



Crowchild Trail Study

Online MindMixer Feedback Summary

November 9 to 30, 2015

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding various implications of those ideas.

From November 9 to 30, 2015, an online engagement activity using MindMixer was available from the project website at calgary.ca/crowchild. The online activity provided the public with an opportunity to share their ideas on possible changes to the Crowchild Trail study area. It also allowed the public to view ideas that others raised, and provide feedback on benefits, impacts, constraints and trade-offs of those ideas.

What we heard

The following is a high level summary of what we heard online on MindMixer:

- Across the entire study area:
 - Widening Crowchild Tr. and the bridge over the Bow River would provide lane continuity, improve capacity and traffic flow, and reduce bottlenecks.
 - Removing lights, closing access and restricting rush hour left turns would improve traffic flow and reduce bottlenecks.
 - Elevating Crowchild Tr. from 17 Ave. S.W. to 24 Ave. N.W. for through traffic and keeping local traffic below or separating directions on each level would improve traffic flow and capacity.
 - Participants also raised ideas to implement cycling lanes near (not on) Crowchild Tr. to increase cycling, reduce traffic volumes and improve traffic and safety of cyclists.
- In the **North Section**, improvements to the 24 Ave. intersection, 16 Ave interchange and combining the 16 Ave./University Dr. interchange were ideas raised by participants as ways to improve traffic flow, reduce impact on adjacent residents and direct more traffic to 16 Ave. vs. other roadways.
- In the **Central Section**, removing lights, providing an interchange at Kensington Rd. and allowing right turns only at 5 Ave. were discussed by participants as ways to improve traffic flow and reduce shortcutting through communities.
- In the **South Section**, increasing access to/from Crowchild Tr. and Bow Tr., widening the bridge, adding a new bridge beside or stacked above the existing bridge over the river were ideas raised to provide lane continuity, improve traffic flow and capacity, and reduce bottlenecks.



Next steps

Following the October and November engagement opportunities, the project team will conduct a qualitative review and consolidate the ideas we heard from participants. The results will be shared with the public in the first quarter of 2016 for further evaluation before being used to help inform the development of preliminary concepts for the Crowchild Trail corridor.

Online Mindmixer Feedback Summary of Input

Common Ideas Raised

<p>Widen Crowchild Trail (6-8 through lanes)</p> <ul style="list-style-type: none"> • Benefits – improved traffic flow, travel time and capacity; reduced bottleneck, shortcutting and weaving issues; moves people to/from downtown and north/south • Impacts – accommodating single occupancy vehicles (need to counterbalance with HOV lanes); requires overpasses/flyover; will not improve travel time • Constraints – increased traffic volumes (unless HOV lane added); increased density at Stadium Shopping Centre; free flow will reduce access to communities; adjacent properties
<p>Widen existing bridge for more lanes/continuity</p> <ul style="list-style-type: none"> • Benefits – improved traffic flow, safety and lane continuity; reduced bottleneck; more vehicle capacity • Impacts – Bow River; natural landscape; adding more lanes may slow speed and cause safety issues with entrances/exits • Constraints – environmental (Bow River); adjacent properties; various exits and entrances • Trade-offs – improve traffic flow/safety vs. environmental impact of widening bridge
<p>Double deck/stack bridges over river or add new bridge next to existing</p> <ul style="list-style-type: none"> • Benefits – maintains access; separates through from downtown traffic; improved traffic flow • Impacts – visual; property value; noise; pollution; construction • Constraints – cost; redirect traffic to other roadways • Trade-offs – improve traffic flow and travel times vs. community impacts
<p>Remove lights, close access, left turn restrictions during rush hour</p> <ul style="list-style-type: none"> • Benefits – minimized impact on residents and business; improved traffic flow • Impacts – increased traffic through community and to other roads; reduced community access; encourages single vehicle traffic; adjacent resident and businesses • Constraints – Suncourt Place apartment building
<p>Interchanges at Kensington Rd. and 24 Ave. N.W.</p> <ul style="list-style-type: none"> • Benefits – improved traffic flow; maintains access • Impacts – encourages more single occupancy vehicle use; adjacent properties • Constraints – cost (property acquisition); adjacent properties
<p>Improve access to/from Crowchild Tr. and Bow Tr.</p> <ul style="list-style-type: none"> • Benefits – reduced shortcutting through communities; improved traffic flow • Impacts – adjacent properties and communities • Trade-offs – impacts to adjacent properties building wider vs. building up
<p>Improve 16 Ave. interchange access and combine 16 Ave./University Dr. interchange</p> <ul style="list-style-type: none"> • Benefits – improved traffic flow; direct traffic from University Dr. to 16 or 24 Ave.; reduced shortcutting through communities; access from 16 Ave. westbound to Crowchild Tr. northbound • Impacts – additional traffic on 16 Ave. and Crowchild Tr.



Topic Name: Crowchild Trail - Share Your Ideas!

Idea Title: Idea we've heard: Widen the Bow River bridge to improve lane continuity

Idea Detail: Benefits: Improves traffic flow across and access to/from bridge, better accommodates emergency response vehicles.

Impacts: Construction-related traffic impacts (example: lane closures, detours). Potential localized land impacts to tie additional lanes into existing Crowchild Trail north and south of the bridge

Constraints: Regulatory requirements to work in or over the Bow River. Existing bridge structure capacity.

Trade-offs: Increased traffic flow, reduced weaving movements vs. construction impacts and potential localized land impacts south and north of bridge.

Idea Author: Crowchild Trail S

Number of Stars 154

Number of Comments 15

Address: Crowchild Trl NW T2N, Canada

Comment 1: I think there is an opportunity here for a relative quick win. I am concerned though that the ramps onto Memorial would require a slower speed limit on Crowchild to ensure a safe exit as one has to slowdown before making the exit safely. | By Don E

Comment 2: The Bow River bridge is wide enough, the problem is when traveling from south of 17th Ave, to north of 16th Ave., there is ONE lane which drivers can use to make this journey without changing lanes.

Allow the right lane, which currently forces drivers to exit onto WB Memorial, to continue along NB Crowchild, and this lessens the bottleneck by 33% (as the 3 lanes of traffic south of 17th Ave. are merged into 2 rather than 1).

This change (expressed in a few other ideas on the forum) is relatively cost effective, as the infrastructure is already 90% in place. Traffic driving from WB Memorial to NB Crowchild is never as heavy as the traffic continuing north along Crowchild, so to make this a merge lane would not impact the flow of traffic.



During off-peak hours, the reduced speed limit of 60 km/h is not being enforced, and it would make it difficult to merge onto NB Crowchild if drivers do not responsibly let traffic merge. However, the culture of selfish driving that occurs in this city is not the fault of nor the responsibility of the City of Calgary, and trying to correct bad driving is not the aim of this study. | By Neal B

Comment 3: Adding more lanes won't improve the flow. Traffic engineers know more lanes just lead to more traffic congestion. | By Matthew B

Comment 4: To Linda's / Bruce's comment ... think movement. From the south edge of the city direct to the north edge of the city on one road. Crow can never do this. Connecting Sarcee to Shaganappi can. | By Don E

Comment 5: Crowchild is one of the main thoroughfare for the City, especially SW / NW traffic flow. Agree on Crowchild - add more lanes, remove all lights,,, think movement! | By Linda W

Comment 6: On Crow - Add lanes, Remove all Lites, think free flow. Eliminate 5th Ave. Traffic can not go East, and Sarcee wastes time & resources. Reopening 15th Street - 12 th Ave to 17th would be VERY useful. | By Bruce C

Comment 7: It's too bad, that Calgary had such a benefit of space and yet we got saddled with this decrepit road system we're trying to fix now - all over the city. As a kid (and I'm 56 now), I remember adults cursing the design of the whole Crowchild Trail design (or lack thereof) from 17th Ave. south to 24th Ave. in the north (though the original widening of 24th Street to become Crowchild Trail was applauded). The 10th Ave. entrance to the northbound lanes and the 12th Ave. exit from the southbound lanes and the Memorial Drive eastbound exit particularly evoking wrath! Coming up from 10th Ave. and wanting to get over to Memorial Drive is enough to cause a heart attack or turn hair white! Constantly having to shift lanes left or right (a Calgary favorite), no or poor lines of sight, non-existent or very short access or exit lanes, very poor signage and too many intersections to deal with in a fairly small space (Calgary has a love affair with the traffic light!) and increasing traffic volume, makes one wonder if the "designers" even knew how to drive! It was (still is) a very confusing and accident prone road system, with a total lack of safety engineering. It's bad enough when you know the route, but if a driver is unfamiliar with the area - look out! Throw inclement weather into the mix - yikes! Crowchild Trail definitely needs to be widened, but also, totally redesigned. It won't be pretty, but as Calgary grows, it will absolutely be necessary. I'd love to see a transit / emergency vehicle only lane in both directions. The idea was tried years ago (not just using the shoulder), but was abandoned as traffic volume increased. Buses too, need a properly designed and easy to use road system. Maybe one day, Calgary will see a BRT or, even an LRT connection directly from the U of C down to MRU, if this corridor is designed with population and traffic increases (and safety) in mind. | By Byron W



Comment 8: The problem is with the narrow vision of the study. The project team has been tasked with solving (seeing as its the only crossing) the traffic problems of the west side of the city within the bounds of only this corridor. There are many more options out there but as Druh Farrel told me, the city doesn't want to "reopen that fight" at Edworthy, but West Hillhurst, Sunalta, etc ... that's OK. | By Don E

Comment 9: The point is that there are far simpler, less costly and more flexible options than just changing Crowchild | By Don E

Comment 10: I thought this was a Crowchild Trail corridor study...? | By Chris P

Comment 11: Agree with Don E about Stoney as well as utility of Shag - Sarcee connection, although losing the park would be an unfortunate casualty. | By Kristine F

Comment 12: Stoney Trail is useless as an alternate ... Bridge connecting Shaganappi to Sarcee far more effective as an alternate. Same additional crossings, no impact to communities (tear up a park or tear up neighborhoods ... what is the preference). Makes Shaganappi a useful 2 way road and offloads Crowchild. | By Don E

Comment 13: Robyn that is a good idea but if we wait for that we will be waiting forever. | By Megan W

Comment 14: Good idea but should be considered after Stoney in the West is complete so there is a different access that can help with the construction impacts. | By Robyn P

Comment 15: Widening and lane continuity is critical to this bridge, particularly northbound. Development of the west village will need to be considered in widening and on-off ramp locations. | By Evan B

Idea Title: No traffic stop intersections.

Idea Detail: The intersections at Crowchild Trail and Kensington Rd as well as Crowchild Trail and 24th Ave NW, should both be overpasses. Its those two intersections that contribute to the huge traffic slowdowns on that leg of Crowchild Trail.

Idea Author: Edwin M

Number of Stars 110

Number of Comments 12



Comment 1: Ultimately, Crowchild is trying to do too many things, for too many people, in too small a space.

| By Don E

Comment 2: Kristine - thanks for your input and question. The percentages of traffic vary depending on where it is measured on the corridor. Considering traffic on the Bow River Bridge, about 60% of the volume gets on or off Crowchild Trail in the area between 17 Avenue SW to Kensington Road NW. This includes a mix of downtown access and local community access. About 15% of traffic on the Bow River Bridge is travelling long-distance between the southwest and the northwest (beyond the study area), while the remainder would access roads, communities and destinations within the study area. Crowchild Trail is a vital network link that serves both north-south travel and east-west links. Hopefully this provides the information you were looking for? | By Crowchild Trail S

Comment 3: Once again I agree with Don E. And to the Crowchild Trail Study folks, do you know what % of the traffic on Crowchild is destined for downtown versus those going from NW to SW or from SW to NW? I am one of many who can't use public transit not only due to child p/u and d/o, but because public transit doesn't go from NW to SW and back in a timely manner. | By Kristine F

Comment 4: There are clearly quick wins on the north side of the river such as the 2 lane section near University drive; the need for all traffic to shift lanes, etc. An easier solution would be to reduce cars on Crowchild by providing a meaningful alternative ... Connect Sarcee to Shaganappi ... 2 highly underutilized corridors that will actually connect from ring road to ring road. We have too many roads-to-no-where and roads of the same name that don't actually connect (Sarcee, Barlow, etc) because the city refused to finish the job.

The question is one of priorities ... bulldoze a dog park and put in a low impact bridge across Edworthy or rip out a 1/2 of houses along Crowchild. In terms of cost, the Edworthy crossing would be far less expensive (less property acquisition, less rework of utilities, less road relocation costs, less impact on the only way across the river during construction, etc, etc, etc).

Another crossing offers far more opportunity value for far less cost. | By Don E

Comment 5: Marc, you mentioned that transit improvements are needed, do you have any specific ideas about that? Transit is a big component of our study goals. | By Crowchild Trail S

Comment 6: Thanks for your input Evan. You mentioned that different solutions would be required at each location, do you have any additional thoughts about that? Or about the



benefits and trade-offs that they each may have? | By Crowchild Trail S

Comment 7: Agreed. All the intersections north of the river need to provide uninterrupted north-south flow. Each of the three intersections (Kensington, 5 Ave and 24 Ave) will need different solutions/designs for access/egress on or off Crowchild, but north-south lights need to be eliminated. | By Evan B

Comment 8: The main objective of improving Crowchild Trail is to provide uninterrupted traffic flow north of the river in both directions, as exists on Crowchild Trail south of the river all the way past Deerfoot Trail. The amount of wasted time in vehicles trying to traverse the corridor north of the river is enormous and very sad. It is good to do this in a responsible manner, taking into consideration community concerns, but the eliminating all stops on the route (providing uninterrupted flow) is critical, and if that does not happen, the entire project in my mind will be a failure.

| By Geoff P

Comment 9: I agree that the lights at Kensington and 5th Ave. should be taken out. The community can access from Memorial Dr.

The north bound traffic needs cones separating the right access lane to downtown and the two lanes that continue over the bridge.

This will stop all those people using it and cutting over at last minute at the bridge, rather than wait with the other traffic. It has been done in Vancouver and works. | By Barb E

Comment 10: Bad idea. The real bottleneck is the downtown core which cannot handle more single passenger vehicle traffic. Removing traffic lights on Crowchild only encourages more single passenger vehicles to pile into the congested downtown core street grid. Public transit improvements are a more cost effective solution. | By Marc C

Comment 11: I agree, though there is a lot of houses in the area and it would be very pricey. I saw that during rushhour, or even 24/7 they should make it that you are not allowed to turn off or on to Crowchild, take out the lights all together, and people coming off of 24th ave or kensington use other ways such as memorial. | By Megan W

Comment 12: Agreed. By the land and put proper interchanges at Kensington, 5th and 24th. | By Robin L

Idea Title: Idea we've heard: Remove traffic light and allow right-turns only at 5 Avenue NW

Idea Detail: Benefits: Improves traffic flow on Crowchild Trail by removing traffic light. Maintains right-turn access to/from 5 Avenue NW. Pedestrian access across Crowchild Trail can be maintained by adding pedestrian overpass. No land acquisition required.



Impacts: Restricted access to and from West Hillhurst from Crowchild Trail. Area traffic may need to use other streets (example: 19 Street NW). Would require re-routing Transit Routes 9 and 419.

Constraints: May require review of additional access locations for West Hillhurst, and related traffic calming measures.

Trade-offs: Improved traffic flow along Crowchild Trail with no land impacts vs. reduced access to and from West Hillhurst onto Crowchild Trail.

Idea Author: Crowchild Trail S

Number of Stars 77

Number of Comments 9

Address: 2443 5 Ave NW T2N, Canada

Comment 1: We thought it might be helpful for this discussion to see the community boundaries, which are included on the existing conditions map for the study here: <http://www.calgary.ca/Transportation/TP/Documents/Projects/Current-Planning-Projects/crowchild-corridor-study/crowchild-corridor-existing-conditions.pdf>

West Hillhurst does include both sides of Crowchild Trail, and Parkdale starts a few blocks further west, at 28 Street NW. Hopefully this is of help? | By Crowchild Trail S

Comment 2: Could be wrong, but west of Crow s/be Parkdale. | By Bruce C

Comment 3: I really like this idea. It would decrease short-cutting though the communities which is the my biggest problem with living so close to Crowchild. Controlling access points to communities is a major way to minimize unwanted traffic through them. In fact - St. Andrew's Heights (just up the hill from 5th Ave) - has only three access points that I can think of - and two of them only allow traffic in one direction. This probably explains why St. Andrew's Heights has very little cutting-through - as opposed to the hundreds (if not thousands) of cars cutting through the west part of West Hillhurst everyday. I would gladly trade any inconvenience this may cause for accessing Crowchild for less traffic in my community. | By Chris P

Comment 4: The West Hillhurst Community is on BOTH sides of Crowchild Trail. This suggestion will cut our community in half. Not a reasonable or ethical suggestion. | By Toni F



Comment 5: Chris P - we have unfortunately had to remove your original comment, as it does not comply with the City's Respectful Workplace Policy. Your input is welcome and you are making important points, but they may get lost in the disrespectful way you are saying them. For example in the comment that we're removing, could you make your same points in a different manner, such as:

- The impact to commuters is larger than 5 minutes
- The alternative is cut-through traffic, exacerbating impacts to communities
- The ability to commute is a need experienced by many people

Any other input you have about possible benefits, impacts, constraints or trade-offs is welcome. | By Crowchild Trail S

Comment 6: Chris P - we have removed your original comment so that we can maintain a respectful discussion among all stakeholders. Your input is valued and we would welcome your contribution to the dialogue to highlight the possible benefits, impacts, constraints or trade-offs you see in this idea. | By Crowchild Trail S

Comment 7: Commuters would save 15 minutes...and wouldn't have to blast through "your" community to counter-act 10 of those minutes...but nevermind because we need to just blast over "your" community on an elevated freeway...that way "you" will be rid of our foul middle-class commuter stench...besides the next big flood will wipe out "your" community, so its a greater good scenario eitherway. ;) | By Chris P

Comment 8: Why is it that I would not be allowed access to Crowchild from my community so people commuting can save 5 minutes | By Kerry B

Comment 9: 5th Avenue is the primary access to my community from the NW. If you get rid of this access, I will need better access from Memorial Drive, by providing signalized left turns or better, overpasses, off Eastbound Memorial at 19th and/or 16th Streets. | By Robin L

Idea Title: Idea we've heard: Add ramp from westbound 16 Avenue to northbound Crowchild Trail

Idea Detail: Benefits: Reduces traffic congestion on Banff Trail NW. Supports redevelopment of Motel Village area. May discourage non-local traffic from using 19 Street and 24 Avenue NW to access Crowchild trail in this area.

Impacts: Possible impact to service road in Motel Village unless Crowchild Trail is shifted to the west. Requires closure of Motel Village access north of 16 Avenue.

Constraints: Adjacent service road and access to Motel Village, options vary depending on



whether Crowchild Trail is shifted to the west.

Trade-offs: Redevelopment opportunity and reduced traffic on residential streets vs. possible impacts to Motel Village service road.

Idea Author: Crowchild Trail S

Number of Stars 56

Number of Comments 5

Address: 2450 16 Ave NW T2M, Canada

Comment 1: Banff trail works well as a feeder. Other area roads must be used to feed or release the arterial. Connections for cross avenues and University Drive need to be improved |
By Bruce C

Comment 2: Thanks for your input Don. You had asked about the Banff Trail Station Area Redevelopment Plan, so we thought it might be useful to provide a direct link to the plan, if you would like to learn more:

<http://www.calgary.ca/PDA/pd/Documents/Publications/banff-trail-station-arp.pdf>

The plan does include a new connection from westbound 16 Avenue to northbound Crowchild Trail, and the City has designated funding to construct the ramp in the coming years. The Crowchild Study can help identify the best way to do so, and we would welcome any additional feedback you may have about its possible benefits, impacts, constraints or trade-offs. | By
Crowchild Trail S

Comment 3: Thanks for your input Don. You had asked about the Banff Trail Station Area Redevelopment Plan, so we thought it might be useful to provide a direct link to the plan, if you would like to learn more:

<http://www.calgary.ca/PDA/pd/Documents/Publications/banff-trail-station-arp.pdf>

The plan does include a new connection from eastbound 16 Avenue to northbound Crowchild Trail, and the City has designated funding to construct the ramp in the coming years. The Crowchild Study will help identify the best way to do so, and we would welcome any additional feedback you may have about its possible benefits, impacts, constraints or trade-offs. | By
Crowchild Trail S

Comment 4: Isn't that what Banff Trail is for ? Kinda like 24th St to get to 17th; or Memorial to SB Crowchild via Kensington. WB TCH to SB Crowchild via University. Frankly, the whole system here has been bodged together.



The other question to be asked is does this fit with the Banff Trail Redevelopment plan?

Clearly, if Crowchild is intended to be the only Skeletal road west of Deerfoot, it needs a meaningful intersection with the TransCanada Highway. | By Don E

Comment 5: ...so put more cars on Crowchild during rush-hour...? ...yeah, that will work... Maybe invent flying car would be more appropriate...? | By Chris P

Idea Title: Kensington x Crowchild overpass similar to 26 Ave SW x Crowchild overpass

Idea Detail: Make this intersection similar to the one at 26 Ave x Crowchild SW, with no lights and no turns. Access into Hillhurst and Parkdale can be accomplished from Memorial Drive. Could possible have access from Crowchild northbound to Kensington eastbound and Kensington eastbound to Crowchild northbound with our needing lights.

Idea Author: Evan B

Number of Stars 52

Number of Comments 8

Address: 2432 Kensington Rd NW T2N, Canada

Comment 1: I agree it's the lights at 5th that backup Memorial and the bow overpass. All the traffic has to stop for the lights and can't flow through. | By Keri B

Comment 2: The diamond interchange would work best if Crow could be dropped into a trench (think GE5). Unfortunately, water table and flood risk (given the only skeletal road on the West side of the city). This would force the cross-over to be above, which works if impact on the neighboring communities is not a consideration.

When one looks at Glenmore and Elbow as a good proxy of a compact diamond (sorry, again I would like to add side-by-side airphotos but don't know how). The footprint of the intersection would remove ~ 1/2 block on one side of Crowchild and extend at least a1/2 block beyond that for working space or for the road to get back to grade.

| By Don E

Comment 3: Sorry, I have no idea how to add maps or photos to this forum.



The main problem with Kensington as a flyover is that it is also the turn from Crowchild onto westbound Memorial and from Westbound Memorial onto southbound Crowchild. Although doable, the hiccup is that there would need to be a weave ramp bridges (like the ramps coming on/off Glenmore) to allow Memorial to Crow traffic to get onto SB Crow and allow SB Crow to get onto EB Memorial as the weave distance would be non-existent.

I never understood how the city allowed the Lions project to go ahead at that location as these ramps would conflict with the hall.

| By Don E

Comment 4: With a map Don E...with a map... | By Chris P

Comment 5: 26th Ave example is a flyover | By Don E

Comment 6: As a resident of West Hillhurst, how do I get onto Crowchild ? | By Don E

Comment 7: How would this encourage residential cut-through? | By Evan B

Comment 8: Bad idea. This will just encourage large volumes of traffic to cut through residential areas. | By Marc C

Idea Title: Add biking infrastructure

Idea Detail: Running a bike lane adjacent to Crowchild would help bike commuting around the city.

Idea Author: Aislinn D

Number of Stars 50

Number of Comments 9

Comment 1: Non-cyclists mistakenly think winter weather is a primary impediment to biking. It is not. Safety is. Safe and continuous cycling infrastructure is critical if we want people to shift out of their cars and into more sustainable mobility. Don E is correct that Crowchild is not the best route for a bike path. Hopefully transportation planners are aware that there are good bicycle routing algorithms available. See, for example, <http://www.ucalgary.ca/utoday/issue/2015-11-12/geography-grad-develops-algorithm-routing-cyclists-lrt-stations> | By Byron M



Comment 2: A periodic bike commuter for 20 years (including winters), I was a regular user of both pathways and roads. As a generality, I would stay away from putting in a bike path paralleling most of Crowchild unless it can go over the intersecting roads. Crossing back and forth over highspeed on/off ramps is a recipe for disaster.

That said, I can see a route paralleling the east side of University drive and down the west side of Crowchild if they could somehow skip over 5th, Kensington and Memorial to get to the river path. This would connect the University to the skeletal pathway in much the same way as the Foothills connects via the 29th street on-road pathway.

Perhaps 25th Street could be designated as a parallel on road pathway with a pedestrian/bike bridge (like the one at 21st) crossing both Kensington & Memorial. | By Don E

Comment 3: Agree with kurtis e. So bike lanes should be sheltered and heated! ;) | By Chris P

Comment 4: Every dollar spent on bike lanes that are unused half the year is a dollar not spent on roads or public transit that is used 365 days a year. | By kurtis E

Comment 5: We have heard from many cyclists that a route parallel to, but not on Crowchild Trail would be valuable. Can you suggest where that route might go? Are there specific destinations that you bike to? | By Crowchild Trail S

Comment 6: We have heard from many cyclists that a route parallel but not on Crowchild Trail would be valuable. Can you suggest where that route might go? Are there specific destinations that you bike to? | By Crowchild Trail S

Comment 7: This will only make things worse. | By Michael R

Comment 8: This would not help traffic at all. only make it worse. | By Megan W

Comment 9: I appreciate the thought of improving bike commuting, but I don't think adjacent to Crowchild is the right place to do this. As a bike commuter myself, riding next to a steady stream of traffic is not that enjoyable. Leave Crowchild to the cars and continue to improve bike connections elsewhere. | By Evan B

Idea Title: Improved Pedestrian and Cyclist Access Across Crowchild

Idea Detail: For this section of Crowchild there's currently a mix of crossings at traffic lights and pedestrian / cyclist overpasses.

Ensure that all connections are easily accessible for all pedestrians, including those with mobility challenges, and for cyclists - eliminate stairs and use ramps only (or have both). If



traffic lights are removed and pedestrians can no longer cross at grade, ensure that a replacement connection is built. With all of the mobility between downtown, U of C, Foothills, Children's, Kensington, etc. make sure that it's easy for pedestrians and cyclists.

Idea Author: Nicole J

Number of Stars 49

Number of Comments 8

Address: 1016 24 St NW T2N, Canada

Comment 1: I cross 24th and Crowchild everyday and feel at risk. Cities with more cars and more people have made busier roads safer for pedestrian and drivers through level design and traffic calming not expensive poorly designed bridges. I hope this city never builds another pedestrian bridge. If cities with more cars than we have people can do it, we can do it too. | By Matthew B

Comment 2: At the moment, there is no easy place for people coming from the west to cross crowchild without first going down to the river or 26th Ave or riding on the very dangerous bow trail or 17th Ave | By Doug D

Comment 3: Regardless of what exactly is done to Crowchild Trail, one thing is certain: there will be more traffic moving across it. This makes the idea of providing plentiful and safe pedestrian/cyclist routes across Crowchild extremely important. | By Chris P

Comment 4: In Europe (Germany in particular), pedestrians do not have the right of way, but pedestrian facilities far surpass what pathetic efforts are available here. This city has some of the most out of date road / pedestrian access systems and is far too reactive to problems. Safety engineering doesn't seem to have been much considered in the past, waiting for a certain number of accidents, injuries, even deaths to happen before consideration is made. | By Byron W

Comment 5: This is an important idea. Follow up by Jenny B. is also great. Ideally the surface crossings will not be removed. Instead, they should be enhanced. | By Dale H

Comment 6: I completely agree with this and in particular greatly improving pedestrian/cyclist access across 17th Ave SW. I find the sidewalk on only one side scary to walk across (especially with a stroller) and inconvenient as many services west of Crowchild are on the south side and this overpass breaks up the community. There was a great vision provided to the Richmond/Kob Hill Community about creating a pedestrian pass/park. I assume they have



submitted this. This is a great opportunity to look at it.

| By Jenny B

Comment 7: Thanks for starting the discussion Nicole and Byron. In addition to the existing crossing locations, are there other locations where you see a gap and a new crossing should be added? | By Crowchild Trail S

Comment 8: Improved pedestrian and cyclist access across Crowchild is a must, but it shouldn't depend on making pedestrians and cyclists expend even more energy by climbing a ramp or stairs. Crowchild should go below grade in more places so pedestrians and cyclists can cross at grade. | By Byron M

Idea Title: Options- widen or through traffic only

Idea Detail: Either widening Crowchild between 32nd ave - Kensington and building overpasses, this is expensive and has a huge impact on the surrounding community where people would lose their homes,

so a better idea that costs less and produces less impact is making through traffic only during Rushhour with no red lights for those on Crowchild during 7-9 and 1500-1800. This way those who live in the area are only have affected access during certain hours and flow would be greatly improved at a more reasonable cost to the city to implement the idea.

