Bike route per Banff Trail Station Area Structure Plan along east side of Crowchild Trail (x1)

### *Transit*

- Higher density near C-Train
- Make transit affordable (x3)
- Have transit run later (need to get home) (x2)
- Run transit until 2 a.m. and start it back up at 5 a.m.

### *Traffic Flow/Congestion*

- Minimize need (or incentive) to cut through community
- Keep commuter traffic on Crowchild Trail, not through the communities
  - Yes! (x2)
- Decrease cut through traffic in community

### *Design/Infrastructure*

- Go double decker if you have to leave communities intact

### *Community Amenities/Integrity*

- Supporting amenities with public parking
- Livable communities, walk to services (commercial)
- Public spaces (not privately owned) (x1)
- Recycling cans
- Could we get some poster boards so that community events could do some advertising (e.g. farmers' markets, marathons, etc?) Similar to the big one by Sunnyside Station or the poster pillars in Kensington Area (x2)
- Annual festivals – i.e. Lilac Festival, Marda Loop, 17 Avenue, have community garage sale day or weekends, community website and mailing list for community and block
- No dandelions, more plant life (flowers, gardens)

### *Safety*

- More security
- Allow public access to the security cameras

## Travel Along Corridor

### *Community Accessibility/Connectivity*

- Access from 16 Avenue westbound to Crowchild north
- Free flowing access
- Free flow access from 16 Avenue westbound to Crowchild northbound

### *Traffic Flow/Congestion*

- Increase lanes on bridge
- Less traffic lights
- Dangerous and poorly designed intersections/merges which creates bottlenecks and have caused many accidents and cost lives, should be given a priority (x4)
- Ditto for the confusingly design links between Crowchild Trail and other major arteries
- Vehicle ramp access, not traffic lights (x2)
- Keep traffic moving - too many pinch points
- Two lanes going across river
- Traffic after 4pm between 17 Avenue S.W. and the University of Calgary (24 Avenue N.W.)
- Free flowing traffic; no lights - build overpass and underpasses instead and get rid of the bottleneck overpass at Bow Trail. (x1)
- Bow Trail area merge over three lanes to Memorial Drive is dangerous! That whole bridge area is scary
- Find a way to get rid of some of the traffic lights (24 Avenue in particular)

### *Pedestrian/Cyclist Connectivity*

- Safe pedestrian crossing sites
- Bike/pedestrian access across - easy too (x3)
- Bike access on or beside Crowchild

### *Transit*

- Phasing out automobiles in favour of mass transit (x2)
- Places for cheap or free parking for train riders
- A train?
- Later trains that run past 12:30 a.m.
- 24 hour trains and buses (x3)
- Busses every 10 minutes

### *Design/Infrastructure*

- New road interchanges are needed on Kensington Road, 5 Avenue, and 24 Avenue. All Crowchild north of the river should not have traffic lights (x2)
- Tunnels, signs clearly marked
- Viaduct with retaining walls, free flow
- One way overpass that starts at Brentwood to Memorial with the other way underneath it

### *Community Amenities/Integrity*

- Community art (murals) visible from Crowchild – maybe aboriginal art showing some local history
- Having a community logo/theme/colours/brand for the routes

## Travel Across Corridor

### *Pedestrian/Cyclist Connectivity*

- Safe pedestrian crossing sites
- Walkability (x2)
- Bike friendly (x1)
- No bikes allowed like Deerfoot Trail
- Pedestrian bridges are important and should be considered a major part of any planning or revitalization (x1)
- Bike lanes throughout the city reducing automobile congestion in general
- We need more pedestrian/cyclist routes going across Crowchild Trail. Currently stuck with: Bow River pathway – north and south sides); 5 Avenue; pedestrian bridges at 13 and 8 Avenue (both with stairs); 16 Avenue (which sometimes has sidewalks); pedestrian bridge at McMahon Stadium; 24 Avenue; University LRT Station; 32 Avenue. Point is, we need more routes, with less stairs, more visibility – well-labelled.
- Non-motorised access from Banff Trail to Foothills Hospital (x1)

### *Design/Infrastructure*

- Need another bridge in the N.W. across the river
- Make it convenient for locals, inconvenient for non-locals (x2)
- Tunnels (like Nose Hill)

### *Transit*

- Make sure buses are running on all routes
- Have more buses on branch routes so my \$100 transit pass is worth it (x1)

## **Crowfoot LRT Station**

- Thanks for asking how we feel about this

## **Maintain/Enhance Bordering Communities**

### *Traffic Flow/Congestion*

- The speed limit around the core changes three times going north – change that
- Stop blocking entire adjacent traffic lanes on Crowchild when performing maintenance
- Even roadway
- Stop blocking off entire adjacent lanes on Crowfoot when doing track maintenance
- Improve junction from University of Calgary

### *Transit*

- Respect the schedule shown (LRT)
- Get rid of reserved parking, lot is half empty and not fair to people who actually need a spot. I always have to park in Rona
- More security at the train station
- Community bulletin boards at station - make station part of the community building
- Ability to access LRT parking from Scenic Acres
- Slower speed around the parking lot
- In winter, clear the snow/ice on walking paths from the C-Train station into the communities. Encourage public transit use

### *Landscaping/Aesthetics*

- Sound barriers
- Managing the dust, thus more trees? (x1)
- Clean up the pigeon droppings at Crowfoot station
- Noise control
- Road noise control
- Better sound barriers that border the parking lot; crosswalk warning lights
- Sound barriers (x1)
- More trees (x4)
- Replace the grass and dandelions with clover for bees (x2)
- Picking up litter (x1)
- Create bordering green space/zones with mini sustainable ecosystems (x1)

### *Community Amenities/Integrity*

- Public toilets (x2)
- Security guards
- Lower parking fees (on monthly pay) (x1)
- Encouraging a 'Main Street' (shopping area) in the surrounding communities
- Place handicap in other direction, east-west, in wind tunnel
- Increase density

### *Pedestrian/Cyclist Connectivity*

- Assess and safety of pedestrian crossing at Scenic Acres Parade (x4)
- Create awareness of cyclists
- Teach cyclists to not ride in centre of road (x2)
- Get rid of bikes (x4)
- More pathways to encourage safe walking and cycling as pedestrians cross Crowchild (x1)
- Bike lanes the entire way down Crowchild (x1)

### **Travel Along Corridor**

#### *Transit*

- 24 hour LRT service (x1)
- Later trains, especially on weekends
- Later trains
- More consistent transit that stays running later
- Increase train speed – especially in between peak hours!! (evenings/weekends)
- Open 'D' lot - free parking (always empty)
- Trains that head north past 12:30 a.m.
- Better transit incentives! Should be cheaper than driving!
  - So true; \$20 to commute with a partner and 1 kid!
- Add a train station that accommodates Northland Mall, and businesses and Sir Winston Churchill; seems like a major stop that got missed in train planning
- More frequent downtown trains. From 7 a.m. currently there are 2:1 going the other way
- Do not expand Crowchild Trail for downtown drivers to use instead of transit and put the money into public transit
- BRT and bus only lanes
- Increase transit service (i.e. trains and bus more frequently)
- Direct bus to Evanston, Kincora, Sherwood

#### *Traffic Flow/Congestion*

- Get rid of all the lights
- Speed limit to 100km/h
- Three lanes between 16 Avenue and Memorial
- Somehow, remove the traffic lights along Crowchild Trail across and around McMahon Stadium and the lights in between 16 Avenue and Memorial Drive; as a pilot, consider making the lights at those locations only green from say 7 a.m. to 9 a.m. and 3 p.m. to 5 p.m. for a week and study the corresponding effect on the flow of traffic
- Speed limit 100 km/hr and over
- Speed limit increase to 100 km/hr
- Higher speed limit for better flow (x4)
- Regulate/control lights. Note: Making the road wider will not solve the traffic issues; Consider timed lights and changing speed limits through day to encourage regular traffic flow (x1)
  - Yes it will (*in regards to widening road*) (x1)
- 100 km/hr speed limit (x3)
  - Yes!
- Interchanges not lights through 24 Avenue to Kensington Road (x2)
  - Yes!
- Get rid of lights at McMahon Stadium through Kensington Road



### *Traffic Flow/Congestion (cont.)*

- Add lanes
- Make surrounding areas higher intensity to reduce flow all the way downtown
- Only one lane goes north across the river, causes backlog with people changing lanes
- Wider roads do not equal faster commute
- Faster speed limit and no stop lights
- 100 km/hr (x5)
  - Speed kills
- No traffic lights all the way along Crowchild Trail (x2)
- Bridge across the Bow River needs more lanes and better exits and merges on (a merge from Bow and 10 Avenue into left lane is horrible, especially for access to Memorial Drive on north Crowchild Trail) (x1)
- Only one access: 5 Avenue or Kensington Road - make interchange
- Decrease distracted drivers with signs and education (e.g. construction speed zones)

### *Pedestrian/Cyclist Connectivity*

- Bike lanes (x3)
  - Horrible idea (x4)
  - Cycling is the way of the future
- Bike lockers/lockups with security cameras (x4)
- Spaces to put bikes on the train during peak hours (see Portland's Train design for bikes)
- No Bikes on Roads/no bikes on sidewalks
  - More bikes mean less traffic! More healthy people!! Less health spending!
  - More road savvy cyclists who can ride safely
- Would never happen, but a bike lane on shoulder of road
- Bad idea bikes on Crowchild; there are other avenues for bikes. Crowchild is for cars!

### *Alternate Transportation*

- Taxi/bus lanes
- Carpool lanes

### *Design/Infrastructure*

- Traffic circles
- Slow down at the Bow River bridge - widen bridge
- An exit into Rocky Ridge by Tuscany Station (x1)
- Put photo radar on every bridge (speeders tax) and raise speed limit to 100km/hr

## Travel Across Corridor

### *Pedestrian/Cyclist Connectivity*

- Tuscany to Brentwood bike lanes
- Pedestrian overpasses and paths along Crowchild Trail
- Pedestrian overpasses and paths
- Pathways/bridges for pedestrians (x1)
- No bike lanes!
- More pedestrian crossings at regular intervals
- Better walk signals, ones that allow better timing. The walk over to McMahon Stadium is great if you are going there. If you are not the signals change to quick
- Check stability of this overpass (Crowfoot LRT Station Pedestrian Overpass), it seems shaky with only a few pedestrians on it (x5)
- Greater pedestrian/cyclist overpasses at more frequent intervals with ramps and corners made for persons with all mobility's (x1)

### *Traffic Flow/Congestion*

- Free flowing, no traffic lights
- Underpass/overpass at McMahon
- Another lane of traffic
- Less lights

### *Transit*

- More parking space at train station. Fills up too quick or have option to pay per day
- Make the train run later - 24/7
- Women only train cars during rush hour

### *Community Amenities/Integrity*

- An over Crowchild shopping district
- Vending Machines in terminals

### *Community Accessibility/Connectivity*

- Connection to all other neighbourhoods
- Allow access to Crowfoot Station shops from Scenic Acres after say 7 p.m. to 6 a.m. and all during weekends/holidays

## **Shaganappi Dog Park**

### **Maintain/Enhance Bordering Communities**

#### *Landscaping/Aesthetics*

- Noise reduction (x5)
- Less pot holes
- Reducing noise and visual impact of Crowchild Trail (x2)
- Softening look of sound walls with landscaping
- Sound/attenuation wall that absorbs sound. Right now the east side of Crowchild Trail is reflecting and the sound bounces back to the Shaganappi/Upper Scarboro of Crowchild
- Quiet, separation from road
- Trees, noise barrier

#### *Community Amenities/Integrity*

- Protect vibrant inner city communities!! Keep them intact!! (homes, trees, parks, green space) Use ring road to divert traffic. (x5)
- Should minimize impact to the Sunalta School
- Liveability over 'single occupancy vehicle' mobility
- If homes are bulldozed, please add affordable rentals/attainable homes

#### *Environment/Parks*

- Protecting/improving park space (x1)
- Maintain green space
- Parks with edible native barriers

#### *Traffic Flow/Congestion*

- Don't widen lanes just to create more bottlenecks when the lanes merge
- Keep it flowing, keep it quiet, and keep it small

#### *Pedestrian/Cyclist Connectivity*

- Ability to cross or bridge it
- Safe, efficient connections; wide bridges for walkers
- Safe crossing for pedestrians/bikes (x1)
- No bikes

#### *Community Accessibility/Connectivity*

- Access points so vehicles don't drive in neighbourhoods to avoid Crowchild Trail
- Better traffic access during busy times

#### *Design/Infrastructure*

- No sound, low impact, new bridge
- Don't do it

#### *Transit*

- Better access to train - more bus connections
- Bullet train

## Travel Along Corridor

### *Traffic Flow/Congestion*

- Safe merging opportunities
- Reducing lights – Kensington is a serious bottleneck and causes road rage between 17 Avenue and Bow Trail with merging.
- Less lane changing, more through lanes equals less bottleneck
- Safe smooth, not too fast - 80km/hr is fast enough
- More than one lane that goes all the way north-south
- No lights, no traffic, high visible merge (x1)
- No more traffic lights
  - Agree
- Driving the speed limit; no unnecessary slow poking
- Merge lanes – suck now

### *Transit*

- BRT across the river in separate lanes on new roadway - so buses can cross river without being caught in traffic jams
- Never see buses in the bus lane open it up to vehicles
- Bullet train

### *Design/Infrastructure*

- Lane expansion
- Over or underpasses at Kensington Road and 5 Avenue (x3)
  - I agree with this point 100%
- Distinct signage on northbound Crowchild Trail to alert cars sooner that the middle lane turns into a must exit onto memorial
- Redraw the lanes so all (most) of the northbound traffic isn't required to merge
- Keep high traffic volume to ring road and Deerfoot Trail. Crowchild Trail is/should not be on urban highway
- Expand exit lanes and bridge to three lanes over Bow Trail
- Three through lanes from Glenmore to Stony Trail
  - Agree
- Odd-even days (license plate regulation)
- Build six lanes across Bow Trail. There is room for eight! (now)
- Widen Crowchild Trail - more lanes make designated merge lanes longer to allow traffic more time to assimilate
- Don't do it

### *Landscaping/Aesthetics*

- Can we minimize the sound?

