



Crowchild Trail Study

Phase 6 - Online Input Summary December 6 - 19, 2016

Project overview

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

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

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

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

Engagement overview

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

The project team created an online tool to share the final recommendations and explain how they were refined as well as gather feedback on the engagement process. It was available from December 6 to December 19, 2016.

The input received will help us understand how well Calgarians can see their input used through the process to develop the recommendations. In addition, the lessons learned will be compiled to help improve future transportation studies.

Approximately 3600 participants visited the tool and 53 responses were received online.

What we asked

The purpose of the online tool was to provide Calgarians an opportunity to evaluate the engagement process for each key principle of the study (Key Principle #1 – maintain and enhance bordering communities, Key Principle #2 – improve travel along the corridor and Key Principle #3 – improve mobility across the corridor. We asked participants to provide feedback on:

- Whether it was clear how public input was used to develop the study recommendations.
- The positive outcomes of the plan as they related to each key principle.
- The concerns that were not addressed in the final recommendations.
- Based on their experience(s) with this study, how can future transportation studies be improved?

With the online tool, participants also had an opportunity to:

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

What we heard

The following is a high level overview of what we heard from participants online:

- Overall, participants indicated that there was clarity on how public input was used to make study recommendations and how the study recommendations were developed.
- Responses indicated the majority of participants appreciated the engagement process for the Crowchild Trail Study, although they felt the process should be shorter in the future.



- There were a variety of comments regarding the positive outcomes of the plan, including the addition of noise walls, pathways, and pedestrian bridges, as well as the recommendation to move forward with the short-term improvements quickly.
- Suggestions for improvements included providing more specific implementation timelines, communicating construction costs and impacts, the need to address urban sprawl, and the need to implement the medium-term improvements sooner rather than later.

For a more detailed summary of the input that was provided, please see the [Online Tool Summary of Input](#) section. For a verbatim listing of all the input received at the Information Session, please see the [Verbatim Responses](#) section.

Next steps

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

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



Online Tool Summary of Input

Key Principle #1 – Maintain and enhance bordering communities

- Respondents were divided on whether they could see how public input was used to develop the study recommendations as they related to key principle #1, with just over 60 per cent saying it was very clear or somewhat clear.
- There was a mix of reactions on what was considered a positive outcome of the plan with respect to key principle #1. Two participants felt there were no positive outcomes while others noted improvements such as lowering Crowchild Tr. and the addition of noise walls and pathways. Two other respondents said they could see improvements over the 1978 plan.
- Comments regarding what could be improved with the process or plan included the need to address urban sprawl further, address traffic issues adequately, and consider the long-term plan in the short-term. The lack of access from 5 Ave. N.W. to southbound Crowchild Tr. was also mentioned as an issue that was not addressed.

Key Principle #2 – Improve travel along the corridor

- The majority of respondents felt that it was clear how public input was used to develop the study recommendations as they related to key principle #2.
- Some of the positive outcomes of the plan regarding key principle #2 included improving traffic flow both in the short- and medium-term plans, lowering of Crowchild Trail to reduce noise impacts, improving access for emergency vehicles, and the ability to implement the short-term changes quickly.
- Comments regarding what could be improved with the process or plan included implementing the changes sooner rather than later, clarifying next steps, lengthening the exit from Crowchild Tr. to eastbound Bow Tr., and synchronizing lights in the short-term.

Key Principle #3 – Improve mobility across the corridor

- The majority of respondents felt that there was clarity on how public input was used to develop the study recommendations as they related to key principle #3.
- Comments regarding positive outcomes of the plan with respect to key principle #3 included building a new pedestrian bridge, separating the short-, medium- and long-term goals, and minimizing grading impacts to properties on 5 Ave. N.W. and Kensington Rd. N.W. Participants also mentioned maintaining access across Crowchild Tr. At 5 Ave. N.W. and changes at Memorial Dr. were positive outcomes.
- Comments regarding what could be improved with the process or plan included providing more specific timelines for implementing the plans, , reducing urban sprawl, providing better transit to employment areas, and communicating projected costs and construction impacts.