The bridge over the Bow however NEEDS to be widened. Especially the northbound lanes. The interchange to get north is set up so ridiculously that downtown traffic from Bow trail and traffic from the south have ONE lane that remains Crowchild while the other 2 branch off to memorial and university. Widening this part of Crowchild would be well worth the Money and headache of construction.

Idea Author: Megan W

Number of Stars 47

Number of Comments 8

Comment 1: Agree with above. This has been used with great success in other cities such as Toronto... straight through traffic during rush hours! | By Linda W

Comment 2: Good idea, perhaps with a lane reversal system for the directions "into" and "out of" DT for rush-hour as well. | By Chris P



Comment 3: That comment should have indicated that 24th Ave should be included in the intersections kept green in a N-S, then S-N direction during morning and afternoon rush hours, respectively. | By Kristine F

Comment 4: Agree with SB, I am one of probably many who cannot do public transit due to timing of children drop-offs/pick-ups/activities. Lights kept green should go from at least 24th Ave in the north right through south of the bridge over the Bow. | By Kristine F

Comment 5: Thanks for your idea Megan - are there specific lights that you think should be kept green during rush hour? You mentioned the benefit would be creating through-traffic conditions and the constraint would be access to the communities. Are there any other considerations you would like to share about your idea? | By Crowchild Trail S

Comment 6: Agreed with S.B transit is not effective for me. I work deep south and live up north. I would have to get up at 2;30 and leave at 3 to make it to work for 7 | By Megan W

Comment 7: Some of us who use Crowchild Trail cannot take public transit - for instance, I work in the deep south, and would need to take at least 2 buses, plus the train - a journey of over 2 hours one way. It's not going to happen. | By S B

Comment 8: Improved public transit service during rush-hour would take a lot of traffic off Crowchild resulting in lower peak volumes of single car vehicles. | By Marc C

Idea Title: Eliminate all traffic lights between 24 Ave and 17 Ave SW

Idea Detail: - Eliminate all traffic lights between 24 Ave and 17 Ave SW

- Only allow right hand turns onto/off of Crowchild trail
- Remove all traffic lights
- Disallow all left hand turns
- Drivers needing to turn left can turn onto 16th avenue using the existing interchange, then use secondary roads to reach their destination
- This would be the least costly option to improve traffic flows and reduce stoppages due to traffic lights

This will not solve all problems and it will cause some additional headaches for some drivers to be sure. What is clear is that this is a working example of "using what we've got", being smart with our tax dollars, and minimizing the impact on neighbouring communities in terms of demolishing homes and locals parks.

Idea Author: MATTHEW C

Number of Stars 47



Number of Comments 4

Comment 1: People in the zone can support overpasses that will give them access. They can use their desired urban roadways. | By Bruce C

Comment 2: As per my other comment - try U-Turn lanes as opposed to allowing left hand lanes. It eliminates lights yet still allows access. Challenge will be with access close to the bridge, no time/room. | By Michael L

Comment 3: Eliminating all traffic lights between 24 Ave NW and 17 Ave SW makes great sense for people who don't live in this zone. What do you think the impact of this proposal would be on people who DO live between 24 Ave NW and 17 Ave SW and need to get to and from their homes? | By Byron M

Comment 4: Thanks for your idea and discussion Matthew. Do you have anything to add about what the possible impacts or trade-offs might be for this idea? When similar ideas have been developed at the workshops, some examples from the discussion have included the need to improve access across Crowchild Trail for transit or pedestrians. Your input is welcome. | By Crowchild Trail S

Idea Title: Expand number of traffic lanes

Idea Detail: Calgary needs to build road infrastructure so that it remains useful as the city grows. Crow child was built with apparently little thought to growth of the population so the section of Crowchild being reviewed was perhaps suitable in the 1970s but now. There should be as many lanes on the new section as there to the north and south - at least three lanes in each direction plus appropriate merge lanes, etc.

Idea Author: Randy H

Number of Stars 44

Number of Comments 4

Comment 1: Adding lanes won't make your commute faster. | By Matthew B

Comment 2: Some of us who use Crowchild Trail cannot take public transit - for instance, I work in the deep south, and would need to take at least 2 buses, plus the train - a journey of over 2 hours one way. It's not going to happen. | By S B



Comment 3: I agree | By Kim J

Comment 4: Bad idea. Adding lanes will only encourage inefficient single passenger vehicle traffic. | By Marc C

Idea Title: Get rid of all the traffic lights on crowchild

Idea Detail: Build on and off ramps at intersections and turn Crowchild into a real freeway!

Idea Author: Thor A

Number of Stars 43

Number of Comments 2

Comment 1: Rebuild the 16th Ave Overpass to be a 'HUB' to access the surrounding communities. | By Linda W

Comment 2: Thanks for your idea Thor. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? Some that come to mind might be: the land required for ramps, and changes that may be required for community access. Your input is welcome. | By Crowchild Trail S

Idea Title: increase access to and from bow trail

Idea Detail: Currently there is no access to southbound crowchild from east bound bow trail. Currently there is no access to west bound bow trail from north bound crowchild trail. Current access to north bound crowchild from east bound bow trail is horrendous.

Idea Author: Mitch H

Number of Stars 42

Number of Comments 2

Comment 1: I borrowed this from another post with the same suggestion: "Currently if you want to connect these two major thoroughfares in either of these two directions you have to go via 17th Ave SW and 26th St SW...shortcutting past an elementary school - not very safe for the kids"..

Having to cut through residential and school zones on tight streets is not efficient or safe. It is



not how two major arteries should be connected. This would reduce the traffic in the residential area and improve overall flow of traffic for everyone along the west side. As well, having to use the mickey mouse type access to north bound crowchild from east bound Bow Tr. at rush hour is insane.

I agree that most access around crowchild is congested/tightly packed with residential or commercial zones. Unfortunately some times, living along major traffic corridors means that those lands are some times appropriated for the betterment of the majority. The other option would be to evaluate building up instead of wider. We are not the first city to have these constraints. | By Mitch H

Comment 2: Thanks for your input. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? One that comes to mind may be the land required, the Sunalta School area homes are very close to some of the existing interchange ramps. Your input is welcome.

| By Crowchild Trail S

Idea Title: Remove the lights at Kensington Road, and 5th Avenue

Idea Detail: These lights create backlogged traffic every single day. It's ridiculous to have lights on a throughway like Crowchild Trail.

Idea Author: Loraine F

Number of Stars 42

Number of Comments 2

Comment 1: Put an underpass under Crow at 5th Ave and Kensington Rd for community access only. Right on, Right off Crow lanes are fine but not a crossing. Please don't put traffic circles in areas of such high traffic. They work best in low traffic area and where big trucks are not negotiating the lanes. | By Linda E

Comment 2: I agree - remove lights at 24th, 5th and Kensington Road...other cities use them...it's time Calgary learned...Be daring...Traffic Circles! | By Andrea P

Idea Title: Idea we've heard: Remove overpass at University Drive to provide space for additional lanes on Crowchild Trail

Idea Detail: Benefits: Provides for improved lane continuity on Crowchild Trail. Reduces traffic on University Drive near 13 Avenue NW. Can maintain access from southbound University



Drive and St. Andrew's Heights to southbound Crowchild Trail. Reduced land impacts compared to some other options to widen Crowchild Trail (may still impact Suncourt Place apartment building).

Impacts: May increase traffic on 24 Avenue or 32 Avenue NW to access the University of Calgary. Eliminates direct access from northbound Crowchild Trail into St. Andrew's Heights. Would require re-routing Transit Route 9.

Constraints: Existing access at 16 Avenue and 24 Avenue would need to be upgraded to provide alternate access to University of Calgary and St. Andrew's Heights. Property at Suncourt Place.

Trade-offs: Improved traffic flow along Crowchild Trail with reduced land impacts vs. reduced access to communities and the University.

Idea Author: Crowchild Trail S

Number of Stars 39

Number of Comments 7

Address: 1311 University Dr NW T2N, Canada

Comment 1: We can't afford to have the only river crossing on the west side at risk of flood out. I think the lanes can be found elsewhere for far less cost. | By Don E

Comment 2: With the city continuing to grow, I think it's inevitable we will need the extra 2 lanes, particularly between University Drive and 24 Avenue, removing the bottle neck with a better 16 Ave / University Drive interchange plus an interchange at 24 Avenue to keep the flow of traffic going. Interesting tunnelling idea Barbara, I like it but drawback is it may be expensive, prone to possible flooding issues, etc... | By Robbi B

Comment 3: Besides, building a 6 lane viaduct over the existing Crowchild would effectively force Crowchild to close for sometime, unless the City was willing to take out a 1/2 block of homes. | By Don E

Comment 4: I don't believe a 6 lane elevated freeway is the solution, as it will cause nuisance (visual & noise & air quality) to everybody along the entire Crowchild corridor. More modern city's nowadays move away from overpasses (even from existing ones, because of the nuisance) and move to tunnelling. The advantage of tunnelling is that it improves BOTH the traffic flow AND the livability of the surrounding communities. A double-deck tunnel can even double the capacity (possibility from 24 Ave to Memorial drive). In addition to that the



communities on either side of the Crowchild corridor will get connected and the safety will be improved, e.g. Andrew Heights and Briar Hill belong to the same school district, but children from Andrew Heights now have to cross Crowchild to go to school. A tunnel will solve this issue. Construction wise there is the North and South bound lanes are already partially at different height levels so that can be used as an construction opportunity.

Summarized, tunnelling will have mainly have advantages (safety, community, connectivity, traffic flow, and construction wise). | By Barbara C

Comment 5: Why not just build a 6 lane elevated freeway 24th to Memorial...simple construction over everything, similar to west C-train line out of the city. Restore land below freeway to "park space". | By Chris P

Comment 6: I don't think remove is the right word ... it should be move. Build a new three lane bridge next to the existing one; shift southbound traffic over and then add another northbound lanes up the hill with one existing to University and 3 going straight through to where it becomes three lanes north of 16th. This should have been done 20'ish years ago when the old concrete bridge was replaced with the steel one we see today. | By Don E

Comment 7: Not sure how taking out the overpass is required to add lanes. Lanes can be added by expanding/moving bridge to the west and using city land on the west side of Crowchild and north of the bridge to just south of 16 ave. University Drive is a major road used significantly during all times of the day and removing access/egress from this road will add significantly to alternate routes which are going to be under extreme pressure when the University District is populated adding an additional 10,000 cars to the immediate area. | By Andrew W

Idea Title: Connect Sarcee to Shaganappi ... Give an Alternative Route

Idea Detail: Far more effective to have a 2nd crossing of the river with 2 lanes each way and future LRT. Expansion of Crowchild requires more bridges ... pick an option that has less overall impact during and after construction and does not impact communities. The west side grinds to a halt when there is an accident on Crowchild.

Idea Author: Don E

Number of Stars 39

Number of Comments 10

Comment 1: In reviewing the 1970 plan, the interchange and bridge was a conventional linear build for the time (very similar to Crow in fact). There are plenty of examples of far lower impact construction methods out there, even in Calgary with the Stoney crossing at Bowness



park. It was also recently done just east of Golden on the Park bridge that was over 88m above the river and 400m long. Both Stoney and Park bridges were curves, on significant grades and built with incremental launch technology. The Park bridge pier spacing would clear span the Bow River which is a significant consideration.

The next step would be to integrate the south approach to reduce footprint by dropping the road into the ground as it comes off Sarcee and enters the bridge partway down the side of the hill (hey, we have a 600m tunnel to nowhere at the airport). The park would then be restored above.

The north side would need to be re-thought out to simplify the interchange. | By Don E

Comment 2: This WAS in the Original Plans. GREAT Idea. | By Linda W

Comment 3: I will be attending the south shaganappi workshop and hope to bring something along then | By Don E

Comment 4: Thanks for your great feedback James (and the discussion overall from all contributors). We have been working on sketching ideas with Calgarians at the recent workshops and will be posting these as part of the report-back, but if you would like to submit a sketch for your ideas as well, you could email us directly at CrowchildTrailStudy@calgary.ca . | By Crowchild Trail S

Comment 5: If there is to be another vehicular bridge west of Crowchild this seems to be the best option. The bridge would have to be significantly elevated as it crosses the Bow and with appropriate sound barriers the impact on Edworthy Park would be very minimal. | By Byron M

Comment 6: The plan from 1970 is on the city Shaganappi study site here <http://www.calgary.ca/Transportation/TP/Documents/Projects/Current-Planning-Projects/south-shaganappi-study/south-shaganappi-1970-plan.pdf> | By Don E

Comment 7: I grew up in Parkdale (19 years there). I quite enjoyed Edworthy Park. However, as much as a big bridge may detract from the view there, I believe a huge part of the answer to the bigger picture/priority problem of traffic on Crowchild Trail is another bridge connecting Shaganappi Trail and Sarcee Trail. MANY parts of the NW and SW would be far better connected as well!

RE Other good options across the river and up/down the hills on both of its sides: There are none.

...The existing bridges up and downstream of Edworthy Park are roughly equidistant from the end of Shaganappi Tr. Since Sarcee Tr is severed by Bowness and Bowmont Park, Sarcee



travellers northbound to the NW currently have to use one of the following paths, (each with significant disadvantages):

- a) Hwy 1 W to Stoney Trail (far west),
- b) Hwy 1 W, through Bowness, across 85 st (far west, slow)
- c) Hwy 1 E to Home Road (low volume, slow)
- d) Hwy 1 E Shaganappi (far east)
- e) Hwy 1 E to Crowchild Tr (further east, gets congested).

RE Feasibility on the location of the Edworthy Park bridge: There is lots of room near the triangle of Memorial Drive, 16th ave N, and the southern end of Shaganappi Tr for connections, ramps, etc. There is an existing roadway winding up the south side of the river where a freeway could be squeezed in to reach Sarcee Trail S (or maybe Bow Trail). Most of Edworthy Park is west of the potential bridge location. I bet much of Edworthy Park's beauty could be actually be left intact.

By the way, I like some of the other plans for Crowchild Trail near the Bow river, such as the dual bridges (express and local) idea. (Where) Can we see more proposal maps/sketches? Or submit them? | By James L

Comment 8: Its time to change the CTP ... Crowchild today is an all-eggs-in one-basket. Expanding it without alternatives simply makes the problem worse. How can we feed this back to City leadership. It was clear from my conversation with Druh F, that she was closed minded about it. Using different words, she told me point blank that Edworthy was more important than West Hillhurst, etc. It was shocking. | By Don E

Comment 9: Thanks for the idea and the discussion Don and Kerry. All ideas are welcome for discussion and in subsequent phases will be evaluated against the project goals and the policy and or regulatory requirements the project team must meet.

We have heard a few participants mention the idea of an additional river crossing. The current Calgary Transportation Plan and Municipal Development Plan identify Crowchild Trail as the only major river crossing between 14 Street and Stoney Trail. Based on Council's direction, any concept brought forward as part of this study will need to be consistent with the Calgary Transportation Plan.

However, we can ensure that your feedback indicating a desire for an additional crossing is brought forward to Council and City Administration as part of our report on the public engagement. We welcome anything more you would be able to add to the discussion on this idea, such as potential benefits, impacts, trade-offs and constraints.

| By Crowchild Trail S

Comment 10: I totally agree. I brought this up at an info session and was told no new bridges!!



I thought we were allowed to think anything at this phase!! | By Kerry B

Idea Title: Reconceptualize the problem--it's about mobility in the NW & SW!

Idea Detail: This problem will never be solved by trying to move everyone in the NW and SW on Crowchild Trail. Think through the full range of mobility options throughout the entire NW and SW quadrants, emphasizing public and active transportation. For example build a bus/bike/pedestrian bridge across the Bow at 19th St NW, connecting to the Sunalta LRT station; build a gondola system connecting major institutional centres and the LRT system in the NW; upgrade and make continuous cycling and pedestrian infrastructure and orient it to neighbourhood commercial centres, major institutions, and LRT stations; run buses more frequently and on reliable schedules; cancel the last leg of the ring road and begin construction of a ring LRT system; reintroduce streetcars where appropriate. Move off this focus on individual roads and think about mobility more broadly! Increased road capacity only induces more traffic. It's an approach that simply doesn't work.

Idea Author: Byron M

Number of Stars 37

Number of Comments 5

Comment 1: I went to the shaganappi / memorial / 16th ave interchange open house tonight. It is becoming readily apparent that the city continues to look at specific projects in isolation without considering the whole (the direction these two projects take are very much tied together).

The CTP/MDP seems to focus on degrading many roads by forcing traffic onto a limited number of the skeletal roads. This results in more cars having to get somewhere using indirect route, making more smog in the process. It also increases the overall km driven and further increases the lane-km required to accommodate the extra distance being driven. Although I get part of the theory where the degraded roads redevelop a street life, having only one skeletal road on the west side of the city seems foolish. Sorry, the ring road doesn't count. | By Don E

Comment 2: Couldn't agree more. I have seen many projects fail by improper framing at the beginning (and this seems to be another example of it). Let's move away from this wrong-exit-taken and look at this traffic issue at a larger scale instead of staring blindly at the Crowchild corridor "issue". | By Barbara C

Comment 3: You're right that some of these measures would require amending the CTP, e.g. new crossings and new LRT lines, but other measures would not. But both the MDP and the



CTP do get amended from time to time and a completely new CTP would not necessarily be required. The problem with the City casting systemic mobility problems so narrowly (e.g. Crowchild Trail Corridor) is the "solutions" are usually not solutions. | By Byron M

Comment 4: Agreed whole heartedly. The challenge is that the mandate of the project team is solely within the confines of the section of Crowchild in question. Your thoughts require re-opening of the Calgary Transportation Plan. I've run into this problem as well on the Shaganappi/Sarcee connection. As we saw in phase two, ideas that are outside of scope have the appearance of being scrubbed from the next steps baseline and I would like to see a clear path of feedback from the project team to the city executive that these messages are being heard and that there may be a recommendation to reopen the CTP.

| By Don E

Comment 5: Totally agree! Still not too late to cancel final Ring Road instalment - 3 billion!! and pump it into transit. Further, this was completely foreseeable as Tuscany, Rocky Ridge, etc were approved and built. Bad planning. Why were they approved without viable transport options? Why should inner city communities now have to pay for that mistake and give up more space for more cars in/through their communities? | By Noel K

Idea Title: Idea we've heard: Reduce speed limits (30 or 40 km/h) on residential streets around Crowchild Trail

Idea Detail: Benefits: Slower speeds make residential streets more pedestrian-friendly. May discourage non-local / cut through traffic on residential streets.

Impacts: Reduced transit efficiency on streets with bus service.

Constraints: Cost of signing. Enforcement of speed limits.

Trade-offs: Slower speeds and discouragement of non-local traffic on residential streets vs. enforcement.

Idea Author: Crowchild Trail S

Number of Stars 37

Number of Comments 8

Address: 120 23 St NW T2N, Canada

Comment 1: I would agree with Daniel, you may be lowering speeds but in the end your not focusing on the root of the problem. You are going to get lower speed limits regardless,



hopefully if and when they fix crowchild properly. Less people will have to use residential areas because the highways will hopefully be soon equivalent to freeways or express ways that can handle a high traffic rates (including rush hour).

| By Shane H

Comment 2: I would agree with Daniel, you may be lowering speeds but in the end your not focusing on the root of the problem. You are going to get what you want regardless, hopefully if and when they fix crowchild properly. Less people will have to use residential areas because the highways will hopefully be soon freeways or express ways that can handle a traffic low (including on rush hour). | By Shane H

Comment 3: While it's a good idea try to regulate speeds in residential areas, and I don't disagree with this idea as it is, I believe speed reduction is treating the symptom, not the root cause. If Crowchild wasn't horrendous to navigate, there would be no need to cut through a residential neighborhood to save time. If we want to remove through traffic from the residential neighborhoods, we will need to separate local traffic from through traffic. One way this can be accomplished is through creating an express route to connect NW commuters to the South which doesn't involve stopping at local intersections. | By Daniel H

Comment 4: There's some urban design irony here. The narrower urban roads tend to promote slower speeds than the wider streets seen in suburban neighborhoods. Perhaps drivers are more vigilant when they can't see as clear. I know I tend to drive slower.

As an observation, I find cars were more likely to blow stopsigns, crosswalks and pedestrian lights in Tuscany, Silver Springs or Edgemont than even on Kensington road at rush hour.

| By Don E

Comment 5: I am so glad to hear this idea, and I really hope it goes ahead. There are many good things about raising kids in West Hillhurst, but worrying about the speed with which the next car is going to zoom around the corner is a definite drawback. | By Chris P

Comment 6: Chris P - we have unfortunately had to remove your original comment, as it does not comply with the City's Respectful Workplace Policy. Your input is welcome and you are making important points, and they may contribute to better dialogue if provided in a respectful manner. For example in the comment that we're removing, could you make your same points in a different manner, such as:

- Lower speed limits would increase travels times on affected streets

Any other input you have about possible benefits, impacts, constraints or trade-offs is



welcome. | By Crowchild Trail S

Comment 7: Chris P - we have removed your original comment so that we can maintain a respectful discussion among all stakeholders. Your input is valued and we would welcome your contribution to the dialogue to highlight the possible benefits, impacts, constraints or trade-offs you see in this idea. | By Crowchild Trail S

Comment 8: ...so you would like the foul middle-class commuter stench in your neighbourhood for longer? I don't see the benefit.

Fix the problem, not the symptom. | By Chris P

Idea Title: Idea we've heard: Add new pedestrian crossing north of Kensington Road

Idea Detail: Benefits: Improves pedestrian and cycling access across Crowchild Trail. Connects West Hillhurst on both sides of Crowchild Trail. Provides a crossing that meets modern standards and is accessible to all users.

Impacts: Depending on location, additional land may be required to provide space for pedestrian bridge and approach ramps.

Constraints: Adjacent properties and streets.

Trade-offs: Improved pedestrian access vs. potential land impacts

Idea Author: Crowchild Trail S

Number of Stars 37

Number of Comments 3

Address: 2431 2 Ave NW T2N, Canada

Comment 1: Pedestrian bridges are wasteful and poorly designed. Create street level crossings with traffic calming to make the road safer for pedestrians and drivers. Shaving a few minutes off peoples commutes should not take priority over safety. | By Matthew B

Comment 2: It also makes a nice dead zone ... and with the elevated freeway we can hear the Harleys 6 blocks away, not just 2. | By Don E

Comment 3: This won't been needed with an elevated freeway, you can just "cross"



underneath it. Plus it provides shelter during winter storms! | By Chris P

Idea Title: Division of Crowchild Trail into Upper and Lower Sections

Idea Detail: A fairly costly and long-term project; however, I believe that it would allow for the lower portion of Crowchild Trail to remain as is, while providing a through road for travellers who need not visit the shops in Kensington. Kensington was affected during the flood and travel was restricted across the bridge. This could allow for a safe passageway in the event of another (inevitable) flood.

The constant start and stops due to lights on Crowchild are a major hindrance (not news) and this would allow for smooth flowing traffic for those who need to go from 17th right to 24th without stopping.

Again, this is a long-term project and I am no Engineer or City Planner, thus estimating a cost would be quite a task. Just thought this was a great idea to alleviate the stress on commuters forever!

:)

Idea Author: Greg M

Number of Stars 36

Number of Comments 5

Comment 1: Elevated roadway would be disruptive to the bordering neighbourhoods. It would increase noise pollution and magnify the barriers to pedestrian and bicycle traffic. | By Susan D

Comment 2: Unfortunately the bridge is more of a bottleneck than the lights at Kensington. Trying to do too many things for too many people in too small a space. This is why I've been pushing for the alternate of a greenfield crossing at Shaganappi/Sarcee and remove a portion of the traffic from the equation (examples include: straight thru traffic, Bow WB/cross bridge/Memorial WB, Memorial WB/Crow SB (to get further SW).

If one watches the traffic and the lights, one sees that in the afternoon the pinchpoints are the bridge itself and the 2 lane section under 16th where the backup runs as far south as Kensington and would exist if the lights were there or not. In the morning, the primary back-up is from the north is the two lane section under 16th and over University.

As we see all the time on Deerfoot crawl, the accordion is caused by many factors, not just lights. In fact, many cities use lights to stage traffic at on ramps. I must admit, traffic simulation



must be both interesting and frustrating at the same time.

The other problem with Crowchild is that it is a deadend freeway to the south. Opening capacity on Crow will just make the existing bottleneck at the Glenmore/Crowchild interchange worse. The Shaganappi/Sarcee option allows for a straight run from Stoney north side to Stoney south side. The only other road that does this in Calgary is Deerfoot. | By Don E

Comment 3: 24 Ave. NW to Memorial needs to be elevated, the rest is already a freeway and only needs optimizations. | By Chris P

Comment 4: I envision that the upper portion would be a straight through road with no access to the lower streets whatsoever. It would pick up somewhere around 17th or Bow trail and would carry traffic through to 16th, McMahon, or further, with no access to the lower section at all. An expressway in a sense. Could be tolled...

I would also envision that the lower portion would be used for local/business/shopping traffic only | By Greg M

Comment 5: Thanks for your idea - You mentioned that one of the impacts would be restricted access in the Kensington Rd/5th Avenue area. Are there other impacts that might be important to note? Do you envision access across Crowchild to be provided at both levels? | By Crowchild Trail S

Idea Title: Building roads to cure congestion is an exercise in futility.

Idea Detail: Let's concentrate on building a city that requires less driving. Increasing the motor vehicle capacity on Crowchild will result in induced demand. High speed roadways beget sprawl beget congestion. By adding car capacity we are chasing our tail. How about dense, walkable neighbourhoods instead?

Cutting off access at 5th and Kensington only promotes vehicle use and discourages active transportation.

Idea Author: Dale H

Number of Stars 35

Number of Comments 2

Comment 1: The book Happy City by Charles Montgomery was brilliant in explaining this concept. | By Don E



Comment 2: I know, this has been proven long ago, but sigh, some places still haven't learned.

| By Kye K

Idea Title: Lanes and interchanges

Idea Detail: We need at least 10 lanes across the river and the traffic must be free flowing with interchanges, NOT intersections.