### *Alternate Transportation*

- Multimodal travel options

### *Pedestrian/Cyclist Connectivity*

- Divided designated bike path
- Less jerk bikers
- Improve safety and visibility for cyclists and pedestrians

### **Travel Across Corridor**

#### *Pedestrian/Cyclist Connectivity*

- Walkways/overpasses
- Safe walking bridges and cycling (x1)
- Keep a bridge to Sunalta school (playground is used a lot) (x3)
- Also out of area students and parents use this bridge a lot to avoid neighbourhood traffic congestion - in Scarboro and 14 Street
- Make this bridge wider - enough for 2 bikes and people (x2)
- More pedestrian/cycling bridges with no cars (33 Avenue is bad) (x4)
- Wider pedestrian bridge (x4)
- Easier approach for cyclists
- Pedestrian bridge is fine now, new would be nice - not needed
- Pedestrian and bike crossings at grade or over that are attractive and well designed
  - Who is going to pay?
- More pedestrian overpasses
  - Ditto
- Wider bike/pedestrian paths and overpass or separate bike path and pedestrian path
- Wider bike pedestrian overpass
- Lighting especially for those walking alone at night
- Off leash overpass

#### *Traffic Flow/Congestion*

- Safe merging lanes

#### *Community Amenities/Integrity*

- Do not ruin/destroy established neighbourhoods. And leave the school (Sunalta) alone! (x1)
- Plant more trees
- Multiuse green space
- Cover Crowchild at 17 Avenue; wide park that connects both sides of Richmond
  - That would be awesome!
- More on leash dog parks

#### *Transit*

- Bullet train

## **West Hillhurst Community Association**

### **Maintain/Enhance Bordering Communities**

#### *Traffic Flow/Congestion*

- Reduce the cut-through the community traffic by making major roads more efficient for traffic (x1)

### **Travel Along Corridor**

#### *Community Integrity*

- No expansions...use other solutions

#### *Traffic Flow/Congestion*

- Making the on and off ramps better accessible. Getting on Crowchild from 11 Avenue S.W. and trying to get off at Memorial Drive is a joke!

### **Travel Across Corridor**

- No responses were received

## **St. Andrews Heights Community Association**

### **Maintain/Enhance Bordering Communities**

#### *Traffic Flow/Congestion*

- Reducing traffic footprint especially non-bus traffic

#### *Community Accessibility/Connectivity*

- Access in and out
- Enforce the no left turn sign off 13 Avenue onto Hamilton Street N.W. in the mornings. Dozens of cars turn illegally every week, increasing traffic on Hamilton
- Preserve entrances and exits into and out of the community of St. Andrews Heights during peak times

#### *Landscaping/Aesthetics*

- Reduce excessive noise from motorcycles and sports cars
- I am concerned about lost green spaces and trees with new interchanges and increased lanes

### **Travel Along Corridor**

#### *Traffic Flow/Congestion*

- Going south on Crowchild there should be those pre-lights (flashing yellow ones) at 24 Avenue
- Addressing bottlenecks at Kensington Road
- Free flowing – no lights
- Take out the lights at Kensington Road
- No lights

### *Design/Infrastructure*

- Maintain current low-velocity and low-noise configuration
- Six lane + HOV lane
- 6 lane flyover from 24 Avenue to Memorial Drive with bike lane
- No dogs on highway
- Fix bridge first. Essentially only one lane across the river when travelling northbound. Bridge will always be bottleneck unless addressed first

### *Alternate Transportation*

- Reduce reliance on motor vehicles
- Increase public transit options

### *Community Integrity*

- Fair treatment of residents whose properties are expropriated for Crowchild Trail expansion
- Fair treatment/compensation to residents who will be closer to an expanded Crowchild Trail

## **Travel Across Corridor**

### *Pedestrian/Cyclist Connectivity*

- Bike friendly ramp over Crowchild. Also wheel-chair compatible
- Must have pedestrian overpass with bike access
- Ability to walk or cycle to West Hillhurst and Briar Hill safely
- Preserve pedestrian walkway across Bow River and Pathways along north and south sides of Bow River
- Ease of use

### *Design/Infrastructure*

- Zero traffic lights; no diamond style interchanges, which are silly (e.g. 16 Avenue and Deerfoot Trail or Crowchild Trail and Shaganappi Trail)

## **Brentwood LRT Station**

### **Maintain/Enhance Bordering Communities**

#### *Transit*

- Heated benches in winter. All winter. (x9)
- Bus-C-Train-Bus - too many connections; every route feeds to the C-Train not human destinations; put more buses on Crowchild that go places (fewer cars)
- More busses and BRT
- Bus service to Okotoks

#### *Cyclist Connectivity*

- Build a separated bike path along Crowchild Trail

#### *Community Amenities/Integrity*

- More benches, espresso/coffee bars at LRT stations
- Less dense Transit Oriented Development

### **Travel Along Corridor**

#### *Traffic Flow/Congestion*

- Less lights, more overpasses
- Fix the bottleneck – 24 Avenue N.W. – 9 Avenue S.W.
- Three lanes minimum with overpasses, no slower speed limit
- How about sequencing the lights for traffic flow, instead of traffic impediment
- Minimum 3 lanes all the way
- HOV lane

#### *Transit*

- 24 hour C-train would be nice, or earlier start or extend the train service by an hour or two

#### *Cyclist Connectivity*

- No bikes

### **Travel Across Corridor**

#### *Transit*

- More bus routes (x2)
- Transit only crossings



## Community Event Summary June – July 2015

Project team members attended several community events that were held throughout the study area to provide participants with an opportunity to learn about the project and study area, and share ideas or concerns and provide input into key goals and priorities in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

Below are the events that the project team attended:

- Hounsfield Heights-Briar Hill Summer Solstice and BBQ – Saturday, June 20, 2015 (5 to 7 p.m.)
- Parkdale Farmers Market – Sunday, June 21, 2015 (11 a.m. to 1 p.m.)
- Richmond-Knob Hill, Paint the Pavement – Saturday, June 27, 2015 (9 a.m. to noon)
- University Heights BBQ – Sunday, June 28, 2015 (1:30 to 4:30 p.m.)
- Sunalta Stampede Breakfast – Saturday, July 11, 2015 (9 a.m. to noon)

Attendees were asked to provide their input on the following:

- How can The City maintain and enhance bordering communities while improving Crowchild Trail?
- What would improve travel along Crowchild Trail?
- What would improve access across Crowchild Trail?

Below are the comments provided to the project team at the community events. The number at the end of a comment (e.g. x2), indicate the number of times that comment was provided.

## Community Event Summary

The following is a high level summary of what we heard at the events:

- Community access to and from Crowchild Trail is important to residents; however, the feedback varied on whether to limit or increase access due to the impacts any changes may have on the communities (i.e. increased cut-through traffic).
- Limiting the impacts to property and business owners and maintaining the integrity of the communities should be the first priority.
- There were concerns regarding traffic volumes on Crowchild Trail and through communities, and concern about how increased density of neighbourhoods adjacent to Crowchild Trail (i.e. Currie Barracks) might continue to add to the traffic in the area.

### Hounsfield Heights-Briar Hill Summer Solstice and BBQ Discussion Summary – June 20, 2015

#### Maintain/Enhance Bordering Communities

##### *Design/Infrastructure*

- Put a tunnel instead of a highway, cut and cover (x2)
- Add tolls into Calgary please

##### *Landscaping/Aesthetics*

- Gating to close off some streets like in Kensington
- Greenery: large trees

##### *Environment/Parks*

- Maintain green spaces while ensuring safety, a tunnel?

##### *Transit*

- Focus on transit integrity not freeways
- Do not build at all-triple public transportation (light rail)

##### *Community Amenities/Integrity*

- Don't expand Crowchild - don't touch the surrounding inner city communities
- Connecting with residents to understand concerns

#### Travel Along Corridor

##### *Traffic Flow/Congestion*

- Bypass for whoever is not going to/coming from downtown
- Less of a bottleneck around McMahon Stadium. Very loud and ground shakes because of bridge
- I'm worried about the confusion caused by all the converging traffic on the bridge over the Bow River and the entrance to the University Drive

##### *Design/Infrastructure*

- Close access on 5 Avenue and lights at McMahon Stadium and Kensington Road

#### *Landscaping/Aesthetics*

- Cover the road and deaden the noise

#### *Safety*

- Bridge over Bow River is dangerous due to all cars changing lanes

#### *Transit*

- Public transport for whoever goes to/comes from downtown

#### **Travel Across Corridor**

##### *Traffic Flow/Congestion*

- Avoid peak time (x2)

##### *Community Accessibility/Connectivity*

- Access ramps/overpass to Parkdale
- Put community roads over Crowchild with access only across
- Limit it, we'd rather find other ways onto Crowchild Trail

##### *Design/Infrastructure*

- Overpass better access to bike trail from that triangle where 7/11 etc. is
- A bypass that routes traffic around downtown
- Reduce intersections
- Fly over

### **Parkdale Farmers Market Discussion Summary – June 21, 2015**

#### **Maintain/Enhance Bordering Communities**

- Continue to have bike and running path access

#### **Travel Along Corridor**

- It's fine

#### **Travel Across Corridor**

- Overpass that is stroller friendly at 5 Avenue to get to parks and daycare

### **Richmond-Knob Hill Paint the Pavement Discussion Summary – June 27, 2015**

#### **Maintain/Enhance Bordering Communities**

##### *Traffic Flow/Congestion*

- Worried about traffic from Currie Barracks development (x2)
- Better flow over river, only one continuous lane northbound, a lot of traffic movements/conflicts
- Concerns about construction – how do you deal with vehicle volume
- Safety and improving traffic flow is important
- Protect communities from cut through traffic – safety of kids/school (x5)

### *Property Acquisition/Values*

- Offer buy out houses impacted or who don't want changes to Crowchild Trail to be a freeway

### *Community Accessibility/Connectivity*

- Maintain connection between Knob Hill/Richmond
- Need access to/from Crowchild Trail from 17 Avenue so it's not funnelling to different areas

### *Landscaping/Aesthetics/Sound*

- Like river pathway as part of community – something with like benefits - the impact may be easy to accept for community
- Noise
- Sound wall better maintained, expanded
- Sound barrier on east side

### *Pedestrian/Cyclist Accessibility*

- Want good connections across for pedestrians/cycling for Richmond and Knob Hill
- Make sure there is green space/pathway for bikes/pedestrians in communities - like Memorial Drive area – preserving community making it user friendly)

### *Transit*

- Concerned about potential train spur from Westbrook to Mount Royal University -has impact to BRT
- Want bus stop at end of Marda Loop for BRT stop
- Focus more on transit, slower speed, less vehicle capacity, train on or under Crowchild with buildings/houses/medium to high density along Crowchild Trail, mixed use

### *Community Amenities/Integrity*

- No seniors housing in community – concern as bungalows are being replaced by 2 storey's etc. add towers, seniors housing – need different types of housing for different people
- Doctor office for old children's hospital area
- Don't want to become a senior unfriendly neighborhood
- Want options for people in communities that don't want a single family house
- Change designation/intent of Crowchild Trail from freeway to focus on high density development/mixed use and transit
- Higher density housing along collectors vs within community
- More density on outer perimeter of community by Crowchild Trail with focus on transit (BRT/train), lower speed throughout community

### *Study Considerations*

- Don't like premise of study – implies that goal will be to increase traffic
- Spread out employment areas throughout Calgary vs. focus on downtown

## Travel Along Corridor

### *Traffic Flow/Congestion*

- Better HOV lanes during rush hour (x3)
- Need to have some concessions as city is growing and there are increases to traffic flow
- Doesn't seem that HOV lane for bus lane is used; at least by buses – there are a lot of people that shouldn't be in there
- Northbound traffic from Crowchild Trail in p.m. is a lot worse than southbound traffic from Bow Trail
- Too much congestion from 33 Avenue northbound to Memorial Drive at 3:40 p.m. from school traffic
- Currently use other routes to downtown to avoid Crowchild Trail
- Reduce traffic congestion (up and above or under on some intersections)
- Don't solve congestion by adding lanes
- Concern about increased traffic on Richmond Road/33 Avenue due to Currie Barracks development and new S.W. ring road connection
- Slow down traffic to improve traffic flow
- Get traffic flowing
- Traffic from Memorial Drive to southbound Crowchild Trail very annoying
- Remove bottleneck
- Access northbound from 10 Avenue is a nightmare – hard to merge
- Improve flow
- Get volume moving
- Better flow north/south across the river
- On east side of Crowchild Trail – 29 Street and 33 Avenue intersection is a nightmare – cars trying to get onto Crowchild during school rush
- Get rid of lights
- Eliminate pinch point at river

### *Design/Infrastructure*

- Overpasses all way along Crowchild Trail are needed (tunnel/freeway over - under Glenmore reservoir)
- 6-8 lane freeway at Sunalta over Crowchild Trail to provide freeway (e.g. UK, San Francisco, LA)
- Lanes underneath Crowchild Trail for local access
- Look at other countries for good solutions
- More barriers between bus stop and Crowchild Trail under overpass near 26 Avenue overpass
- Make Crowchild wider
- Barrier between pathway and Crowchild Trail to separate traffic below 26 Avenue
- Access to Bow Trail when going north to west
- Should we have freeways into core? Current planning says no
- Would like to see storm water treatment
- Merge onto Crowchild north from Bow Trail

### *Alternative Transportation*

- Need options for cycling, walking, transit, and single modes for different people needs

### *Community Accessibility/Connectivity*

- Extending light time at Kensington will add more traffic in communities.
- Tunnel under for traffic and park on top – restore connectivity

### *Landscaping/Aesthetics*

- Paths need to be groomed in the winter
- Happy with the path parallel to Crowchild

### *Safety*

- Safety of bike lanes & shared bike/car facilities in surrounding area (x2)
- Safety issues of people going on Memorial Drive from Crowchild Trail and people then cutting over from this lane to the left Crowchild Trail through lane to beat traffic

### *Pedestrian/Cyclist Accessibility*

- Bikes separated from Crowchild Trail behind sound wall for safety of bikes/cars – e.g. getting clipped by side mirror
- Maintain cycling access to downtown
- Better cycling access to Bow River area on east side of Crowchild Trail to downtown vs. through community
- Better cycling access north of 26 Avenue – safety and access into downtown
- Commuter bike path closer to Crowchild – less interactions with vehicles to get to downtown faster and more efficiently
- Hang bike lane on west LRT bridge to get into downtown
- Bike lane along Crowchild Trail to downtown
- Internal community bike paths are good for getting around community but path closer to downtown would be better for commuters

### *Transit*

- Bus route planner (GIS/info system) to help plan route makes it easier to take transit
- Easy way to bike/take transit – Park N' Ride (transit or cycling) like at Edworthy Park
- Park N' Ride within 1 hour of where people live to make it easier to commute
- More capacity on BRT from Crowchild Trail south of 17 Avenue S.W. Bus is sometimes full from Richmond area into downtown
- Better transit along corridor – underground – no additional lanes no room
- More parking at LRT Stations
- No capacity on buses in area from Crowchild Trail (bus routes 18, 112 in a.m.). Lost transit service because of west LRT. Transit is better in p.m.
- Finish building hub/spoke with transit to make it more effective
- Time/ease of getting anywhere outside of downtown on transit e.g. S.E. is not great – forces people to drive
- Transit north/south and east/west is unreliable
- Student and employees have issues with transit
- More trains or transit along Crowchild Trail

### *Community Amenities/Integrity*

- Want Currie Barracks to be complete community so people don't have to leave and make transit best option for travel so they don't get into habit of driving (e.g. good transit before full buildout, maybe oversized transit for people in that area) and then Marda loop Area Redevelopment Plan

### *Study Considerations*

- Something needs to be done to improve Crowchild Trail
- Spend the money to get it done right
- 2012 plan was 1950 thinking
- Good communication regarding construction and good construction accommodation plan

### **Travel Across Corridor**

#### *Community Amenities/Integrity*

- Wide pedestrian overpass with shops on both sides – part of Richmond Knob Hill community visioning - Ponte Vecchio (Venice). One done in Columbus, Ohio near sports stadium – near 33 Avenue may be an option for this or maybe 26 Avenue as there is less traffic in area. If Calgary Board of Education Viscount Bennet School gets redeveloped – this area would include pedestrian overpass like this
- Small part of community near Crowchild Trail/old Children's hospital – got turned into cul-de-sacs designated as RC1 – that spot is perfect for high density development due to location to downtown/Crowchild Trail – for medium to high density mixed use then back to low density to the south

#### *Traffic Flow/Congestion*

- Worried about continuous traffic in community due to congestion on Crowchild Trail, southwest ring road traffic and development in area

#### *Community Accessibility/Connectivity*

- Good east/west access (x3)

#### *Pedestrian/Cyclist Accessibility*

- Pedestrian/cycling access across corridor through communities (x2)
- 17 Avenue is a loss – don't make it more pedestrian friendly – turn into Ponte Vecchio (e.g. Venice)
- No great pedestrian access across 26 Avenue, especially if weather is bad
- Pedestrian bridge by Rundle College isn't great because of location and connection on either side (alley). Not for high traffic. Tight for cycling in each direction – no wind protection, noisy
- Happy with crossing at 33 Avenue and 26 Avenue
- Happy with bike lane on 26 Avenue
- 33 Avenue crossing is not pedestrian friendly
- Happy with east/west pedestrian crossings for park/playground access
- Happy with existing bike paths

### *Transit*

- Pedestrian access across 17 Avenue is very poor and bus stop access is poor as well.