Final Comments

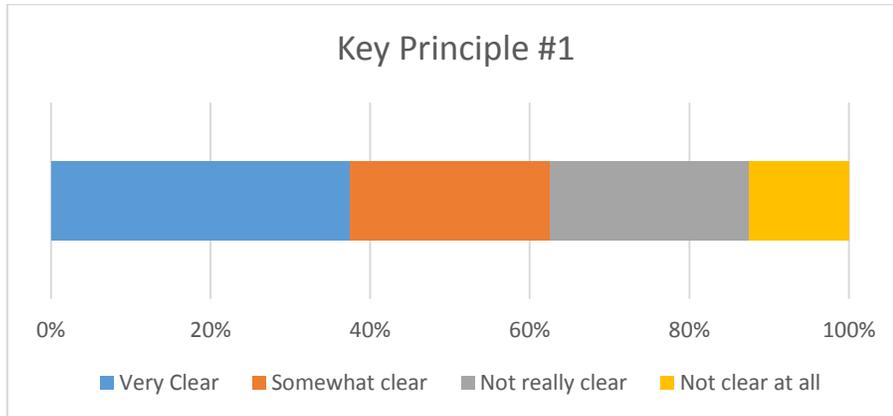
- Participants were asked if it was clear how the study recommendations were developed. There was a mix of responses, with the majority of participants choosing 'very clear' as their response.
- Some participants indicated they were impressed with the study process and outcomes, and that the opportunity to provide input was helpful. Alternately, there were a few comments that the process was too long.
- Responses about what could be done differently in the future included a suggestion for more technical discussion earlier on in the process, having more clarity on what the timelines for implementation will be, sharing the cost of earlier ideas, using 3D illustrations, more sharing of technical analysis, and looking at how other cities deal with traffic problems.



Verbatim Responses

Key Principle #1 – Maintain and enhance bordering communities

Is it clear how public input was used to develop the study recommendations as they relate to this key principle?



What do you think was a positive outcome of the plan regarding this Key Principle?

- Less property impacts than original plan. Better pathways around motel village make the area more walkable.
- The noise wall is a successful outcome and that there will be continued community involvement with the design and composition of the wall
- Sorry - I can't think of a positive outcome with 24th Avenue being turned into an elevated expressway to allow the residents of the new University District to short cut over and through Banff Trail to get to 14th Street. It will be a nightmare. I just hope that we can sell our house before you build it.
- It was better than the old plan.
- None. First off, where is the question asking about any negative outcomes? The City has simply kowtowed to a few property owners to the detriment of the entire citizenry. That is wrong. Nothing brave or forward thinking is being done here and traffic will still be a nightmare no matter how one sells it. What a pointless exercise, but entirely used to this from The City of Calgary.
- The addition of the pathways is nice, as is putting crow below grade.

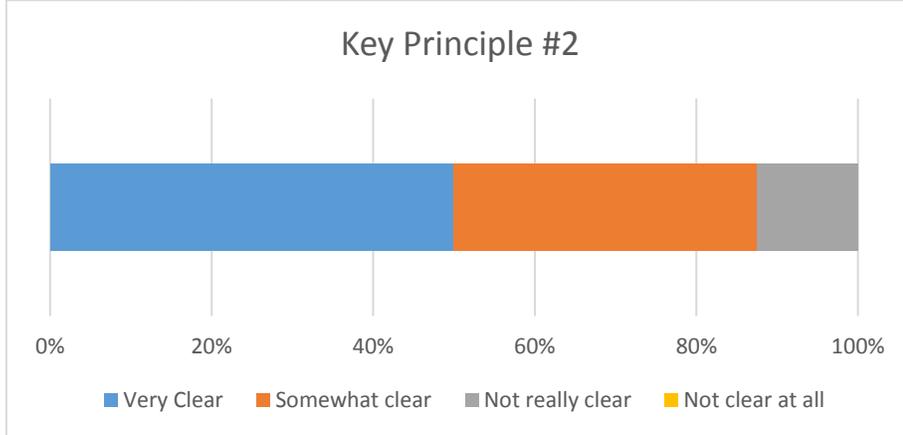
Is there anything we missed or did not address in the study recommendations to better achieve this key principle?