Idea Author: Lynden G

Number of Stars 35

Number of Comments 4

Comment 1: Simple fluid mechanics...if there are no traffic lights, lane requirements reduce by almost 50%. So probably won't ever need more than 6 lanes. | By Chris P

Comment 2: Thanks for your idea - you mentioned adding interchanges along Crowchild Trail to help make it free flow. Which intersections would be important to redesign as interchanges? Are you thinking pedestrians would be accommodated on the interchange structure or in another way? | By Crowchild Trail S

Comment 3: Agree with added lanes across the river - 10 lanes is not unrealistic. A major university, polytechnical school and hospitals are on the north side of the river. Crowchild moves a lot of people daily. There have been no major improvements, i.e. widening of Crowchild Trail since the 1970's - population has increased significantly. | By Dianne P

Comment 4: ..and in a few years we will need at least 20 lanes. Not a realistic solution. | By Kim J

Idea Title: More lanes flow through bottleneck

Idea Detail: The number of lanes entering the bridge is 3 from the north and 3 from the south. But only 1 of those lanes can get you all the way across the bridge. Causing slowdowns from the need to merge all into 1 lane, or just general confusion. I'd like to see that if 3 lanes get you on the bridge, those same 3 lanes can get you through or off the bridge.

Idea Author: Trevor W

Number of Stars 35



Number of Comments 1

Address: Crowchild Trl NW T2N, Canada

Comment 1: More lanes will just make traffic worse. | By Matthew B

Idea Title: Idea we've heard: Allow double left turns from Crowchild Trail / Richmond Road to 17 Avenue

Idea Detail: Benefits: Improves traffic flow from Crowchild Trail to Richmond Road/17 Avenue, and east-west along 17 Avenue SW.

Impacts: Could reduce capacity for right-turning vehicles if lanes are blocked by left-turning vehicles.

Constraints: Stacking distance on Crowchild Trail off-ramp.

Trade-offs: Improved traffic flow from Crowchild to Richmond Road and 17 Ave vs. potential blocking of right-turning vehicles.

Idea Author: Crowchild Trail S

Number of Stars 32

Number of Comments 5

Address: 1624 Summit St SW T3C, Canada

Comment 1: Perhaps a good short term fix but long term a better solution might be a new interchange at 26th avenue SW and Crowchild and removing the lights at Richmond road and the hospital (ie close the 17th avenue interchange to Crowchild. | By Darren G

Comment 2: Thanks, it does. | By Don E

Comment 3: Leanne, Don - we think the intent of this suggestion was to allow for dual turns at the existing traffic lights on Richmond Road, for example at this streetview location where only a single left turn is allowed. A discussion at one of the workshops had considered this, with the intent that it is a short-term solution that could be done to improve traffic flow with little cost or impact:

<https://goo.gl/maps/cGZYXAAScir>



Hopefully that helps provide additional information? If so, we would welcome any further feedback you have on possible benefits, impacts, constraints or trade-offs.

| By Crowchild Trail S

Comment 4: Agreed, I don't follow this one | By Don E

Comment 5: This makes no sense... | By Leanne E

Idea Title: Twin Bow River Bridge

Idea Detail: Bow River bridge crossing needs to be twinned with supporting systems interchanges at Memorial Drive and Bow Trail

Idea Author: Tim K

Number of Stars 31

Number of Comments 1

Address: Crowchild Trl NW T2N, Canada

Comment 1: A greenfield shaganappi/sarcee crossing would cause far less chaos on either side of the bridge with more working space to build an incrementally launched bridge (thereby reducing waterway impacts similar to how the Stoney bridge was done at Bowness Park or the Park bridge east of Golden). | By Don E

Idea Title: Interchange at Kensington road, remove traffic lights at 5th ave

Idea Detail: Build an interchange at Kensington road and then during rush hour (am and pm) turn off the lights at 5th avenue. Crow child having a green light, no left turns for any direction, much like the city has done on MacLeod Trail and Fraser gate

Idea Author: John D

Number of Stars 30

Number of Comments 3

Comment 1: fixing the NB crow to EB 16th would eliminate some of the Crow to 5th to 19th &



10th to 16th Ave EB .. 10th with the bridge will always be busy getting out of DTown. Fixing NB 14th to EB Memorial access would help as this is often a route from EB Bow via 10th Ave to NB14th to avoid Crow | By Sal L

Comment 2: One of the most dysfunctional intersections in the city is Kensington and 10th St. Taking traffic of 5th Avenue and putting it on Kensington will only worsen a very congested intersection, not to mention the additional travel it would force on those trying to access West Hillhurst. | By Byron M

Comment 3: Thanks for your idea John. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? One that comes to mind that we have heard at the workshops is the possible impacts on community access for West Hillhurst. Your input is welcome. | By Crowchild Trail S

Idea Title: Add a Diamond Interchange at 5th.

Idea Detail: Diamond interchanges allow the main road free flow, while having all the stops on the minor road. They take up less room than a full interchange, and maintain access without compromising the main thoroughfare. Wiki diamond interchange for more information.

Idea Author: Robin L

Number of Stars 30

Number of Comments 6

Comment 1: I know Calgary traffic engineers like massive earthworks for ramps which make interchanges have large footprints and lowering Crowchild is not feasible because of the flood risk. Why not just have a 6 lane bridge carry Crowchild over 5th similar to Glenmore and Centre St. S? | By Kyle O

Comment 2: The original Crowchild plan had a diamond interchange here and that was rejected because of how much space it would take up. | By Alex P

Comment 3: Thanks. The ideal situation (working space aside) would be to lower Crowchild at a GE5. Given the criticality of this skeletal road with no alternate (eggs/basket), this could not be done given the risk of floodout unless done as a massive bathtub (\$\$\$). Unfortunately, it doesn't address the challenges of the Bow River bridge | By Don E

Comment 4: Thanks for your input Don, it highlights well some of the potential constraints and impacts of an interchange. Although ramps can fit within relatively compact spaces, one of the



other factors that can contribute to some of the impacts you note would be the elevation difference between the two roadways. For example, if 5 Avenue were to go over Crowchild Trail, a portion of 5 Avenue on both sides would need to be raised to get over the bridge. Alternately, if Crowchild were to be raised or depressed, 5 Avenue could remain closer to its existing elevation. | By Crowchild Trail S

Comment 5: Nope. Approximately 1/2 block would need to be removed to allow working space to build the intersection and provide ramp length on 5th. Once done, it would fit (if you include the Esso, Carwash, Carrington's parking lot and the back alley of those houses on 24a street). The GTP house on 5th would need to move east. Carrington and the office building across 5th would loose their access. | By Don E

Comment 6: Do you think there is physically space for one? | By Alex M

Idea Title: Strive to improve pedestrian and cycling passage in any change

Idea Detail: At present there are two level crossings over the railway, proximal to the fabulous Crowchild pedestrian bridge, and connecting to the Bow River pathway system coming in to town from the south. As changes are contemplated to make life easier for motorists, seek to use any required infrastructure changes to "piggy back" improvements in walking and cycling access/routes.

Idea Author: Gordon C

Number of Stars 30

Number of Comments 4

Comment 1: Oh, and at present there is one more embryonic but direct bike/walk path along the inside of the sound barrier wall on the east side of Crowchild. It comes south from Glenmore Trail with numerous obstacles, (including the Centennial Arena, the Museum of the Regiments, and Master's Academy, and perhaps now the new Flander's fly over when that's completed...we'll see) but at present you can't get south of about 20th Ave SW on this route. If Crowchild is to be reconfigured, perhaps there is an opportunity to extend the pedestrian/cycle access along the sound barrier past the Hospital Helipad, and all the way down to the west end of 11th and 12th Ave's, and then hook on to the existing level crossing at the west end of 10th Ave SW ? I apologise to the larger community about being a bit out of scope with respect to Crowchild traffic flow, but there are numerous bike routes into town from the south, many which can be unwittingly destroyed or conscientiously improved if the folks planning the new infrastructure are aware of these routes existence. If major road changes are contemplated, designers may have the opportunity to add separated bike/walkway offering even better, safer, and more direct access to Bow River Trail/down town access than has existed. I agree with



Linda, that separating bikes and cars is a better solution than on road bike lanes.....having been run over twice in the last 20 years. | By Gordon C

Comment 2: Pedestrian and Cycle traffic should be SEPARATE from Vehicle traffic. We need a route for vehicles to travel at 60 to 80 km because of the SIZE of the City. The Two do not mix. Perhaps Parallel routes would be safer for all involved. | By Linda W

Comment 3: I can think of this in at least two ways:

1). If some sort of major "new Crowchild" is being constructed, add cycling and pedestrian pathways along one side, or hanging underneath it. The recent new pathway along the north side of Glenmore between 14st and Chinook Centre is a beautiful example of how to do this correctly during a major roadway upgrade.

2). If the idea/question is to protect and perhaps incrementally improve EXISTING access from the south to Bow River pathway, this is done either:

A). Crossing 17th at the excellent pedestrian crossing at 19th St, then down through Scarburro exiting on 18thSt to 12th Ave. It would be bike and pedestrian friendly to provide a dedicated bike/walk way from the exit of Scarburro to the level crossing under the Bow Trail by 19th St. Perhaps a 2way short bike way along 11th Ave between 18th and 19th St, and some modifications to the crosswalk at 10th Ave and 19thSt would be helpful. A pedestrian cross walk with flashers underneath the Bow Trail to cross Pumphouse Ave. would be useful at 6:30 weekday mornings when lots of motorists are using westbound Pumphouse to access the 5th Ave bypass, and have difficulty seeing cyclists between the cement poles holding up the overlying Bow Trail.

B). From the west side of Crowchild, access to the Bow River pathway is over the pedestrian flyover just south of 23rd Ave, then along the sidewalk/pathway by the sound barrier, to 24th ST. Getting to 17th Ave on 24th st by Tacumsa is difficult, and generally requires some sidewalk riding for a block or so. Once across 17th. The alley way west of 24th St is the best access to the super red pedestrian bridge over Bow Trail..that alleyway could be paved and marked? The pathway from the south end of 24th by Sovereign Cres. down to the Bow /level Crossing could benefit from ice mitigation in winter/spring, perhaps curbs to deflect melt water from creating black ice on the pathway?

Sorry you asked? just a few ideas from wish list | By Gordon C

Comment 4: Thanks for your idea Gordon. Improving pedestrian / cyclist access along Crowchild is one of the goals of the study, including the Bow River area you mention. Are there specific ideas or challenges you have in using pathways in the areas that you could add to the discussion? | By Crowchild Trail S



Idea Title: Depress Crowchild between University Drive and 24 Avenue

Idea Detail: Consider lowering Crowchild between University Drive and 24 Avenue. It would be free flow. It would allow for more connected streets, via smaller roadway bridges, between Banff Trail shops and amenities and McMahon Stadium / U of C. This could spur development through the area and create a less isolated commercial area (current Banff Trail area). It also makes for better street / pedestrians connections. No long ramps to go up and down, but just regular street bridges.

Portland did this with their 405 freeway. Check out the streetview in Google Maps:
<https://goo.gl/maps/4yj8bqPNGU72>.

SW Morrison St at SW 13th. Looking west across the bridge. They even put their LRT along the street. Looking at streetview you'd never even know there was a major freeway below the bridge.

Idea Author: Nicole J

Number of Stars 28

Number of Comments 2

Address: 2420 24 St NW T2M, Canada

Comment 1: Eliminate all lights from 24th Ave on through to downtown. Remove the blue apartments at the University Drive overpass and widen road to 3 lanes. Right now Crowchild goes from 3 lanes to 2 lanes back to 3 lanes. It's an unnecessary bottleneck. | By Vince L

Comment 2: More complicated than a quick win, this fits nicely with McMahon (depending on its future ?) and provides much better access to the Banff Trail TOD redevelopment | By Don E

Idea Title: Remove lights @ 5th Ave. E/W Flyover Overpass @ Kensington

Idea Detail: Limited East/West access from Crow. Leave Right on and Right off only in exit lanes. No Cross road. Community does not want the road, guess they do not need access.

Idea Author: Bruce C

Number of Stars 28



Number of Comments 1

Comment 1: Thanks for your idea Bruce. Are you able to elaborate on the community discussion you mention? Any additional suggestions you have about the potential benefits, impacts or trade-offs would be welcome. | By Crowchild Trail S

Idea Title: Crowchild Greenway from W. Hillhurst to 24 Av NW

Idea Detail: Tunneling Crowchild from W Hillhurst through to 24 Av NW would develop a Greenway above Crowchild joining communities that have previously been severed by the roadway. A greenway / tunnel would provide the following benefits:

- Eliminate stop lights on Crowchild
- Reduce noise and light pollution to surrounding communities from Crowchild
- Allow vastly better utilization of shared resources between communities which are presently severed by Crowchild (St Andrews/Briar Hill/Banff Tr/University Hts
- Provide pedestrian and bicycle traffic to safely cross over Crowchild
- Improve utilization of green space or actually increase green space after construction of tunnel
- Provide space for shops and amenities above a Crowchild greenway

Please view attached images.

Thanks!

Idea Author: Sano S

Number of Stars 27

Number of Comments 2

Comment 1: As much as I would love to see this, lowering Crowchild would not work here. Although possible to construct, having the only real crossing of the river on the west side of the city at increased risk of floodout is poor risk management indeed. The footprint would also require at least a 1/2 block of home removals to provide space for lanes and ramps to connect the cross roads with Crow. Glenmore between Macleod and Elbow with a roof over it is a good proxy. | By Don E

Comment 2: Not practical with grades and groundwater - very expensive. | By chuck B

Idea Title: Combine the interchange for 16 av, Crowchild and University dr

Idea Detail: Combine three interchanges into one to improve space efficiency, reduce wasted resources and keep the interchanges further away from residential areas



Idea Author: Sano S

Number of Stars 27

Number of Comments 1

Comment 1: Personally, there will never be enough population up University drive to justify a dedicated 2 lane off ramp. University Dr should end at 16. Access to the University and the west side of McMahon via 16th and 24th. The most significant reason I can see is shorted access to the Childrens hospital, although cleaning up 24th and/or adding a Shaganappi/Sarcee bridge would go a long ways to provide ambulances with useful alternatives. | By Don E

Idea Title: Acquisition of Suncourt Place

Idea Detail: Suncourt Place is an apartment block at 1340 University Drive NW. Parts of the building are now a few feet from CrowchildTrail and presumably it will ultimately have to be demolished for widening. The City should begin the process NOW while property values are moderate or depressed.. Also they should act now because there could be a long legal battle re a compulsory purchase which could delay construction in the future

Idea Author: David B

Number of Stars 27

Number of Comments 4

Address: 1398 University Dr NW T2N, Canada

Comment 1: I'm only suggesting one lane be added southbound and that the third lane northbound be carried through rather than exiting onto University Dr. The whole road should/could be moved west and rebuilt through the current Suncourt Place->16th/University Dr. interchange ->McMahon parking lot at the same time lowering it further into the University Dr. "valley". The result would be that houses fronting onto 24th St could again have a view rather than be facing a wall and resold at a profit. | By Kyle O

Comment 2: The more lanes added to Crowchild, the less any property adjacent Crowchild is worth. This investment would be a money losing proposition. | By Don E

Comment 3: If the city could acquire it while the market is down, then it would be possible to



build a new Crowchild alignment through Suncourt place and the McMahon parking lot. To offset to cost of buying Suncourt, the city could also buy several of the houses East of the "wall" on 24th St between Sumac Rd and 16th as "investments", not to demolish, but to resell for a profit once Crowchild and the wall are moved west. | By Kyle O

Comment 4: Absolutely. Necessary to move the bridge and widen NB and SB to 3 lanes each. | By Don E

Idea Title: Look to modern urban design principles: cars should not be #1

Idea Detail: Although there are many factors to consider, respecting these neighbourhoods is the most important. We have plenty of effort and expense put into highways for the users who desire high speeds at the expense of character and sustainability. Those who desire to travel vast distances by car should be pointed towards suburban roads that don't need to slow down to inner city speeds. Calgary is already a very car-dependent city and the expansion of highways only increases that downward spiral. Promoting increased automobile use through the inner city is a step backwards in everything that we have learned about urban planning.

Idea Author: Dale H

Number of Stars 26

Number of Comments 7

Comment 1: Does anyone really have to use Crowchild to get groceries when a grocery is likely within walking distance of home? | By Norm B

Comment 2: This Artery has serious clogging due to willful neglect. It needs to be widened and liberated. Remove the lites and expand. Groceries don't get home without roads. | By Bruce C

Comment 3: Crowchild Trail is a Major Traffic Route. The City is wide spread and you need ways to get around without speeding through residential areas. Bike traffic on Crowchild was Never planned for. Bike routes should be within the Communities. And cyclists should use designated lanes rather than other traffic lanes / or face fines. | By Linda W

Comment 4: Thanks for your idea Dale. Are there specific changes you would like to see to Crowchild Trail because of this, or is it intended to mean a "no build" option to leave it as-is? | By Crowchild Trail S

Comment 5: I don't this this is what Dale is saying at all, he didn't mention bikes at all. Happy City by Charles Montgomery is a marvelous read on the subject and should be required



reading for any urban planner. | By Don E

Comment 6: What would a cyclist do when the lane doesn't go to the appropriate place.
| By Norm B

Comment 7: Bike users do not always use the bike lanes. IT SHOULD BE MANDITORY for CYCLISTS to use the lanes provided at GREAT EXPENSE! | By Linda W

Idea Title: High Occupancy/Transit Only Express Lane

Idea Detail: Express Lane during peak times for buses, car pooling.

Idea Author: Spencer B

Number of Stars 26

Number of Comments 2

Comment 1: Please learn from ON, HOV doesn't work. ...but tolls might! | By Chris P

Comment 2: Would work if there was actually more than one through lane | By Don E

Idea Title: Eliminate Lights, minimal additional construction

Idea Detail: Remove lights at 24th ave NW, make it right turn only from crowchild north and south onto 24th ave. Overpass is already present at charleswood dr and 16th ave NW. Revised signaling for the charleswood overpass and minimal revisions. Remove lights and make right turn only similarly at 5th ave and kensington road. Possible overpass at kensington road if traffic flow requires it, however just a simple overpass with a traffic circle on each end similar to what was done on Glenmore and 37th st SW.

Provide traffic flow directions and numbers to the general populace showing traffic patterns and numbers so a proper evaluation may be done as to which intersections and flow paths are critical.

Idea Author: Kyle L

Number of Stars 26

Number of Comments 3



Comment 1: Eliminate all the lights from bridge north to 24th....no left hand turns permitted. Create U-Turn lanes instead. This allows traffic to turn onto crowchild, lane change over and then do Uturn to merge with either N or S bond traffic depending on which way you are going |
By Michael L

Comment 2: An interesting idea, but i think it would excessively disconnect the University from the adjacent residential communities, where many students and faculty live. Perhaps a simple two-lane bridge with bike lanes and sidewalk in addition to your right turn-only suggestion would work best, as no traffic lights would be required, nor a huge interchange. | By James M

Comment 3: Thanks for your input Kyle. Information about traffic flows can be found on the study webpage (direct link is provided below, or go to Calgary.ca/Crowchild under "Project Library"). The page includes links to current and historic traffic flows on Crowchild Trail and City-wide. Which includes links to City-wide traffic flow maps by year. Hopefully this provides the information you are looking for?

<http://www.calgary.ca/Transportation/TP/Pages/Projects/Current-Planning-Projects/crowchild-trail-study/Crowchild-Study-Issues-Today.aspx> | By Crowchild Trail S

Idea Title: Interchange @ 24 Ave NW and Memorial Drive: Elevated Freeway

Idea Detail: Crowchild begins to elevate (6 lanes) starting just south of University C-train station. Interchange/intersection at 24 Ave NW under elevated freeway. Freeway remains elevated and uninterrupted (6 lanes) to Memorial Drive where it interchanges (turn-pike) with elevated Crowchild. Blend elevated freeway into river bridges and continue south. Re-route pedestrian routes under new elevated lanes (safer and provides shelter).

As someone who drives Crowchild to Memorial daily, take all the vehicles who access 24 Ave NW, 16 Ave NW, 5 Ave NW and Kensington (plus all the random side streets, etc.) off the only main N-S thoroughfare on the west side of downtown. And remove all lights associated with these intersections from the Crowchild Trail Freeway.

...time to bite the horrible city (planning) bullet this city is known for. (in brackets because typically the planning element is missing) ...yes, this is basically the DVP/Lakeshore solution from Toronto...

Idea Author: Chris P

Number of Stars 26

Number of Comments 1



Address: 2624 Capitol Hill Cres NW T2M, Canada

Comment 1: Toronto is not known for their good choices in highway planning. This would create far more problems than it would solve. | By Alex P

Idea Title: New Interchange at 26th Avenue and Crowchild

Idea Detail: Move the interchange from 17th Ave and Crowchild to 26th avenue, Richmond Road and Crowchild. Seems to be land for this with minimal property acquisition.

This would allow for a longer merge lane and room for traffic to properly weave as to heading north over the river or downtown on bow trail. Would eliminate the congestion at Richmond Road and 17th ave which is at capacity. Would reduce traffic cutting through Richmond/Bankview north of 26th avenue on 20th street and improve access for Killarney and South Calgary residents while relieving some pressure on the 33rd avenue interchange? Provide better access from 14th street and 37th avenue to Crowchild as 26th avenue is already a main connector.

Idea Author: Darren G

Number of Stars 26

Number of Comments 1

Comment 1: The placement of an interchange in this location would be putting a busy access point nearly in the playground of an already busy school zone and would require removal of the Richmond community buildings and facilities. If it were built as a replacement for the 17th interchange, It likely would create more traffic cutting through neighbourhoods to get to 17th Ave. Ideally, the Crowchild study would have also included 33rd Ave 17th Ave and 26th Ave are rather inter-related. It might make sense though to have a NB on-ramp at 26th Ave SW to eliminate some of the merging/basket-weaving problems at 17th if pedestrian safety was addressed as well. | By Donna D

Idea Title: NB: Add extra lane north of 17th / make 2 lanes exit onto Bow Tr. East into the downtown core

Idea Detail: This is for Northbound Crowchild.

Add an extra lane by taking some of the curb/grass and widen crowchild trail. This is possible and should be considered before huge money is spent now to avoid spending it again. Severe congestion happens northbound just around 17 Ave exit. By adding an extra lane, more traffic can get through into the core. This may ease the bottleneck of people who use the Bow Trail exit lane till the last few meters and then merge onto northbound Crowchild (thus



blocking those who are already in the exit from proceeding legally - while others use the shoulder/ bus lane to pass)

Idea Author: safi D

Number of Stars 26

Number of Comments 0

Address: 1445 24 St SW T3C, Canada

Idea Title: Second Bridge over Bow River

Idea Detail: Twin the existing Crowchild Bridge. The extra bridge could accomodate dedicated transit lanes and maybe cycle lanes as well. This concept would also require a complete revamp of the Memorial and Bow trail interchanges and Kensington intersection. The confusing Bow Trail-Crowchild Trail interchange and 12 ave access can finally be improved. Clearly this is a long term and costly concept but would vastly improve the free flow of traffic on Crowchild plus improve access to downtown and the proposed "Wesy Village". On the downside, aprat from the cost this idea would require the expropriation of lands near the Kensington/Crowchild interchange.

Idea Author: Phil M

Number of Stars 26

Number of Comments 0

Address: Crowchild Trl NW T2N, Canada

Idea Title: Interchange @ Memorial & 24 Ave NW: Elevated Freeway

Idea Detail: Crowchild begins to elevate (6 lanes) starting just south of University C-train station. Interchange/intersection at 24 Ave NW under elevated freeway. Freeway remains elevated and uninterrupted (6 lanes) to Memorial Drive where it interchanges (turn-pike) with elevated Crowchild. Blend elevated freeway into river bridges and continue south. Re-route pedestrian routes under new elevated lanes (safer and provides shelter).

As someone who drives Crowchild to Memorial daily, take all the vehicles who access 24 Ave NW, 16 Ave NW, 5 Ave NW and Kennsington (plus all the random side streets, etc.) off the only main N-S thoroughfare on the west side of downtown. And remove all lights associated



with these intersections from the Crowchild Trail Freeway.

...time to bite the horrible city (planning) bullet this city is known for. (in brackets because typically the planning element is missing) ...yes, this is basically the DVP/Lakeshore solution from Toronto...

Idea Author: Chris P

Number of Stars 25

Number of Comments 5

Address: Crowchild Trl NW T2N, Canada

Comment 1: I can't understand why we would want to repeat the same mistakes made in Toronto when we can learn from them instead. | By Alex P

Comment 2: Daniel, this is where the alternate option of connecting Shaganappi to Sarcee comes from. We can add 2 lanes each way plus an LRT ROW for far less money than turning the 5th to Bow Trail upside down. And then, when there is a bad accident on the bridge like happens on a regular basis (or a stall for that matter), the west side of the city doesn't come to a grinding screeching halt. And this certainly doesn't preclude debottlenecking Crowchild. | By Don E

Comment 3: 100% agree with the idea of building a through route from 24th Ave straight down across the river. During rush hour, most commuters are not trying to enter the communities but are driving south to Glenmore Trail and beyond. Separate the local traffic from the through traffic and we have much less of a congestion issue, plus we gain a free-flowing route to the NW.

Additional suggestion to implement a roundabout interchange instead of the traditional diamond interchange at the current intersections at Kensington, 5th, and 24th. | By Daniel H

Comment 4: Alleviating congestion as a result of traffic signals is a must along this stretch. An elevated Crow expressway will allow through traffic to bypass the multiple intersections currently choking traffic. This stretch from south of University Station/McMahon to Memorial could serve as an 'express' lane, similar to those used along the 401 in Toronto. The existing Crow roadway could remain to serve as a 'collector' route for local residents and business owners. | By Matt A

Comment 5: Unfortunately we would be building a viaduct when other major cities are ripping them out. Step 1 is get more lanes across the river either a Crowchild or elsewhere (as I've



suggested elsewhere on this forum) and eliminate the weaves.

The 2012 plan can address the area north of 5th Ave. I could live with a flyover at 5th. Unfortunately, a viaduct would just pile traffic up at the bridge. | By Don E

Idea Title: Spend as little money as possible.

Idea Detail: My family is slowly being crushed under never ending annual property tax increases. We would appreciate it if the city could spend as little as possible on this and every other project in the city of Calgary this year so that we have enough money to buy food.

Idea Author: kurtis E

Number of Stars 24

Number of Comments 9

Comment 1: Or how about a \$400 million hole in the ground that won't really be needed for 20 + years. <2 clicks South from Country Hills Blvd. That should have gone towards Crow. | By Bruce C

Comment 2: Agree with kurtis e. (at least) on the public art and cycle-track...unfortunately there is no foresight or thought on public transit projects...and I fear Crowchild will be no different. (I predict the city decides to demo Crowchild and turn it into a park...because that makes the most sense...clearly.) | By Chris P

Comment 3: I've lived all over the world and the traffic/roads in Calgary are much better than the vast majority of large cities I have driven in. The issue in Calgary is not and has never been a lack of money spent on infrastructure. The traffic issues in Calgary are largely a result of money that should be spent on public transportation being spent instead on ridiculous, over priced public "art" or multi million dollar bike lanes that will be empty half the year. The City doesn't need to spend more money, they just need to spend the money they have more effectively. | By kurtis E

Comment 4: Thanks for your idea Kurtis - One of the many options that we will be looking at in detail is the "do nothing" option. We will be looking at what the impacts of that might be and will consider that option against the goals we came up with in Phase 2. | By Crowchild Trail S

Comment 5: Agree with Dianne. We need to spend money on this else it is just going to get worse. Calgary is a huge city with a lot of people but terrible infrastructure on our roads. if we don't spend money here they will spend it else where when the money could actually be really



effective here. | By Megan W

Comment 6: Spending as little as possible over the past 40 years has got the City into this current situation and thus the need to improve roads and spend money. Either spend it now or later, we are long overdue. We are at one million plus population with little capacity to move traffic. Take a look at cities similar to Calgary, e.g. Minneapolis. MN. with great access to good roads, many 5 lanes wide. We need to focus on moving traffic in this city. | By Dianne P

Comment 7: I agree, Marc C. Let's spend the money on transit instead. | By Kim J

Comment 8: Good point. Add better public transit options rather than high priced road expansion projects. | By Marc C

Comment 9: Best idea I have seen on here so far. | By Chris C

Idea Title: 16th Ave Overpass Rebuild

Idea Detail: 16th Ave overpass should be the hub for the area with lengthy merge lanes and access. This fits in with the idea of eliminating lights along Crowchild and allows access to surrounding communities. Crowchild should be 3 lanes north and south, at minimum.