### *Design/Infrastructure*

- Like that 26 Avenue doesn't have an interchange
- Continuous green space over Crowchild Trail. (Have road go below grade)

## **University Heights BBQ Discussion Summary – June 28, 2015**

### **Maintain/Enhance Community Integrity**

#### *Community Accessibility*

- No grocery store in University Heights, but it's difficult to access one without having to make left hand turns; becomes a bigger problem during rush hour

### **Travel Along Corridor**

#### *Traffic Flow/Congestion*

- Need a way to improve traffic at the river; will purposely avoid using Crowchild Trail because of the traffic

### **Travel Across Corridor**

#### *Community Accessibility*

- Merging on to Crowchild off of 24 Avenue during rush hour is impossible because of backed-up traffic waiting to turn; Need access across to take my children to school; need a way to allow connections across Crowchild (overpass) while north/south bound traffic can continue below

## **Sunalta Stampede Breakfast Discussion Summary – July 11, 2015**

### **Maintain/Enhance Community Integrity**

#### *Traffic Flow/Congestion*

- Traffic flow important
- Crowchild is most important for traffic flow north-south
- Minimum impact on access cut off, minimize congestion in communities
- Do nothing, let traffic gum up and people will just stop trying
- Want free flow/less idling
- None. Keep congestion low
- Cut through traffic from Bankview across 17 Avenue through Scarboro is an issue

### *Design/Infrastructure*

- Maintain existing footprint/no widening (x2)
- Slow down the community access, change where the access is to Crowchild
- Separate under/overpass along/on Crowchild
- No widening, keep them as is
- Have Crowchild as a flyover
- Leave as is
- No freeway, don't widen
- No freeway – don't expand, protect communities
- Don't expand Crowchild – think longer term



### *Design/Infrastructure (cont.)*

- Should incorporate Crowchild into the community
- Use Quarry Park
- Get rid of Crowchild altogether

### *Property Acquisition/Values*

- Avoid land acquisition (x2)
- No property impacts – approach from this standpoint
- Don't take homes/businesses
- Keep homes at 17 Avenue
- Help minimize property impacts
- What can be done without taking properties?

### *Community Accessibility/Connectivity*

- I like limited access to the Sunalta community to limit traffic to local streets

### *Landscaping/Aesthetics/Sound*

- Aesthetically appealing features (x2)
- Greenery/greenspace
- Sound barrier/sound attenuation - don't want to hear Crowchild
- Preserve/add greenspace, less noise pollution
- Separate community from roadway (noise barriers)

### *Safety*

- Safety concerns such as flooding
- Safety of weaving from 10 Avenue to Memorial
- Safety for kids is important – don't impact with road
- I am a new resident of Sunalta and I would not like to see a new roadway from Crowchild into community as it would disrupt and endanger walking and bike riding activities in the communities by children and adults

### *Pedestrian/Cyclist Accessibility*

- Walking/cycling paths
- Communication for pedestrians and bicycles
- Improve ramp of pedestrian bridge at Sunalta School from east
- Widen Sunalta School pedestrian bridge

### *Transit*

- Increase LRT access

### *Community Amenities/Integrity*

- No property impacts to Sunalta school (x3)
- Maintain the school & communities around (x2)
- Sunalta should not be an access/egress avenue from/to Crowchild Trail
- Leave gym and Sunalta School
- Don't go through school yard
- Maintain them; keep the "vibe" of the communities
- Maintain communities – increase priority
- Community dialogue important
- Leave the communities as they are
- Keep established communities
- Mix of condos/houses
- Know that communities will be affected...too bad
- Minimize impacts to communities
- Feel like inner city gives way for people in suburbs
- Develop West Village with retail and shops – similar to East village

### **Travel Along Corridor**

#### *Traffic Flow/Congestion*

- Try to avoid during peak hours (x3)
- Traffic/bottleneck during peak hours (x2)
- Bottleneck/Congestion at 24 Avenue and Kensington Road (x2)
- Issues with HOV lane when exiting 17 Avenue in rush hour
- Add HOV lane – increase transit along Crowchild
- HOV lanes (including carpools) along Crowchild north of 17 Avenue for southbound/northbound traffic
- Confusion for those on Bow Trail/Crowchild loop around
- Weaving over Bow River/lane confusion
- 11 Avenue back up
- Bow River bridge – improvements to that infrastructure is most important to me to reduce bottleneck
- Heading northbound – concerns with the lane that exits by McMahon Stadium – University Drive N.W.
- Controlled some places
- Lane disappear/appears without warning
- Remove lights at Kensington Road
- Lights at Kensington Road are important, but may not need lights at 5 Avenue
- Kensington Road and 16 Avenue are areas of issue
- 17 Avenue and Kensington
- Also a lot of issues south of 17 Avenue southbound
- Memorial Drive to Crowchild Trail near 7/11 to get to Kensington Road is very confusing for drivers
- 10 Avenue loop causes confusion
- Weaving from 10 Avenue to Memorial Drive

### *Traffic Flow/Congestion (cont.)*

- Look at 10 Avenue from Bow Trail – it's very confusing – not good to route so much traffic through area
- When it's good it's good. But one hiccup messes up the whole corridor
- Lane merging/weaving
- Sarcee is alternate, but far away
- Trunk by Glenmore
- High volume on Crowchild. If less traffic, would like to use since main artery
- Bridge at 14 Street one way and Crowchild Trail the other way
- No peak hour left turns – make people turn right then across to give more green time to north/south
- Traffic
- 33 Avenue to Crowchild is an issue as well because you have to go through Marda Loop - too many lights
- Issue with traffic at University Drive – look at raising southbound to maintain through lanes better
- Avoid Crowchild during rush hour
- Improve traffic flow along Crowchild especially at bridge
- Signage poor from southbound – to get to 12 Avenue very confusing/missing
- Less traffic on Crowchild
- Entrance/exits on both right and left on Crowchild – very confusing – causes traffic weaving
- Expanding it will still make it a parking lot
- North of river – more free flow – remaining lights – no point widening if lights remain
- Widening Crowchild may improve traffic flow

### *Design/Infrastructure*

- Add lanes on bridge (x2)
- Fix intersections/traffic lights
- Better signage is needed
- Carpool lane Kensington Road – remove intersection
- Lane configuration over bridge
- Lane reversals as a temporary fix
- Underpasses/overpasses for free flow
- Bow Trail needs updating, maybe overpass
- Not enough traffic for an overpass
- Improve bridge – look at elevating Crowchild near Kensington Road/5 Avenue
- Elevate Crowchild to improve traffic flow
- Underpasses for vehicles
- Don't want freeway overtop – keep speeds no more than 80kph
- Clover leaf
- Kensington Road and 5 Avenue underpass or overpass
- No lights at Kensington Rd and 5 Avenue
- Beam them across
- Good up to 17 Avenue and after 24 Avenue
- Lights between 17 Avenue and 24 Avenue

### *Design/Infrastructure (cont.)*

- Overpass between 17 Avenue and 24 Avenue but keep intersections down below
- Keep traffic off 12 Avenue
- Bury Crowchild
- Keep traffic lights
- Build new bridge to northbound and use existing one as southbound
- No truck route preferable
- Merge at Bow River
- Improve travel time – too many lights
- Don't want it to turn into Deerfoot Trail – no freeway with removal of lights
- Remove left turns along 10 Avenue and 9 Avenue – 3 lanes in each direction during rush hour
- Open up 10 Avenue – better traffic flow – lane switch/reversal during rush hour
- Tie in changes to Crowchild to interchange to 10, 11, 12 Avenue would go into 2 way traffic 10 Avenue, de-emphasize traffic on 11 and 12 Avenue.
- Find other routes to direct traffic as Crowchild Trail is already at capacity
- Only one northbound lane – more continuous lanes, less lane changing/weaving
- More lanes
- Wider lanes
- Stop building more roads/widening
- Planning satellite downtown areas – spread out traffic
- Reroute traffic to other roads e.g. Edmonton Trail and have lane reversals on Edmonton Trail – 3 lanes south in a.m., 3 north in p.m.
- The bridge north bound is only 1 lane all the way through.

### *Property Acquisition/Values*

- Remove Suncourt Place apartments to expand Crowchild Trail
- Widen Crowchild at University drive – remove Suncourt Place apartment building

### *Community Accessibility/Connectivity*

- Service roads important for access
- Improve access
- Improve access to/from communities – merge lanes need to be longer
- Getting on/off of Crowchild is an issue – need better access/traffic flow
- 17 Avenue access to/from Crowchild
- A lot of green time given to Crowchild Trail north/south already – takes longer to cross Crowchild or get onto Crowchild from West Hillhurst
- Southbound Crowchild Trail into Knob Hill/Richmond is an issue
- Access from 10 Avenue
- Better access from 10 Avenue to Memorial
- Congestion/access/at interchange at bridge/3 lane weave from 10 Avenue to Memorial. Getting off is ok
- Southbound access to Crowchild Trail from 10 Avenue – such a convoluted route to get onto southbound Crowchild from 10 Avenue
- Getting onto Crowchild from underneath 10 Avenue is a big issue
- Can't get to 12 Avenue/10 Avenue from Crowchild Trail Northbound - only exit is to Bow Trail

### *Safety*

- 10 Avenue northbound exit is unsafe – not enough room to merge
- 10 Avenue to Memorial need to cross 3 lanes of traffic – big safety issue

### *Pedestrian/Cyclist Accessibility*

- Need better bike access (x2)
- No bicycle traffic on Crowchild, dangerous and seasonal
- Pedestrian overpasses – as well as for cars/transit - /overpasses (not a lot only a few)
- Pedestrian overpasses, no underpasses
- Pedestrian and bicycle overpasses
- Pedestrians walking under
- Dedicated lane for pedestrians/bicyclists
- Increase bike/pedestrian crossings
- Bike bridge is narrow – improve quality
- Remove bike lane on 12 Avenue
- Better bike access to/from downtown
- Make cycling access better from north/south along Crowchild
- A bike path through the communities into the 12 Avenue bike path would work as a lot of people already use it to go west of Crowchild
- Better cycling options for people
- Improve cycle access to/from downtown – more direct/better connections
- Improve pedestrian/cyclist bridges – remove stairs/widen
- Bike traffic is impossible right now unless you cross under the bridge. It would be great to have bridge level access for bikes.
- No interchanges – keeps pedestrian environment

### *Transit*

- Improve transit access (x2)
- Don't just think of cars – no bike lanes on Crowchild/transit better
- Transit from S.W./S.E. Calgary to downtown to give people more options to get to downtown by transit
- More transit
- More and better public transit – for all communities – need central LRT line and S.E. LRT – get people out of cars off roads – transit and cycling
- People in far S.W. (Elbow Valley) never take transit – maybe options for these people like a bus stop out there

### *Study Considerations*

- Old plan sets the tone
- Not worth the money, the wait time isn't that bad
- Work schedules to allow to avoid rush hour
- Need a better understanding of what issues are
- Emphasis on long term planning
- Quick decisions would be appreciated

## Travel Across Corridor

### *Traffic Flow/Congestion*

- 24 Avenue and Crowchild is too congested
- Crowchild/Bow Trail access from downtown is a mess, too much congestion
- Have more free flow
- Like Crowchild as it is not like Macleod Trail or Deerfoot
- Works well as a main north/south road when no problems
- I'm pretty good at going west....east is harder...

### *Design/Infrastructure*

- Lane reversal? – Band-Aid solution though (x2)
- Widen bridge decks for lane continuity (x2)
- Upgrade intersections of 5 Avenue & Kensington, they are too long
- Good as is
- Bridge over river needs help
- Anything but bicycle specific infrastructure is fine by me.
- Make it a HWY, less interaction with communities
- Take out the lights, more free flow
- Double decker bridges over the river
- No lights, flyby starting at university like cities in the states
- Roads should have clover leaf
- Overpass from McMahon Stadium to downtown
- Expand where it comes to 2 lanes
- Expand west and north but avoid the school – use greenspace on west side of Crowchild (Dog Park) as it isn't utilized well now.
- Widening
- Keep cross connections for communities/may not need interchanges
- Make it a through face like the north and south ends
- What about another under bridge below the train?
- If there's limited space, reserve for cars/transit/LRT

### *Pedestrian/Cyclist Accessibility*

- The pedestrian access over Crowchild is fine
- Need better access to transit on/off points. i.e. northbound Crowchild near old Children's Hospital is not pedestrian friendly
- Pedestrian pathway on Memorial under Crowchild is sketchy; not well lit, has drunk people camping out
- Pedestrian access
- No bicycle's on Crowchild
- Like the pedestrian/bike bridge
- Cross at bridge – ok, steep hill though
- Better pedestrian crossing Crowchild – more overpasses for pedestrians
- Keep pedestrians off Crowchild, but allow crossings at intersections

### *Transit*

- Transit only lanes
- Encourage more public transport
- See what can be done to allow buses and pedestrian crossings

### *Community Amenities/Integrity*

- Like speeds through community areas

### *Alternative Transportation*

- Get people out of cars

### *Property Acquisition/Values*

- Near 16 Avenue apartment complex should go to increase flow

## Community Door-to-Door Information Sheet Summary June – July 2015

In June, Community Associations were provided door-to-door information sheets to distribute to residents within their communities. The sheet provided information about the project and also asked residents to identify and rank features and concerns that are important to them in relation to maintaining and enhancing bordering communities, improving travel along the corridor and improving access across the corridor.