- Your continued focus on getting people from the deep suburbs and neighbouring towns is ruining the inner city, despite the lofty goals of the MDP. Your plan supports encourages further sprawl. Those who choose to live far from where they work take priority over people who pay more for small houses in the inner city.
- I am still unhappy that it appears there will not be an access to south bound Crowchild Trail from 5th Ave NW. This will have a large impact on the Kensington Rd intersection as it is the easier accessed intersection from the Briar Hill/West Hillhurst communities. Hopefully the traffic calming measures in these communities will be more inventive than jaw jarring humps on every roadway.
- Resolving traffic issues perhaps? This will still be a horrendous bottleneck and pinch point.
- I think the long term plan should be the short term plan. We've waited far too long for any attention on this road and in the meantime Council seemed preoccupied with building enormous interchanges on the fringes of our city helping Airdrie and Okotoks I presume...something my inner city taxes help pay for. I'm not bitter...much. :)



Key Principle #2 – Improve travel along the corridor

Is it clear how public input was used to develop the study recommendations as they relate to this key principle?



What do you think was a positive outcome of the plan regarding this key principle?

- Less bottlenecks, less traffic lights, better vehicle movement. Especially emergency vehicles to the nearby hospitals. Better pedestrian connections around motel village.
- Lowering Crowchild is a great alternative to the tunnel as it improves acoustics and reduces the need for Mechanical and Electrical services.
- Crowchild Corridor traffic flow should improve for the short term.
- The bridge over the Bow River is a very important step and essential for traffic to merge from the right side not left so people do not cross over to go to Memorial that will improve flow massively. The widening of the road helps.
- That the short-term improvements look to have been 'pre-sold' by the Project Team and Transportation, and most of them should actually happen by end of 2018. That is a very positive outcome for this key principle #2.

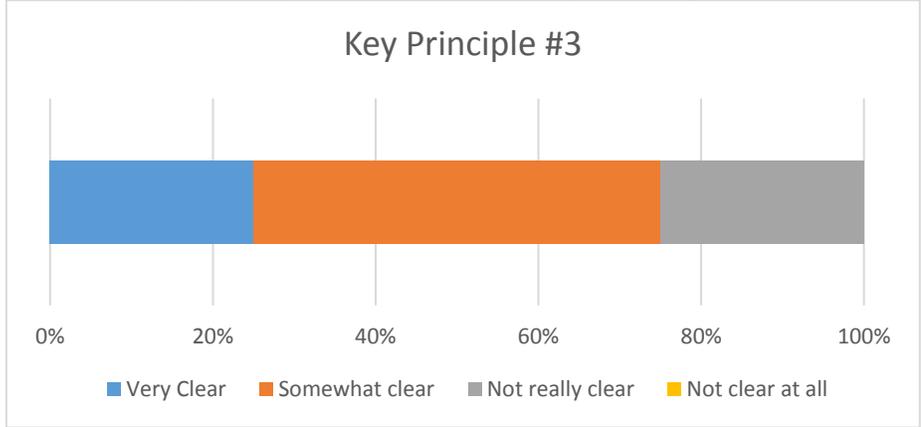
Is there anything we missed or did not address in the study recommendations to better achieve this Key Principle?

- I am unclear what the next steps are for short term and long term. My concern is the bottle neck traffic going over the bridge and I don't see this being address. Phase 3 has some good ideas like the tunnel but no mention of this in phase 5 recommendations. I also thought the shoulder lane over the bridge for all traffic not just emergency vehicles. unclear how the continuous flow lanes are incorporated into the plan,
- Animal traffic should be considered, how can we connect natural pathways for wildlife through the city.
- I don't believe anything was missed.
- One of the most important aspects which is synchronizing the lights during rush hour so it is green all the way through the 4 intersections in the study area (like in downtown). Not allowing left turns onto or from 23rd avenue and making them go onto 16th avenue, that light is not important!
- You need to get traffic moving sooner than later and keep the overall costs down-- no left turns or lights at Kensington and at 5 Ave NW. Right turn on and off of Crowchild at these locations only! This would alleviate a lot of the bottlenecking on the Bow River Bridge. Start in the New Year...
- Suggest you widen/lengthen the 2 lane exit off of Crowchild northbound on to eastbound Bow Trail as having 2 lanes merge immediately into 1 lane will not be enough to alleviate traffic and may cause more merging accidents or slow downs...
- As far as I know there remains no 'medium-term' recommendations with timelines specific to the four new interchanges. Without some sense of urgency for, and explanation of, the preferred time frame to sequence and complete ALL four new interchanges this Study is, to my mind, unfinished.