Idea Author: Linda W

Number of Stars 24

Number of Comments 2

Address: 12766 144 Ave NE T4B, Canada

Comment 1: TRAFFIC hub for the AREA! | By Linda W

Comment 2: While there are significant problems with the 16 Ave overpass with the merge lanes being especially ineffective. A roadway cannot be a hub for a community. "Community hubs" promote gathering and interaction between people and as such are places like community centres and parks. | By Susan D

Idea Title: Construct a hybrid brooklyn bridge so N/S is above/below.

Idea Detail: Construct a bridge above crowchild so it completely covers the problematic existing section of crowchild trail(university to 17th ave), this way north traffic can flow on the bridge and south bound traffic can flow under the bridge, or vice versa. This would open up 4-



6 lanes for both north/south traffic in either direction. Utilize texas style on/off ramps(without lights) to allow traffic to flow on to other major arteries like 16th ave, 32nd, and memorial. Utilize similar construction as the SW c-train elevated rail line for on/off ramps to minimize footprint. Traffic under the bridge can flow without restriction to existing roadways. Our city is now similar to major american metropolitan cities. It's time to build up and have major on off ramps that come off of crowchild. Build it once the right way. I think columns on either side and up the middle of the existing crowchild trail with I-beams running across crowchild would reduce the construction footprint without sacrificing lanes.

Idea Author: cheyne L

Number of Stars 23

Number of Comments 9

Comment 1: I agree with Don on all points. While there are changes that could be made that ease current traffic problems along Crowchild between 24 ave N and 17 ave S it should not be expected that Crowchild would be the only way to move North-South from the NW to the SW. | By Susan D

Comment 2: It all comes down to the conflict between suburbia wanting to get somewhere fast and the adjacent communities wanting to limit impact | By Don E

Comment 3: The problem lay with the objectives of the study ... they are too constrained | By Don E

Comment 4: A greenfield crossing connecting Shaganappi would be far more cost effective for the same lane count, add a crossing for a west ring LRT, fix Bow Trail/Sarcee lights with an interchange, provide a quicker route to hospitals (ACH in particular) and be the only road west of Deerfoot that would actually connect from the north ring road to the south ring road. Crowchild cannot do this. | By Don E

Comment 5: This is clearly the best and most logical solution because it a) meets the objectives of this study, b) actually fixes the problem and not symptoms, c) is progressive and innovative. Unfortunately we will have to deal with regressive thinking (JC)...at least until the next flood... | By Chris P

Comment 6: This is a horrible and totally insensitive idea. Would completely destroy neighboring communities as follows - #1 noise pollution - already a problem with current roadway configuration - would be 10x worse with a floating highway. #2 eyesore - let's not make our communities look like LA suburbs designed in the 80's. It's 2015 already!



If you live offsetting this area, be sure to add your opposition to this comment/type of regressive thinking. | By Jason C

Comment 7: This is a horrible and totally insensitive idea. Would completely destroy neighboring communities as follows - #1 noise pollution - already a problem with current roadway configuration - would be 10x worse with a floating highway. #2 eyesore - let's not make our communities look like LA suburbs designed in the 80's. It's 2015 already!

If you live offsetting this area, be sure to add your opposition to this comment/type of regressive thinking. | By Jason C

Comment 8: Agree with Don E. | By Kristine F

Comment 9: Connecting Shaganappi to Sarcee to offload Crowchild would be far, far simpler and can be done without causing chaos on the one and only meaningful crossing west of 14th Street. | By Don E

Idea Title: No Traffic lights.

Idea Detail: Remove all traffic lights from Crowchild Trail completely.

Idea Author: Paul K

Number of Stars 22

Number of Comments 0

Address: 2439 Westmount Rd NW T2N, Canada

Idea Title: No Left Turns on Crowchild Trail-- only right on and right off

Idea Detail: The cheapest way to get traffic moving is an overpass at 24 AVE NW that is already planned, and no left turns onto or off of Crowchild Trail between 17 Ave SW and 24 Ave NW. This removes all of the lights. Triangle barriers would be installed in places like Kensington (for example) so that traffic can enter and exit via right hand turns. This is the quickest and cheapest way to get rid of the lights!

Idea Author: Leanne E

Number of Stars 21



Number of Comments 1

Comment 1: Kensington is a primary bus route (#1/#305) and Kensington/Crowchild is a primary interconnect point (#72/#73 circle route). A flyover would be required since "crossing the corridor" is a key consideration. Further how does anyone go the other direction. We can add lights at Memorial and 19th St and Kensington and Memorial to allow the extra traffic to get on/off Memorial. a much better ramp onto Crowchild from EB Kensington is required but the short weave between the Kensington onramp and the Memorial offramp results in what must be near daily collisions in this area.

The urban boulevard that is 16th (since when is the TransCanada Highway an "urban boulevard" anyways) would require an interchange.

I really believe that the Kensington / 5th Ave lights aren't the true bottleneck but rather the 24th lights, the 2 lane section up and down the hill and the bridge itself (too many weaves in too small a space). | By Don E

Idea Title: Reduce number of roads accessing Crowchild

Idea Detail: There is not enough space to have access from 17th, bow, memorial, Kensington, 5th NW and 24th. Particularly at the river, reduce the number of connections to make smoother flow with less disruption to the surrounding/established communities.

Idea Author: Michael M

Number of Stars 21

Number of Comments 3

Address: Crowchild Trl NW T3C, Canada

Comment 1: Thanks for your input Kye. Just so we're sure, are you suggesting that you would like to see 5 Avenue closed off at Crowchild Trail? | By Crowchild Trail S

Comment 2: Get 5th Ave off commuter traffic. Killing any chance of community here. Would reduce traffic, allow for safe access from kids. Get major amounts of traffic away from Queen E school. | By Kye K

Comment 3: Thanks for your idea Michael. Are there specific locations you have in mind to modify or remove access, and thoughts about the possible benefits / trade-offs at those locations? | By Crowchild Trail S



Idea Title: Double Deck the Crowchild Trail crossing over Bow River

Idea Detail: My suggestion for the Crowchild Trail crossing over Bow River is to construct a double deck bridge system. It should have a less area impact than adding another bridge adjacent to the current bridge because it won't affect the area besides the bridge as much. The Double Deck system can offer a northbound on one deck and a southbound on the other deck. Given the same width, it can double the capacity using the same area of space crossing the river. Double Deck system is used in many big cities and I think it is something to be considered.

Idea Author: Lawrence Y

Number of Stars 21

Number of Comments 1

Comment 1: The biggest challenge with double decking is the need to shut-off the lower lanes for significant periods of time while major activities are underway, such as installing the new piers in the river, the pier caps, the addition of the beams and the deck. Envision closing Crowchild for days, weeks or months at a time so work can be done safely. Double decker bridges or viaducts are usually built like this from word go.

As I've said repeatedly elsewhere on this forum, the same addition of lanes can be made with no impact on existing traffic, cost significantly less, be done much faster, provide an effective alternative and ultimately provide more versatility... that being connect Sarcee to Shaganappi with a new crossing at Edworthy. | By Don E

Idea Title: Only allow right turns off Crowchild Trail - Kensington to 24th

Idea Detail: Have no stop lights along Crowchild Tr to have a continuous flow of traffic. Drivers would then cross Crowchild at Memorial, 16 Ave and 32 Ave, etc to access PArkdale, University Heights, etc

Idea Author: Joey S

Number of Stars 20

Number of Comments 1

Comment 1: Yes I've said it before but the only solution it to remove the intersections from



24th to Kensington. It was quite silly this morning when I got to Nose Hill on Crowchild where the traffic was backed up to and an hour and ten minutes later I finally reached down town all because these intersections really slow things down in winter conditions. | By Troy C

Idea Title: Temporarily lower speed limit to 50 kph during peak traffic

Idea Detail: Until improvements can be made, lower speed limit to 50 kph during PEAK traffic times to improve overall flow. They do this in Europe and California. Edmonton is doing this on the Whitemud starting this year.

Some benefits include:

- 1) Quick implementation
- 2) Low cost
- 3) Can be undone once the West Ring Road is complete
- 4) Slight reductions in traffic make a big difference in flow (think school vacation days). Slight flow improvements should have the same outcome.

Idea Author: Mark C

Number of Stars 20

Number of Comments 7

Address: 24 St SW T2T, Canada

Comment 1: I don't think the intent of lowering the speed limit is related to the current situation, but to be a part of the design of a new improved Crowchild as a tool to improve throughput. | By Norm B

Comment 2: Agree with Bruce. Most of Crowchild never gets to 50 in Rush Hour... and then you would have the SLOW drivers in the left / fast lane driving at 20 if it was dictated at 50kmh. | By Linda W

Comment 3: Hilarious - most of Crow never gets to 50 kph in Rush hour. Variable speeds would simply lead to more cash contributions to the gov't. I can see the Photo Flashes now. | By Bruce C

Comment 4: The technology exists to have variable speeds according to conditions. Politicians would not have to debate the ideal speed that would get them reelected. Keeping cars moving is better than having them start and stop. At lower speeds more vehicles per hour can be handled by the road. Approaches to the road would also have variable speeds so that smooth



merges can be made even under congested situations. The maximum speed would be defined by the achievable lane width. Lane widths would be somewhat similar to avoid bunching of vehicles. | By Norm B

Comment 5: I don't know if 50 is the answer, but even lowering the speeds to 70 or 60 (depending on where on Crowchild) would be a good idea, for peak usage times. Where Crowchild blends into Glenmore, all the way to at least 14th Street, if not right to Macleod Trail, a reduction to 70 in peak periods would certainly help. There is just way too much traffic trying to move in spaces totally incapable to handle the volume. Elevated intersections have to go! They just add to the slow downs, as exiting traffic gets bogged down at the first light spilling back onto the "expressway". What an incredibly bad idea they are! Permanent electronic signage and much better placement of road signs are required as well to assist drivers to be in proper lanes long before an entrance or exit. | By Byron W

Comment 6: Can't say of this would help but it would be easy to do. Not sure how this would go over though as it is totally contrary to what suburbia is expecting out of the study (apologies for the generalization). | By Don E

Comment 7: I think we have the technology to use variable speed limits according to the current conditions. | By Norm B

Idea Title: Dedicated bus lane can help the modal split & emergency vehicles

Idea Detail: The continuation of a dedicated bus lane north of Bow Trail can help to promote transit use rather than single occupancy vehicles. It can also provide a lane for emergency vehicles.

Idea Author: Dale H

Number of Stars 19

Number of Comments 2

Comment 1: Thanks for your idea Dale, enhancing transit service along Crowchild Trail is one of our project goals and we would welcome any additional thoughts or ideas you have about this, or about the potential benefits, impacts, constraints or trade-offs involved with it. | By Crowchild Trail S

Comment 2: City would need to double or triple bus fleet to actually provide adequate service....and there already is an inefficient C-train line...so likely not an effective solution. | By Chris P



Idea Title: Second tier road from 24th NW to 17th Ave (or Bow Trail)

Idea Detail: I do not think there is room to widen Crowchild Trail between 24th and 17th adequately, especially N of the river, but perhaps it would be conceivable to add a second tier to the road through this space to allow for traffic who does not need to exit in this space. Those who do need to exit, go on the lower tier.

Idea Author: Vicki W

Number of Stars 19

Number of Comments 1

Comment 1: If the intent of this idea is to ease direct through traffic from 17th Ave S through to 24th Ave N, a new crossing connecting Sarcee to Shaganappi through Edworthy would accomplish the same thing for far, far less cost with virtually no disruption to existing traffic while under construction. The expense of brownfield construction can be several times that of greenfield. Is this an expense worth making when a far cheaper option is available? | By Don E

Idea Title: Nobody lives below Crowchild and the Bow, so tunnel below it

Idea Detail: There are people living in all directions around Crowchild and hence there will be objections against expanding in all surface directions. A tunnel below Crowchild would be in the interest of anyone...and one can tunnel easily underneath the river as well. In Europe this is done routinely in densely populated parts of Europe...for very good reasons! Another advantage is in the building phase...Crowchild traffic can continue while constructing the tunnel!

Idea Author: roald B

Number of Stars 18

Number of Comments 7

Comment 1: The challenge of tunneling Crow is the question of from where to where as there are so many high volume cross connectors that a tunnel would have a limited impact on traffic.

It would be very hazardous to put an entrance near Memorial given that in the 2013 flood, NB Crow had river water on it. We cannot afford to have the only meaningful skeletal road west of



downtown at threat of flood. This wouldn't meet a risk management test.

The next point would be south of Bow Trail. Considering the airport tunnel was a simple greenfield 600m cut and cover costing \$300million, tunneling from north of 5th to south of Bow would be ~ 2.4km, through significant development both above and below ground and would cost into the billions. Adding a crossing connecting Shaganappi to Sarcee would accomplish the same thing for far less money. | By Don E

Comment 2: The example in the link below is one example where an entire highway is tunneled underneath a city...

<http://www.a2maastricht.nl/nl/dp/english.aspx> | By roald B

Comment 3: I think the costs may relatively speaking not be that badd, the city does not have to buy up many houses around Crowchild AND I think a very big advantage may be that it is likely possible to construct the tunnel underneath Crowchild and meanwhile the latter can still be used until the new, improved solution is ready. | By roald B

Comment 4: There are tunnels underneath rivers in many places, so there are off the shelf solutions working elsewhere in the world, in case of severe rain big pumps on either entrance of the tunnel would do, or when making the lowest spot under the river a built in sump pumping the water into the river above would do | By Barbara C

Comment 5: what about flood risk? | By Keri B

Comment 6: Great idea. Cost cannot be an argument: apparently the city is willing to spend a lot of money on a tunnel in the middle of nowhere (airport tunnel). Would be a little bit silly not to spend that money in an area that affects 100,000s | By Barbara C

Comment 7: Love the idea. Doubt it will gain traction from the city because of costs, however. That said - some major cities - like Sydney, Australia, for example, have done wonders with tunnelling. | By Chris P

Idea Title: Basketweave at 17th Avenue SW/Crowchild NB

Idea Detail: A major bottleneck in the morning commute is the weave required where 17th Ave traffic enters Crowchild NB and NB Crowchild exits to Bow Trail EB. This creates a very frustrating cue jumping opportunity and a lot of potential vehicle conflicts. The 17th Ave traffic continuing over the river must move from the slow moving right lane into the faster moving left two lanes which is a dangerous situation.

If the exit from NB Crowchild to EB Bow AND 17th Avenue exited near the current 17th Ave exit and then the EB Bow traffic was trenched below the 17th Ave -> Crow NB entrance, this



conflict could be eliminated with relatively minor additional space requirements.

Hopefully this would be in conjunction with some improvement to the NB lane situation over the river.

Idea Author: Jamie W

Number of Stars 18

Number of Comments 4

Address: 1904 Tecumseh Rd SW T2T, Canada

Comment 1: I like this idea. It may have an impact on Sunalta school and there may need to be some acquisition of land, but if it alleviates accidents and streamlines roads at a dangerous portion of that road, it'll be worth it. If done thoughtfully, noise would be reduced and traffic would flow more effectively. | By Dave P

Comment 2: I love this idea, the only thing I have to add is regarding the exit from WB 17th to NB Crowchild. Currently traffic has to wait at a light to make a left turn onto SB Richmond road. This leads to a long wait and traffic queues up. It would be better if the exit was on the right lane (north side of 17th ave) and with an overpass went over the exiting NB crowchild to Bow traffic. | By Kevin L

Comment 3: Thanks for your idea Jamie. Do you have anything to add about what the possible impacts or trade-offs might be for this idea? In particular, the addition of new ramps or bridges in this area would likely require acquisition of property in the area. Your input is welcome. | By Crowchild Trail S

Comment 4: the through traffic residential route via 17th is dangerous -link NB Crow to Bow Trail with in the undeveloped easement area - divert Crow to travel further west traffic at earliest opportunity by fix ing Richmond Rd at the 33rd exit to link to Sarcee. - | By Sal L

Idea Title: New bridge and access to bow trail from crow vice versa.

Idea Detail: Boo

Idea Author: Nov 17 Drop In Session F

Number of Stars 18



Number of Comments 0

Idea Title: Build flyover

Idea Detail: Eliminate access for 24 ave onto Crowchild trail. Reroute this traffic to 16 ave and improve access there with interchange

Idea Author: AL K

Number of Stars 18

Number of Comments 3

Comment 1: Rather than elevating 24 Ave I think Crow should be tunnelled (cut-and-cover) to reduce the number of buildings removed. A full interchange would probably be impossible to fit either way though. | By Alex P

Comment 2: must keep 24th ave but raise it over top and let Crow be free flowing underneath like McKnight at 14th ST. | By Linda E

Comment 3: Retain 24 Ave access to Crow. Elevate 24 Ave over Crow to allow free flow. Diamond approach like 16 and Kensington Avenues. | By Bruce C

Idea Title: Complete redesign of Crowchild between 24th and University Drive

Idea Detail: This concept is way out there but would solve most of the current traffic woes. Improvements to the existing Crowchild right of way is seriously constrained by Foothills Stadium, McMahon Stadium, the apartment complex off University Drive, and the confusing interchange with University Drive. The solution? Remove the above constraints and completely rebuild Crowchild Trail to the west of its existing location. A new interchange at 24th ave would be located to the west of the existing intersection. Finally a proper interchange at 16th ave can be built allowing efficient access from 16th onto north and south-bound Crowchild. With the improved traffic flow a connection to University Drive would no longer be required. Clearly there are big constraints: cost, and the relocation of the football stadium (CalgaryNEXT proposal, anyone?)

Idea Author: Phil M

Number of Stars 18

Number of Comments 1



Address: 1816 24 St NW T2M, Canada

Comment 1: This could be done without removing McMahon. The interchange doesn't need to be that big because 16th isn't free flow on either side (lights at Uxbridge and at Banff Trail here to stay and 16 Ave between 19th and Deerfoot is never going to be a freeway). A small footprint diamond interchange about 150 m west of current Crowchild with a 6 lane new Crowchild running through the McMahon parking lot would be enough. The lost parking can be made up by paving the field south of the stadium. The east half of the University Dr. cloverleaf would have to be removed but would no longer be necessary because NB Crowchild to WB 16th traffic would use the new interchange not University Dr. The land currently inside the NE cloverleaf could also become parking. An added bonus would be less traffic NB on 19th St and WB on 24 Ave trying to travel from WB 16th to NB Crowchild. A restored 24 St could continue to pass under 16th using the existing Crowchild underpass connecting the motel village frontage to the walled 24th St between 14th Ave and 16th Ave. | By Kyle O

Idea Title: Increase traffic speed and raised interchanges all along Crowchild

Idea Detail: low traffic speed specially after memorial to Glen more, is not discharging the traffic to the best capacity of the Trail.

Idea Author: Amir A

Number of Stars 17

Number of Comments 2

Address: 410 Crowchild Trl NW T2N, Canada

Comment 1: Higher traffic speeds does not equate to a faster trip. | By Alex P

Comment 2: This will result in more accidents and increase noise which is a problem. Studies show slower speeds may actually improve the flow during peak periods. Road is not designed for more than 80km/hr. | By Darren G

Idea Title: Use a third lane from memorial dr. exit and extend to the memorial dr incoming on-ramp

Idea Detail: The bridge issue over the Bow is that not only do lanes come and go, everyone is trying to shift left. At the on-ramp to memorial drive, if you were also able to continue this lane (instead of forcing to take memorial), as a separate lane that ran under the bridge (to the right



of the pillar) and joined with the on-ramp to Crowchild from Memorial West, it would help alleviate some of the burden of traffic. There is not as much traffic coming from Memorial to Crowchild as there is on Crowchild itself. This is a "quick-fix" that could be done sooner than later and without terribly disturbing current traffic. And would be easier to implement than a full-scale development project. I see this as temporary until final decisions are made of how to handle the current situation.

Idea Author: Jeff G

Number of Stars 17

Number of Comments 1

Address: Crowchild Trl NW T2N, Canada

Comment 1: This is a simple and easily achievable idea to implement, given the lane already reaches across the river from south to north. Only some work would have to be done to allow this lane to flow through to NB Crowchild. To allow the WB Memorial traffic to flow onto NB Crowchild, just make it a merge lane, and enforce the speed limit so people are actually driving 60 km/h as they approach the lights at Kensington Road. | By Neal B

Idea Title: Slow drivers- move out of the fast lane

Idea Detail: Put signage that directs slow drivers to stay out of the left hand lane.

Idea Author: safi D

Number of Stars 17

Number of Comments 4

Address: 2310 23A St SW T2T, Canada

Comment 1: OK so let's just refer to... "Stay right except to Pass." They have similar 'rules / laws' in other cities & countries... AND if you are found to be "just driving along in the left lane" you are fined BIG \$\$\$\$. Trucks should NOT be allowed in the left lane except to pass. | By Linda W

Comment 2: Within city limits, there is no "fast lane". Many other cities declare the left hand lane as a "through lane", whereas the right hand lanes are "collector" or access and exit lanes only. But, they tend to properly sign them as such. Calgary has to do a much better job in



road signage, not just on Crowchild though. This poor signage contributes a lot to poor traffic flow. Road signage has to be looked at through the eyes of a driver who's never driven a particular roadway before - and without the use of GPS. Obviously, this is not a mindset prevalent in Calgary road design! | By Byron W

Comment 3: There are no "fast lanes" in our city. The culture of people staying in the right except to pass is very clearly not ingrained in Calgary, and is not the fault of the City of Calgary, or its road designs.

The sole reason drivers will be in the left hand lane, especially as they approach the NB Crowchild bridge over the Bow River, is because that is the only lane which allows traffic to continue from south to north and beyond without a lane change. If the lane which exits onto WB Memorial was changed to continue as a NB Crowchild lane, then there would be 2 lanes for drivers to use, and possibly the "slow" drivers would use the right lane, but don't count on it.

You should slow down and be mindful that our city has a diverse style of driving which isn't likely to change anytime soon. | By Neal B

Comment 4: Thanks for your idea Safi. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? Your input is welcome. | By Crowchild Trail S

Idea Title: Elevated Express (Through) Lanes - Retain Existing as Collectors

Idea Detail: Elevated express (through) lanes from south of 17th Ave SW to north of 24 Ave NW would increase capacity mostly within the existing land footprint. Tunnelling would be better (reduced visual and noise impacts) but most likely is not feasible due to technical considerations (ventilation, drainage, water table, river and flood) and the associated costs. The existing roadways would be retained as collectors and for local access. The elevated express lanes would have no accesses with the possible exception of ramps (both direction) between Crowchild North and downtown (via Bow Trail??). These ramps would significantly offload the collector system (existing roadways) between the river and 24 Ave NW.

Idea Author: Robert H

Number of Stars 17

Number of Comments 4

Address: 1903 Tecumseh Rd SW T2T, Canada

Comment 1: I've used it regularly for decades myself. The route I suggest is a curved route



crossing the river just east of the pedestrian bridge going in a tunnel at the hill side and coming out either side of Sarcee and would cross over mowed fields, playgrounds, picnic shelters, railway tracks, linear tree plantings, dog run (up top) and parking lots. This is not natural are by any stretch of the imagination. This option would stay away from Edworthy West, Douglas Fir and Laurie Gardens.

At this point, it is the least of the evils besides doing nothing and doing nothing won't work over the long haul. You presume that this would destroy Edworthy. If you go to the west end of Bowness Park, you can see that the impact has been relatively minor.

The difference between a crossing at Shag/Sarcee vs a viaduct from 17th S to 24th N would pay for many miles of LRT network.

Calgary is actually blessed with large tracts of green space. Yes I do use our many parks regularly, my issue is that we take our green spaces for granted and often abuse them. Dog poo in a plastic bag left in the field doesn't mean we cleaned-up after ourselves. Cigarette butts and garbage dumped, random trails, it goes on. I would love to see Edworthy preserved, just like it would have been nice to see many other areas in the city preserved but, unfortunately, were bulldozed to make suburbs. (I'm in my 40s and I grew up in suburbia NW Calgary)

Believe me, I don't make the suggestion of a new crossing and the impact on the park lightly but in the greater view, this is the least damaging of all the scenarios.

We have an opportunity to provide a low cost solution to a ugly problem. I would rather take the cost savings and put it into the Green Line LRT and/or greenspace preservation efforts in the rest of the city like stabilizing the Douglas Fir trail hillside and making it usable again.

| By Don E

Comment 2: Don, Your idea of putting a new road through Edworthy would destroy one of the few natural areas in our city....an area used by hundreds of people daily. | By Andrew R

Comment 3: I don't think either tunnelling or elevated lanes are financially viable. An elevated highway through town would be a community killer for sure. | By Alex P

Comment 4: If the intent of this idea is to ease direct through traffic from 17th Ave S through to 24th Ave N, a new crossing connecting Sarcee to Shaganappi through Edworthy would accomplish the same thing for far, far less cost with virtually no disruption to existing traffic while under construction. The expense of brownfield construction can be several times that of greenfield. Is this an expense worth making when a far cheaper option is available? | By Don E

Idea Title: Finish ring road in SW to enable another main route from south



Idea Detail: Get on with finishing the ring road already, and this will help reduce traffic looking to use 14St SW and Crowchild to get to the NW. While you are at it, remove the lights on the ring road

Idea Author: Garrett M

Number of Stars 17

Number of Comments 0

Idea Title: Decide first what the objective for Crowchild is.

Idea Detail: To me, it's about getting motorists to their destination quickly so they can turn their engines off...infrastructure to do this costs money BUT will reduce the impact of exhaust over the long haul

Idea Author: Kelley C

Number of Stars 16

Number of Comments 0

Idea Title: Add ramps to go from EB Bow Tr to SB Crowchild & NB Crowchild to WB Bow Tr

Idea Detail: Currently if you want to connect these two major thoroughfares in either of these two directions you have to go via 17th Ave SW and 26th St SW...shortcutting past an elementary school - not very safe for the kids

Idea Author: Cheryl S

Number of Stars 16

Number of Comments 2

Address: Bow Trl SW T3C, Canada

Comment 1: Access and egress with Bow Trail and Crowchild Trail is a ridiculous situation. Any improvements made need to allow for this. Bow Trail East to Crowchild Trail North to Memorial Drive West requires cutting across two lanes of traffic on the bridge in a short space.



I see people cheating and not doing the required loop on 10th Avenue all the time. Both situations are unsafe.

From Bow Trail West to Crowchild Trail South (or Crowchild North to Bow West) necessitates using 17th Ave and 26 Street, through a school zone. | By Kathryn B

Comment 2: This intersection between two major transportation arteries in/out of the city is a bit of a farce. Controlled access from Bow Trail EB onto Crow NB & SB is needed.

Additionally, let's debottleneck merging traffic and maintain lanes across the Bow River, and southbound through to the 17th Ave exit. | By Matt A

Idea Title: LRT

Idea Detail: Run a connecting LRT line from the red line to the blue line.