**The following is a high level summary of the feedback the project team received.**

- Reduction of noise levels, preserving parks and greenspaces, and improving and maintaining community access were some of the features residents highlighted as important for community integrity.
- Residents identified that improving public transit along Crowchild Trail, providing safe pedestrian and cyclist routes, and eliminating lights or introducing overpasses for increased efficiency were important for improving travel along Crowchild Trail.
- Pedestrian and cyclist connectivity, increased safety, and maintaining access to adjacent communities emerged as priorities for improving travel across Crowchild Trail.

Below are the verbatim comments provided to the project team.

### **Preserve the Integrity of Adjacent Communities**

***The top three features that are important to me to maintain or enhance in bordering communities are (in order of importance):***

**1.**

#### *Landscaping/Aesthetics/Noise*

- Noise control
- Crack down on excessively loud motorcycles and sports cars
- Have physical separation from homes – i.e. sound walls
- Sound barriers that are effective
- No visual or audible evidence – currently we can't see or hear Crowchild traffic
- Sound attenuation
- Noise – volume of traffic around the community
- Ambient noise level should not increase

#### *Community Accessibility/Connectivity*

- Existing entrances and exits to St. Andrews Heights be maintained
- Exits from community/access to Crowchild Trail
- Keep the St. Andrews Heights exit off of Crowchild Trail going south at 13 Avenue N.W.
- Ease of access to Crowchild Trail north and south
- Access on and off
- Do NOT allow for cars cutting through communities during peak hours
- Access



### *Design/Infrastructure*

- Sound control/mitigation – bury roadways; no elevated overpasses
- No widening of roads
- No increase in existing traffic footprint

### *Environment/Parks*

- Reduce pollution and noise from Crowchild Trail car traffic
- Maintaining greenspace – parks bordering present configuration (buffer and view/home equity)
- Public green space/recreation areas

### *Community Amenities/Integrity*

- The size of the neighbourhood – I don't want to lose neighbours
- Limit loss of homes affected
- Impact as few homes as possible

## **2.**

### *Environment/Parks*

- Greenspace preserved
- Maintain the quiet charm and greenery inside the communities
- Green space/park space
- The size of the recreational areas (park)
- Private green spaces (yards)

### *Cyclist Connectivity*

- Safe bicycle route to river path

### *Landscaping/Aesthetics*

- No increased noise levels from traffic
- Build sound walls to limit noise and pollution

### *Community Accessibility/Connectivity*

- Preserve entrances & exits to St. Andrews Heights for residents especially at peak traffic times
- Remove any cut through options
- Ease of access to and exit from community with many optimal routes
- No increased traffic through neighbourhoods
- Limited access to community – local traffic only
- Prevent shortcuts through community

### *Community Integrity*

- Timing of effect on properties
- Safety and integrity of schools – Sunalta Elementary
- Density
- Fair compensation for relocated homes and businesses

### *Transit*

- Enhance public transit alternatives to car usage on Crowchild

#### *Design/Infrastructure*

- Visual blight – bury roadways; no elevated freeway
- No encroachment of Crowchild Trail on adjacent properties

### **3.**

#### *Pedestrian/Cyclist Connectivity*

- Improved pedestrian/bike crossings
- Improve pedestrian and cyclists options for crossing Crowchild Trail
- Bike and walking paths that traverse the road

#### *Community Accessibility/Connectivity*

- Communities having good access to major roads/commercial areas
- Have accessibility to Crowchild Trail
- Simple access to Crowchild Trail

#### *Community Amenities/Integrity*

- Impacts on houses directly bordering the corridor
- Respect for community development plans – west greenspace, walkability, design principles

#### *Landscaping/Aesthetics*

- Noise pollution
- Improving sound attenuation and look of Crowchild Trail – landscaping
- No increase in air pollution due to vehicle exhaust or during construction

#### *Traffic Flow/Congestion*

- Speed and vehicle traffic – no double axle tractors or trucks

#### *Transit*

- Maintain easily accessible public transit stops

#### *Safety*

- Safety

#### ***My top three areas of concern about the study's implications to bordering communities are (in order of importance):***

### **1.**

#### *Traffic Flow/Congestion*

- Increased traffic on existing roads like 16 Avenue
- Keep Crowchild traffic out of St. Andrews Heights including along Hamilton Street
- False assumption that accommodating single passenger cars is solution

### *Landscaping/Aesthetics/Noise*

- Sound Control
- Traffic noise – bylaws regarding vehicle/motorcycle noise should be enforced
- Already a high level of noise from Crowchild Trail; increased traffic volumes will only increase noise level
- More traffic and noise in my neighbourhood
- Noise!

### *Environment/Parks*

- Increased air pollution
- No infringement on existing parkland caused by interchange sprawl

### *Community Accessibility/Connectivity*

- That exiting the community and access to Crowchild Trail will be more difficult

### *Community Amenities/Integrity*

- Removal of existing homes – undesirable
- Impact life – sound, safety, home prices, remove homes so change community make-up
- Density

### *Study Process*

- Local residents will not have much a say
- I am concerned bordering communities will have too much influence. Needs of the collective city more important than the concerns of a few selfish individuals.
- Not enough known about long term, especially west village/arena/stadium
- Disregarding communities' concerns

### *Design/Infrastructure*

- If you take Bow Trail when you should have stayed right from 10 Avenue westbound to Crowchild north you must go miles to correct your mistake
- Lane reversal
- People will reject widening of Crowchild but it is needed

## **2.**

### *Community Integrity*

- Fear a massive freeway that bisects and divides communities much like Deerfoot Trail without much thought to incorporating local vehicular and bicycle/pedestrian traffic
- That Crowchild might turn into a Deerfoot Trail
- Fair treatment of residents whose properties will be expropriated and those who are located closer to Crowchild as a result of increased (north to south) lanes, exchanges, etc.
- Negative impact on life of neighbourhood within 10 blocks of Crowchild Trail
- Decrease in property values (uncertainty)
- Potential cost of “improvements” – using tax dollars
- Area could be in construction for years/decades

#### *Environment/Parks*

- Loss of Greenspace to concrete and asphalt
- Greenspace/park space will be lost

#### *Traffic Flow/Congestion*

- Increasing traffic through communities to enhance Crowchild

#### *Landscaping/Aesthetics*

- Increased noise to neighboring communities
- Minimal impact on noise emanating from roadways (impact meaning increase)

#### *Safety*

- Danger to pedestrians/cyclists
- Safety

#### *Design/Infrastructure*

- Create bridge crossing across Shaganappi Trail

### **3.**

#### *Environment/Parks*

- Pollution and dirt
- Less park space so that commuters save a few minutes

#### *Community Integrity*

- Loss of walkable areas – e.g. Community to University or North Hill
- That residences directly bordering the corridor will be removed or find themselves close behind a high wall, as currently is the case on the east side of Crowchild Trail
- Ignoring local residents in favor of commuters

#### *Design/Infrastructure*

- Widening roadways encourages more car trips and is bad for the planet
- Invasive structures – flyovers, overbuilds
- Enlarging the footprint of Crowchild

#### *Property value*

- Reduced house values if Crowchild expansion proceeds
- Devaluation of property

#### *Safety*

- Speed

## **Improve Travel within the Corridor**

***The top three criteria that are important to me for improving travel within the corridor are (in order of importance):***

**1.**

### *Transit*

- Transit (Public) should be increased
- Improve public transport!
- Need for enhanced public transit solutions

### *Traffic Flow/Congestion*

- The travel works fine for me from where I live
- Bridge over Crowchild Trail – too many merges
- Remove bottleneck @ bridge
- Reduce number of vehicles on Crowchild
- Speed
- Heavy vehicles should be diverted around the inner city to industrial areas (double axle, heavy truck traffic)
- Create other north-south corridors so present alignment adequate (14 Street or MacLeod Trail, new location, west location, i.e. improve Sarcee Trail or Highway 8)
- Reduce gridlock
- Expediency
- Better direction, better flow and info for drivers – signage and real time info
- Reducing speeding

### *Community Accessibility*

- Access from St. Andrews Heights to Crowchild Trail northbound
- Maintain access to bordering communities

### *Design/Infrastructure*

- Build interchanges to reduce traffic lights
- Reducing traffic lights
- Minimize (take out) traffic lights (at 5 Avenue)
- Safe roadways – medians well designed, merge lanes long
- Northbound Crowchild: can we divide the Bow Trail eastbound traffic so that people don't speed along centre lane and then hold traffic up as they wait for someone to let them into the far right lane
- Having interchanges/lane exits work better (this may not be just about road capacity)
- None, Ok now
- We need more lanes over the bridge

## **2.**

### *Traffic Flow/Congestion*

- Light at 24 Avenue – a pinch point
- Remove lights = allow free flow traffic – bury roadway
- Enforcing speed limits
- Constant flow achieved as much as possible to improve efficiency and avoid increases in pollution from exhaust
- Giving priority to emergency vehicles and local traffic
- Slow down through vehicle corridor – especially well before bridge both north and south

### *Community Accessibility/Connectivity*

- Maintain access between communities
- Ease of access and exits
- Access on and off

### *Alternate Transportation*

- Reduce reliance on motor vehicles
- Need to improve cycling and pedestrian alternatives to car travel

### *Design/Infrastructure*

- Widen to 6 through lanes plus HOV or transit lane
- Eliminate traffic lights
- Less lights
- Eliminate the lights at 5 Avenue and Kensington Road and 24 Avenue. Overpasses have been built the rest of the way west on Crowchild.

### *Transit*

- Improve public transit service
- Promoting and facilitating public transit, e.g. Parkades at train stations so increase train/bus use

### *Safety*

- Safety

## **3.**

### *Traffic Flow/Congestion*

- Lights at Kensington/5 Avenue – a pinch point
- Reduce speed of traffic on Crowchild
- Alleviate congestion
- Concentrate on improving traffic during peak hours of use, not all hours of the day

### *Design/Infrastructure*

- Add another lane each direction
- Limit access from bordering communities
- Get smart stop lights, particularly for left turns
- More lanes on the bridge
- Reduce access to Memorial northbound – do it at Kensington to reduce lane switching on bridge

#### *Alternate Transportation*

- Pedestrian/bike overpass
- More transit!!!!

#### *Safety*

- Safety when getting on Crowchild

#### ***My top three areas of concern with improving travel within the corridor are (in order of importance):***

**1.**

##### *Environment/Parks*

- Loss of greenspace and walkability
- Greenhouse gas emissions from slow moving or stopped traffic if interchanges are not built (low fuel economy)

##### *Noise*

- Noise
- Increased noise levels will negatively impact my home enjoyment
- Increased lanes = increased traffic = increased speeds = increased noise

##### *Traffic Flow/Congestion*

- Reducing gridlock
- That the city will try to spend less and do a band-aid improvement rather than making changes that will accommodate increased traffic for many years
- It will turn into an American-style freeway
- We do not need a major roadway/highway through the centre of town
- The goal should be to move cars more efficiently not move more cars
- Traffic is terrible. It stops at 33 Avenue S.W. and crawls sometimes taking 55 minutes to cross into the N.W.

##### *Community Accessibility*

- I would like to see improved access to Crowchild Trail northbound from St. Andrews Heights
- Turning left onto Crowchild Trail going north from 24 Avenue (going east initially)
- Reasonable access and not perfection. The 33 Avenue S.W. interchange appears to achieve this

##### *Community Integrity*

- Loss of value – of greenspace, property values, walkability, access to river
- Done at the expense of adjacent communities
- Accommodating urban sprawl by expanding Crowchild

##### *Design/Infrastructure*

- None, Ok now

## 2.

### *Traffic Flow/Congestion*

- Finding an efficient solution for north-south travel
- More traffic – speed
- More roads is not a long term viable solution, more roads will only create more cars on roads and the need for yet more roads.
- The volume of cross corridor roads to the relative volume of the corridor is an important consideration
- Creating induced demand by building a super highway will only mean more cars (and eventually traffic)
- Much higher numbers of vehicles using Crowchild

### *Pedestrian/Cyclist Connectivity*

- Route options will be reduced for cars/pedestrians/cyclists

### *Design/Infrastructure*

- Reduce the number of lane changes when going north across the river
- Access to Crowchild Bridge going south from third right lane before turn off to Memorial Drive

### *Community Integrity*

- Traffic at the expense of inner city communities – works against densification

## 3.

### *Traffic Flow/Congestion*

- Access to Crowchild Bridge going north from 17 Avenue S.W. congested to get over one lane
- Higher speeds will lead to more traffic accidents/deaths

### *Community Integrity*

- Do not want a freeway type road through the neighbourhood
- Remove shops at 24 Avenue, 5 Avenue and Kensington Road

### *Community Accessibility*

- Need to continue to have access to my community (east to west) – in and out at peak times.