Key Principle #3 – Improve mobility across the corridor

Is it clear how public input was used to develop the study recommendations as they relate to this key principle?



What do you think was a positive outcome of the plan regarding this key principle?

- New pedestrian bridge, 5 Ave still maintained across Crowchild Trail, extra small exits removed.
- Separation of short, medium, long term goals is great.
- The minimizing of grade impacts to properties along 5th Ave NW and Kensington Road seem the most obvious positive outcomes. The Memorial Drive EB to Crowchild Trail SB loop ramp may well prove to be far more effective at improving Kensington Road's cross corridor role. I continue to believe the majority of all other 'cross corridor' mobility improvements would have come about organically in the Functional Study phases of the 24th & 16th NW interchanges and the 17th Ave SW improvements.

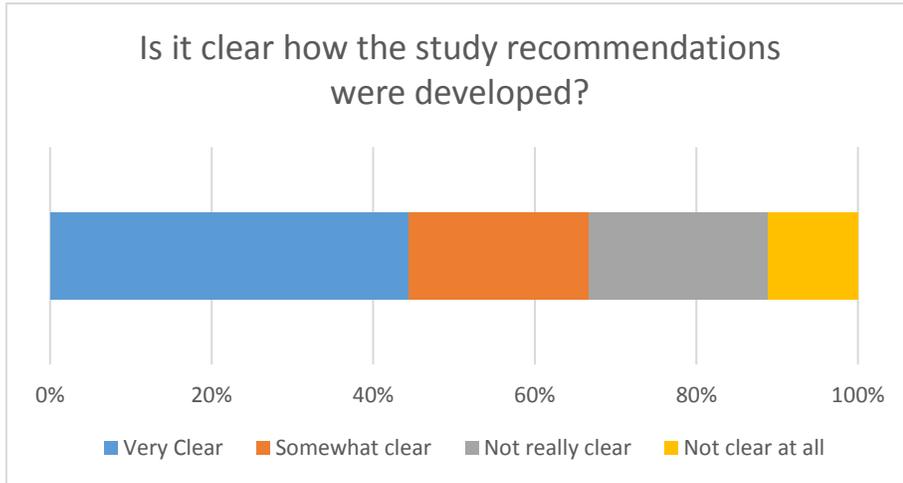
Is there anything we missed or did not address in the study recommendations to better achieve this key principle?

- What is the anticipated schedule of construction? Having short, medium, and long term goals is only beneficial if it's decided in conjunction with an anticipated timeline. Many long-term items can wait a few years but not a decade. That was not very well communicated as to what Council is willing to approve and when.
- NO TUNNELS that will hinder traffic for the next decade due to construction.
- Reduce sprawl, intensify community and provide greater transit to employment areas. The congestion is due to sprawl development and trip origin to employment nodes.
- Similar to my comments to key principle # 1, I'd ask where can I find transparently presented the projected costs and impacts of the more complex detour staging, excavations and pump station for the 'lowered' Crowchild; contrasted with the savings inherent (in both 'crossover specific' construction costs and reduced number of properties impacted) in keeping 5th Ave NW and Kensington Road at near to current grades.



Final Comments

Is it clear how the study recommendations were developed?



Based on the Crowchild Trail Study process, what should we be sure to do again, or do better, next time?