Idea Author: Toni F

Number of Stars 16

Number of Comments 1

Comment 1: Providing a route for LRT is one of the key advantages of the Sarcee/Shaganappi crossing. The goal being to ultimately connect the UofC, Childrens, Foothills, MRU, RockyView hospital and Chinook mall with interlining at University, 17th Ave and Chinook. This would materially reduce the number of cars on the road given the scale of these employment centers and reduces the load on the trains going into downtown. The crossing would also provide a shortcut for emergency vehicles from the SW | By Don E

Idea Title: Move or Close northbound access to crowchild trail from 17th Ave

Idea Detail: This merge lane is too short to accommodate proper blending of traffic on to Crowchild north over the river or on to Bow trail downtown. The weaving of traffic contributes to congestion northbound on Crowchild like the weaving on the bridge over the river. There is also a problem with crossing the bus only lane on to Crowchild at 17th as well - dangerous.

It would be better if motorists were forced to pick a lane just after 33rd avenue as to going across the river or bow trail.

While closing this access to Crowchild could be seen as problematic I think there are enough alternate routes such as 26th street to Bow trail off of 17th avenue and 50th, Flanders and 33rd avenue on to Crowchild that all have longer merge lanes for resident's south of 17th.

The current set up with the lights at Richmond road by the old Children's Hospital can't handle



much more volume and there is a problem with Altadore residents cutting through the Richmond community (i.e. 20th st.)

Idea Author: Darren G

Number of Stars 16

Number of Comments 0

Idea Title: Any new pedestrian crossing needs to be elevated

Idea Detail: Grade level pedestrian crossings need to be minimized

Idea Author: AL K

Number of Stars 16

Number of Comments 2

Comment 1: Safer pedestrian crossings at 5th ave and Crowchild or/and Kensington and Crowchild | By Tiffany P

Comment 2: Hi Al - thanks for your idea. We have also heard from others that this would be a good idea. Is there a specific location that you had in mind? Can you tell us more about the benefits and what the trade-offs might be at those specific location(s)? | By Crowchild Trail S

Idea Title: Property acquisition of Suncourt Place 1340 University Dr NW

Idea Detail: This building is extremely close to Crowchild Trail NW and presumably will have to be acquired by compulsory purchase sooner or later for widening of Crowchild Trail. It should be bought by the City now while the market is depressed. It does not have to be demolished now - just bought. Also assuming there is a legal battle, I'd say begin the compulsory purchase process now so that the construction is not delayed by possible litigation.

Idea Author: David B

Number of Stars 16

Number of Comments 0



Address: 1615 23 St NW T2N, Canada

Idea Title: Remove ALL lights along Crowchild, expand to THREE lanes with a

Idea Detail: continuous FOURTH merge [off & on] lane on the right, including the bridge across the Bow. Current traffic stops at the University section as only 20 cars get through before they have to stop for the next light, so you creep along at 0 to 20 km bumper to bumper during rush hours ie. 7 to 10:15 am. Similar situation on the south side of the river, entering into downtown.

Idea Author: Linda W

Number of Stars 15

Number of Comments 1

Comment 1: Hi Linda, thanks for your idea. Would you be able to elaborate a bit more on the locations you're speaking about? We're not sure we can visualize the idea. If you have anything further to add about possible benefits, impacts, constraints or trade-offs, that would be welcome as well. | By Crowchild Trail S

Idea Title: more lanes

Idea Detail: The narrowing of the Trail along this stretch bottlenecks traffic.

Idea Author: Paul K

Number of Stars 14

Number of Comments 1

Address: 2440 7 Ave NW T2N, Canada

Comment 1: Paul, which stretch are you referring to here? | By Crowchild Trail S

Idea Title: Systems Interchange - Crowchild / 16th Ave / University Dr.

Idea Detail: Better connectivity is required between Crowchild Trail / 16th Ave / University Drive. These routes are major arteries...better connection on 16th ave and Crowchild Trail inform of systems interchange will decrease / eliminate community short cutting.



Idea Author: Tim K

Number of Stars 14

Number of Comments 2

Address: 2625 16 Ave NW T2N, Canada

Comment 1: Direct access from NB Crow to EB 16th ... and much shorter WB 16th to SB Crow
| By Sal L

Comment 2: This is much needed! | By Robbi B

Idea Title: BRT Down Crowchild

Idea Detail: There should be bus rapid transit that goes from Chinook station to the University of Calgary only stopping on Crowchild, from 6:30 am- 12 pm this would shave off a whole lot of time off everyone who takes the 20

Idea Author: Zander S

Number of Stars 14

Number of Comments 2

Comment 1: I think this is a great idea. Larger cities with way more cars and way more people decreased lanes on busier roads and had traffic flow improved with BRT. If they can do it, it is possible in Calgary. | By Matthew B

Comment 2: Billions on LRT - and the bus is faster? | By Bruce C

Idea Title: Extend median strip across 5th ave NW

Idea Detail: This is simple, cost-effective, will improve the flow of traffic on Crowchild, and have a traffic-calming effect in the surrounding communities. By extending a median strip across 5th Ave, you would stop east/west traffic on 5th Ave, across Crowchild. You would get rid of the light at 5th Ave, so traffic would flow more quickly on Crowchild. You could still get onto north-bound Crowchild from west-bound 5th Ave (and also go east on 5th Ave from north-bound Crowchild). Likewise, you could go south on Crowchild from east-bound 5th Ave (and also go west on 5th Ave from south-bound Crowchild). In addition to speeding up traffic on



Crowchild, this idea also benefits West Hillhurst/Parkdale communities by decreasing the amount of traffic on 5th Ave cutting through between Crowchild and 29th Street NW (often to get to the Foothills Medical Centre). It benefits the city by being easy to implement and cheap. Another pedestrian overpass could be built across Crowchild close to 5th ave.

Idea Author: Chris P

Number of Stars 14

Number of Comments 3

Address: 2443 5 Ave NW T2N, Canada

Comment 1: One way to get rid of a light. But a poor bandaid unless many other steps are taken. ie: Would cause longer left turn and cross traffic needs @ Kensington, but the new overpass would fix that. | By Bruce C

Comment 2: It would be an interesting trial and one I'd support. it would cause some issues with transit, and would probably lead to a dual left turn at Kensington, but I think the positives outweigh the negatives here. A pedestrian / bicycle overpass would be needed at 5th as well but it would certainly cut down cut through traffic. it'd also slow people down going past the grand trunk park on 5th as well. | By Dave P

Comment 3: It would be a very interesting trial. The only caveat would be that dual turns at Kensington would be required as the traffic on 5 would move down to Kensington and it already backs up 2-3 blocks during rush hour due to the short light (as needed to freeflow Crowchild as much as possible). Dual turns would work where left lane must turn left and right light can go either straight or left. This would force the #1/#305 bus stops to move (probably to the upstream side of the intersection instead of the downstream at the existing stops one block prior). This is a headache for interline connection with the #72/#73 but the benefits would outweigh the negatives. The downside is the pedestrian traffic crossing Crowchild would be a problem | By Don E

Idea Title: Expand the bus lane to the Memorial Dr exit and make it HOV

Idea Detail: Expand the current transit-only lane from its 9th Ave/Bow Tr exit to the Memorial Dr exit. Also, the entire transit-only lane along Crowchild should be turned into an HOV lane

Idea Author: Sri M

Number of Stars 13



Number of Comments 1

Comment 1: Thanks for your idea Sri. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? Your input is welcome. | By Crowchild Trail S

Idea Title: Idea we've heard: Add traffic calming measures on 24 Avenue NW

Idea Detail: Benefits: Reduces speed on 24 Avenue NW. May discourage non-local traffic from using 24 Avenue.

Impact: Traffic calming measures may reduce access and circulation for local residents. Reduced emergency response efficiency with some traffic calming measures.

Constraint: Available land can be a constraint for some traffic calming measures (example: roundabouts).

Trade-off: Reduced speed and discouragement of non-local traffic on residential streets vs. access and circulation for local residents.

Idea Author: Crowchild Trail S

Number of Stars 13

Number of Comments 4

Address: 2471 23 St NW T2M, Canada

Comment 1: ...so why not design proper commuter roads...fix the problem not the symptom! | By Chris P

Comment 2: Totally agree with S.B. He/she is exactly right. Cutting through neighbourhoods is a problem because commuter roads haven't been designed/maintained properly. | By Michael R

Comment 3: Agree with SB
| By Megan W

Comment 4: Traffic calming has been a disaster in Varsity - they rip it up every few years, try different patterns of brick costing who knows how much, and it has caused the road to ice up in



places where installed. If main roads had been designed properly, and expanded as necessary to accommodate the current city's population, there wouldn't be people cutting through on these minor streets. | By S B

Idea Title: Make 5th ave an overpass with no turns on or off Crowchild.

Idea Detail: Lower Crowchild Trail (to minimize noise to community), and allow non-raised overpass at 5th. Benefit is E/W community flow, and reducing cut through. Community would use new interchange at 'Memorial/Kensington' or 16th.

Idea Author: LEN S

Number of Stars 13

Number of Comments 1

Comment 1: Lowering Crowchild at that point puts it below flood level... during the June flood that section was underwater. | By Linda W

Idea Title: Interchange at 16th Ave & Uxbridge / 29th street

Idea Detail: If an interchange was built at 16th ave & Uxbridge Dr. / 29th Street and proper system interchange build on Crowchild Trail for 16th Ave / University Dr....then 100% on community short-cutting would be eliminated on Parkdale Dr.

Idea Author: Tim K

Number of Stars 13

Number of Comments 2

Address: 2715 15 Ave NW T2N, Canada

Comment 1: Adding an interchange at 29 St would only increase the amount of traffic on 29 St and on Parkdale. | By Alex P

Comment 2: fix the shortcutting from NB Crow east to 19th St to reach 16th Ave | By Sal L

Idea Title: Tunnel (potentially double-deck) & connect communities

Idea Detail: I don't think overpasses/elevated freeways are the solution, as it will cause



nuisance (visual & noise & air quality) to everybody along the entire Crowchild corridor. More modern city's nowadays move away from overpasses (even from existing ones, because of the nuisance) and move to tunnelling. The advantage of tunnelling is that it improves BOTH the traffic flow AND the livability of the surrounding communities. A double-deck tunnel can even double the capacity (possibility from 24 Ave to Memorial drive). In addition to that the communities on either side of the Crowchild corridor will get connected and the safety will be improved, e.g. Andrew Heights and Briar Hill belong to the same school district, but children from Andrew Heights now have to cross Crowchild to go to school. A tunnel will solve this issue. Construction wise there is the North and South bound lanes are already partially at different height levels so that can be used as an construction opportunity.

Idea Author: Barbara C

Number of Stars 13

Number of Comments 0

Idea Title: Add Flyover so WB memorial drive traffic can go SB on Crowchild

Idea Detail: Currently, WB Memorial Dr traffic has to exit onto Kensington Road and go through the traffic lights to be able to go SB on Crowchild

Idea Author: AL K

Number of Stars 13

Number of Comments 1

Address: 2428 Broadview Rd NW T2N, Canada

Comment 1: Thanks for your idea Al. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? Some that come to mind might be: the land required for the additional ramp, or how it would merge onto the Bow River merge. Any additional feedback is welcome. | By Crowchild Trail S

Idea Title: No lights, bike path outside of roadway on side streets

Idea Detail: Better interchange at Bow Trail and Memorial Drive.

Idea Author: Bill S



Number of Stars 12

Number of Comments 1

Comment 1: Hi Bill - thanks for your idea. What specific traffic movements would you like to see improved at Bow Trail and Memorial Drive? And what do you see as the most important benefit of these improvements - access or traffic flow or others? | By Crowchild Trail S

Idea Title: Overall goal: Dramatically improve traffic flow

Idea Detail: As someone who is NOT an engineer, I don't presume to know the best way to do this. However, I know that it must be possible to get 6 lanes of traffic from 24th ave SW all the way to 17th Ave SW. How that's accomplished is for the engineers and accountants to decide. 3 things though: Obviously no traffic lights, obviously a new bridge over the bow, obviously whatever else is needed to get cars and busses quickly on and off Crowchild from the major routes (17th, Bow Trail, Memorial, Kensington, University, and 24th) without reducing traffic flow. It makes sense to me to add multiple interchanges and as many lanes as possible for the long-term viability of the corridor, as do HOV/transit lanes, if possible. This is the major route over the bow in the SW. Let's make it run smoothly, for all our sakes. Please. I'm tired of the nightmare it currently is.

Idea Author: I Y

Number of Stars 12

Number of Comments 1

Comment 1: Thanks for your input, I.Y. Improving travel along Crowchild Trail is one of the principles for this study, along with improving mobility across Crowchild Trail and preserving and enhancing surrounding communities. Perhaps some of the other ideas on this page speak to the goals you have in mind? If so, we would welcome any additional input you have about their potential benefits, impacts, constraints or trade-offs. | By Crowchild Trail S

Idea Title: HOV lanes along Crowchild like Salt LK City or Las Vegas.

Idea Detail: This allows for traffic flow and NO trucks or vehicles with trailers are allowed. In Las Vegas - Summerland Trail they have lights to control traffic merging onto the main road, with NO LIGHTS on the main road [which in our case would be Crowchild]. Traffic flows along quite smoothly even during 'rush hour'... By reducing / eliminating the stop & go situations on Crowchild, we would reduce the rear end accidents.It should not take 2 + hours to get from one end of the city to another.



Idea Author: Linda W

Number of Stars 12

Number of Comments 2

Comment 1: ENHANCE the Communities along the route with ALL services required to promote foot track to places to eat out as families / and as couples. Unlike Tuscany (Calgary's largest community) here which only has Sobey's, bank, coffee, takeout pizza place and the LAST STRAW [aptly named]. with NO places (options) to dine out as families or couples for that manner. It would be nice to have COMMUNITY OPTIONS which you could walk to / bike to rather than drive. Roads like CROWCHILD are for getting us from one location to another safely, they are not community streets. We need HIGH SPEED Transit options. | By Linda W

Comment 2: Thanks for your idea Linda. Do you have any thoughts about the possible impacts or trade-offs of the idea? Any additional feedback is welcome. | By Crowchild Trail S

Idea Title: Construct an exit from Eastbound Bow tr to Southbound Crowchild

Idea Detail: Currently there is no exit from EB Bow to SB Crowchild. Traffic has to filter through the residential area to 17 ave.

Idea Author: Kevin L

Number of Stars 12

Number of Comments 0

Idea Title: Upgrade Glenmore / Crowchild Trail to Systems Interchange

Idea Detail: To improve overall traffic movements on Crowchild and Glenmore Trails to improve overall traffic. An upgrade to the SB Crowchild to EB Glenmore flyover and a new EB Glenmore to NB Crowchild flyover needs to be built. This will need to happen regardless when the SW Stoney Trail Ring Road is built.

Idea Author: Tim K

Number of Stars 12

Number of Comments 7



Address: Glenmore Trl SW T3E, Canada

Comment 1: Kevin, I agree. I never understood why there are only two eastbound lanes under 14th. One of the challenges we have with all these dead end roads and resulting interchanges is that once the interchange is in, its really hard to change it. As we see today, even after the recent expansion of Glenmore, its already packed. In looking at an air photo of the area, it would be good entertainment trying to figure out how to put this in. Glenmore should be 4 direct lanes E/W over its full distance. | By Don E

Comment 2: Pedestrian and bike access should be maintained and improved to ensure that residents of Lakeview can continue to easily access bus service along Crowchild as well as amenities in North Glenmore Park such as the arena and high school. | By Phil A

Comment 3: Don, what I'm saying is that any traffic that is coming off of Crowchild that wants to go eastbound past 14th on Glenmore has to merge all the way left, while there is a lot of traffic on EB Glenmore that is merging right to exit onto 14st south. This causes a big bottle neck on Glenmore. The backup extends back over the fly over and all the way up Crowchild for several kilometers. Alleviating the bottleneck would increase traffic flow southbound on Crowchild. To do this, my idea is to put another single lane flyover from the left lane of southbound crowchild to the left lane of eastbound glenmore. | By Kevin L

Comment 4: I agree by modifying the lanes it would drastically relieve traffic from SB Crowchild which would in turn relieve more traffic coming out of Mount Royal University from 50th Ave to SB Crowchild as well.

I live by the University and it is pointless for me to even leave the house during rush hour because of unnecessary traffic congestion in the area. | By Addy B

Comment 5: You suggest that the left lane on the Crow to EB Glenmore should go straight through. I always wondered why it was only 2 lanes under 14th ??? | By Don E

Comment 6: This is true, however EB traffic on Glenmore that is merging from SB Crowchild has to basket weave through traffic on Glenmore that is trying to exit SB on 14th street. Once EB traffic passes the congestion at 14th street, Glenmore opens up and is free flowing. So a solution would be another ramp from southbound Crowchild to the left lane of EB Glenmore. | By Kevin L

Comment 7: Agreed, particularly a high speed ramp from SB Crow to WB Glenmore. This is required today. I don't know how to improve the EB flow other than another bridge over Glenmore. Although the Shaganappi / Sarcee crossing would accomplish much the same thing as Crowchild as Sarcee would have a systems interchange once the ring road goes in. Shaganappi/Sarcee would then be the only road west of Deerfoot to directly connect the north



and south sides of the ring road | By Don E

Idea Title: Leave the existing roads and add 4 lane flyover from 17S to 24 N

Idea Detail: Leave the existing infrastructure and add at least 2 more lanes both South and North bound between 17th S and 24th N. This would limit access to 17th, Bow, memorial, 5th, ect. to the existing roads but would provide motorist a way to avoid those problem interchanges. The flyover would have to elevated and no access would be provided for pedestrians or cyclist.

Idea Author: frank R

Number of Stars 11

Number of Comments 4

Comment 1: Been going there for 40 years. Impact is relative. The impact on the park can be managed and mitigated with good engineering design and extra money; the impact on a community cannot be recovered. The extra money spent at Edworthy would be far less and still better spent on building a viaduct over Crowchild. | By Don E

Comment 2: Negligible impact? Have you been in Edworthy park? | By Andrew R

Comment 3: If you isolate all the primary access points between 17th S and 24th N, this would only benefit those going straight through. Connecting Shaganappi to Sarcee would accomplish the same thing with far less bridge structure, provide direct access to Glenmore and the ring road south, negligible impact on local communities and could be built for far, far less cost. | By Don E

Comment 4: Great idea- but 6 lanes please! | By chuck B

Idea Title: Replace intersections with traffic circles

Idea Detail: I think traffic flow on Crowchild would be improved by replacing the intersection at 24 Ave NW, % Ave NW and Kensington St NW with traffic circles.

Idea Author: David T

Number of Stars 11

Number of Comments 2



Comment 1: Are you kidding! Folks do not know the difference or meaning of YIELD / MERGE / or STOP signs... they are viewed as just a pause. | By Linda W

Comment 2: Great Idea! We will need really big signs providing instructions on "how to use a traffic circle" too. | By Chris P

Idea Title: Build a Fly-over!

Idea Detail: Build a two lane fly-over that begins just before 17th Avenue SW and ends just after 24th Avenue NW... It would be built on top of ALL existing infrastructure (yes, way up in the sky!). It would be used by cars that do not need to exit in that section so no on/off ramps would be needed. There would also be no need for lights in this section. The lane could be reversible so that in peak traffic times you could have two lanes of traffic flowing in one direction, and at all other times of day you'd have one lane in each direction. Not only would this speed the journey for people who are going, for example, from Marda Loop to Crowfoot, but would really alleviate traffic for those who are entering and exiting the section below. YES this would be incredibly expensive! But, hey, it would WORK!

Idea Author: Paige M

Number of Stars 11

Number of Comments 4

Comment 1: WE need thru lanes on Crow, Two bridges wider, likely cheaper than one higher. Look @ West LRT costs. | By Bruce C

Comment 2: Ditto to Chris p | By Ron D

Comment 3: An elevated roadway would increase noise to the bordering neighbourhoods and disrupt the pedestrian and bicycle traffic east west between communities and Foothills Hospital and U of C. | By Susan D

Comment 4: Add an interchange at memorial and you have a deal! | By Chris P

Idea Title: Systems Interchange - Crowchild Trail / bow trail

Idea Detail: A systems interchange is required at Crowchild Trail and Bow Trail for all turns movement. Flyovers should be built from SB Crowchild to EB Bow and EB Bow to SB Crowchild. The current interchange configuration is in adequate for current traffic volumes



never mind future development (i.e. Calgary NEXT). An improved systems interchange here will eliminate community short cutting.

Idea Author: Tim K

Number of Stars 11

Number of Comments 2

Address: 2206 10 Ave SW T3C, Canada

Comment 1: I can't see a systems interchange being warranted here. Bow Trail isn't a freeway and never will be. I also question whether calgaryNEXT will ever be built where proposed because it's just too large for the site and hasn't considered the needed realignment of Bow Trail WB. | By Alex P

Comment 2: part of this picture needs an EB Bow to an EB Memorial without having to access NB Crow | By Sal L

Idea Title: End Basket weave @ 17th Avenue

Idea Detail: Drop Exit lane to bow trail below merging from 17th Ave. Maybe a collector format leaving to the new Crow bridge across the Bow. Widen and straighten Crow @ same time. More lanes thru/under 17th Ave, both directions

Idea Author: Bruce C

Number of Stars 11

Number of Comments 1

Comment 1: Thanks for your idea Bruce. Do you have anything to add about what the possible benefits, impacts, constraints or trade-offs might be for this idea? Some that come to mind might be: the land required additional ramps, particularly near the Sunalta School. Any additional feedback is welcome. | By Crowchild Trail S

Idea Title: MUCH BETTER SIGNAGE!

Idea Detail: Crowchild Trail, or any major roadway for that matter, NEEDS to have signage placed over the road, not off to the side! Signage is supposed to inform a driver well in advance of upcoming exits, etc, not just before. A forest of signage off to the side is confusing



and can even be contradictory. Digital information panels also need to be placed over the road, not to the side. Signage at the road side is much too easily blocked from view by large vehicles or foliage. For Calgary to be considered "world class", it has to get its road system out of the standards of the 50's and 60's. Calgary has been accused of having a "car culture", but if that was true, we'd have a much better road system. I've been to many European and U.S. cities, with many having superior public transportation and cycling options, but they still have an extensive network of high speed roadways. Proper, visible and well placed signage, makes driving in these cities far less problematic than here in Calgary.

Idea Author: Byron W

Number of Stars 10

Number of Comments 0

Idea Title: Lower Crowchild Trail / 23rd ave interchange with C-D roads

Idea Detail: Lower Crowchild trail under 23rd ave. Consider C-D roads (collector) from 24th ave to south of stadium to handle stadium and business traffic. Lowering Crowchild trail would lessen impact to community and allow for improved pedestrian traffic to cross from Banff trail LRT to stadium

Idea Author: Tim K

Number of Stars 10

Number of Comments 2

Address: 2138 24 St NW T2M, Canada

Comment 1: Collector Roads to run from 24th Ave across the River to 26th Ave SW. Straighten road and Double bridge lanes. We do not need a Declarie hole like Montreal - better to go wide. | By Bruce C

Comment 2: I guess there is LRT line going under, it needs to be raised rather than going low.. | By Amir A

Idea Title: System Interchange - Crowchild & Memorial Drive

Idea Detail: A system interchange should be built at Crowchild trail and memorial drive with focus of moving traffic with east to Eastbound memorial and onto N/S Crowchild from



memorial. Better movement onto Crowchild at this location will eliminate / reduce community short-cutting.

Idea Author: Tim K

Number of Stars 10

Number of Comments 3

Address: Crowchild Trl NW T2N, Canada

Comment 1: The city needs to remove all lites on Crow, Widen Crow - 5th Ave thru 16th, and add @ least 2 more lanes each direction across the river. Knock down the existing Memorial bridge (like Flanders) and start over. Crow is already buried- needs more room and flow, not traffic from Memorial. | By Bruce C

Comment 2: This has got to be one of the most stunningly badly designed road systems - anywhere! It has not been an effective and safe design since its conception. As a kid (and I'm 56 now), adults griped about the stupid design! The addition of proper exit lanes to Memorial Drive was talked about over 20 years ago and the City shot the idea down and things have become much worse since then. | By Byron W

Comment 3: the logical E/W extension from Bow is Memorial - forcing this flow onto Crow just complicates both E/W and the N/S Crow flow. | By Sal L

Idea Title: to put a divider along crowchild going north just over the river

Idea Detail: I have noted many a time that alot of vehicles going north on crowchild just coming off the bridge selfishly nudge themselves into the far right line when there is still a solid lane. This impedes traffic coming off memorial (east) going north on crowchild and they are cutting off those vehicles that wait until they have a broken lane to go east . I would also like to see the kensington lights to stop during rush hour times and only keep 5th avenue open. This may help the bottleneck. Those who go east on kensington will need to go down to 5th and make a left or go further down memorial and then cut north on 26 or 27th street.

Idea Author: peter M

Number of Stars 10

Number of Comments 6



Comment 1: I don't see this as a solution, only a further frustration for drivers. It is not the fault of the driver's, it is a bad design which can't easily be changed. Forcing traffic to drive to the lights at 5th Ave. will only cause more congestion, not less. A better solution would be to lessen the speed limit across the bridge to 60 km/h, and use photo radar to enforce it. This reduced speed would make it safer for driver's to change lanes, especially when traffic isn't as heavy, or visibility (nighttime or weather) makes it challenging. | By Neal B

Comment 2: Thanks for adding your note Peter. Very much clear! | By Crowchild Trail S

Comment 3: I am guilty of this, however, I am turning right to get on to Kensington to go home. | By Don E

Comment 4: Solution is to remove all lights on Crow needs to be free flow. Add another lane for Peter. | By Bruce C

Comment 5: the divider I had in mind would be plastic 1.5 meter high uprights spaced every 6-8 inches along the solid painted line on the right lane on the road that already exists on crowchild trail when you just come off the bridge going north. These uprights would reinforce the fact that a car cant move to the far right lane until it is designated to do so by the broken painted lines on the pavement. This section of the road is where I see on a regular basis cars going into the far right lane (before they should) which causes potential havoc/accidents and then worse gridlock with those cars turning south on crowchild from memorial. Hoping this makes it clearer?? I also strongly feel one of the traffic lights (kensington or 5th - I would chose kensington) need to be decommissioned during the 2-3 hours at both rush hours. Low expense and mild inconvenience for a potential large postive impact on traffic flow. | By peter M

Comment 6: Thanks for your idea Peter, would you be able to elaborate a bit more on the specific of the location / type of divider you envision? We would like to make sure we understand your idea. Anything you would want to add about possible benefits or trade-offs would be welcome as well. | By Crowchild Trail S

Idea Title: Photo Radar Enforcement of Emergency Vehicle/Bus Lane

Idea Detail: During the afternoon rush hour (and likely during the morning) too many drivers will pull into the Bus Lane after the 17th Ave. Exit, and before the 17th Ave/Richmond Rd. Entrance (to NB Crowchild).

The traffic oncoming to NB Crowchild from Richmond Rd is supposed to merge onto Crowchild, but if careless drivers are using the Bus Lane illegally, the merging traffic is forced to yield, and yet another interruption of traffic flow is caused in this already busy bottleneck.



Set up a permanent photo radar for this trouble spot, and people will stop doing it if it costs them money every time, otherwise they will continue to abuse this.

Idea Author: Neal B

Number of Stars 10

Number of Comments 0

Address: 1735 22 St SW T3C, Canada

Idea Title: Diverging Diamond Interchange 33rd and Crowchild

Idea Detail: The traffic interchange at 33rd ave SW and Crowchild trail is often backed up at various times of day due to traffic volume. A diverging diamond interchange is a different type of traffic interchange that increases volume, efficiency and safety without the need to increase the size of the physical infrastructure already in place.