### *Landscaping/Aesthetics*

- Noise levels
- Aesthetics – maintain attractiveness of the area

### *Design/Infrastructure*

- This junction is already too complicated



## **Provide for Travel Across the Corridor**

***The top three criteria that are important to me for providing travel across the corridor are (in order of Importance):***

**1.**

### *Community Accessibility*

- Barrier free access over Crowchild Trail at 13 Avenue and 9 Avenue N.W.
- Access to 5 Avenue and Kensington Road
- Elevate Crowchild Trail over 5 Avenue N.W. with no access to Crowchild Trail
- Travel across the corridor could be limited to certain intersections and/or times to enhance the flow of traffic on Crowchild Trail southbound
- I love the 26 Avenue overpass. More like that would be great

### *Community Integrity*

- Minimize impact on communities in corridor
- Enlarge better communities and give amenities – new era

### *Design/Infrastructure*

- Bury roadway at Kensington Road and allow local vehicle traffic; bicycle traffic and pedestrian traffic even numbered flow across Crowchild

### *Traffic Flow/Congestion*

- Consistent flow is necessary but not designed for rush hour traffic
- They do not disrupt north-south travel
- Expediency
- Divert trucks, etc. to ring roads/industrial areas
- Time – peak times see immense backup

### *Pedestrian/Cyclist Connectivity*

- Ability to walk or cycle to West Hillhurst and Briar Hill from St. Andrews Heights
- Reduce wait times to cross as a pedestrian or cyclist
- Pedestrian/cycling crossings that are numerous and accessible
- Need to increase number of pedestrian friendly crossings
- Safer, wider pedestrian bridges
- Access across Crowchild for foot and bike traffic from Lower to Upper Scarboro
- Improved pedestrian and bike overpasses and connecting them to adjoining pathways

### *Safety*

- Safety (x2)

## 2.

### *Pedestrian/Cyclist Connectivity*

- Access to bike routes over corridor
- Preserve pedestrian walkway over Bow and pathways on north and south side of river
- Provide cycling routes – designated
- Pedestrian access across Crowchild Trail
- Keeping the pedestrian bridge at Sunalta school
- Access from Scarboro to pathways on Bow River for foot and bike traffic

### *Design/Infrastructure*

- Bridge across river needs to be improved
- Minimize loss of greenspace and walkability
- Underpass for 24 Avenue N.W. with ramps to Crowchild Trail
- Visually appealing structures for crossings
- Provide access to Crowchild Trail only at Kensington Road/Memorial Drive and 24 Avenue, preferably via clover leafs

### *Safety*

- Safety

### *Traffic Flow Congestion*

- 33 Avenue is slow in every direction except the ramp to Crowchild north
- Ease
- Travel across yields to Crowchild traffic at peak periods of flow
- More efficiency

## 3.

### *Pedestrian/Cyclist Connectivity*

- Safe, barrier free access for bikes and strollers
- Make overpasses bike friendly – ramps not stairs
- Safety of pedestrian crossings – separate from traffic

### *Traffic Flow/Congestion*

- Improve efficiency of existing road corridor
- East on 33 Avenue from the overpass goes to one lane – crowded

### *Design/Infrastructure*

- Consideration of impact to local residents
- Elevate Crowchild Trail over Kensington Road
- Transit crossings that enhance service and do not remove routing options

### *Community Accessibility*

- Maintaining existing crossings
- Travel across will still be at the same locations

***My top three areas of concern with providing travel across the corridor are (in order of importance):***

**1.**

*Traffic Flow/Congestion*

- No concerns, it cannot get worse
- End result could be more people living further away, driving
- Increased traffic and congestion, worried about freeway appearance
- Delay for too long time travelling east on 5 Avenue N.W. across Crowchild Trail
- Length of wait time on off hours i.e. Sunday and after 8 p.m.

*Community Accessibility*

- Lost connections/access between communities (east to west)
- That access to 5 Avenue and Kensington Road is maintained
- Providing too many access points to Crowchild will slow travel across corridor

*Safety*

- Long wait times standing at intersections on my bike or walking – feeling safe with the speed of traffic
- Safety of citizens near Crowchild if car traffic increases
- Safety of families crossing from Upper Scarboro to attend school
- Safety

*Users*

- Pedestrians/cyclists/transit users will be treated as lesser users

*Environment*

- Pollution from car exhaust

*Construction Period*

- Use of the bridges during construction

*Design/Infrastructure*

- Possible reduction in crossings
- Cloverleaf interchanges

**2.**

*Landscaping/Aesthetics/Sound*

- Loss of greenspace
- Increased noise
- Losing some of the existing landscaping (lilac bushes and trees)

*Pedestrian/Cyclist Connectivity*

- That the pedestrian overpasses from St. Andrews Heights be maintained or improved
- Connectivity of bike paths to pedestrian bridge under the traffic bridge

#### *Traffic Flow/Congestion*

- Delay for too long time travelling east on 24 Avenue N.W. and turning left onto Crowchild Trail going north
- Vehicle use will be given priority
- That traffic lights will stay

#### *Community Integrity*

- Infringement on adjacent communities

### **3.**

#### *Traffic Volume*

- Additional traffic on roads close to Crowchild in corridor

#### *Aesthetics*

- Ugly appearance (Don't want big interchange)
- Pedestrian bridges will be desolate, concrete wastelands

#### *Safety*

- Safety

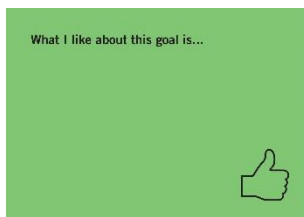
# CROWCHILD TRAIL STUDY

## Public Drop-In Session Summary September 26, 2015

A public drop-in session was held on Saturday, September 26, 2015 from 10 a.m. to 1 p.m. at the Sunalta Elementary School at 536 Sonora Ave. S.W.

Each of the 11 project goals were posted around the room on individual boards and attendees were asked to review the goals and provide feedback based on the following statements:

**What I like about this goal is...**



**I would make this goal better by...**



**What I don't like about this goal is...**



Attendees were asked to post their responses to the goal boards so other participants could also view the feedback.

Approximately 60 people attended the drop-in 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
- Peggy Chan, City of Calgary, Communications Lead
- Andrea Sichewski, City of Calgary, Communications Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Somers, ISL Engineering and Land Services, Consultant Technical Lead
- Jana Sinclair, P2 Communications, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Engagement Team
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Team

Below is a summary of the feedback and the actual comments received at the drop-in session.

## Drop-in Session Summary

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

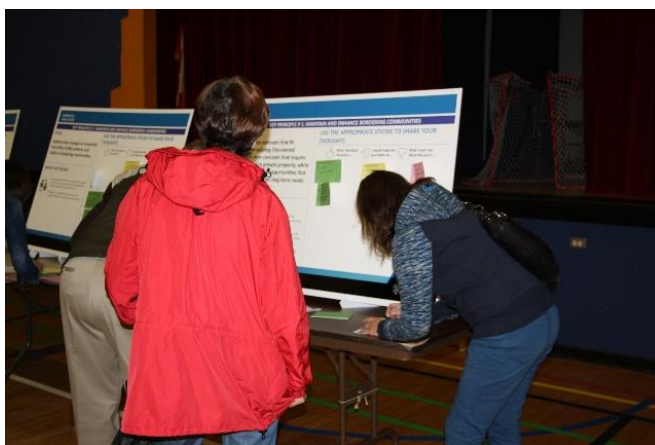
- Overall, participants were supportive of the goals, but some felt that goal wording was vague in a few goals statements; for example, some participants did not know how success would be measured.
- Some participants thought it was difficult to provide feedback on the project goals without having a specific proposal or option to comment on.
- Much of the feedback received included specific ideas for how the Crowchild Trail corridor could be improved.

### Goals in Key Principle #1: Maintain and enhance bordering communities

**Goal: Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property, while considering all opportunities that will address the long-term needs of the corridor.**

*What I don't like about this goal is....*

- The City does not own enough land to fix the issues (if expansion is the goal) so how can it not disturb homeowners and schools.
- What about the Sunalta School? Why is this not raised as an issue? We do not want to lose the school.
- Greenspaces i.e. off leash parks should be used before private homes are touched.
- Strongly consider using the Shaganappi off leash park (Oliver Quarry Park) rather than one's home for needed land
- What is the "right solution" and who gets the biggest vote?
  - City?
  - Local Communities?
  - Suburbs?
- How can we trust that the best interest of the communities will be addressed?
- We must not lose Summit Street or Sunalta School or the grounds or any of the streets near by – i.e. Scarboro Ave.
- Too narrow-minded
- Solution won't fit within ROW.
- Should also consider new river crossing.
- Please identify via email bulletin which land in our Scarboro community the city owns!



- I don't understand what this really means.
- Also identify how much land is required for expansion.
- It does not acknowledge that Scarborough gave up its community hall and skating rink for Crowchild Trail.
- The detrimental effect to property values.
- "Existing city-owned lands" does not deal with future west village developments.
- As a Scarborough homeowner who would be potentially affected by any expansion, I am concerned about the loss of homes and/or School/playground property in a beautiful established neighborhood.
- It's wordy and impossible to find fault with – but it leaves on the table the acquisition of our homes, school and streets!
- Great concept in theory, but when specifically applied to this situation – private lands should not be used and dealt with when Crowchild was first built. – Need new River Crossing.
- Difficult to provide comments on this goal as it is very broad and could have many different interpretations. Would like to see proposed drawings and then be given the chance to comment.

*I would make this goal better by...*

- Make sure that "enhanced" is defined by the neighborhoods themselves, not City staff or the general public.
- If more space is needed for more lanes, go multi-level. Stack roads over roads.
- Least disturbance possible.
- Making sure that school properties are maintained or considered. Schools need to be a priority in this City.
- Moving the corridor west of Point McKay and use open spaces on north side for access to Foothills Hospital, Children's Hospital and University of Calgary. Look into west travel. Solve inadequate budgeting. Accommodate Calgary Next if it seen ahead.
- For all goals – if you can't measure it, you can't manage it. Therefore:
  - What metric will you use to measure success?
  - If there is no hard metric, how will you know that you've been successful?
- Run on sentence.

*What I like about this goal is...*

- Homeowners should be a priority... New subdivisions are making it busier.
- Don't buy more land for more Crowchild expansion.
- That city owned land will be considered firstly over private property.
- This is the most fair goal. The sacrifices of adjoining high taxed communities will be for the benefit of residents at the end of the line who bought cheap, sprawl producing homes that pay very low taxes.



- If it means City property will be used before private property for any changes, it appears to be a positive goal.
- The word “prioritize”.

**Goal: Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.**

*What I don't like about this goal is....*

- Consider a committee comprised of community reps in planning stages.
- Addressing traffic patterns and safety means what exactly?
- Difficult to comment without an actual plan. Should be part of this process stage!
- Why not consider a north-south axis of transportation west of Crowchild Trail? We never had input to the CTP. This shouldn't be a constraint to this project in the conceptual phase. We need long-term planning!
- Why be so narrow minded and not explore a different axis that would answer future needs on long term basis?
- The Crowchild corridor is obsolete and this vision is already obsolete.
- Consider traffic measures designed to reduce bottlenecks as a trial prior to expanding freeway.
- Those going through are priority at expense of those living and working in area which will only increase with the Silvera development and all its issues.
- Consider a different traffic alternate axis!

*I would make this goal better by...*

- Modifying traffic signals just north of Crowchild bridge to reduce turns (i.e. Increase flow) during peak traffic times (to reduce the impact of expansion into old, established communities).
- Need to provide the ability to get out of the community while reducing cut-through traffic.
- Need to reduce cut-through traffic in surrounding communities.
- Improve the edge conditions along Crowchild – forbidding wasteland now with limited or no infraction with adjoining neighborhoods.
- Need to address traffic cutting through Knob Hill on 20 Street S.W. from Marda Loop to Crowchild.
- This is major point – Find new “Crowchild Trail” type of road for new city and size and vision. What sort of community use in 10 years if area all concrete and transportation structure.

*What I like about this goal is...*

- Addressing safety in bordering communities is key. Increasing traffic through communities is a big issue. Try to focus traffic flow around communities instead of through them. E.g. Memorial Dr. instead of Kensington Rd.
- Maintain Scarboro's traffic calming measures – which were paid for by residents – (the only time in yyc paid for by locals).
- Don't change Scarboro's road closure system. We don't want short cutting.
- What about Calgary Next? Lots of traffic associated with this.



- Should be a priority. Don't sacrifice surrounding neighborhoods. Don't increase congestion on crossing streets. (24 Ave. N.W., 5 Ave. N.W., etc.)
- This is a huge priority for residents on 24 Ave. N.W. It is already much too congested. Traffic calming measures need to be implemented here.
- Reducing cut-through.
- If it means leaving what works, it seems good.

**Goal: Consider current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.**

*What I don't like about this goal is....*

- Hedges only provide visual barriers. They don't provide noise barriers.
- Need more concrete ways to reduce noise.
- "Considering" is not option is a must.
- Why aren't we talking about better sound barriers along Crowchild?
- Sound barrier, sound barrier, sound barrier.

*I would make this goal better by...*

- Something stronger than "consider", "Employ?", "Incorporate?", "Add?", "Include?"
- Find new ways as those presently used not good enough for larger volume/size.
- Noise reduction must be a key condition or any expansion.
- Sound barriers concrete/composite, bushes are insufficient.

*What I like about this goal is...*

- Hedges instead of concrete sound barriers
- Reducing traffic noise is easy! Reduce speed limit and actually enforce it!
- Quick win.
- Lower speed limit on Crowchild and consider using traffic circles – 'roundabouts' are successful in UK.
- Focus on the corridor not being an eyesore.
- Invent new noise walls. Take a tour around Paris, France and see great ideas for new wall designs.

**Goal: Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.**

*What I don't like about this goal is....*

- Don't need more green space along Crowchild. If it means taking away more of the existing houses. Green spaces along freeways are generally unpleasant (noise) spaces.
- Would prefer to see green space surrounding major roads go, versus people and their homes.
- Please use greenspaces (i.e. off leash parks), if expansion is the goal, before you take private residences.
- Use greenspace for expansion, rather than the school and private residences.

*I would make this goal better by...*

- Consider “opportunity” in green spaces for squatters and other poor activities as corridors bring this type of activity when not easily monitored.

*What I like about this goal is...*

- Quick win.
- Focus on beautifying roadways that connect/intersect Crowchild.
- Good idea. Crowchild is mostly ugly right now.
- Sounds like a good idea but How? Exactly?
- Curb appeal is a long overdue concept for Calgary’s main thoroughfares.
- Straight forward (and long overdue in some areas).



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

**Goal: Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.**

*What I don't like about this goal is...*

- Bikes have NOTHING to do with Crowchild Trail! (I have NEVER seen a bike on Crowchild in 45 years!)
- With our climate I question the already expensive expansion of bike lanes. While there should be some more is not necessary.
- I do not believe it is safe to provide for cyclists on Crowchild Trail.

*I would make this goal better by...*

- Consider narrow lane technologies already in use in other cities.
- Close 20 Street S.W. to vehicles – bikes only north of 26 Ave. to 21 Ave.
- Best thing to do. Expand on Crowchild once of all even if we get in debate to eliminate to revisit the problem again.

*What I like about this goal is...*

- Clear and concise. Bikes should not be on Crowchild....where there are good alternatives parallel routes.
- More bike lanes on intersecting corridors.
- Bikes and pedestrians should not be together on major transit corridors. (Even slow and fast lanes for vehicles can be hazardous).
- Bikes and pedestrians should not be near major roads = continue to develop safe bikes and pedestrian paths away from major roads that do not impede on the road or traffic flow.

**Goal: Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.**

*What I don't like about this goal is...*

- Calgary Transit is a [expletive removed] way to get around – insufficient to replace traffic.
- Busses are not helping when traffic is crawling.

*I would make this goal better by...*

- Establishing what “better” means. Better could be slower (and safer).
- Bus system works fine as is.
- Making sure access to transit feels safe – well lit, easy to find, etc.
- Agree. Also need more cars on C-Train in order to reduce traffic even more.

*What I like about this goal is...*

- Like HOV lanes buses and vehicles can use. Need more of them more places. Keeps the flow.
- Transit increase capacity and speed for many people. Dedicate new raised/lower structure. (Access/mobility for bikes and pedestrians).
- Join University to Chinook with a west loop LRT.
- Raised dedicated Bus/HOV Lane that goes above bottlenecks.