- Overall, excellent study - well done and thank you! Very impressed with both the process and the outcomes. One thing that I would be interested in seeing a bit more of in the concept evaluation phase is a more open discussion of the technical trade-offs for each concept (what's good and bad about each, as well as high level cost estimates) to help inform the feedback. It seemed like the technical analysis was hidden until after the public feedback.
- Opportunities for input were helpful. It was useful to know why some early plans were removed along the way. The process was too long. It probably didn't need to take 2 years.
- Happy with the process.
- It is relatively clear how the recommendations were developed but unclear which ones will be implemented and when.
- There should be an image or video showing clearly what the elevated 24th Avenue expressway will look like as it looms over the adjacent properties along 24th Avenue. Everything that I have seen at the open houses and can find on Calgary.ca shows a simple, non-threatening 2D drawing. I am shocked that the Banff Trail Community Association did not provide negative feedback on this change. You really need to make a 3D illustration accessible on the project website.
- Shorter time frame. I felt that I heard this solution in Month 2 but we had to wait over a year for you guys to actually show it.
- The City should not be responsible for planning. They don't have a clue and they also overpay consultants who don't bother to understand the issues and are only there for a sweet pay out.
- I would keep the process the same, but include costs to tax payers as we pay for this and outside communities such as MD of Rocky Mountain, district Cochrane, Airdrie, etc. get to use the roads for free.
- The opinions of people matter to an extent but extensive studies on traffic flow and quantity should be done by experts, for example urban developers and mathematicians, to figure out the best solutions based on traffic numbers, speed of traffic, probability of cars on the road, city growth, and more. Other scenarios from different cities around the world should be looked at and how they dealt with problems with traffic.
- It appears that several areas are being changed and justified by saying that "additional green space" is provided. These changes do not appear to increase traffic flow and would be at significant additional cost. For example the south bound exit from Crowchild to Memorial Dr eastbound. I want efficiency at the lowest cost.
- How about addressing costs and tax increases??



- This process took a long time. At times I felt I was answering the same questions over and over. I recognize that the general public will always ask for more time, demand more info, not understand it...etc. I believe that a clearly communicated timeline and process presented up front goes a long way to limiting the rework and time...
- Good ideas were presented at different venues, but if they didn't align with your vision, they were never shared. Costs for the proposals were never shared while ideas were being presented either. Good ideas coupled with low cost to the taxpayers should be supported and implemented until larger construction projects are undertaken. Please look to removing the lights at 5 Ave and at Kensington, and implementing right turn on and off of Crowchild only at these locations.



Crowchild Trail Study

Phase 6 - Social Media and Emailed Feedback Summary (November / December 2016)

Project overview

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

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

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

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

Engagement overview

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

At open houses in September and October, 2016, feedback received was used by the project team to further refine and finalize the recommendations for Crowchild Trail. Throughout December, 2016, social media was used to direct the public to the Crowchild Trail Study website and the online tool where they could learn about the study, view the final recommendations and provide feedback on the engagement process. While social media platforms, including Facebook and YouTube, were only used to share information, comments received have been recorded and included in the stakeholder feedback.

Feedback on the engagement process and final recommendations was also received via email and these comments have been recorded and included.

What we heard

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

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

Next steps

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

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



Verbatim Responses - YouTube

December 5, 2016 – City of Calgary

City of Calgary - "As part of Phase6: Reporting and Completion, we are presenting the final recommendations to Calgarians and asking them to provide input on the engagement process. This video provides an overview of the recommended changes to Crowchild Trail, from 17 Avenue S.W. to 24 Avenue N.W." (2,610 views, 14 Likes, 2 Dislikes)

- Why wasn't access from Bow Trail Eastbound to Crowchild considered at all? Getting to Crowchild South requires a detour along 17th Ave, and to navigate onto Northbound Crowchild you need to take the 12th Ave exit and then make a loop under the bridge and wait for Eastbound 12th Ave traffic which has the right of way! Is that really the best the City could do for its long term plan? (x1)
- Please.....invest in a good microphone if you will continue recording audio. Other than that, great video! Recommendations look great and it's nice to see a study that may yield benefits for so many Calgarians. (x1)
 - Sound is a tough / expensive job.
- Engagement with Calgarians on the planning. Perfect, add two left lanes and drop the speed limit 20 so Calgarians can be at home on the road. Change the right lane to the fast lane because that's somehow the way people think this [omitted] works. (x1)
- There is no use case for the left turn from northbound Crowchild to westbound Kensington Road. That intersection should be simplified and that left turn removed. Today, the only plausible reason anyone will make that left turn (and make all of Crowchild southbound wait) is because the merge from the left to the right getting onto Crowchild northbound from Bow Trail westbound, merging over 3 lanes in 200 m to get the overpass to Memorial westbound is sometimes difficult in heavy traffic. Since that merge will be reworked to move the entrance ramps from Bow Trail to the right hand side, that reason is eliminated. Lions village, Enmax substation and the communities west of Crowchild are accessed easily (without any lights) by taking the Memorial westbound overpass. (x1)