Currently, there is a compact diamond interchange in place at this intersection as is the case with many interchanges above free-flowing arterial roads in Calgary. There are 3 phases of lights and a pass through for bus traffic. There are 2 Westbound lanes and one Eastbound lane on 33rd avenue along with 2 northbound turning lanes and one southbound turn lane. A diverging diamond interchange would reduce the number of regular light phases to 2 with an occasional 3rd phase dedicated transit signal to allow buses to pass through when present. The number of Eastbound lanes would increase to two and north and south Crowchild bound traffic would only have to pass through one light before having free flowing access to the freeway onramp. The reduced number of phases could increase the flow of traffic by 30% or more.

There is lots of information and animations online explaining how Diverging Diamond interchanges work. There are numerous interchanges in Calgary where reorganization of existing infrastructure would increase safety and efficiency with minimal expense and no need to increase the number of lanes on bridges.

View the Animation on Youtube: <https://youtu.be/HD-0QnUILOQ>

Idea Author: Jo V

Number of Stars 9

Number of Comments 2



Address: 24 St SW T2T, Canada

Comment 1: This is a much better idea than the horrific design which drivers are saddled with now. I really hate any version of an elevated intersection on an expressway though as traffic lights just cause so many problems - stagnated traffic flow, accidents, technical malfunctions. Even level rail crossings have been thrown into the mix to further foul things up! A proper interchange should be free flowing, fairly consistent and intuitive, if well designed, and provides for a much smaller carbon footprint as there are no idling vehicles contributing to the smog load of the city! Vehicles operate much more efficiently the less the brakes are used, meaning less pollution. Calgary had such a benefit of space, but a total lack of foresight, gave this city a real stop-n-go system. This style of interchange is a better option to what exists presently, but it is still a patch in a patchwork road network. | By Byron W

Comment 2: Interesting idea. However, increasing the volume of traffic by potentially 30% without addressing the ongoing and proposed development further along 33rd Ave SW and surrounding area is not a good enough solution to current issues. There needs to be a comprehensive mobility study before additional traffic flow is pushed along 33rd Ave into Marda Loop where the back-ups start. | By Donna D

Idea Title: Elevation - Improving flow and volume

Idea Detail: The current issue facing the Crowchild corridor is not bandwidth or access, but flow. A single lane with out obstruction can move more at higher speed than 10 lanes with obstructions.

Many cities around the world have faced this issue, and time after time the best solution maintains correct access while increasing total throughput. If we look just within Canada, we can set our attention the Toronto and the Gardener Expressway. By thinking 3 dimensionally we can elegantly increase the flow while keeping current access to roads, business, and residential.

The addition of a second level or express bypass to Crowchild solves virtually all the volume, access, and space restrictions. Using the natural landscape, we would see the second level starting after 16th Ave with on and off ramps. Traffic not wishing to access the local area would stay on top bypass quickly and efficiently, while traffic wishing to access the area would take an off ramp and decent to the lower level, that would stay as is today. After pass the river the two levels would merge back to one between Bow Trail and 17th Ave SW.

The best option would be for this solution to start between 24th and Charleswood Drive; thus by passing all lights and obstacles to traffic heading to or past 17th Ave.



An additional note on this solution is that it could be implemented with the least amount of disruption to existing infrastructure. Support structures could be built along Crowchild with road segments constructed offsite and dropped in. This also means that future maintenance would also allow for relatively quick replacement of sections as required.

Idea Author: William H

Number of Stars 9

Number of Comments 2

Address: 2403 14 Ave NW T2N, Canada

Comment 1: I agree fully. Have a raised level from the University to Flanders Ave. If you want to access turn offs, stay below. If you want to go straight through stay up. It would make the simplest solution to most of the problems. | By Linda E

Comment 2: I like this idea. I was thinking the same way. Have the lower level(s) be about different 'speed' of travel. | By David P

Idea Title: Add Ramp for EB Bow trail traffic to travel NB on Crowchild Trail

Idea Detail: There used to be a simple way to do this that was replaced by a U-turn method that is not as safe as it was previously

Idea Author: AL K

Number of Stars 9

Number of Comments 1

Address: Crowchild Trl NW T3C, Canada

Comment 1: Add a East side river crossing "collector format" to move WB, EB, and 10th Ave across the river. Add a West side river crossing "collector format" to move SB on from Memorial, and Exiting to 10th, Bow, (EB and WB) and 17th Ave, Center lanes become thru traffic. Collector should start on both sides: 26th Ave SW. across and up past 24th Ave NW. The NB left lane merge from Bow/10th has to be removed. | By Bruce C

Idea Title: Straighten Crow and build collector roads from 26 AVE SW to 24th



Idea Detail: The road needs more lanes and a management system for on and off traffic. Remove all lites. Modify or build new overpasses. This West side artery has been ignored for too long and now needs serious cash now.

Idea Author: Bruce C

Number of Stars 9

Number of Comments 1

Comment 1: Using the Glenmore /McLeod/Elbow (GE5) expansion as a comparison, this would peel out most of a block of homes for the majority of the distance.

How about getting the same lanes for far less cash without removing any homes at all and build the Shaganappi/Sarcee crossing. We can add two more lanes and an LRT ROW on Sarcee all the way to the south ring road within the existing cleared right-of-way (although there is a pathway and some utilities that would need to move). | By Don E

Idea Title: Transistion into a Parkway or Arterial Street for this section

Idea Detail: A skeletal road is not appropriate roadway type for the inner city.

Idea Author: Dale H

Number of Stars 8

Number of Comments 3

Comment 1: To Bruce ... agreed, a grid of arteries forming the skeleton (or net) every 1-3 miles. Most of the south and east sides of the city is laid out like this. The northwest too (just on an angle). What we have now is an all-eggs-in-one-basket problem. What we need is another crossing to the west that gives an alternative when Crowchild grinds to a halt, regardless of what we do to it. | By Don E

Comment 2: Disagree - The city needs a arterial skeleton. | By Bruce C

Comment 3: Agreed | By Don E

Idea Title: Massive Lane Reversal Project

Idea Detail: Cheap, largely effective in the short term...



3 or more lanes towards downtown from any direction in the morning and 3 or more lanes away from downtown in the afternoon/evening.

Plus green lights all the way thru at both rush-hours.

Idea Author: Chris P

Number of Stars 8

Number of Comments 3

Address: 614 Crowchild Trl NW T2N, Canada

Comment 1: Perhaps to add to the discussion, the traffic patterns on Crowchild Trail on the Bow River bridge are generally around 50/50 in both directions throughout the day, so do not have a pronounced peak direction of travel. However, this changes as you move farther north or south along the corridor toward the study limits, where peak travel is more oriented toward downtown in the morning, and away from downtown in the afternoon. Let us know if you have any additional thoughts about the possible benefits, impacts or trade-offs of this option. | By Crowchild Trail S

Comment 2: Agree with Ian W. It is congested in both directions. | By Kathryn B

Comment 3: I don't see this helping at all. Crowchild has significant congestion in both directions in morning and afternoon. | By Ian W

Idea Title: Close either Banff Trail access to Crowchild or 23rd access to Crowchild

Idea Detail: the intersections are redundant. As well it provide escape route for drivers to bypass main flow traffic where they need to go back to Crowchild again.

Idea Author: Amir A

Number of Stars 8

Number of Comments 2

Address: 2430 24 St NW T2M, Canada

Comment 1: Redevelopment of 16th / Crow interchange would take care of this. Banff Trail



TOD plan would need to consider a single exit onto 16th or a 2nd exit onto Crow only if Crow is dropped and a bridge goes over. | By Don E

Comment 2: Close both. Folks use it as a bypass. | By Linda W

Idea Title: To elevate crowchild

Idea Detail: Heading south bound on crowchild starting an elevated road before 5th ave and pulling it all the way through past Kensington road. Building above the current road leaving it for local traffic. Letting traffic flow freely from the core with less congestion. This concept could also allow for a at grade LRT to be placed under the elevated roadway to allow for a mix in traffic uses. Walking could then be utilized as a major road isn't in the way of leaving one neighborhood entering the next. This would help car congestion in the downtown core as two intersections would be removed and help the two communities cut off from each other be reconnected though human level sight lines. The LRT idea could later be expanded into the new west end of the university development. The separation traffic though different levels would increase efficiency of all modes of mobility.

Idea Author: Oscar W

Number of Stars 8

Number of Comments 3

Comment 1: Adding a crossing connecting Shaganappi to Sarcee would be much, much more cost effective. No fancy tunnels or viaducts required. | By Don E

Comment 2: Underground is prohibitive. Elevated and shading would be a problem. Sorry it is an Artery - go wider, or build another road. | By Bruce C

Comment 3: I agree with reconnecting the communities, but elevation is not the answer, as it will result in visual/noise nuisance for these communities. Overpasses are a thing of the past: Underground (tunneling) can circumvent these issues and is the solution in many cities that have to deal with similar "problems". | By Barbara C

Idea Title: Add Ramp to EB 16th Ave

Idea Detail: Add a ramp from NB Crowchild to EB 16th Ave

Idea Author: AL K



Number of Stars 8

Number of Comments 0

Address: 1608 24 St NW T2N, Canada

Idea Title: The City should not be planning to turn BOW into an Urban street

Idea Detail: This is a very bad idea.

Idea Author: Bruce C

Number of Stars 8

Number of Comments 3

Comment 1: Sorry, I spoke a little out of turn. As a method to move cars, I look at an urban boulevard as a downgrade from an arterial (which is currently is in the CTP) which is a downgrade from a skeletal road. To me, the urban boulevard is like 16th ave north with lights every few blocks and many business entrances focusing more on people, transit and forms other than cars (as outlined in the glossary of the MDP). Examples in the CTP of an Urban boulevard are Center S N, Edmonton Trail, 17th ave E and Macleod. | By Don E

Comment 2: Are you proposing turning Bow Trail into a freeway? If so that doesn't seem viable or necessary. | By Alex P

Comment 3: Really? The city cannot be serious. Bow is part of the core network of roads to the west side of the city. | By Don E

Idea Title: Build Kensington interchange plus additional N bound bridge capacity

Idea Detail: Since growing up in West Hillhurst as a child, I have watched the city grow at least 3x in size, with no change in capacity for traffic to move from S Calgary to N Calgary on Crowchild. There is still just one through lane from S Calgary over the Crowchild bridge continuing N bound. While I have noted recommendations that a bridge farther west could take pressure off Crowchild, this assumes suitable high volume road access from inner city S Calgary to this new bridge. As well, a bridge at Sarcee is way too far out of the way for me (currently living inner city S Calgary) to get to inner city N Calgary. I am not generally trying to get to far NW Calgary. I already use bike or transit to get to work every day. Calgary was not designed to be other than car reliant. Short of starting over, it can never be Berlin. People need to be able to move, without constant stoplights, from inner Calgary across the river, and



then keep moving once they hit the N shore of the Bow River. I realize my proposal just kicks the congestion down to 5th Avenue N.W., which will then need to be addressed as well. But this work is overdue. We don't try to move high volumes of water or oil on 6" pipelines. Neither can we move high volumes of traffic on one lane, with constant blockages in the system. We have recognized this in new communities, which have been developed in the past 39 years. Even all sections of Crowchild except the most central sections have overpasses to keep traffic moving. I'm glad to hear inner city Crowchild is now receiving attention!

Idea Author: Ron U

Number of Stars 8

Number of Comments 1

Address: 2432 Kensington Rd NW T2N, Canada

Comment 1: Ron, my suggestion for another crossing is to reduce the load on Crowchild by giving the folks that go from deep south to north or northwest a preferable route, thereby reducing the load on Crowchild making it easier for getting in and out of downtown while still making Crow accessible to the local areas.

Personally, I would like to see the area north of 5th resolved first and deal with many of the quick wins on the bridge. Unfortunately, adding together the requests to improve interchanges at Bow, Memorial and Kensington, the combined interchange would make Houston envious. |
By Don E

Idea Title: Improve southbound Crowchild to eastbound Glenmore Trails

Idea Detail: Make this access straighter and flatter. It should have priority over the lesser used access to Lakeview. Perhaps the Glenmore east access from Lakeview can somehow be utilized to add capacity.

Traffic backup is extreme and gets even worse when weather is bad. Watching the traffic on the flyover from below, it is obvious that the current design results in a very low vehicle flow rate.

Idea Author: karen B

Number of Stars 8

Number of Comments 0



Idea Title: Reroute southbound traffic on Crowchild Trail

Idea Detail: Make Crowchild one way Northbound from Bow Trail to Shaganappi Trail.
Divert Southbound traffic along Shaganappi Trail.

Extend Shaganappi Trail past Bowness road over the Bow river and CP Rail tracks, then build a road along the CP Rail right of way from the extended Shaganappi Trail to join Crowchild at Bow Trail.

Build an overpass at 24th Ave over Crowchild trail similar to the Northmount Drive / Crowchild Trail interchange or Brisebois Drive / Crowchild Trail interchange

Extend 24th Ave to Shaganappi Trail with an interchange

Pro's

Multiple lanes Northbound, as Southbound lanes are eliminated
Added another access to the Alberta Children's Hospital

Con's

Diverts more southbound traffic to 14 St - May have to look at widening 14th Street; adding an interchange on 14th Street to Bow Trail West; Doing something with the traffic lights at 14th St & Kensington Rd, and 14th St & 5th Ave.

Alternatively - Extending Shaganappi over the Bow river to join Bow Trail may eliminate sufficient congestion as it provides an alternate route to the NW. This also minimizes construction impact on Crowchild Trail.

Idea Author: James B

Number of Stars 7

Number of Comments 4

Comment 1: Shag to Bow just complicates Bow - which also travels through residential areas like Crow ... Shag to Sarcee better route | By Sal L

Comment 2: Chris, I also used to live in Tuscany. I also used the Parkade Blvd and Memorial Route. Rather than worry about the commute. We moved closer in. Maybe you could too :) | By Susan D

Comment 3: Chris, why wouldn't you take Bowness Rd, Parkdale blvd, Memorial all the way across and skip Crow altogether. We lived in Tuscany for several years commuting to



downtown and avoided Crowchild like the plague, especially in bad weather. Granted, the current Shaganappi plan degrades the status of Memorial (I think they are trying to force all traffic from the northwest onto Crowchild). | By Don E

Comment 4: Thank you for increasing my commute from Tuscany to Memorial/Barlow by almost 30 minutes...greatly appreciated... | By Chris P

Idea Title: Crowchild / 24th Ave Interchange with C-D roads for stadium & commercial access

Idea Detail: Lower Crowchild Trail as low as can be (constraint = LRT tunnel) to lessen impact to grade of 24th ave over top of Crowchild. Consider C-D (collector) roads on the east / west side of crowchild to handle business and stadium traffic.

Idea Author: Tim K

Number of Stars 7

Number of Comments 1

Address: 2440 24 Ave NW T2M, Canada

Comment 1: I believe an interchange or tunnel at this location is imperative to keeping the flow of traffic going. Without it any benefit of other changes would be lost. | By Robbi B

Idea Title: Add traffic lights / ped. X-ing lights / traffic calming on Parkdale blvd.

Idea Detail: If and ONLY if Crowchild is build to a proper inner-city freeway with system interchanges at 16th ave / university drive and interchange on 16th ave / Uxbridge Dr / 29th street - 100% of community short cutting would be eliminated on Parkdale blvd. at which point traffic calming measures could be installed to keep traffic on the Crowchild corridor.

Idea Author: Tim K

Number of Stars 7

Number of Comments 1

Address: 2630 Parkdale Blvd NW T2N, Canada

Comment 1: Unfortunately, Memorial/Parkdale, is a major commuting route to areas such as



Montgomery, Varsity, Bowness, Tuscany and Valley Ridge regardless of what is done on Crowchild. | By Don E

Idea Title: 24th - Build modest access flyover ramp..no bells and whistles!

Idea Detail: If a fly over ramp is built, for northbound traffic to the university and Children's Hospital, ensure it is cost effective, minimalist, functional and efficient without costly ornamentation, or excessive use of land, and please, no traffic obstructing diamond intersection. Keep it simple! Keep traffic flowing seamlessly -- Not every structure has to have a 'Wow' factor!

Idea Author: Joanne G

Number of Stars 7

Number of Comments 0

Idea Title: Raised Tunnel

Idea Detail: This would be a tunnel but not underground. It would be completely enclosed and run from the just before the bridge and end around 24 street. This would be for through traffic. Enclosing it would help with noise and crime. Traffic that needs to use the neighbourhoods and services between these points would be on top and have same traffic signals as now.

Idea Author: Kerry B

Number of Stars 6

Number of Comments 2

Comment 1: Mature cities are getting away from viaducts. The enclosed box for through traffic isn't bad. The problem lay with the need to elevate the local roads either side to get to the road on top. This would result in at least a 1/2 block of homes removed on either side near the ramps. On the other hand, the road on top would be far less busy and perhaps two lanes each way would suffice. This would also reduce the back-ups for cut through traffic (although easier lefts onto Crow may make cut-through traffic worse)

In Frieberg, Germany, the B31 highway from Hinterzarten is trenched and a residential road runs on top. Unfortunately, we can't sink it. Although anything's doable, I'm not sure that in the event of another flood we can afford to have the only skeletal road on the west side of the city under water. Too many eggs in one basket.



| By Don E

Comment 2: Clearly there is a lack of understanding of water table, rivers, etc. here...unless we are driving submarines...but you could elevate the freeway easily enough! | By Chris P

Idea Title: Re-align traffic lanes on bridge

Idea Detail: Aside from the traffic lights at Kensington, 5th, and 24th, the other major bottleneck on Crowchild is the bottleneck across the Bow.

Moving Northbound on Crowchild means merging into a single through lane as the far right lane turns off at Bow, and the second lane turns off at Memorial. The left lane is the only through lane left, and must contend with merging traffic from WB Bow Trail attempting to turn onto either WB or EB Memorial. Lane changes cause delays at the best of times, and any accident on this part of Crowchild means a traffic standstill at this set of interchanges.

Suggest to re-align the lanes so that there are at least two through lanes going Northbound, or isolate an express lane so that it can go unimpeded across the the river without having to worry about mergers from Bow Trail. Shift the merge to North of Memorial Trail to alleviate criss-crossing traffic on the bridge.

Idea Author: Daniel H

Number of Stars 6

Number of Comments 1

Address: 2283 10 Ave SW T3C, Canada

Comment 1: This would mean that those coming out of downtown on Bow and trying to get onto WB Memorial for points west would need to turn at the lights. Again, an alternate crossing would reduce the number of double lane changes here as those turning left at Kensington would be limited to those going to West Hillhurst/Parkdale. | By Don E

Idea Title: Vehicle activated L turn lite off Crow&5 Ave.

Idea Detail: NB,SB Crow currently have 1L,3 Thro,1R lane,maintain all lanes as is.Vehicle activated lites wud increase traffic flow.Access to businesses on 5Ave.&Crow must be maintained.Twinning Bow Bridge,creating Memorial interchange will alliviate the congestion.



Idea Author: Gloria H

Number of Stars 6

Number of Comments 0

Idea Title: Increase the number of lanes under Memorial north bound

Idea Detail: Presently only one lane of the 3 between 17th ave and the river continues north creating huge traffic jams . In addition you have NB bow trail traffic trying to cross to gain access to Memorial. A dedicated bridge for this traffic heading to Memorial would prevent a lot of accidents and reduce the traffic on this stretch.

Idea Author: Leslie M

Number of Stars 6

Number of Comments 0

Idea Title: Super-flyover from south bank of bow river to escarpment

Idea Detail: 3 lanes each way over current roads. Have traffic circles underneath at kensington rd and 5 ave nw.; use merge lanes to connect local neighbourhood traffic to new crowchild flyover. Freeflowing memorial drive is maintained.

Idea Author: David K

Number of Stars 6

Number of Comments 0

Idea Title: 5 Ave - remove traffic lights, right turns only

Idea Detail: Nearby 16 ave and Memorial via 19th Street provide ample access to cross Crowchild and access east or west side of 5 Ave.

Idea Author: Joanne G

Number of Stars 6

Number of Comments 0



Idea Title: No lights at Kensington and no left turns at Kensington Rd

Idea Detail: Crowchild traffic can access east side of Kensington from Memorial drive with easy access. Same for southbound traffic - easy access to Kensington Road from Memorial Drive - adjust left turn lanes on Memorial to make it easier to turn onto 19th and at CBC intersection.

Idea Author: Joanne G

Number of Stars 6

Number of Comments 0

Idea Title: Wider, straighter

Idea Detail: This whole series of on- and off-ramps is nightmarish. Drivers need more time to change lanes once they join Crowchild if they need to exit on the other side of the river.

Idea Author: Paul K

Number of Stars 5

Number of Comments 1

Address: Crowchild Trl NW T3C, Canada

Comment 1: Thanks for your input Paul. We are taking it that your idea refers to the Bow River Bridge? If so, do you have any additional input to offer about the potential benefits, constraints or trade-offs? | By Crowchild Trail S

Idea Title: New bulge outs so there is no left turning lane.

Idea Detail: Check out these sites.

<https://m.youtube.com/watch?v=oVI3Ledw7mc>

<http://www.fhwa.dot.gov/publications/research/safety/09059/index.cfm>

Idea Author: Jonathan L

Number of Stars 5



Number of Comments 1

Comment 1: Thanks for your idea Jonathan, this is the first time we've heard a Continuous Flow Intersection be suggested for the project. Is there a specific location along Crowchild Trail that is of interest for this, or any additional thoughts you may have about the potential benefits, impacts and trade-offs? Any additional feedback is welcome. | By Crowchild Trail S

Idea Title: Make freeways a least 4 lanes wide supported into the air

Idea Detail: If we have freeways like the the United States, that are supported in the air to allow more traffic to go through this would greatly reduce congestion. have off ramps to residential areas and communities (not affecting the flow of traffic). If noise is a concern build barriers along the free way to reduce noise. we honestly need more lanes, too allow a higher rate of traffic.

Idea Author: Shane H

Number of Stars 5

Number of Comments 4

Address: 2419 9 Ave NW T2N, Canada

Comment 1: Sorry, Shane, we'll just have to agree to disagree on this. The American love affair with the car is not sustainable. Unfortunately, the area around interchanges and raised freeways become dead zones. | By Don E

Comment 2: Don, by adding freeways, you allow a constant flow of traffic compared to smaller highways where roads are already in constant 'gridlock' in Calgary. We already have a lot of vehicles on the road, that's not going to change when you make a freeway. The volume is there regardless; however that's not going to be the result of a freeway. It's a result of infrastructure and growth. Calgary is a growing city and it would make sense to expand our highways to bigger roads such as expressways or freeways. The reason I use the United States as an example, is because their highways are prebuilt with the knowledge that influx in people will occur and they need to have highways to withstand them. I am asking us to think logically, because our roads remain small, including the new ones we build. Calgary has a population of roughly 1 million people, compared to Montreal, which has around 1.6 million. They are already building raised interchanges and freeways 5 lanes wide, not because they're afraid of gridlock, because they know it opens the flow of traffic and makes it easier to commute long distance without having to get stuck. Having raised roads above other roads relieves tension



off more common stop and go traffic. Sorry to inform you that these ideas do work and are still working today, thats why the United States has them in their largest cities and thats why are own provinces and major cities are 'emulating' them right now! | By Shane H

Comment 3: Thanks for your input Shane, are you able to elaborate on what benefit you are trying to achieve with your idea? It is not clear from what is provided. As well, if you have anything to add about possible impacts and constraints (Don has helped do so as well), that is welcome as well. | By Crowchild Trail S

Comment 4: More freeways promote more cars which promotes more traffic which promotes more gridlock which promotes more freeways. This thinking no longer works. Besides, we want to emulate US design ? | By Don E

Idea Title: Dedicated Bridge for Memorial Drive from Crowchild/Bow Trail

Idea Detail: Second Bridge over the Bow for those exiting on to Memorial with exits east and west. This would free up one lane of the existing bridge that could possible be continued northbound. Tie in Bow trail traffic that wants Memorial access into the system eliminating the crossover on Crowchild.

Idea Author: Leslie M

Number of Stars 5

Number of Comments 0

Address: Crowchild Trl NW T2N, Canada

Idea Title: Elevate or tunnel Bow Trail

Idea Detail: Bow trail should be elevated or tunneled though downtown to connect to Deefroot trail - just like the Gardiner expressway in Toronto or any major city in the US.

Idea Author: Tim K

Number of Stars 4

Number of Comments 6

Address: Bow Trl SW T3C, Canada



Comment 1: Making Bow Trail a freeway through downtown would be disastrous. It would create far more problems than it would solve. BTW, Toronto is presently looking at removing part of the elevated Gardiner to in-part alleviate congestion. | By Alex P

Comment 2: Thanks for the feedback Don and Bruce. Although it does envision the evolution of Bow Trail to support urban development, both the CTP and West Village ARP also directly recognize and support Bow Trail's primary function as a main arterial into and out of the downtown core. Apologies that the original response may have implied otherwise. | By Crowchild Trail S

Comment 3: Bow Trail is the primary route out of downtown to the west suburbs. This road is a arterial/skeletal road and anything less would be ludicrous. Unless the City would like to add many more lanes on Crowchild so one can access Strathcona and Aspen via Stoney Trail. It just occurred to me that the problem with the CTP is that it tries to focus all traffic into a few key routes (by downgrading everything else), makes everyone go far out of their way and results in more lanes, more miles driven, more accidents and more CO2 in the sky. | By Don E

Comment 4: Sorry - Bow trail is going to go from a multi lane feeder to an Urban street? That is crazy. How are you going to feed Downtown? | By Bruce C

Comment 5: Thanks for your idea Tim. The Calgary Transportation Plan (CTP) identifies Bow Trail as an arterial street that provides access to the west side of downtown, and over time it will continue to evolve into a more urban street, particularly in the West Village area (near the Greyhound station). Some links to the CTP and West Village ARP are provided below, if you would like to learn more. No changes to this functionality on Bow Trail are being considered as part of this study, but we would welcome any ideas you have about changing the Crowchild Trail corridor.

http://www.calgary.ca/Transportation/TP/Documents/CTP2009/calgary_transportation_plan.pdf

<http://www.calgary.ca/PDA/pd/Documents/Publications/west-village-arp.pdf> | By Crowchild Trail S

Comment 6: Toronto has recently gone through a great deal of heartburn about keeping the Gardiner or tearing it down. Frankly, I'd rather not use the US as a guide for any type of transportation planning whatsoever. | By Don E

Idea Title: Close Bow trail and 10 ave sw access to northbound Crowchild

Idea Detail: Much of the congestion on northbound crowchild Tr occurs where the traffic from bow trail and 10 ave SW merge with the northbound traffic on Crowchild Tr. If this merge area is removed the traffic can flow more freely in this area.



Traffic from downtown would use a new bridge that would cross the river just south of 21st nw. This would provide an alternate route over the bow river. Traffic could connect to crowchild and Parkdale Blvd on the north side of the river. (See the attached diagram)

Impacts would include more traffic on Parkdale and 3 Ave NW to Shaganappi Tr. The new bridge. The need to add additional lanes for east bound traffic beside the west bound lanes of Bow tr beside the river. May also need to reverse the traffic on 5 ave SW and 6 ave SW where they join with the new road.

As an additional option the current East bound traffic on bow trail that want to go north on crowchild could be handled with a bridge over the railway tracks and connecting to this new bridge.