**Goal: 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.**

*What I don't like about this goal is....*

- Alternative route must be explored.
- Doesn't work when there are no alternative routes.
- Accidents on the road are a major problem as well. More lanes can't fix this.
- Crossing major river and rail lines - poor planning. Keep services both sides of river. Change to lower designation than “primary”.
- Should consider new bridge at Shaganappi and new access points to University of Calgary, Hospital, etc.
- We need to develop alternative north-south routes.
- Don't assume that employees of the Universities and hospitals drive to work. These could be transit users.
- Alternate route should be considered in this entire study.

*I would make this goal better by...*

- Goal is vague, meaningless. Would be fulfilled as side effect of traffic flow improvement.

*What I like about this goal is...*

- Emergency vehicles need priority on route to hospitals.
- Use same raised/dedicated bus lane for emergency vehicles.

**Goal: Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.**

*What I don't like about this goal is....*

- Which directions? Crowchild is trying to do too many things for too many people in too small a space.
- This is not specific enough. Lights on Kensington, 5 Ave., 20 Ave., 24 Ave. – need to be eliminated.
- If it comes at the expense of homeowners

*I would make this goal better by...*

- Raise and lower major light intersections – use traffic circle – U-turn as at 37 Street and Glenmore S.W. Flow and not continuous stop and start. Synchronize lights.
- Close access off of 17 Ave. to Crowchild northbound.
- Reduce speed limit from 33 Ave. S.W. to 24 Ave. N.W. Allowing for safer lane changes. (Have original plans for Crowchild ever been re-visited?)
- Focus on traffic light removal on Crowchild.
- Widening the extremely dangerous Crowchild Bridge.
- Eliminate peak hour left turns, both north to south and east to west.
- Develop pedestrian routes along Crowchild. (Difficult to walk from McMahon to Scarboro).



*What I like about this goal is...*

- Agree!
- This is the most important goal. The only one really necessary.
- Eliminating the signal lights needs to be a top priority.
- Urgent.
- This is key. It is difficult to get from Bow Trail East to Memorial for example. Keep traffic moving so fewer drivers cut through communities.
- Quick Win – lanes and under bridge at University to 16 Ave. Should have been done 20 years ago.
- Agree. This is an important issue. If traffic is free flowing, drivers will be less inclined to cut through surrounding communities.
- It's a true statement. I live in West Hillhurst and don't use Crowchild to cross river in-bound because it's confusing.
- Go higher! Double deck to go over bottlenecks not wider to destroy communities.
- Making bottlenecks and traffic weaving a priority before expansion.
- This needs to be top priority! Such an issue to flow with bottlenecks – dangerous.
- Everything.

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

**Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.**

*What I don't like about this goal is....*

- Consider cars/motorcycles included in HOV lanes. Some people will never use transit.

*I would make this goal better by...*

- Make own transit corridor upper/lower not weaving in and out. Put with bike and pedestrian pathway.

*What I like about this goal is...*

- Build raised, dedicated transit corridor at level with adjoining communities.
- Yes
- East/West transit is as important as North/South transit in West Hillhurst.
- Crowchild functions as a barrier with fences – an inaccessible stream of traffic. As such it does not interface with the communities at all and therefore the urban landscape around them is awful.
- Transit stops need better pedestrian accessibility. This is not exclusive to Crowchild Trail area.

**Goal: Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.**

*What I don't like about this goal is....*

- No feedback received.

*I would make this goal better by...*

- Much needed – be creative – covered moving sidewalk – stairs and part of walk/bike plan.
- More pedestrian bridges in accessible locations. Many current bridges are irrelevant to the regional bike system.
- Upgrade and widen the Sunalta School pedestrian bridge to better connect to Shaganappi.
- Agree that this is a valid concern. It is likely best addressed through improved access to pedestrian overpasses.

*What I like about this goal is...*

- This is especially needed by the train tracks and Pumphouse Theatre area.
- It acknowledges that upper Scarborough is/was also Scarborough. Access to river under the bridge would be great.
- It would be nice to also consider another pedestrian crossing the river...to commute downtown...14 Street, 10 Street – not really bike friendly.
- And others, why is Scarborough, Sunalta cut off from parking near river walks – need more pedestrian access.

- By building overpasses or underpasses at 5 Ave. pedestrians and bikes would not interact with Crowchild.
- If cycling/pedestrian crossings were safer and easier, more people would be able/willing to use them.

**Goal: Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.**

*What I don't like about this goal is....*

- Improving Crowchild north/south flow needs to be top priority. East/west flow may need to suffer.
- East/west connectivity is crucial to the affected communities.
- What does this really mean? – Smoke (lots) and mirrors
- Kensington Rd. and 5 Ave. N.W. already backup due to short light timing...the alternative is Memorial...which the city wants to downgrade.
- The likely result of this is a disproportionate impact on already congested areas, like 24 Ave. N.W. The City needs to make sure this doesn't happen as traffic is already maxed out.
- Decreasing traffic congestion and use on side streets should be a priority.

*I would make this goal better by...*

- Need to make sure that this doesn't increase traffic for bordering communities.
- Ensure that access point changes don't just focus traffic to move through communities. Attempts should be made to encourage through-traffic to move around community edges i.e. utilize Memorial as east-west corridor versus 5 Ave. N.W. or Kensington Rd.

*What I like about this goal is...*

- Good to keep present communities viable and inviting.
- Currently very poor east/west pedestrian and bike connectivity.

## Comment Form Summary

### Project Goals

#### 1. Key Principle #1: Maintain and enhance bordering communities

Do you have any additional feedback relating to the goals for Key Principle # 1?

- I agree with the goal and maintaining bordering communities. As a resident of Scarboro who could be significantly affected by any expansion, I am concerned with the potential loss of homes, green space and school/playground in our beautiful established neighborhood. I am somewhat comforted by the idea of prioritizing concepts that fit within existing city owned lands. However, I understand The City owns part of the school field, playground, green space bordering the school ground and a number of homes/properties at the west end of Scarboro Avenue. I would be concerned if part of any plan is the use of this City-owned property as it would greatly impact myself as a home-owner, but also, more importantly, our neighbourhood and our children's school.
- Please consider alternate axis as well as traffic calming measures prior to affecting our community of Scarboro.
- As the study moves forward, we will need more "specific" information about the impact the project will have on each community. The issue of "noise pollution" needs to be more fully addressed.
- The goals are very appropriate! The problems are in implementing them and how they seem to get lost in the whole process. Then the taxpayers foot the bills. Noise pollution addressed!
- Would prefer to see loss of green space backing onto Crowchild (minus schools) than homes.
- I think The City and public land percentage is large enough and viable, contributing communities need to be maintained. Limit occupation by transients. I really think another rail/river crossing is needed and separate transportation corridor upper or lower (some already there).
- If this means improving noise and pollution from car traffic it sounds good. Also leaving existing working access routes in and out of bordering communities, like Scarboro, alone.
- Noise is one of my biggest concerns
- This is key. Please see my comments on the reverse side of this form. This project needs to reduce, rather than create, congestion in surrounding communities.
- I believe the priority of this project needs to be to make Crowchild a functional freeway again so that surrounding communities, like Capitol Hill and particularly 24 Ave., become less, rather than more, congested. I would like to see more traffic calming devices for surrounding communities become part of this project. If the goal of The City is to increase inner city, density, traffic congestion and noise cannot be a price of admission for those residents who do their part to reduce urban sprawl.
- Any changes should not simply push traffic issues on to crossing roadways (24 Ave., 5 Ave. Kensington Rd.). Do not sacrifice these roadways; they are already seriously congested. More traffic calming measures should be implemented.

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

Do you have any additional feedback relating to the goals for Key Principle # 2?

- Bottleneck is an issue – consider various solutions as the possible permanent solution. As well, property values on our street (Scarboro could be highly affected with expansion this way).
- We will need to have more information regarding the impact that the sports complex will have on this portion of Crowchild.
- Any new plan must have better entrances and exits. The new plan does need more lanes unless further west or east routes are built to draw traffic off Crowchild.
- My main suggestions are:
  - Lower speed limit between 33 Ave. S.W. and 24 Ave. N.W.
  - Remove the bottlenecking lights along the same portions
- You can go over, go under, or go around. Sounds like the most cost effective is to go around. The best technically and aesthetically is to go under (most expensive). The least attractive is to go over.

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

Do you have any additional feedback relating to the goals for Key Principle # 3?

- More information is needed relating to how the Crowchild corridor improvement will impact east/west traffic in the downtown corridor.
- Dedicated pedestrian/bike/transit corridor.
- Keep communities inviting and living.
- Need overpasses or underpasses at 5 Ave., Kensington Rd., 24 Ave. N.W. to provide pedestrian, bike and car crossings.
- More pedestrian/bike crossings
- You can go over, go under, or go around. Sounds like the most cost effective is to go around. The best technically and aesthetically is to go under (most expensive). The least attractive is to go over.
- Focus should be on accommodating and encouraging cycle and pedestrian traffic.



## About the Session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
• Clarity of information provided	x4	x5	x1	x2	
• Project team's response to my questions	x7	x3			x1
• Opportunity to provide my input	x4	x8			
• Opportunity to hear others' input	x3	x4	x1	x2	x1
• Session location	x11	x1			
• Session time	x9	x1		x1	

### 2. What did you like about the session format and activities today? What did you dislike? What could we do differently to make it better?

- I find it hard to provide input when there are no proposals put forward. I am hopeful we will be given the opportunity to provide input at that point.
- Difficult to make comments without seeing options
- This is good today! However need to do individual mailings to all people living in this area study. The older population may not be connected to "modern" technology.
- Like informal open house format with much staff to answer questions etc.
- Goals are still not clear but it's great that it took place in our community at a time that so many neighbours could attend. City reps are approachable and knowledgeable.
- Good info session. However no mention of NEXT or alternative corridor paths
- Email. Drive-by
- Drop-in is nice for busy Saturdays

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

- Scarboro – x7
- Parkdale – x1 (But kids go to school in Scarboro)
- West Hillhurst – x1
- Capitol Hill – x1
- Shaganappi – x1

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

- To commute to and from work or school. – x5
- To visit recreation facilities, shopping centres, or to visit friends and family. – x8
- I don't use Crowchild Trail. – x0
- Other – x3:
  - We live beside this road – it affects us each and every day.
  - I try to use transit, but schedule is too infrequent and unreliable. I use Crowchild rarely and only to cross the river. I prefer other routes and avoid rush hour anywhere in Calgary.
  - Transit irregular

**5. How have you participated in the Crowchild Study to date (check all that apply)?**

- |                          |                                      |  |
|--------------------------|--------------------------------------|--|
| • Online survey – x3     | • Idea board – x3                    | • I have not participated in the study prior to this session. – x7 |
| • Online discussion – x1 | • Walking tour – x1                  |  |
| • In-person session – x4 | • Bus tour – x0                      |  |
|                          | • Other (Community Association) – x1 |  |

**6. How did you hear about this session (check all that apply)?**

- |                       |                              |                      |
|-----------------------|------------------------------|----------------------|
| • Facebook – x0       | • Letter in the mail – x3    | • Word of mouth – x3 |
| • Twitter – x0        | • Community Association – x6 | • Road signs – x8    |
| • Project email – x3  |                              | • Other – x0         |
| • City's website – x3 |                              |                      |

**Do you have any other comments about the project or the engagement process?**

- The City owns property on Scarboro Ave. which concerns us greatly. We don't want our homes to be adversely affected, although we do realize Crowchild is an issue that needs to be addressed.
- We needed to have clarification about the 2012 project which was "shelved" and how the concepts from this may be implemented in this current design study.
- The engagement process is superb. We will be ignored again when the final plans are developed?
- I hope that common sense determines any changes and that money is not spent on negative changes. Would like to know if there is already a plan in place and if all this is just smoke and mirrors.
- Some examples (visual)
- I believe the priority of this project needs to be to make Crowchild a functional freeway again so that surrounding communities, like Capitol Hill and particularly 24 Avenue, become less, rather than more, congested. I would like to see more traffic calming devices for surrounding communities become part of this project. If the goal of The City is to increase inner city, density, traffic congestion and noise cannot be a price of admission for those residents who do their part to reduce urban sprawl.
- Thanks for the opportunity to provide input. Please use these goals and ensure they are met.

# CROWCHILD TRAIL STUDY

## Public Drop-In Session Summary September 28, 2015

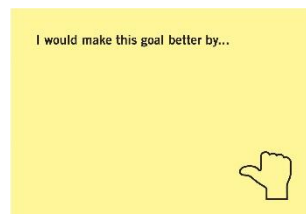
A public drop-in session was held on Monday, September 28, 2015 from 5 to 8 p.m. at the Kensington Legion at 1910 Kensington Rd. N.W.

Each of the 11 project goals were posted around the room on individual boards and attendees were asked to review the goals and provide feedback based on the following statements:

**What I like about this goal is...**



**I would make this goal better by...**



**What I don't like about this goal is...**



Attendees were asked to post their responses to the goal boards so other participants could also view the feedback.

Approximately 80 people attended the drop-in 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
- Madhuri Seera, 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
- Neil MacDonald, City of Calgary, Land Use Planning Advisor
- Chris Delanoy, ISL Engineering and Land Services, Consultant Project Manager
- Alana Getty Somers, ISL Engineering and Land Services, Consultant Technical Lead
- Jana Sinclair, P2 Communications, Consultant Engagement Lead
- Amanda Kaiser, ISL Engineering and Land Services, Consultant Engagement Team
- Courtney Laurence, ISL Engineering and Land Services, Consultant Engagement Team
- Erin Russell, Russell Public Relations, Consultant Engagement Team

Below is a summary of the feedback and actual comments received at the drop-in session.

## Drop-in Session Summary

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

- Overall, a lot of the feedback received was supportive of project goals that focused on alternative transportation, such as public transit, biking and walking.
- Some responses stated concerns that the project process wasn't moving forward fast enough and that options were needed before they could provide feedback.
- Similar to the drop-in session on September 26, many of the comments referred to ideas for improving the Crowchild Trail corridor.
- Some participants felt that some of the project goals need to be prioritized over others.

### Goals in Key Principle #1: Maintain and enhance bordering communities

**Goal: Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property, while considering all opportunities that will address the long-term needs of the corridor.**

*What I don't like about this goal is....*

- It is far too vague. Need to set clear, understandable and definable parameters around 'maintain and enhance', given the scale of the impacts on adjacent properties 'maintain' is a much more important goal than 'enhance'. Set a limit on roadway width soon, not later in process.
- People have the right to live in distant suburbs and communities. They do not have the right to expect people in inner city to degrade their lifestyle to save them time driving.
- What are the "long-term needs" of the corridor? This has not yet been defined. This is far too vague.
- Crowchild Trail now divides West Hillhurst. The expansion of Crowchild will further divide this community.
- Does not consider adjacent or nearby properties that would not be considered as "City-owned".
- Needs further Clarity on prioritization. I.e. City land, Commercial land and Homeowners land (last resort).
- The second point seems to be in direct conflict with the 1st goal of maintaining residents' property.
- Doesn't address properties already owned by The City turning these properties into greenspace probably ok, widening Crowchild not ok.
- Go up or down, not wide! It effects community homes.