Verbatim Responses - Facebook

December 9, 2016 Facebook Promoted Post – City of Calgary

City of Calgary - "Thanks Calgary for your input into the Crowchild Trail Study. We are in Phase 6: Reporting and Completion. View the final recommendations and provide input on the engagement process." (24 Shares, 93 Likes)

- This IS The City of Calgary after all, so no matter what their "study" finds, I fully expect that there will be a bunch of random circles, loops, mandatory exits, useless lanes and cryptic signs for drivers to decipher. (x16)
 - And bike lanes. (x2)
- Stop the [people] from [cutting] in at the last minute to squeeze into the lineup for the Glenmore flyover, stopping the entire southbound lane so they can butt in. (x10)
 - I was using my horn just yesterday for that very thing (x1)
 - You should see the north direction at Bow Trail...every other lane needs one lane that continues as Crowchild...what a long wait just to go a few blocks. The new plan looks ambitious...expensive but it might just work too. (x1)
 - Both sides - from Crowchild south and the entry vehicles from 50th!!!
- They're getting rid of the button hook? Too bad I think it works well. When they had lights under Crowchild and Bow Trail it was total grid lock.
- Consultation? Don't make me laugh ! Chinatown, Harvest Hills, Varsity , Highland... etc, etc . How about saving some money ??? Instead of wasting it on bridges and bike paths that very few use ...(x1)
- No real changes or improvements are evident...can The City actually make a bold decision instead of catering to a homeowner here and there?
 - To paraphrase your statement ... "Oh by the way, your house is about to be bulldozed to make space for an intergalactic freeway and I'm not interested in your opinion." Sorry, there are far more than a "few" homeowners affected.
 - Sorry, I forgot that the entitled few are more important than the whole. A house is just that, a building. Take the money and run and buy something a bit nicer.
- From what I can see, this takes in an important future vision for the city and access for everyone not only vehicles. (x1)
- Still nothing done re improving access and egress issues for Bow Trail West.
- I have to traverse that nightmare road to drive our grands around. Hopefully, it will be improved.
- Post it on facebook, not as an empty link in my message box.
- Forget study! Why not get going on what is painfully obvious?
- Just make it better.
- All talk. No action.
- As always, I'm really impressed by the way the road workers work here in Calgary, as opposed to Quebec where I'm from. Everything is always tidy, traffic still runs smoothly during the operations, you don't have 3000 cones to navigate through (good indications), workers are hard at work rather than having 10 guys looking at a hole with their hands in their pockets! Good job Calgary! (x11)
 - Agreed!!!
 - Totally, people here don't realize how good they have it. (x1)
 - I could count the potholes in my hand here. In Québec, I could count the number of streets w/o potholes in my hand!
- Probably a good design given logistic constraints. Trouble is the PLANNING people should have anticipated the need 5 to 10 years ago and construction should be nearing completion by now. (x1)
 - They did roll out an over-the-top freeway plan in 2012 that was summarily shut down at open houses and sent back to council. The problem was the consultation process itself and the heavy handed outcome and looked like an LA freeway. Frankly, if we did consultation in my business the way The City did it, we'd be chased out with guns. The new process was far more collaborative and produced a better product. The opportunity to make an outstanding product, namely the covered roadway, was hurt by cost and other more minor headaches. Unfortunately, the Crow/Bow rats nest will still be with its smells.