Idea Author: Gary F

Number of Stars 4

Number of Comments 2

Address: 2215 Juniper Rd NW T2N, Canada

Comment 1: I don't see how this would align with the West Village plan to realign Bow Trail into a couplet. | By Alex P

Comment 2: The problem with this whole stretch is that it was SO badly designed in the first place! Now to fix it properly, the City would have to expropriate a lot of property to widen Crowchild and to do PROPER interchanges (none of these nonsensical elevated intersections this city has a love affair with!). That means foresight, consideration of future volumes and proper consideration of access and exit requirements. Calgary had such a benefit of space and yet we got stuck with zero length entrance and exit ramps, a forest of yield and stop signs, badly synchronized traffic lights, horrid signage, all causing major traffic stalls and accidents. Crowchild Trail is certainly not the only road system that suffers from this. | By Byron W

Idea Title: Redevelop

Idea Detail: If a developer were to acquire the land between 23 St and 25 St from Broadview Rd to say 7 Ave we would have a ARP which would redefine the community for the future. Make this happen before messing with roads that cause a blight to the community. Do the roads as a part of the ARP. Think past 50 years.

Idea Author: Norm B

Number of Stars 3



Number of Comments 0

Idea Title: quit try'g to deliver every option at every X-road

Idea Detail: intersections are often unnecessarily complicated by permitted left turns, associated turn arrows consuming time, turn lanes consuming space, pedestrians allowed on four possible crosswalks. Road design needs to start from the other side of the equation and ask if some of this can be eliminated with minor inconvenience offset by low cost improved flow. One or more of the multiple McMahon intersections should be out of service except game times. I love bicycling but it should be outlawed on Crowchild Tr. road lanes.

Idea Author: John U

Number of Stars 3

Number of Comments 0

Idea Title: Increase speed limit.

Idea Detail: Design the Trail such that the lowest speed limit is 80km/h and upper limit is 100 km/h.

Idea Author: Paul K

Number of Stars 3

Number of Comments 0

Address: 2408 13 Ave NW T2N, Canada

Idea Title: Elevated Crowchild trail from 5th Ave to Bow River X-ing

Idea Detail: Elevate Crowchild trail from 5th to Bow River X-ing with local community road / access underneath. Elevated structure would not cut-off community. Crowchild must be free-flowing though this area to eliminate community short cutting. Many cities have elevated highways with architecturally atheistic design features to help it blend into the urban landscape.

Idea Author: Tim K



Number of Stars 3

Number of Comments 2

Address: 2443 5 Ave NW T2N, Canada

Comment 1: I like the idea of eliminating community short-cutting, but am concerned about the high noise an elevated free-way would produce, the loss of privacy experienced by the surrounding homes, and the cost. | By Chris P

Comment 2: I don't think overpasses/elevations are the solution, as it will cause nuisance (visual & noise & air quality) to everybody along the entire Crowchild corridor. More modern city's nowadays move away from overpasses (even from existing ones, because of the nuisance) and move to tunnelling. The advantage of tunnelling is that it improves BOTH the traffic flow AND the livability of the surrounding communities. A double-deck tunnel can even double the capacity (possibility from 24 Ave to Memorial drive). In addition to that the communities on either side of the Crowchild corridor will get connected and the safety will be improved, e.g. Andrew Heights and Briar Hill belong to the same school district, but children from Andrew Heights now have to cross Crowchild to go to school. A tunnel will solve this issue. Construction wise there is the North and South bound lanes are already partially at different height levels so that can be used as an construction opportunity. | By Barbara C

Idea Title: Several Fixes

Idea Detail: 1) Build a new one-way bridge north bound over the bow river (east side of the current Crowchild Trail bridge)

Purposes: a) directly connect west bound traffic out of downtown on Bow trail to west bound Memorial drive b) filter north bound traffic on Crowchild Trail over this bridge to connect to Memorial Drive.

Benefits: eliminates the 100m merge section on the existing Crowchild Trail bridge. Eliminates congestion before reaching the lights on Crowchild Trail & Kensington Road

2) Do not expand the number of northbound or southbound lanes on Crowchild between Kensington Road and 24th Avenue North. Inner city living must not be compromised for the benefit of Calgary residents who chose to live in the north and west suburbs and chose to work downtown.

3) build over/under pass at 24th Avenue NW (due to the generous amount of space and the lowest impact on existing homes - eliminate the north/southbound lights.

4) Give the same amount of attention to other bottlenecks in Calgary

Idea Author: lance M

Number of Stars 3



Number of Comments 2

Address: 2240 4 Ave NW T2N, Canada

Comment 1: Point 1 is very much similar to what was proposed in one of the options presented in 2012.

I sense a touch of sarcasm in point 2. As a resident of West Hillhurst, I don't have a problem with people commuting to downtown. It's the commuting from, say, Royal Oak to the Foothills Industrial Park that I take exception to.

Regarding point 3, at the end of the day, it was unfortunate that the LRT crossed under at this location as this would be a excellent location for a lowered Crowchild Trail (think John Laurie and 14th St north).

| By Don E

Comment 2: Some - some bad. Disagree strongly with #2. The city needs to have arteries. EXPAND the roadway. | By Bruce C

Idea Title: More Light cameras and remote control lights

Idea Detail: The biggest problem that I see on Crowchild Trail is between 5th ave. and the University. What Calgary needs to do is to install more cameras and lights that are controlled by a command center. This would be like having a policeman at every intersection to control traffic flow, because when ever there is a policeman controlling traffic at say an intersection with a light that is out, they can very efficiently move large volumes of traffic. This would help at many areas of the city with high volumes of traffic such as Sarcee and Bow trail. Also the 4 lights on Crowchild need longer intervals so as to move more volume and avoid build up and frustration. I notice they shorten the interval after rush hour which makes no sense as there is always large volume on this route. The speed on Crowchild is to me the most abused in the city and needs to be cracked down on with photo radar.

Idea Author: Simon M

Number of Stars 3

Number of Comments 0

Idea Title: Elevated access to Crowchild NB, Bow Trail and Memorial



Idea Detail: The access to Crowchild NB from this community is more than just a convenience. It is also the alternate route in the event there are any issues on NB Crowchild from Glenmore until this point. This is the last chance to access the bridge over the river for all.

Idea Author: Leslie M

Number of Stars 3

Number of Comments 0

Idea Title: Improvements to pedestrian/cycling bridge over Bow River

Idea Detail: The pedestrian/cycling bridge over the Bow River under Crowchild needs to be widened and improved.

Idea Author: Cheryl S

Number of Stars 3

Number of Comments 0

Address: Crowchild Trl NW T2N, Canada

Idea Title: Keep all turns access at Kensington and/or 5th Av.

Idea Detail: Keep all turns access at Kensington and/or 5th Av. Residents in the neighbouring communities rely on these access points.

Idea Author: Cheryl S

Number of Stars 3

Number of Comments 0

Address: 2432 Kensington Rd NW T2N, Canada

Idea Title: A more efficient and less impactful elevated roadway idea!

Idea Detail: Problem w/ most suggestions is building a huge elevated roadway kills the streetscape and natural light below. My idea is take this concept but to modify it to hopefully mitigate the issues.



I propose a two lane elevated roadway from the river till just after 24th ave. Lanes would run north/south in AM and south/north during PM. At each end merge lanes would be designed to ensure traffic comes off the elevated roadway smoothly with no merging bottlenecks. Existing crowchild could be updated to include more pedestrian/cycling.

I believe a two lane elevated roadway is better b/c it makes the road much narrower with two lanes and 1 shoulder to pull over/emergency. I'm imagining each support column could be similar to (if not narrower) Kerby to- Sunalta CTrain track. To address noise concerns, the roadway could be closed off during non-peak hours. Would build over 16th ave and tear down McMahon pedestrian bridge and re-incorporate into the new overpass.

Idea Author: Gurcharan N

Number of Stars 2

Number of Comments 0

Idea Title: Build Ramp- Bridge over Crowchild

Idea Detail: This intersection is backing up the traffic flow up to Brentwood station and further.

Idea Author: Amir A

Number of Stars 2

Number of Comments 2

Address: 2512 24 St NW T2M, Canada

Comment 1: Idea is too vague. Which intersection is Amir specifically referring to? | By Don E

Comment 2: Remove all street level intersections and lights. | By Bruce C

Idea Title: Alternate route----Sarcee Trail

Idea Detail: Only logical and economical way to lessen traffic on Crowchild Trail is to connect Sarcee trail north and south with a bridge. The Stoney Trail bridge showed how un-invasive a bridge can be on the surroundings. The people that opposed this bridge have most likely moved out of the community and the new residents would probably welcome an alternative route to the congestion of the Crowchild bridge. This would lessen the traffic on Crowchild Trail



which was built for a city of 400,000 plus produce an alternative route which would save travel time for us in the NW and decrease pollution of all the cars idling between 24th Ave North and 17th Ave south.

Idea Author: Ilene D

Number of Stars 2

Number of Comments 0

Idea Title: Alternate---Sarcee trail Bridge

Idea Detail: The only way to avoid the congestion on Crowchild trail is to connect Sarcee trail North and Sarcee Trail South with a bridge. The roads are already built. Stoney Trail bridge shows us of how un-invasive a bridge can be and how protective of the river valley below it. The residents that boycotted the bridge have probably moved from the neighbourhood and the new residents would welcome an shorter alternative route across the river.

The Crowchild Trail Bridge was built for a city of 400,000 people which has grown----grown to the west.

Living in the north west I know a bridge on the Sarcee Trail would lessen the travel time and the pollution of cars idling on Crowchild Trail

Idea Author: Ilene D

Number of Stars 2

Number of Comments 1

Comment 1: Connecting Sarcee in Bowness to Sarcee in Silver Springs would bulldoze right through the Bowness "high street" area. Far more effective with far less impact is connecting Sarcee south to Shaganappi north. | By Don E

Idea Title: No red lights between Kensington Rd & 24th ave during rush hour

Idea Detail: Crowchild is busy enough during rush hour, there should be no deliberate halt in traffic flow. Red lights work fine the rest of the day - but not for rush hour.

The volume of traffic that crosses that stretch of road during rush hour is too large to allow for left turns or for traffic to cross the road without an overpass or underpass.

16th AVE as well as Memorial Drive are designed to allow traffic on and off Crowchild without



red lights. If these roads could be utilized more frequently during rush hour, there shouldn't be a need to deliberately slow down the whole road. These red lights are the biggest problem facing the slowest road in the city during rush hour.

But disabling one or two of the lights won't do it. Traffic must be able to free flow between 24th & Kensington - or no matter how many lanes you add it won't make a difference

Idea Author: Michael R

Number of Comments 0

Address: 1523 22 St NW T2N, Canada

Idea Title: Close access from Richmond Road northbound on Crowchild

Idea Detail: Similar to the issue on the bridge across the Bow there is a problem with vehicles merging on to Crowchild from Richmond road northbound on Crowchild at 17th avenue. The competing traffic flow of vehicles wanting to merge far left to go north on Crowchild vs those wanting to merge right to go on to Bow trail is a problem in conjunction with vehicles entering Crowchild from Richmond Road/17th avenue. There isn't enough room before the bridge to allow for proper merging - backs up traffic in morning.

Idea Author: Darren G

Number of Comments 2

Comment 1: Richmond Road is a major connector all the way to Sarcee Trail (and beyond), so if anything, needs even better access to Crowchild Trail, not be eliminated. Richmond Road in fact, is yet another road system which desperately needs a re-work! | By Byron W

Comment 2: What alternative for residents of the surrounding communities to access Crowchild would you propose? This option means residents wishing to travel NB on Crowchild would likely need to travel south first and it would mean cutting through residential streets and school zones to get access. 17th Ave is a fairly important road in Calgary so it should always have access to Crowchild. Moving traffic to residential streets should not be an option to reduce volume. | By Donna D

Idea Title: Increase the amount of trees, let's create a tunnel of trees

Idea Detail: Trees and vegetation in general not only improve the urban landscape but also brings health benefits for residents both in the physical and mental aspects. Crowchild Trail



can be benefited from vegetation becoming an urban corridor of nature atmosphere will all the benefits that this means, according to several research studies on environment, psychology, and urban planning.

Idea Author: Ana H

Number of Comments 0

Idea Title: More exit access off Crowchild Tr.

Idea Detail: Traffic moves great on Crowchild except when people need to change lanes to merge into the turning lane they want. The process of merging over the Bow river overpass is crazy. Is there no better design. What about lights that force drivers to alternate letting other drivers in. If everyone merged correctly traffic keeps moving. Going South on Crowchild onto the fly over and on to Glenmore Tr is a nightmare. Cars zoom in far left lane and once they get to fly over they try to push there way in. The speed limit going over the fly over is excessively slow clogging all lanes. Open up another exit such as the one on Glenmore Tr by the car dealership.(You can turn off in to it but you can't get to South Glenmore from it) Put a fly over so cars can go that way instead of glumped together on one fly over. That way all Mount Royal, local business development and Garrison Woods people are not filling up these exits because there is no where else for them to get out.

Idea Author: S R

Number of Comments 0

Idea Title: Make use of adaptive traffic signal controllers

Idea Detail: Crowchild is a free flowing roadway, except for the bottle neck in question. The traffic signals could be better utilized to assist in the free flow concept. For instance, many times I have come to a yellow light and had to stop at 24 Ave. southbound and been the first car at the stop. The light turns green, only to then approach a yellow at 23 Ave. This is very frustrating when you can see that there are not any vehicles or pedestrians causing the light to change. So 100+ cars that have just cleared a red light at 24 Ave. have to stop at 23 Ave. for no apparent reason.

My suggestion would be to look into the Marlin ATSC (adaptive traffic signal controller) system developed by Dr. Samah el-Tantawy at the University of Toronto. It has demonstrated great results and only involves changing out the lighting equipment and switching. This would improve things until the necessary massive capital project could proceed. Northbound evening rush would benefit greatly also. Also save huge \$\$\$.



Idea Author: Paul R

Number of Comments 0

Idea Title: Improve the transition from EB Bow - NB Crow - EB Memorial

Idea Detail: Trying to manouvre from eastbound Bow Tr to northbound Crowchild to Eastbound Memorial is difficult and dangerous.

Idea Author: Cheryl S

Number of Comments 0



Crowchild Trail Study

Social Media, Reddit and Emailed Ideas Summary Phase 3 (October – November 2015)

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding various implications of those ideas.

Throughout the months of October and November 2015, social media was used to direct the public to the Crowchild Trail Study website where they could learn about the project and study area and find information on upcoming public engagement opportunities. While social media platforms, including Facebook and Twitter, were only used to share information, comments received on these media have been recorded and included with the project stakeholder feedback.

Ideas about the Crowchild Trail Study were also received via email and posted on the online forum Reddit, these comments have also been recorded and included.

What we heard

Below is a record of the feedback received through social media and email and posted on Reddit. 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

Following the October and November engagement opportunities, the project team will conduct a qualitative review and consolidate the ideas we heard from participants. The results will be shared with the public in the first quarter of 2016 for further evaluation before being used to help inform the development of preliminary concepts for the Crowchild Trail corridor.



Verbatim Comments - Facebook

October 7, 2015 Facebook Post

"The City wants to hear from you. Attend a workshop or drop-in session in November to share your ideas on possible changes to Crowchild Trail."

- I find this amazing. We moved back to Calgary in 1983. Since then there has been construction somewhere along Crowchild Tr. almost non-stop. [omitted] The same can be said for Stoney Trail west section from the river both ways. First to be constructed, still undergoing changes. (x8)
- Put a BRT down 14 St. from the Country Hills Bus Loop to Mount Royal University. I'll bet the pay cheque of a city planner that would lighten the load on Crowchild Tr. substantially. It's always amazed me that there isn't one continuous bus that runs down 14 St. I suppose it's due to the fact that 14 St. used to end at Nose Hill, give or take and with that long swath of not much habitation from North Haven to Beddington Tr., the transit planners haven't seen the value. Take a look at the demographics and the population densities along there dudes. It's 2015, not 1975. (x4)
- The one thing about Crowchild Tr. that gives too much congestion is due to the fact that Crowchild Tr. turns into literally one lane between 17 Ave. to the Memorial Dr. exits heading north over the bridge. All other lanes that were a part of Crowchild Tr. before 17 Ave. turn into exit lanes causing the road to narrow and traffic to build up as people want to get to their lane they need...in 70km/h traffic mind you. Southbound Crowchild Tr. at this spot doesn't seem to be as bad as the northbound commute but I suppose during rush hour it can be. Without widening the bridge one extra lane on the northbound, the next viable thing would be to eliminate the lights at Kensington Rd. and put a big, dual lane traffic circle there so as not to stop any traffic at all but slowly move it along especially during rush hour. Traffic circles really do wonders for traffic jam spots...especially when used correctly. (x5)
 - Going south during rush hour is a complete stop on mess.
- New bridges over the Bow River are the only way to really make a difference. The current spaghetti mess has to go, and buildings will have to come down from the river to the University. Stop studying and start working. (x3)
- If you can't put an overpass instead of traffic lights, then at least have the lights be synchronized to the 60 km/h. speed limit. I've been on Crowchild Tr. and hit every intersection with a red light!! That can't be efficient and definitely causes bottlenecks. (x2)
- The 15 years that I have been back in Calgary, Crowchild has been a work in progress, the one missing link is getting out of downtown, we don't need yet another survey to figure that one out, the powers that be just need to drive it and poof the light bulb will go off! Stop wasting our time and money. This is a city in crisis already, no more art work, no more bike lanes, and no more lane reversal tests. Just get out on the street and figure what is critical and do it! While you're at it lets get it back to being clean! (x1)
- This coming from city planners that keep building level crossing for the C-train. I expect years of traffic pain and a complicated and confusing solution.
- Oh and not only that...why is it so hard to navigate to leave an opinion at the city website? Almost as though they did that on purpose. (x1)
- Trying to stay as involved as possible. I think folks have the right to live where they choose. I support their choice. But I do not feel obligated to get them to work.
- More surveys and studies? Are you kidding me? This problem has been studied for decades...get shovels in the ground and rebuild the [omitted] 24 Ave. - Bow Tr. section already. I never thought I'd say this, but I actually kind of miss Bronconnier. At least he got things done...unless it involves public art,. [omitted] (x5)
- Take out the traffic lights at Kensington Rd. and 24 Ave. N.W. (the road for University) and one before than [sic] 24 Ave. N.W. C-train road than Crowchild Tr. will flow nicely. (x2)



- Taking out the traffic lights at Kensington Rd. - would literally 'trap' anyone traveling west on Kensington Rd. trying to turn left to get on to Crowchild Tr. south. Solutions need to work for everyone...from every direction.
- I meant they can do underground tunnel or bridge whichever can cost cheaper. (x1)
- It's just Crowchild Tr. jams at those point especially in winter.
- It should be like American parkways non-stopping road. Just my opinion. (x1)
- No traffic lights, means overpasses-obviously (x1)
- Maybe The City is not actually trying to solve roadway problems. Because they want you to take the train. (x2)
- Quit with all the studies and pretending that the city wants to hear from people, all these studies is just a way to prolong not doing anything about it. The problem is obvious – no traffic lights. (x4)
- Get rid of bike lanes. [This is not a] way to increase traffic congestion. No offense bike folks, but in my day we shared lanes with cars and it was just fine. (x2)
- Instead of surveys, mayor and alder persons drive the road in rush hour. Both ways during rush hour and see the problems like all major roads in this city. [They] could get it very quickly to see what changes would need to be done. [omitted] (x2)
- The people running city hall don't listen they just waste more money on [omitted] art and bridges. (x1)
- And bike lanes. Don't forget the bike lanes. (x1)
- Maybe start making it mandatory in car sharing to eliminate the traffic! Buses never get you on time, not unless you leave earlier and bike people if you want to ride your bike then pay attention, you do not always have the right of way. (x1)
- Make it all bike lanes (x1)
- Wider road (x1)
- You should make bus lanes instead not bike lane. More people will eventually take buses.
 - Maybe it should be all walking lanes and everyone will walk or jog.
- Double stack Crowchild Tr. between the Stadium and 17 Ave. S.W., similarly to I-15 in Austin, TX
 - Yup, that is the only good solution. Get it done!!!
- Don't do the Trail. Most users are on it because you have Crowchild Tr. or Deerfoot Tr.
- Perhaps a new artery to downtown would be a smarter financial and logistic option.
- The exit to Glenmore Tr. from Crowchild Tr. south has plagued me since I even began to drive.
 - Yes!
- White street lamps please!
- [What about] a Cloverleaf?
- Please finish the safety signage on Crowchild Tr. at the new Tuscany LRT Station. The poles have been naked for over a year!
- What we say won't matter, they will do their own thing anyway.



November 9, 2015 Facebook Post by Mayor, Naheed Nenshi

“Oh, Crowchild Trail. It's served Calgary for a long time, but the city has grown and Crowchild Trail has to get better. Now's your chance to have a say on ideas to improve it AND share some of your own. Please visit this website for links to an online forum (just launched today) and information about how you can share your ideas in person. The next idea workshop is this Saturday. My colleagues at The City of Calgary would love to hear from you and incorporate your ideas into the new Crowchild Trail Study.”

- Why does the concept/study take so long? Time is money and I heard on the news that phase 3 is actually Dec. 2016 not spring? I do however applaud the reaching out concept to gather input.
 - *(Posted by Mayor's Office Staff)* Administration really wants to get it right (and Council really wants Administration to get it right)... and that takes a lot of time and a lot of public engagement. Whatever happens will affect a lot of people and cost a lot of money. Still... that's a long time.
 - I urge you to become a designer or road engineer and you will see why things take so long. There are residents, utilities, rights of ways, guidelines, and project examples from other cities, etc. Things take years, even decades to sort out every possible detail.
 - *(Posted by Mayor's Office Staff)* After the flood, we celebrated how The City was able to rebuild Macleod Trail in a matter of days. Mayor Nenshi asked why we couldn't do that with other projects. "Public engagement and money, your Worship" was the answer.
 - Sure except every time an overpass is built in this city it takes years yet other cities it takes months. I lived in Houston for 6 months and saw a bridge/overpass go from breaking ground to final inspection in that time and it was officially opened 3 weeks after I left so call it 7 months. I'm sorry but I don't buy that the process should take that long but I do accept the response as I recognize with money anything can move faster.
 - Trust me, from living in a city with no concept/study/consultation, it's better to have it. Currently living in Montreal. Where the process is Big Announcement of an idea for a concept. Something might get built, probably won't, but only a shell of the idea, and years too late.
 - The other side is Houston, sure it's quick, but how did it get built so quick? And at what cost socially? Huston is also an oil city, how many hands were greased, and how many projects get shut out because of it?
 - You are speculating wildly. It's actually funny because Montreal has a long history of corruption when it comes to construction. Plenty of stuff gets built there. Just not in an ethical fashion. Construction is corrupt everywhere, including here.
- Could we get the trains and buses to run on time at some point, pretty please? (x2)
 - *(Posted by Mayor's Office staff)* The good news is that Calgary Transit has finally implemented a Customer Commitment that will report on transit reliability. This was something Mayor Nenshi ran on in 2010, so we're glad it has finally come to pass. This kind of public reporting will help put pressure on Transit to improve its customer service. And from a look at the data, they're really not doing that bad.
<http://www.calgarytransit.com/reliable>
 - Oh, I've put in plenty of customer service complaints over the summer/fall, with no effect. My bus just chooses not to run on any kind of schedule. In one sense, I almost want to applaud it for having a sense of individuality and fighting against the man. But in another sense, when a bus is late five or six days in a row (anywhere from 5-20 minutes), and you just want to go home, or when the 5 minute average in the morning goes out the window, I'm not sure I'd say it's 'reliable'. And I'm likely not the only one who has these exact complaints.



- Well Mayor Nenshi, there are a number of roads and intersections in the city that need more planning now that the city has grown. But I'm confident you and our fellow city staff will be able to identify the problem and come out with a workable solution. Thank you for consulting us in regards to Crowchild.
- Keep the old bridges as a link to Kensington Rd. and Memorial Dr. from downtown. Build new bridges for Crowchild Tr. over Kensington Rd. that have no direct access to Kensington Rd. or Memorial Dr. Try to make it not look like a viaduct or raised expressway through good design (x12)
- 16 Ave. overhaul? If we can do construction on 16 Ave. in front of Canada Olympic Park, we can also get the 'little area between Banff Tr., and Deerfoot Tr.?
- Eliminate the traffic lights from Kensington Rd. to 24 Ave.
- Great choice. Crowchild Tr. has to be improved.
- Just because you have tax money to use doesn't mean it should be spent immediately. Save it for something the city actually needs.
- How many times do they have to re-construct Crowchild Tr. before they can really make it right? You guys should consult the Germans.
- I don't know if I'm the only one but I definitely don't feel Crowchild Tr. should be first on the list for changes. It's not actually that bad in comparison to Deerfoot Tr. and 16 Ave. I feel those roads desperately need an overhaul before Crowchild does. I've never had near the problems. I like that they are consulting though!
- That major merge near downtown is crazy and needs dealing with. 4 lanes merging into 2 on a major artery of getting out of town.
- Best news I've heard all month. Crowchild Tr. is an absolute nightmare.
- Put it underground!
 - 5 Billion dollars, and 11 years later.
 - So what?
- What about Deerfoot Tr. and Anderson Rd.?
- No toll lane! (x2)
- Well, it's a no brainer. Go ahead ASAP with the Green Line and secondly a shuttle to the airport. Implement rapid transit to the Hospitals and University of Calgary. HOV lanes for connectors like John Laurie Blvd., Country Hills Blvd. (I don't know the south well, sorry) mostly for rush hour. More Park and Go places, etc.
- It's embarrassing that the city is asking help from the public. [Why] can't [they] figure out how to design a road to accommodate more cars? And you need public engagement? [Omitted] No one is going to oppose lighter traffic. Just do it. Start tomorrow.
- I sincerely hope that you will consult with all the truck drivers, as they see the road from an entirely different point of view, and could aid in not so many truck accidents. I drove a truck in Calgary, it is a nightmare to get to destinations to deliver your goods, often through residential etc. Often I had to go way out of my way to find exit points to local sites. In my opinion access roads would have helped.
- Meanwhile in Vancouver, our mayor is tearing down infrastructure.
- Build above it. Expressway! I knew this 30 years ago. It's the most inexpensive, expensive way (x1)
 - Sadly, because of our weather we cannot have an expressway.
- Change the name.
- No speed limits; no lights.