- Properties purchased by The City along Crowchild should not be used to widen or to facilitate the widening of the roadway. Use these areas to mitigate noise impacts and visual impacts.

*I would make this goal better by...*

- I like the goal, but not sure all options should be considered regardless of property required.
- Acknowledging Crowchild from 16th to Glenmore is considered inner-city living and people should understand (manage expectations) traffic slows within inner city and should not expect a freeway.
- Lane reversals for peak hours and directions?
- Need to identify what the long-term goals are (Calgary Next? Is this a priority? If so, changes everything.)
- Innovative design solutions.
- Long term goal and it being effective in future!
- Clarifying the long term goals/needs. Is it mainly better traffic flow?
- Clarifying the long term goals. Is the goal to accommodate more vehicles, or is it to create a more efficient transit system.
- Having a plan re: offering a very generous price to homeowners who might be displaced if property is expropriated. Can we trust The City to play fair?
- Understanding the effect, and help provide solutions for those people renting city owned houses that (if it is affordable housing) will get kicked out. For areas where private property purchases are required, setting up info sessions to guide the affected.
- Identify the other land possibilities that should be considered after City land and before homeowners' land.
- Mention not only City owned property but ideas that work within current footprint.
- I think there is an over-optimization of the goal statement. You likely cannot address long-term goals without purchasing some private property.
- Calgary is growing and people/planning need to consider various ways to get around. More roads does not equal less traffic.
- Clarifying how this impacts current and future footprint.

*What I like about this goal is...*

- I strongly agree that people living in bordering communities should not have to give up property – more important than adding cars.
- Agree – do what we can without purchasing private land – including removing traffic lights.
- Reduce noise. I.e. Motor bikes, mufflers (noisy) on cars get tickets. Other noise does not.
- It is important that original homeowners before Crowchild and after have the knowledge that their home would become one of course. Also homeowners over the years can have peace of mind of not having to give up their homes.
- Have overpasses away from homes.
- It's important to protect home owners and to not alienate communities in this process.
- Priority to not purchase private property! Keep community a community.

- The priority of not requiring home owners to give up their homes. City owned land and other solutions are better.
- Not purchasing private property to make this solution viable.
- Priority of not purchasing private property.
- This should be a top priority. The City has encouraged re-development and new homes have been built. Don't force those people to move.
- Using City-owned lands.
- Consider all opportunities. Hopefully this includes convenient accessible mass transit or not alternatives that increase accessibility for single person in a car.

**Goal: Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.**

*What I don't like about this goal is....*

- *No feedback received.*

*I would make this goal better by...*

- Ensure potential redevelopment of McMahon Stadium as well as the impact of (potential) Calgary Next project on 6th Ave/Bow Trail/Crowchild are both taken into consideration.
- Install toll booths to discourage 'cut through' traffic from Crowchild Trail through bordering communities (use community volunteers).
- On both sides of Crowchild, lower speed limits to 30km to discourage "cut through" traffic (2 or 3 streets on each side).
- Improving flow through will reduce 'cut through' traffic.
- Ensure changes don't increase traffic in bordering communities. Need speed bumps, not table tops on access routes off Crowchild.
- Do we know about other priorities – Calgary Next?
- Not only having the goal of addressing traffic patterns and safety but having the goal of improving traffic patterns and safety.
- Enforcing current traffic restriction would help. Enforcement is lacking in some situations.
- Bordering communities to get traffic calming and mediation prior to any construction.
- Improve 'local' circulation – pedestrian and cycle.

*What I like about this goal is...*

- Ok but since there is very limited access to Crowchild Trail. I don't see how this is an issue.
- Safety as priority = speeding drivers is reduced. Improve pedestrian access to pathway. In fact less drivers generally would achieve this goal.
- This is a priority, however if the project is well designed, there should only be positive effects.
- This will become a bigger issue as the bordering communities become more densely populated (infills, multi-family homes, etc.).
- Limiting intersections may reduce cut through traffic.

- Unfortunately, increasing traffic volume on Crowchild Trail will impact neighbouring communities. Inner city neighbourhoods change as the city grows.
- It considers closing off “short-cuts” that impact nearby areas.
- That this will let us know if there may be less cut through traffic by maybe closing some access and improving others.

**Goal: Consider current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.**

*What I don't like about this goal is....*

- *No feedback received.*

*I would make this goal better by...*

- Make lanes narrower = careful driving.  
Consider train like bombardier attractive low to ground. Boulevards and planting sculptures.
- First addressing ways to minimize noise by reducing the exposure to the community, i.e. by lowering the elevated portion near intersection with university. Rethink this intersection.
- Thinking about other ways to reduce noise not just barriers but speed limit – or other technologies if there are any.
- Consider “stop/start” areas. Minimizing these can reduce traffic noise.
- Reducing the speed limit to 60km would reduce noise and lessen the use of brakes. This would reduce asbestos release from brake pads.
- Underpass traffic circle will allow right only exits and merges.
- Addressing light pollution from streetlights on Crowchild.
- Agree that speed limit should somehow be enforced.
- Address speeding - 60km never maintained.
- Lowering speed limits would likely decrease noise and number of fender benders, and overall, would decrease commute times.
- Look around for other innovative solutions used elsewhere.



*What I like about this goal is...*

- Definitely, any project should always enhance our communities.
- Glad that this is going to be considered – Great! Noise is currently pretty constant, needs to be reduced.
- Close off 5 Ave. intersection.
- Overpass at Kensington (Crowchild at ground level – raise Kensington Rd.).
- It is already noisy along Crowchild – glad this is being considered – future noise levels should be lower, not higher.
- Underpasses at 5 Ave. and Kensington.
- Any initiative to reduce noise from 24 Ave. to Kensington road would be greatly appreciated.
- There is already a lot of noise in adjacent communities.

- Addressing noise and consider everything. Technology and native to Alberta and natural landscaping where possible.
- Agree – noise a B16 issue berms?
- Addressing this crucial issue for adjacent communities.
- Current noise pollution can be decreased.
- A tunnel underpass at 5 Ave. and Kensington Rd.
- Traffic noise is increasing. Yes, think outside the box and look at new technologies. Second this!

**Goal: Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.**

*What I don't like about this goal is....*

- Green spaces along backsides of current sound barriers are already not being maintained. Please find another aesthetic, low-maintenance solution.
- Don't make the same mistake as 16 Ave., planters in center do not improve traffic or pedestrian appeal.
- Unfortunately the Crowchild expansion will have to be a freeway to upgrade traffic flow.
- As long as it doesn't impair the other goals i.e. traffic.

*I would make this goal better by...*

- Ensure upkeep with maintaining trees and park space and it not become the responsibility of surrounding communities.
- Make sure participation of communities is a priority in deciding what is an "improvement." For example, I don't want trees spoiling view of river.
- Visually, aesthetics, art, planting, colour.

*What I like about this goal is...*

- Maintain park spaces present. Increase pedestrian access to them. Increase pedestrians by making public transit convenient, efficient and accessible.
- Definitely, it needs to be well designed so that it can be maintained easily and does not turn into weed infested areas.
- Reduces the un-appealing visual impact of sound barrier fences.
- More green space always a great idea with less noise. Linking adjacent community would have to be very creative.
- Create green "buffer" zone between Crowchild and neighbourhoods.
- Nice idea but keep costs under control, not like 16 Ave.
- Berms and trees.
- Love our trees. Need to maintain bicycle riding in our area – that is a means of commute for some of us.
- Doing a well-landscaped green border between Crowchild Trail and adjacent communities will absorb noise and increase property values!



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

**Goal: Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.**

*What I don't like about this goal is...*

- This is about vehicle traffic, not bikes. Lots of existing roads for bikes to use.
- I do not trust that The City won't add a cycling route.
- Only if it does not require expanding the width of Crowchild to accommodate.
- Pedestrians and cyclists should not be on Crowchild "dangerous".
- Good, but don't lose sight of main goal increasing vehicle traffic flow ASAP.



*I would make this goal better by...*

- Ban cyclists from Crowchild Trail roadway. (They are a danger to themselves! And to traffic!)
- Stating that some good paths do exist and some could be maintained with new development.
- Provide continuous "safe" routes for cyclists/pedestrians. Add the word safe.
- The conflict between providing routes for non-cars versus providing space for this that may encroach on private homeowners or potentially require the purchase of these houses.
- Dedicated bike paths and pedestrian paths would be ideal to enhance bicycle commuting.
- Narrow the scope to focus on crossings that don't disrupt traffic.

*What I like about this goal is...*

- Pedestrians and cyclists should feel safe. Crowchild should be for vehicles only!
- Make the pathway connections better....but not at the cost of improving vehicle flow.
- Yes, although pathways are not all about commuting, make space for walking and bikes.
- Yes, I am always in favour of improving easy accessibility for walkers and cyclists across Crowchild trail.
- Many people bike to work from West Hillhurst. Ensure there are adequate bike lanes.
- Nearby but not on!
- Yes. Fully support. Freeways and bikes near but not on top of each other!
- Crowchild upgrade not just about cars.
- This needs a lot of attention. As a bike commuter, Crowchild is not great for cycling around.
- Yes, good idea follow the route but not the road. "Share".
- Nice idea.
- Nearby is good, not on Crowchild.

**Goal: Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.**

*What I don't like about this goal is...*

- Why try to take cars off Crowchild? Ideally, cars and transit can co-exist. Think: HOV lanes.
- Don't put more buses on North of 24 Ave., LRT is preferred and should be used more.
- No stops for buses – all traffic needs to move at 60km without stops for lights, buses, etc.
- What happened to the bus shelter on 5 Ave. (N.E. corner)? Need bus shelters for bus takers (This is Calgary!! Not LA).
- Isn't this what the LRT is for?
- Adding improved bus access is likely to increase the width of the roadway and create gaps in noise attenuation measures. Don't set too many objectives at expense of local community.

*I would make this goal better by...*

- Crowchild needs lane dedicated to bus and emergency vehicles. HOV may help as second choice.
- I agree. Dedicating bus lanes may encourage more bus usage. Public transportation service is not the best in Calgary...needs improvement.
- Bus stops should not be on main road, but have pull outs so traffic can move and these stops should be where people need them.
- Is there any way to encourage HOV lane use? In addition to encouraging public transit?
- Run express bus service for a longer time frames. If express buses are not available off peak hours, people will drive.
- Add HOV lanes, dedicated bus lanes (even part of the time), encourage carpooling/ride sharing.
- Make sure other routes are part of this study. 14th Street? Other bridges? Crowchild is only 1 part.
- There is no denying that Crowchild trail is a main, vital artery in the City of Calgary. The traffic flow on this artery must be enhanced for cars, trucks, EMS, First Responders, using express buses on Crowchild with limited bus stops would help. Increase bike paths and express buses (smaller ones) in the neighborhoods bordering on Crowchild to give them alternatives. But please keep the traffic flowing along Crowchild Trail.
- Use bombardier low to ground train system on raised boulevard.
- Adding a layby for bus stops.

*What I like about this goal is...*

- Better and interlinked connections service.
- That it considers moving more people not just more cars.
- Better transit throughout the city is essential if Calgary wants to be considered a world class city. Make it a priority everywhere.
- Excellent public transit is crucial and potentially could decrease cars on Crowchild Trail. Transit should focus on the Foothills campus of University of Calgary and Mount Royal University access.

- Totally agree, this project should not be about increasing space for cars. It should be about efficiency to move lots of people.
- Agree that over the long term transit is the only way to meet transportation needs of the city without paving the city.
- Changing focus from single driver in a car to public transit needs to be convenient and efficient for passengers.
- It works towards a goal of moving more people and not just moving more cars.

**Goal: 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.**

*What I don't like about this goal is....*

- Very driver focused goal, which is the whole problem. Lack of creativity.

*I would make this goal better by...*

- Make it convenient, efficient and accessible for employees of Foothills and University etc. to use public transit.
- Dedicated bus and emergency vehicle lane.
- Not just emergency and health service but overall transportation, a better skeletal road.
- Look at possibilities across all North/South corridors not just Crowchild.
- Perhaps specific lanes for Emergency Vehicles needed and if drivers want to share the fast lane – pay for it as per Orange County, CA.
- Consider gondola for transporting people across river.



*What I like about this goal is...*

- Of course, that is why we do not need to increase traffic, we need to find ways to decrease the number of cars, we need to think out of the box.
- You've defined Crowchild Trail as a "Skeletal Road" for Calgary. First responders should be able to rely on skeletal roads as access routes.
- If the overall traffic volume is increased significantly, this will happen. No further action required.
- This is critical for cars/schools and first responders.
- This access is critical.

**Goal: Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.**

*What I don't like about this goal is....*

- Don't need more of a major freeway. This goal should be the lowest priority.
- Driver centric.
- Slower traffic at peak times will still occur regardless of how this corridor is changed. It will just be moved to a different bottleneck (i.e. Glenmore).
- Is slowing the traffic down a bad thing?
- Addressing bottlenecks creates bottlenecks elsewhere.
- Reducing traffic on Crowchild would accomplish this. Is this not what The City is building the S.W. Ring Road for? There should be deterrents for commuters to take Crowchild. I.e. user fees, tolls, reduce speed, HOV lanes, etc.)
- If the 5 Ave. intersection is closed ensure there is no overpass. Pedestrian maybe but no traffic,
- Close off 5 Ave. intersection – “better flow”
- Over/under pass at Kensington Rd. – “problem fix”.
- It attempts to link safety with capacity. Focus on safety through better design, not by providing more lanes of traffic.
- Fixing bottleneck points (specifically at the Memorial overpass) must come with an understanding of the tradeoffs – some bottlenecks we can live with because the costs are too high.
- Give up on achieving a 80kph speed limit.
- If continuous flow – how do you get to bus stop, pedestrians flow, bike flow...? Lights slow traffic, too many speeding vehicles.
- This goal should not be achieved at the expense of the “ensure access for bordering communities to Crowchild Trail” goal.
- Continuous traffic flow = increase speed = freeway. Is a freeway appropriate through the middle of the city? Another Deerfoot?
- Cars and pedestrians need the signals. Also do not think traffic circles instead of signals would improve flow – would create accidents and pedestrians would not be able to cross Crowchild at all. Also no matter what major route in Calgary at rush hour is slow procedure. During non-rush hour, traffic flows smoothly – past 3 or 4 months have tried Crowchild at all hours to test this.

*I would make this goal better by...*

- Consider making Crowchild and Glenmore Trail part of the ring road. (Regina already has a ring road).
- Ensure safe traffic routes. Current exits off 16 Ave. aren't the safest.
- Allow for right handed access only from 5 Ave.
- Considering the potential future impact of traffic going to/from the proposed arena/stadium development on the south side of the river.
- Figure out how to fix the traffic flow on the bridge.
- Minimize stops and lights to maintain traffic flow.