- Always gotta wonder, bout the type of [person], that thinks its Ok to [cut] in the end of the line , instead of just waiting like all the others, that decided that living across the pond was cheaper but didn't think about the traffic...cause ... they are so important ... ya ... push ya down to the uTurn sign !!
- Looks good.. mind you I don't drive that area for rush hour... I think a lot of the major arteries need to be 3-4 lanes each way, no lights... anything touching Stoney Trail ... Glenmore, McKnight/John Laurie, Beddington, Sarcee, Shaganappi, Memorial, Piegan....(x1)
- I am sure they will be spending buckets of money when many of the citizens are without jobs, Wake up Calgary Council, We already have unbelievable roads.
- I like money



Verbatim Comments – Email

1. I've previously emailed your team and provided project feedback through in-person sessions and on-line. I'm following up as the final proposal keeps the proposed continued access to 5th Ave to/from Crowchild NORTH (yay!), and also still does not have access from 5th to/from Crowchild South, which is a problem. You kindly responded in the recent past that this was because of potential conflict with Crowchild south ramp (heading south) going to Kensington, and affirmed that the idea was that this community would access Crowchild south by going through 29street, etc. The challenge is that 29 street is already VERY difficult to get a left on, and congests during peak hours - sometimes with stopped cars all the way up to Foothills hospital. How about adding a traffic light at 25 street and Kensington (synchronized with the other lights on the Kensington overpass over Crowchild)? This would ensure we can actually get out to Crowchild south. We love our community and at the same time, do not want to be trapped in it. This kind of solution to ensure egress from our community if heading south would be welcomed.
2. Yes, I was just wondering, after I looked at the long-term plan for traffic plan on Crowchild, whether anything is going to be done about the congestion (i.e. widening) of Crowchild NW from 10th Avenue NW to 24th Avenue by the University. This is an incredible bottleneck and widening Crowchild Trail over the Bow River will do nothing for the congestion up to the University. I did send in a suggestion when you had the first round of input re planning.
3. I have found it very frustrating trying to get details. I've received generalizations but not specifics. I have two concerns about the proposed pedestrian crossing south of 17 Ave. S.W.:
 - a. You have heard that additional crossings are important and needed - I don't disagree with the generality of that assessment, however I disagree with the specifics. A bridge to nowhere does not satisfy the 'need' that has been expressed. Can you tell me who (what age group, what demographic, which user group, which community, etc.) is going to use the proposed pedestrian bridge? Will it be people walking or riding to catch a bus? The diagnostic Centre? To School or work? Our community has gotten together to discuss and we are curious to know who needs to get from a dog park in a cul-de-sac to the back side of a Naval Base. How many of the respondents to the survey and info gathering processes who indicated a need for additional crossing will use the 17th Ave sidewalk addition over the bridge instead of the pedestrian crossing that leads further away from logical destinations?
 - b. Personally, I use the 24th street ramp from south bound Crowchild daily, as do many members of my community. In my previous requests for information I posed questions about the pedestrian crosswalk that will be needed to cross this very busy and high speed location. I doubt that this cross walk will get much use, but those that do use it will be risking their lives. You only need to go stand there for a few minutes at any time of day to understand the peril of crossing that close to a blind corner. Your proposal map and info shows a painted cross walk – have you included the cost of pedestrian controlled crossing lights? How many rear-end accidents will there be and how many pedestrian accidents and incidents are acceptable? How many pedestrian do you predict will cross the southern un-marked portion of the on-ramp? Having used that ramp since 1977 I am certain that this cross walk aligned with this unnecessary pedestrian bridge will kill and injure people. Can you tell me I am wrong?
4. After viewing the phase 6 designs at the Red and White club several weeks ago, I wanted to offer key suggestions and recommendations specifically in respect to the Memorial Drive Crowchild interface zone, and also to the Kensington and Crowchild intersection.
 - a. Memorial Drive Crowchild interface zone: The residual and adjacent soft landscaped areas on the road way boundaries and surrounded 'island' parcels should be landscaped designed to a high standards to improve visual scaling and delight, by the planting of tree groves and grasses of appropriate indigenous species, as significant plantings and landscape features. Absorption of airborne carbon (urban air cleaning) and sound tempering, beyond improved visual relief, would be accomplished. This aspect should NOT be a typical afterthought of transportation engineers, and could perhaps be budget justified using the typical public art component of infrastructure funding.
 - b. Kensington and Crowchild intersection: This intersection vis-a-vie the immediate property owners', pedestrians and bicyclists perspective is critical. Thus the 'sound attention barriers' should receive careful and sensitive consideration involving architectural, landscape and urban planners' involvement. The scale and treatment of this intersection as a residential edge condition, and vital pedestrian pathway are critical to the success and humane impacts of the west Hillhurst community and residents.