November 17, 2015 Facebook Post

"You have ideas about making Crowchild Trail better. It's time to delve deeper - Who would benefit? What are the trade-offs? How would communities be affected? Continue the conversation through our online idea forum"

- Definitely realize that the bottleneck is in the Kensington area. Perhaps putting in another 2 lanes from Memorial Dr. to 16 Ave. with a better way to enter and exit off both ramps. This would mean needing to get the current small shops relocated in order to do this. Also, perhaps another bridge over the Bow River should have been the most efficient way to deal with this headache. Oh and please, no more useless and unused bike paths please! (x18)
 - As someone who uses the busy bike paths to get to work every day I object them being called useless. If that's useless then Crowchild Tr. is equally useless to me. (x5)
 - I think overpasses at 5 Ave. and Kensington Rd. would be of better use. Keep Crowchild Tr. constantly moving (x2)
 - You guys clearly don't understand the cost of these ideas; good luck.
 - Just fix the Memorial Dr. and 16 Ave. overpasses with better on and off ramps. Remove the lights between Kensington Rd. and 24 Ave. and put an overpass at 24 Ave. Remove the University Dr. under/overpass and put three full lanes from 17 Ave. S.W. to 24 Ave. N.W. Get rid of the 10 Ave. S.W. onramp to Crowchild Tr. north. No more intersections, no crossing traffic and put in pedestrian overpasses at 5 Ave. and Kensington Rd. McMahon Stadium already has one. 24 Ave. already has space for an overpass. Parking lot at Nick's Restaurant and McMahon Stadium at the otherwise [sic]. University Dr. becomes a side road with 16 Ave. access. No need to tear down rows of expropriated houses. 24 Ave. becomes the new entrance to the University of Calgary – won't cost much; for Memorial Dr. overpass will cost a little bit; a bit more for 16 Ave. overpass. And for one 24 Ave. overpass which already has empty "city owned?" land. Plus two pedestrian walkovers for kids going to school and such. A Memorial Dr. off ramp onto Kensington via 14 St. and vice versa would need be added but that is all. Cheaper than a \$300 million dollar tunnel to nowhere. (x1)
- 150km/h speed limit (x29)
 - 150 km/h speed limit on Stoney Tr.? Need to repave it of course and bank the corners but if it takes less time to go further. (x3)
- Would finishing Stoney Tr. Ring Road help? Add a section of road to connect Sarcee Tr. south to Sarcee Tr. north. (x4)
- As space is limited from the McMahon Stadium to Bow Tr., insert a flow through 2 lane overpass system similar to Seattle. That you can only enter and get off at those specific points. (x2)
- There needs to be an increase of lanes on the bridge between Memorial Dr. and 17 Ave. The fact that when you come down the hill heading north there is only one lane that actually goes straight through, [omitted]. I personally think it is one of the major reasons Crowchild Tr. is such a headache every day. Pairing that with the fact that as soon as you get past it, you run into multiple lights only exacerbates the problem. (x16)
- Get rid of the sidewalks, bus routes and traffic lights and turn it into a proper limited access highway from Glenmore Tr. to Cochrane. (x3)
- Please fix the Crowchild Tr./Memorial Dr. overpass. I'm rarely ever up there but anytime I am that is a mess. (x12)
 - I agree.
- Build the S.W. section of the ring road already!! It's only been like a hundred years of debating! And eliminate all traffic lights. (x10)
- Stop spending money on [omitted] art. Simple. (x8)
 - Wrong. (x2)
 - How exactly would that fix the traffic flow problem?
- As with anywhere in Calgary, it's "pace setter" drivers and people who can't merge seamlessly at speed that are the issue. But by all means keep the attention on speed traps and spending money. (x6)



- Well when you have a 300m stretch where people need to merge from the far left to the far right and vice versa it becomes very difficult for people to merge at high speed.
- I'd say start with a good system to train drivers. The roads are fine, the drivers are the problem. (x7)
 - [omitted] There is far too much volume, the design just exacerbates the issue. We keep building roads like the US that were designed in the 1960s and put a world class stamp on it, meanwhile everyone else is building proper interchanges. (x3)
- Keep the lights green for Crowchild Tr. during rush hour. Right turns only onto Crowchild Tr. and no left turns off Crowchild Tr. during rush hour. Traffic can still cross it using Memorial Dr. or 16 Ave. or further north. Minimal costs, just traffic gates and signs similar to Memorial Dr. at 10 St. (x5)
 - I like this idea too. Nice to see actual ideas that make sense.
 - That is exactly what I have been saying for years. Easy solution at very little cost.
 - But then, how would people living off Crowchild Tr., get to their homes - if unable to turn left off Crowchild Tr. when they needed to? The Crowchild Tr. lights stay green for such incredibly long lengths of time (already) - the traffic back-up (of people trying to get off Kensington Rd. going west...onto Crowchild Tr. south) during rush hour...is [very congested] already. Much less, keeping the Crowchild Tr. lights green continually. People 'live' next to Crowchild Tr. They have to be able to exit/access their communities - rush hour, or no rush hour. You can't trap them in - so people in outlying areas can get home without stopping. Crowchild Tr. is not in a location where it can be used as a 'green light' freeway. (x1)
 - Parkdale and West Hillhurst residents would be slightly inconvenienced and would have to plan their route to use one of the many other access routes to their communities, like Memorial Dr. or 16 Ave. I lived in Kensington for 5 years and now I'm in Montgomery and I still avoid crossing Crowchild Tr. at Kensington Rd./5 Ave. It is usually faster to plan ahead and use Memorial Dr. or 16 Ave. anyways and then go north or south to access Parkdale/West Hillhurst than to sit and wait at the lights. I would bet that the free flow of traffic on Crowchild Tr. would actually lesson the time it takes those people to get in/out of their communities as they would have an extra km or two to go around be won't be sitting on Crowchild Tr. parking lot anymore! (x1)
 - Not a bad idea, just like the 405 in L.A.
 - Slightly inconvenienced? What if you live at Kensington Rd. and 5 Ave., which you have admitted is already incredibly congested? Why would you travel north up to 16 Ave, or, even get onto Memorial Dr. (both which run east and west, by the way) if you live three blocks from Crowchild Tr., and simply need to go south every morning? Or end up bottlenecking through Kensington and over the 10 St. bridge into the super congested city core, when you are simply needing to bypass the core, to go south (which is exactly where Crowchild Tr. runs) to get to work? If you think Crowchild Tr. has too many lights, try taking 14 St.! There are lights at every single intersection for miles. And, we have pedestrians crossing on 14 St. at all of those intersections, as well. It doesn't move at all. People who pay higher rates for less housing space to live in more central locations, should not be the ones inconvenienced just so Crowchild Tr. can flow more smoothly for people who live further out. That might make Crowchild Tr. run more efficiently (for whoever can manage to get on to it) but it would create a nightmare of congested detours for the areas that are conveniently located - right along Crowchild Tr. We don't pay these inflated housing rates, to be 'denied access' to our most efficient ways 'into and out of' our own communities. That is not a solution. That would only create more congestion in areas alongside Crowchild Tr. (x1)
 - If you lived on the east side of 5 Ave. and Crowchild Tr. and wanted to go south then you would go 4 blocks east to 10 St., south to Memorial Dr., west on Memorial Dr. and then south on Crowchild Tr. [omitted] That's like 5 minutes out of the way vs. sitting at the light at Crowchild Tr. for 5 minutes.
 - Kensington residents sort of shot themselves in the foot when they closed access to all their streets at Kensington Rd. and limited their access points to 5 Ave.



- The needs of the many outweigh the needs of the few.
- Yes, that little detour can actually take 20 or 30 minutes in rush hour. Even worse, if everyone in Kensington and West Hillhurst were forced to take that little detour. Why would anyone [omitted] go near Kensington Rd. and 10 St. during rush hour unless they absolutely had to? Plus, once you finally got through the bottleneck at 10 St. and Memorial Dr., then you'd have to deal with merging on to Crowchild Tr. south from Memorial Dr. west (which already gets backed up by the way) and would just be another incredibly congested mess. Especially if Crowchild Tr. had no lights to stop the south traffic flow at Kensington Rd. to allow 'merging' from that (Memorial Dr. to Crowchild Tr. south access) yield sign. We'd never get on because that's where the Crowchild Tr. south traffic merges to the far right to exit into Memorial Dr. eastbound. And that new backlog created on Memorial Dr. westbound - would simply block up the westbound accesses leaving the (already incredibly congested) City Centre. And then, how do emergency vehicles get through if all the traffic is stuck? And all that - so you don't have to stop for a couple of lights on your breezy commute home on a green light Crowchild Tr. I think not.
- No more [omitted] traffic circles. No more bike paths that take up our vehicle lanes. [Those] that ride their bikes for 2 months a year have cost us too many millions of dollars already. (x1)
- I'm not saying it would be perfect but I don't see how else you could improve it without bulldozing houses for widening and interchanges, I don't think anybody wants that.
- Teach Calgary drivers how not to yield on a merge. (x4)
- Finish Stoney Trail. (x3)
- Bike lanes all over the city that nobody uses and cost us a couple million bucks just makes no sense. (x2)
 - Why does everyone think the bike lanes are not used? I see tons of cyclists on them all the time.
 - Maybe downtown they get used, but that's because all those people on bikes were going that way, anyhow but everywhere else in the city where they took away a valuable auto lane and turned it into a bike lane, they're completely deserted! I live in Edgemont and there's a bike lane in front of Northland Mall, near where I live, never once seen a bicycle in that lane, yet, on 53 St., I see bicycles clogging up traffic all the time!! (x1)
 - I have not seen any cyclists using the bike lanes downtown since its snowed (x2)
- Roundabouts would work the best...however most Calgary drivers don't know how to use them. When used in the right way they are very effective! (x4)
 - Roundabouts are the most useless thing that was ever built. They are just useless. All they do is slow traffic down.[omitted]
 - Roundabouts slow traffic down but keep it moving. I'm from the UK where we have them everywhere. An intersection however brings traffic to a stop.
- Build a bridge over the bridge, adding lanes to a road then cutting the lanes down to two lanes over a bridge [doesn't work]. This city needs to [omitted] see this. They did it on Stoney Tr. in the S.E., 4 lanes down to two and everyday it's backed up. (x2)
- For the merging lanes from downtown - they could build a second tier above in an arc - sort of a half circle and remerge with Memorial Dr. - no lights needed. A lot of people/drivers head west anyway. That bottleneck there is terrible of course, but drivers have been putting up with it forever.
- Our city's construction projects are used as examples of what not to do already, who cares. (x2)
- No more lights - more roundabouts! (x2)
- An HOV lane with cameras to catch offenders, and merge off-ramps onto Stoney Tr. N.W. or Nose Hill Dr. N.W. (x1)
- There are far too many places where high volume roads are dropped from 3 or 4 lanes down to 2. They just built another one on the S.E. ring road. [omitted] (x1)



- Anybody who drives below the speed limit in the fast lane should get fined for distracted driving! That will speed things up (x1)
 - Did you know there's actually no fast lane on Crowchild Tr.? That traffic rule is for highways and freeways (aka Deerfoot Tr. and Stoney Tr.). Hence why those are the only two roads where you see slower traffic keep right signs. (x1)
- Take out the traffic lights. (x1)
- What needs to be done is open Crowchild Tr. up from 24 Ave. N.W. right through and no lights, take out the places along Crowchild Tr. heading north bound from downtown and no lights. (x1)
- Shoot, if economy keeps up people won't be leaving their houses to go to work. (x1)
- Build a Brooklyn Bridge, traffic above and below. (x1)
- For a place that is flat and wide open, how come we can't turn left anywhere!? Who designs the roads around here? (x1)
- Crowchild smowchild... pressure the AB government to fix Deerfoot Tr. (x1)
- Remove traffic lights and complete the ring road. (x2)
- Overpasses at 5 Ave. and Kensington Rd., keep the flow of traffic moving
- Less lights, more off ramps and on ramps. Crowchild Tr. is a major trail, not to be stopped by someone pressing the button to cross the street, how is it fair if you delay 40 cars for 5 to turn left?
- Add a lane for drivers with more than one passenger.
- Widen it and make it a proper highway.
- Agreed - let's talk change. Uber is change Calgarians are looking for over the current [service] provided by the Calgary taxi commission.
- So happy the city is finally looking at this [omitted] road, it's going to be interesting how they hit it since it's already so clogged up with different roads at the bridge. Good luck!
- No bike lanes on Crowchild Tr. A different bike path system is needed but not on Crowchild Tr.!
- Teach people how to merge properly. Then kick up the speed limit to filter out the really bad ones.
 - That's just going to cause more accidents. You can filter out the bad drivers who don't know how to merge, but they are still going to merge regardless of whether they reached the speed limit or not.
 - People don't seem to understand the difference between merge and yield.
- Whatever you do, please fix the 10 Ave. on ramp heading south. It's nearly impossible to merge and get over two lanes to get the Memorial Dr. westbound on ramp during non-rush hour times and forget it entirely if it's busy.
- Teach Calgarians to merge correctly, follow speed limit and it would already be an improvement
- [omitted] bottlenecking should [not] be implemented at any point on a major artery [omitted]
- 1) Carpool lanes with enforcement against people that abuse them; 2) Additional lanes if possible; 3) Better and more time efficient alternative routes that connect N.W. and S.W.
- C-Train towers down the middle leaving two lanes each way for vehicles to travel.
- Fix the bumpy road.
- Finish the Stoney Tr. but don't put exits with a light anymore. Every Stoney Tr. exit has a light to stop transit, what makes it worth it. Can someone imagine in 10, 20 years from now?
- They best way to remove the bottleneck is to remove the lights. To do this between 16 Ave. and Bow Tr. I would suggest and [sic] elevated highway with off ramps to the lower existing roadway at 5 Ave. and Kensington Rd. respectively, with matching on ramps. There will also need to be a new interchange at Memorial Dr. This may be tricky to incorporate with the accesses to Kensington Rd. Anyone that has been to Playa del Carmen has seen these structures used on the highway from Cancun. I am not sure what can be done north of 16 Ave. to 24 Ave., as the interchange at 24 Ave. has to go over because the LRT is under already, and the interchange at 16 Ave. needs



to stay under. Not to mention the foot traffic to McMahon Stadium from the LRT. Don't know if an elevated roadway would work here adding more slopes for winter driving.

- People learn how to drive.
- After Crowchild Tr., can you please look at Edmonton Tr. and Memorial Dr. intersection? Big bottleneck on Memorial Dr. traffic.
- How about overhead roads?
- There needs to be 4 lanes for the traffic going north at the Bow River bridge. 4 lanes down to 2 is the major bottleneck. Secondly remove all the lights on Crowchild Tr. Only exits should be Memorial Dr. and 16 Ave. Put an overpass at 24 Ave. and an overpass to turn into McMahon Stadium at 23 Ave. (x1)
- Calgary drivers [should] learn how to merge, signal and go the speed limit. Don't talk about traffic unless you have experienced Toronto on a daily basis.
- I find it odd that The City planners are asking the public for possible suggestions to the problem and it's now 2015 with no solution in sight. As someone who uses this everyday let's start with some of the main problems. 1. No through traffic at Kensington Rd. and 5 Ave. 5 Ave. is quite possibly the most useless intersection. Cars on 5 Ave. will either turn on Crowchild Tr. and that's about it. No one, or very few use 5 Ave. to cross to the other side of Crowchild. In other words shut down the traffic light at 5 Ave. make people use Kensington Rd. (boom - 1 intersection taken out!); 2. Kensington. Why is there a left turning lane from Crowchild Tr. onto Kensington? They can already access Kensington by taking the exit on the bridge to get onto memorial and then Kensington. This is a useless turning lane (effects only the southbound traffic as they have to wait for people to turn left); 3. 24 Ave. make it an overpass. Buyout the church or the run down baseball stadium; 4. 23 Ave. get rid of it. People can use 16 Ave. to get onto Crowchild Tr. And if people want to go to McMahon Stadium and take their car for the one of 14 events at McMahon then they leave via University Dr. Again, a useless intersection serving very few cars; 5. Make another bridge. The city is trying to find another solution. Let me just tell you now you're going to have to make one. And it's going to need to carry the northbound traffic through (no exits just northbound traffic). 6. The remaining bridge can then be used for people coming from 10 Ave. onto Crowchild Tr. and Bow Tr. making it easier for them to change lanes and reducing traffic buildup. I'm glad the city is looking at the solution now. But it's too late, this was such an easier problem to solve 5-10 even 20 years ago.
- Finally. Long overdue.
- What about some enforcement for the drivers who take southbound Crowchild Tr. all the way to the end and then attempt a last second lane change onto the Glenmore Tr. turn-off? This is done to avoid the extra few minutes of bumper-to-bumper traffic on the southbound Crowchild Tr. exit. Something needs to be done. I literally see a near miss every single day here. Have one officer sit here for enforcement until all these people realize this is not how to drive. (x1)
 - [omitted] You don't need to go 30km/h on the flyovers. Furthermore if there's space for you to get in without impeding traffic, there's nothing wrong with this. Lining up makes less sense. Use the space available. You don't own the road that's between your car and the guy ahead of you. I have every right to merge in at any point as long as it's safe and unimpeded. (x1)
- Leave it alone! It's the only route that works. People should learn to avoid rush hour times!
- Build a highway on top like Hong Kong and Shanghai.
- Would the S.W. portion of the ring road reduce some of this congestion? Just asking cause any re-design of this road would be a major expense (x1)
 - No. Not for downtown commuters which is where most of the north end goes.
- The lanes need to be made continuous from 17 Ave S.W. through to 24 Ave. N.W. Having to switch lanes on the bridge over the Bow River [omitted] slows everyone down. Ideally I think overpasses or tunnels should replace all of the intersections between the Bow River and Brentwood to allow for free flow of traffic. (x1)



- Double up the LRT and have huge parking. Limit the number of cars and put in a couple of more bridges.
- Tell Nenshi to put bike lanes there!
- How about a sign that says "remember to signal before you cut through 3 lanes of rush hour traffic to catch your exit"
- On/off ramps near Kensington Rd.
- Keep it all flowing. Remove all intersections and lights between 17 Ave. S.W. and 24 Ave N.W. You have a way into both sides via Memorial Dr. and just need a better access to 16 Ave. Get rid of the University Dr. bottleneck and the on ramp from 10 Ave. S.W. onto Crowchild Tr. going north. Put three full lanes from 17 Ave. S.W. to 24 Ave. N.W. Put in an overpass at 24 Ave. and redo the Memorial Dr. and 16 Ave. overpasses. All the traffic will flow nicely no bottleneck no lights. Add one overpass and fix the other two with better on ramps. Add pedestrian overpasses at Kensington Rd. and 5 Ave. N.W. No one needs to relocate and no houses have to be removed. No expropriation other than onramp space where need be, if need be. 24 Ave. already has lots of room past Nick's Restaurant with the overflow parking. Cheap, easy, fast.
- If they added a solid white line on the left side of the regular merge lane right after the 16 Ave. would reduce the last minute [drivers] that are lost trying to merge over two lanes to make it to Memorial Dr. or Bow Tr. turn offs. Then it would be illegal to cross that white line but ok for people to merge into traffic into Crowchild Tr. I think it would make that area safer and make drivers more aware of where they are going before they start driving at all.
- Tunnels!
 - Not in that area, too much bedrock.
- We need to finish the S.W. leg of the Ring Road before we fix Crowchild Tr. This should be a no brainer.
- 6 lanes each way, double decker stacked. Glenmore Tr. too, building that would keep some people employed awhile. Build a dome over it too, with an adjustable tint glass roof like on a Mercedes Benz, and have a controlled climate inside.
- I believe getting that ring road done would alleviate some congestion. Many people think adding lanes will solve the problem, but in reality, adding more lanes and roads inevitably attracts more traffic, then we are back to square one. I was on Crowchild Tr. at rush hour today and one thing I noticed was that northbound traffic is forced to make left lane changes in order to stay on Crowchild Tr. So the rightmost lane is mostly empty aside from those zipping up and whipping in. So maybe not add more lanes but utilize the current ones more efficiently.



Verbatim Comments - Twitter

Comments from November 19, 2015 Post (x5 retweet, x4 likes) - Have ideas about changes to Crowchild Trail? (@cityofcalgary):

- NB Crowchild: the far left lane at Glenmore is the far right lane at Memorial, and it's the far left lane again by McMahon...?
- I'd love to but that site is non-functional on mobile so it's not happening.
- Why would you bother, not like you listen to people.
- Lights bad.

Comments from November 19, 2015 Post (x11 retweet, x7 likes) – Sign up to share your ideas on possible changes to Crowchild Trail by visiting... (@cityofcalgary):

- What more photo-radar...?
- There should be No lights on Crowchild
- Widen it, more Lanes

Verbatim Comments - Reddit

The City of Calgary - Crowchild Trail Study Phase 3: Concept Identification

- Phase 3, in which still nothing gets done. At least it leads to Phase 4, in which still nothing gets done.
 - Watch out for phase 5 it's a doozy. Consulting with industry professionals and estimating time remaining on evaluations.
 - Phase 6 is 18 month bidding process. Woo hoo! Traffic will be smoooooooooth on Crowchild in 2030. Can't wait!
 - Then the City can't win. When they move faster to address problems and produce plans, people complain that they didn't get a chance to have their say, and that the City is ramming their idea of what is needed down residents' throats. When they slow down to have a detailed process of engagement and reflection, they get people who complain that nothing is being done, and they're wasting time. They can't win, and having people complain about a process they don't understand doesn't help.
 - Makes you wonder how much has been spent so far on the previous phases.
- TL;DR - We aren't changing anything. The road is just fine.
 - Anyone who actually thinks this should be forced to drive loops from the university down to bow trail during rush hours.
 - Agreed. I make this trip daily, and it's pretty brutal. Especially coming north in the evening rush. Complete standstill from 17th Ave S to McMahon Stadium.
 - Northbound side is definitely more brutal. I watch [vehicles] start piling up at 3 pm while southbound congestion is minimal.
- Better plan: build a bridge at Sarcee Trail.



City planners looking for public input on Crowchild Trail re-vamp

- Fix the bottleneck at McMahon/16th. Raze that [omitted] apartment building and expropriate the land. Three lanes, no stopping. Get rid of the lights.
 - I like the idea, anyone have any idea what the cost might be? Couldn't be more than the S.W. portion of the ring road could it?
- What I don't get is they keep re-studying old roads, but they never apply what they learn there to the new ones. I get re-vamping existing roads can be tough, but why can't they get the new ones right?
 - Like the overpasses near Deerfoot and Stoney trail south? Too many issues to count.
- Is anything going to change this time? I think one easy improvement is to increase the speed limit from 80 to 100km/hr in the section North of McMahon.
- As per the article, these are not open houses; you must register in advance.
- Again?
 - They're probably just trying to pretend they care what we think.
 - No kidding - I remember providing feedback ~4 years ago. It seems that has been tossed in the bin, not sure why I'd offer any more time now.
- My simple short term mitigation is to make 5 Ave. straight through only (no left turns) and Kensington Rd. left turn only (dual left, no straight)

Verbatim Comments - Email

- Not too sure what has been tabled so far. But when I was in Chicago I noticed they had raised highways over parts of the city. Would it be possible to have a freeway type that was raised in the air, where the majority of the fast moving traffic trying to get from south to north and north to south would drive and there would be no interruptions? Then have the lower part for local traffic and for the exit and on ramps to merge from. Some might say it is a bit of an eyesore but the similar idea way done [sic] with the new SW LRT and it looks nice. Just a thought that I had from an idea from another city.
- The problem I keep raising is the load proposed for Crowchild. The plan wants to burden the road with access to all the connectors in the north i.e. University of Calgary, Foothills Hospital N.W. connector to all the residential and commercial needs. It seems to me that confining it to servicing ring roads along the Bow and downtown core and whatever needs may be required for CalgaryNEXT provides ample cope in the future. Aside from inadequate bridging on Crowchild, a new crossing west of Point McKay reduces traffic on Crowchild south of the river opens the hillsides across for access to University of Calgary and Foothills Hospital and broadens the access for all the N.W. to the south or the core. I do not understand why overall transportation is shoved into one freeway. I have lived on Crowchild in the halcyon days when all I heard and saw was a peaceful quarry and almost being in the country. I doubt anyone involved in this plan of exercise knows of what I speak.
- I was at the meeting at Sunalta School and expressed my serious concerns about trying to make Crowchild into too many servicing goals especially the University and the Foothills Hospital and other objectives. Especially given the limitations on current bridge crossings for Crowchild. And what about CalgaryNEXT? Requires better and broader goals.
- I drive Crowchild south from downtown every weekday on my way home to Chaparral and that is the most congested/accident prone portion of my commute. I have a couple of solutions that I feel would alleviate most of the trouble and speed up the commute:
 - 1) If the centre lane only exited onto the Glenmore flyover and no longer had an option to go straight to Glenmore west or Lakeview this in itself may help the movement of traffic.



- 2) The most treacherous portion is entering the onramp to Glenmore Tr. east as there is a lot of traffic that cuts in at that point. If there were plastic poles/pylons from the entrance to the Glenmore Tr. flyover to just north of 50 Ave. then cars and trucks could not cut off traffic (which causes accidents) and it would keep traffic flowing. These poles would need to be located on the dotted line between the far left-hand lane and the middle lane. I realize that you would have to update the signs to state that if you need Glenmore east or Glenmore west/Lakeview you must be in the correct lane and you would not have access to Glenmore west or Lakeview from 50 Ave.
- 3) If the city would allow u-turns at the first spot in Lakeview this as well would not only speed up the commute but it would stop people from driving further into the community and turning around in the shopping lot parking lot which must cause grief for the residents.

Thank you for your time and consideration and here's hoping my commute gets easier and safer.

- 1. The stop lights eventually need to be removed from this section of Crowchild Trail. In particular, those between Crowchild Tr. at 16 Ave. and Kensington Rd. This creates an unreasonable slow down.
- 2. Southbound Crowchild (ideally northbound as well, but at minimum, southbound) needs to be expanded to 4 lanes.
- 3. The speed limit needs to be increased beyond the current limit as it is unreasonably low in the circumstances. Crowchild is akin to the Anthony Henday in Edmonton, yet the speed limit is 20 km/h less, and in certain locations, 40 km/h less.
- I am [regularly] on the route 20 and I want to tell you how my life would be easier if there was a bus lane only extension on Crowchild Trail southbound starting just past the city centre off ramp connecting with the 17 Ave. S.W. bus lane only making it so buses can pull off the roadway before 17 Ave. S.W. to bypass the backed up traffic accumulating in that area... I don't see why it isn't like that already.
- Have you ever been on the Bay Bridge (San Francisco to East Bay)? The concept of traffic going in one direction with a second level in the other direction may be able to solve the bottle neck caused by the river crossing and the tight funnel area before the University going northwest. You don't have much land to expand with laterally, so why not build up, delete the stop lights and traffic could move smoothly.
Bonus- we don't live in an earthquake zone! BTW, don't use the same steel contractors/engineers as they did.
 - I just sent a note about an idea to solve the bottleneck of traffic on Crowchild Trail. The idea came from the Bay Bridge in San Francisco. I just wanted to add something- have you seen the LED lighting on that bridge? It's the best, easiest on the eyes lighting that I have ever seen in my life!!! It even has a positive effect on the traffic- I observed that people drove much less aggressively when they reached the new area of the bridge with that great lighting. You really have to send someone down there to see that lighting and bring the concept back to Calgary.
- In short, my "idea" is to simply develop an enclosed corridor alongside this roadway which would permit only pedestrians, cyclists and like vehicles. Offering a more efficient form of transportation, fewer motorized vehicles would use this roadway thereby resolving the problem that you are studying. The use of elevated towers, with a paid admittance for users, and offering the natural flow of gravity as an energy force is also recommended here. In conclusion, changing people's habits is paramount to the success of such a proposal.
- In 2012 when the West LRT opened, I have the good fortune of meeting the mayor and the assistant transportation manager of the City of Calgary under Mac Logan. For 20 years of living in this city, even though I don't drive, the traffic congestion worsens, I've always had the thought that Calgary needs to implement carpool lanes. That manager of transportation told me that carpool lanes are being considered coming. What I would like to know is why is it taking so long for this experiment /reality to happen? I am suggesting the same thing for Crowchild Trail simply because our infrastructure costs in this growing city or hard enough to keep up with to maintain let alone expand. I heard on CTV News that there is a proposal to put a double decker lanes above existing Crowchild trail in order to expand capacity. I disagree with this proposal even if Calgary is going to grow. I've been with drivers in cars on various roadways in



Calgary and have seen many many one driver cars, as everybody is filled with frustration to get to places with endless choke points along the way. The city could easily put up a concrete barrier and try carpool lanes like they do in Los Angeles and other American cities and in Europe. I agree with counselor Pincott that the next million people move to Calgary can also bring their cars. Unfortunately, I don't know the results of the public input and was unaware that the Crowchild study was going on until it was too late. On your website I have been unable to find the results of the public input survey. Is there any way you can let me know how I can access that? I have signed up for further updates on the Crowchild Trail Study. It seems to me that under Mayor Nenshi, there is more public input into projects in the City of Calgary. I greatly appreciate this effort and for you taking the time to read my email.