- Recognizing that the bottleneck at 16 Ave. is due to the lights at 24 Ave.
- Improve traffic flow without buying private homes to widen the ROW. 6 lanes (i.e. 5 Ave. to Kensington Rd.) are enough...just need to get that many on the bridge and at 16 Ave.
- More specificity about how to fix bottleneck and traffic weaving on bridge over river.
- Lane cross-over problem at south end of bridge needs resolved. Also need interchanges at Kensington Rd. 5 Ave. and 24 Ave. to eliminate bottlenecks.
- Move the stadium across the river and design the access and flow there, freeing up the bottleneck space for Transit Oriented Development housing.
- More use of dual-turn lanes on Kensington Rd. and 5 Ave., to get more traffic across Crowchild Trail in less time.

*What I like about this goal is...*

- Free flow is impeded by merging and lane drop offs. Try resolving these to see if it makes a difference.
- The weaving traffic due to lanes dropping off is the source of the bottlenecking. Don't need higher speeds, just more free flowing.
- Remove the signals, should be free flowing end to end.
- This is what it's all about!
- There should be no lights on Crowchild. Ideally, there would be three lanes that run all the way through.
- Underpasses for 5 Ave. and Kensington Rd.
- Agree. Could be small fixes that really make a difference. Start here first.
- Realization of merging challenges especially from 11 Ave. to Crowchild Trail to Memorial Dr. Very challenging transition.
- Free flow! Remove traffic signals!
- If this goal is the main priority, then say so!
- This goal is first priority! Every other goal and principles is far behind in priority. More vehicle (Cars, trucks) volume required....a lot more.
- Taking out lights on 5 Ave. and Kensington Rd. is a cost-effective and easy thing to do (easier at least).
- That the bottlenecks are such an issue.
- If you can solve the weaving on the bridge that will be awesome!
- This addresses the crux of the problem.
- Weaving over river.
- Too narrow (need 6 lanes after University Dr.).
- University and 24 Ave. needs to be an interchange with flow through.
- Easily achieved by Boston/NYC/Washington DC. Style over/under intersections. These have a small footprint and allow free flow in one direction.
- The bottleneck at the hill, McMahon stadium and University Dr. needs to be solved.

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

**Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.**

*What I don't like about this goal is....*

- Transit is not the solution for Crowchild, free flowing is, and people need the mobility of personal vehicles.
- Consider other transit options underground? Subway? LRT? Other cities do it!



*I would make this goal better by...*

- A centre boulevard for LRT and bridges (pedestrian) at the stations.
- This is a transit issue.
- Ensure public transit is convenient and efficient.
- Add train. Make transit stops more visible, attractive, and accessible to handicapped populations.
- Need to know what kind of transit system will be developed.

*What I like about this goal is...*

- Build raised, dedicated transit corridor at level with adjoining communities.
- Pedestrian focused.
- I like that it is about moving people and not just cars.
- Throughout does not really talk about a focus on across.

**Goal: Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.**

*What I don't like about this goal is....*

- Less focus on cyclists – what percentage of traffic in this city are they?
- Contradictory. Previous goal – continuous flow. This goal – crossings. Elderly, cyclists, children – best crossing at lights. Not over or underpass.
- Not at the expense of vehicular traffic – cars – priority, then cyclists/pedestrians as it concerns Crowchild expansion.

*I would make this goal better by...*

- Consider overpass instead of underpass. Tunnels with poor visibility are not the safest option.
- Focusing on overpasses.

- Overpasses at Kensington Rd., 5 Ave. and 24 Ave. will eliminate this problem. Just look at where the bottlenecks are!
- Any chance of underground walkways at key crossings? i.e. University Dr. and 24 Ave.?
- Pedestrian bridges over Crowchild are much safer (especially at night) than underground walkways!

*What I like about this goal is...*

- That there is a recognition of pedestrians and cyclists. The numbers will only be increasing.
- I walk across Crowchild at 5 Ave....Scary! Underground? Bridges (accessible)?
- Focus on pedestrian and cycling traffic.
- These connections are so important. This needs to be enhanced and has been neglected in the past.
- Crossings are important to keep communities together.
- Over or underpasses are best for this!
- Crossing Crowchild Trail is always something I try to avoid. It feels very unsafe, overpasses may help.
- Enhance pedestrian and cycling access across. Overpass at 5 Ave. and Kensington Rd.
- Pedestrian focus. Gives people an alternative to single driver in a car standard.

**Goal: Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.**

*What I don't like about this goal is....*

- Crowchild Trail traffic flow is more important. Minimize access in nearby areas reduces "cut-through" traffic. Minimize access only to major arteries.
- During primetimes there will necessarily be a tradeoff (assuming 5 Ave./Kensington Rd. lights removed) that people will have to live with for select parts of the day.

*I would make this goal better by...*

- Extend to minimize business interruption, not just consider access.
- Ensure traffic calming and other measures are in place before construction.

*What I like about this goal is...*

- Local access is key to minimize the impact to adjacent residents.
- If you address the main issues, this should not be a problem.
- Necessary. Consider impact of 14 St. access to area.
- This is a top priority for those living in the immediate area.
- A huge requirement! A must!
- Current community has limited access now, would not want this reduced further as I utilize the road (Crowchild Trail) frequently and concern for emergency vehicle access.
- A number of businesses (i.e. Ten Thousand Villages) have been in the community a long long time. Alternate access is imperative.

- Is a requirement.
- “We” move across the Crowchild Trail - soccer, school, hockey, friends, etc. This local movement is critical to the social fabric.



## Comment Form Summary

### Project Goals

#### 1. Key Principle #1: Maintain and enhance bordering communities

Do you have any additional feedback relating to the goals for Key Principle # 1?

- Making better transit ways should always be about enhancing communities.
- Agree
- Very concerned about premise that Calgary is growing and all ideas need to be considered, rather should be “Calgary is growing” and those people who choose to live in distant communities need to consider all alternative ways to get around.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.
- Doing a well landscaped green border area between Crowchild Trail and adjacent communities will absorb noise and increase property values!
- Reduce traffic cutting through West Hillhurst at all times. Lower speed limits for 3 blocks on either side of Crowchild. Add speed bumps to decrease and discourage “cut-through” traffic. Implement these measures prior to any construction.
- Nice idea.
- We moved to West Hillhurst (within 1 block of Crowchild) last year just for the convenience (location, location, location). Access to Crowchild is a big part of that...losing our home to accommodate widening the road would not be good.
- Keep 5 Ave. open – possibly via an underpass.
- Increase bike path system and small express buses to keep these communities moving without having to deal with Crowchild Trail as much as possible.
- Increase traffic volume on Crowchild Trail is the main goal. Doing this with as little negative impact on the neighbouring communities is highly desirable. There will be negative impacts, however.
- Considerations to not have any additional financial pressure passed on to the communities and their associations. I.e. maintenance of green space, garbage removal or by default, new responsibilities, i.e. bike path maintenance.
- Increase West Hillhurst split by Crowchild Trail– don’t eliminate the crossings by traffic lights.

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

Do you have any additional feedback relating to the goals for Key Principle # 2?

- I strongly feel this project is about improving travel along Crowchild trail which does not mean making room for more cars. This is a great opportunity to make our city better with new innovative ideas for moving lots of people
- Agree
- Focus on bridge (widen, smooth flow, etc.).
- I support providing continuous pedestrian and cycling routes nearby but not on, Crowchild Trail to connect major destinations along the corridor.
- Install overpass at Kensington Rd., 5 Ave. and 24 Ave. to eliminate 3 main bottlenecks.
- Enhance connectors at the south end of the bridge.
- Essentially 3 issues:
  - Poor bridge design and intersection with Bow Trail;
  - 5 Ave. intersection and Kensington Rd;
  - Poor design at Crowchild Trail and Memorial Dr.
- Solutions seem to simply be a bridge redesign and sink Crowchild Trail under 5 Ave. and Kensington Rd.
- Have alternatives such as elevated or underground Crowchild Trail options been looked at? I.e. Create “through traffic” lanes that are elevated from the bridge to 24 Ave., while leaving local access lanes below for accessing Kensington Rd., 5 Ave. and 16 Ave. However, would be very expensive, create noise pollution issues and aesthetics problems, and look very “American freeway’ish”...What about a tunnel? (Like Boston?)
- In prioritization, this is the key goal in my mind. We must improve the traffic flow! Crowchild is a main artery in the city which was designed around the automobile.
- Absolute first priority! Do not lose track of main priority increasing vehicle (cars, trucks) volume (flow).
- Considerations for travel of school age bus traffic and the safety and well-being of making travel from north/south and south/north easier and more fluid.
- Sell the red bridge and art work. The art work (actually both) are a waste of money. Neither enhance our city. Sell bridge and art work.
- Whatever the outcome, I hope noise levels will not increase.
- Someone suggested HOV lanes - great idea.
- Calgary Transit may need to make improvements to their routes along Crowchild to encourage transit use, thereby reducing number of vehicles on this corridor.
- Feel that while Crowchild between Currie Barracks S.W. and McMahon Stadium N.W. is very congested at rush hours – during normal hours traffic flow is smooth going. Feel that perhaps a review of when lights turn red/green are set up for more free flowing number of cars going through green at rush hour. Traffic circles, I do not believe is the answer – example 37th street and Glenmore to Lakeview dr. I do it once a week at all daylight hours to visit and find that traffic does not flow smoothly into and out of Lakeview.

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

Do you have any additional feedback relating to the goals for Key Principle # 3?

- Safety is a great concern. I always feel uncomfortable crossing Crowchild Trail.
- Agree.
- Remove lights at Kensington Rd. and 5 Ave.
- Add under/overpasses to maintain access across.
- Bicycle routes should be located elsewhere.
- More pedestrian overpasses that can also accommodate cyclists.
- Crosswalks below ground may be the answer.
- Whenever possible!
- Bike paths can be considered, but not at the expense of adding a bike path to Crowchild Trail. Moving traffic with a consistent flow important. And with safety a concern.
- Build subway – to downtown – figure it out – how do other cities do it? Bridge is a limiting factor.
- Have never had problem with northbound transit for 50 years – never had fear of safety, however perhaps 9 Ave. stop have a week's check counting of usage and difficulties for users on and off bus with respect to safety. Do feel Kensington Rd. and 5 Ave. crossings are a necessity especially now in this age of online buying there is more and more need for these 2 access points for FedEx, UPS etc. to get into communities without danger to community children.

## About the Session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
• Clarity of information provided	x14	x7			
• Project team's response to my questions	x12	x3	x1 (Very Vague)	x1	x4
• Opportunity to provide my input	x18	x2			
• Opportunity to hear others' input	x9	x8		x1	x4
• Session location	x22				
• Session time	x22				

**2. What did you like about the session format and activities today? What did you dislike? What could we do differently to make it better?**

- I like that we can take our time to look at info and comment.
- Appreciate the opportunity to participate.
- Is all the material recyclable?
- Are that many city staff necessary?
- It was helpful.
- A bit of history – how planning process got to this point.
- A bit of context – reference to CTP, MDP, CARP – how do these impact and inform Crowchild plan.
- I guess I thought the process would be further along.
- Well done.
- It is always difficult to synthesize greatly different opinions, this was done well. The Calgary Next project has just cropped up, it does need to be considered.
- Dislike. No indication that the main issues have been considered!
- Liked the easy access, open door concept!
- Open to ideas, nice.
- There really was not an opportunity to interact with staff as filling out the stickies' seemed to be the order of the day.
- Opportunity to prioritize among so many goals and principles.
- Vehicle volume numbers by year and forecasts should be provided; facts please.
- Format was good, lots of opportunity to discuss with planners and good idea with stickers and categories.
- Feel all was done very well.

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

- West Hillhurst – x12
- HHBH (Hounsfield Heights-Briar Hill) – x2
- Parkdale/West Hillhurst – x3
- Brentwood – x2
- Scarboro – x1
- Edgemont – x2
- Upper Scarborough/Sunalta (Bow Trail and Crowchild) – x1

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

- To commute to and from work or school. – x6
- To visit recreation facilities, shopping centres, or to visit friends and family. – x22
- I don't use Crowchild Trail. – x1
- Other – x7:
  - Convenience; lack of lights – get across the city as I don't like Deerfoot.
  - It is a part of my immediate neighborhood and environment. That's how I use it.
  - To visit parents in Cochrane, grocery shopping trips (Brentwood mall/Midtown Co-op), Visiting friends in Arbour lake/Crowfoot Centre.
  - Medical. Don't use during rush hour.
  - Commute to shopping and other every-day activities (not including work/school – child sports activities).
  - Life in general in Calgary will inevitably take one onto Crowchild trail. It is a main artery!
  - Represent Edgemont residents. Concerns with traffic flow.

**5. How have you participated in the Crowchild Study to date (check all that apply)?**

- |                          |                     |  |
|--------------------------|---------------------|--|
| • Online survey – x11    | • Walking tour – x5 | • I have not participated in the study prior to this session. – x6 |
| • Online discussion – x0 | • Bus tour – x0     |  |
| • In-person session – x8 | • Other – x0        |  |
| • Idea board – x4        |                     |  |

**6. How did you hear about this session (check all that apply)?**

- |                       |                              |                                     |
|-----------------------|------------------------------|-------------------------------------|
| • Facebook – x0       | • Letter in the mail – x11   | • Word of mouth – x2                |
| • Twitter – x0        | • Community Association – x6 | • Road signs – x2                   |
| • Project email – x5  |                              | • Other (FCC, Councilor email) – x2 |
| • City's website – x2 |                              |                                     |

**Do you have any other comments about the project or the engagement process?**

- I appreciate the opportunity to be involved.
- Not all the goals will be able to be maintained – is there a weighting on the goals? I.e. Priority 1, 2, 3?
- Some of the statements seem polar opposite so don't think they will be achievable.
- Might you consider building a totally new bridge – perhaps Shaganappi or Nose Hill?
- Very thorough and comprehensive process.
- City development and traffic flow trump a few adjacent homeowners or businesses if all options have been considered.
- Rome wasn't built in a day. Isolate and prioritize concerns and deal in an organized fashion. I.e. traffic bottlenecks are the main issue.
- Get a variety of engineering firms to submit options!
- Thanks. Good Job!
- In speaking with one city representative, it became evident that the city was still involved in collecting information and had not come to any conclusions that they were willing to share. As a taxpayer, I am totally frustrated that we are not further along in decision making about Crowchild Trail after the numerous studies that have been conducted over the years. It is time for action!

- Be quick! We need action (solutions) today!
- More information on how the proposed Calgary Flames project could impact Crowchild further and 14 St., Memorial Dr. as per N.W. residences.
- This is such an important issue, each N.W. community should have access to community one on one with city folks via community associations or joint community associations. I.e. Hawkwood, Edgemont and Dalhousie. More participation may occur.
- Please do not take away traffic lights at 5 Ave. or Kensington Rd. It will become a speeding Deerfoot! Not appropriate for the inner city or the communities let it fail – build good underground transit and good safe bike lanes; change the “I must drive” mindset! Tough call but Crowchild freeway NOT the answer.