5. I've been asking the same questions and not receiving specific answers. Your generalizations and lack of response are frustrating. Specifically, I've been seeking answers about the proposed pedestrian crossing south of 17th Ave. There already is a pedestrian crossing south of 17 Ave. S.W. and the 17 Ave. S.W. bridge itself is proposed to be receiving the addition of a sidewalk on the south side. Changes and improvements to Richmond Road and the adjacent 17 Ave. S.W. intersection areas have been completed. As a person who has lived in the immediate area since 1977, it seems to me that the requirements as recommended in the feedback you received have and will be met by these measures. It appears to me that the proposed pedestrian overpass is a box you need to tick on your report despite the fact that it will bring harm to the citizens of Calgary and that it will not receive enough use to justify its cost. The pedestrian crossing on the Southbound 24 St. S.W. ramp is a potential death trap and has not been adequately addressed by your study. The cost in dollars to the city, to motorists and to the very health and lives of cyclists and pedestrians is far too high for this ill-considered waste of money.
 - a. Thank you for the detailed response. That this is not a done deal is the good news but it is on your Medium Term Recommended Plan. Your usage of the term 'To Protect' is concerning and will serve to ensure my vigilance. We are a community that engages in mutual support, we know each other, we have an active email and phone list. We've had neighbours going door to door, pamphlets, impromptu group meetings on the road and in the dog park – all in opposition to a pedestrian crossing as recommended from the Richmond Off Leash Dog Area. I have yet to hear from anyone who wants or that is even neutral on this pedestrian crossing. The issue came up when a neighbour (oddly enough, a new neighbour from 3 blocks away whom I'd never met before) knocked on our door and handed us a detailed outline of your recommendation along with a local impact assessment of his own making. Our understanding remains that this pedestrian crossing is imminent. The Pedestrian Crossing is on your map and as far as this community knows, has no support other than that of City Staff. Yes, pedestrian crossings are wanted, but they are wanted in the right place. We've participated in the City's Crowchild study by email, we've followed via the website, and we've received information packages by mail. Some of my neighbours have gone to the open houses. That we initially missed this recommended pedestrian crossing is troublesome. Personally I've gone to one open house but was unable to obtain relevant information about this pedestrian crossing due to my own time constraints. Through this entire process I can say that city staff have been excellent to deal with and I have no doubts about sincerity or good intentions. With this one exception, I believe that your recommendations are good. As a person who uses Crowchild Trail daily, I look forward to the improvements on your Short Term plan. Thanks again for your attention to our concerns.
6. Thanks again for running a great planning and consultation process which articulated each problem to be solved and matched each to a properly scoped solution. This was a great improvement over the process in support of the West LRT plan. The online tool wasn't working immediately after the open house, and I was out of town and otherwise distracted by business for the balance of December. I therefore missed the December 19 deadline for the online feedback I promised. Hopefully the concerns I expressed about the post-engagement, implementation and contracting phases were captured at the open house. As I mentioned, protection of Key Principle #1 might be very challenging during the execution phase; implementation at minimal cost will be a prevailing objective of contractors. My suggestion would be to have specific expectations regarding this principle communicated to contractors in the bidding process. In my company, we communicate stakeholder, health, safety and environmental expectations up front, with acceptance and compliance required and monitored. For the Shaganappi and Scarboro communities our objective of improving adjacent edge conditions remains unresolved. In light of past experience we are particularly concerned about future interests which might have less at stake in our mutual engagement objectives.
7. What happens to Singer Gardens apartment? I can't find any reference to it nor see it on the drawings. Hopefully it will be removed as it was a major bottleneck.