



Crowchild Trail Study

Public Open House Summary March 10, 2016

Project overview

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

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

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

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

Engagement overview

Phase 3: Concept Identification is about identifying ideas on possible changes to the Crowchild Trail corridor and understanding the benefits, impacts, constraints and trade-offs of those ideas.

At workshops and online discussion in the fall of 2015, over 500+ unique ideas on how to improve the Crowchild Tr. corridor were raised by Calgarians. After consolidation, the results of an initial review of all of the ideas were shared with stakeholders during an open house with community members and the public on Thursday, Mar. 10, 2016 from 5 to 8 p.m. at the Red and White Club (1833 Crowchild Tr. N.W.). Participants were asked to review the ideas identified as those moving forward and to provide feedback on how well the ideas met the key principles of the study (i.e. maintain / enhance bordering communities, improve travel along the corridor and improve mobility across the corridor).

Approximately 55 participants attended the session.

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

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



- Luke Denton, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Breu, ISL Engineering and Land Services, Consultant Technical Advisor
- Dave Thatcher, Stantec Consulting Ltd., Consultant Technical Advisor
- Andrew Vandertol, Stantec Consulting Ltd., Consultant Technical Advisor
- Arliss Szysky, Stantec Consulting Ltd., Consultant Technical Advisor

What we asked

During the open house participants had an opportunity to:

- See how the ideas gathered last fall (October and November 2015) look when applied to the Crowchild Trail corridor. This included what we heard from Calgarians and viewing the project team's initial review of the ideas, including the benefits, impacts, constraints and trade-offs.
- Learn about why some ideas are not continuing after the initial technical review.
- See which ideas were not explored in this phase but will be explored in **Phase 4: Concept Evaluation**.

The purpose of the open house was to evaluate the remaining ideas against the three key principles of the project:

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

Post-its were made available to allow participants to review each idea and rate whether it meets the key principles well, somewhat well or does not meet the key principle. The ideas were grouped by geography into four sections of the study area:

Entire Study Area: Includes an idea for the Crowchild Trail corridor that extends beyond one specific section.

01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave., N.W. and 24 Ave. N.W.

North Section: Between 24 Ave. N.W. and University Dr. (near McMahon Stadium).

02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.
03. All-turns interchange at 24 Ave. N.W.
04. Move Crowchild Tr. to the west, north of University Dr.
05. Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads
06. All-turns interchange at 16 Ave. N.W.

Central Section: Between University Dr. and Memorial Dr. (the 5 Ave. N.W. / Kensington Rd. area).

07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
11. Tunnel from Memorial Dr. to University Dr.
12. Elevated roadway from Memorial Dr. to University Dr.
13. All-turns interchange at Memorial Dr. (free flow)
14. All-turns interchange at Memorial Dr. (roundabouts)

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge).

15. Widen Bow River bridge for more lanes and/or continuity of lanes
16. 17 Ave. S.W. dual left turns
17. 17 Ave. S.W. roundabouts



What we heard

The following is a high level overview of what we heard at the open house:

- Across the **Entire Study Area**, participants felt that banning lefts on Crowchild Tr. during rush hour (Idea 1) would only result in minor benefits for improved traffic flow, but would have larger impacts on access to/from Crowchild Tr., especially for residents in bordering communities.
- In the **North Section**, the ideas to implement an all-turns interchange at 24 Ave. N.W. (Idea 3), interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads (Idea 5) or an all-turns interchange at 16 Ave. N.W. (Idea 6) were evaluated to meet the key principles of the study because participants felt that these ideas will improve traffic flow. Right-turns only at 24 Ave. with restricted access at 23 Ave. N.W. (Idea 2) and moving Crowchild Tr. to the west, north of University Dr. (Idea 4) were evaluated to not meeting the key principles well as they negatively impact adjacent properties and reduce pedestrian and cyclist connections.
- In the **Central Section**, participants thought that the ideas to implement a tunnel from Memorial Dr. to University Dr. (Idea 11), and an all-turns interchange at Memorial Dr. (free flow) (Idea 13) met the key principles well because they would have low community/business impacts. Participants felt that an interchange at Kensington Rd. with restricted access at 5 Ave., N.W. (Idea 8) and an interchange at 5 Ave. N.W. with restricted access at Kensington Rd. (Idea 9) did not meet the key principles well due to limited access to/from Crowchild Tr. Participants indicated that implementing an elevated roadway from Memorial Dr. to University Dr. (Idea 12) and an all-turns interchange at Memorial Dr. (with roundabouts) (Idea 14) would also not meet key principles as both ideas were indicated to be too complex.
- In the **South Section**, participants evaluated the ideas to widen Bow River bridge for more lanes and/or continuity of lanes (Idea 15) and implement dual left turns at 17 Ave. S.W. (Idea 16) as meeting the key principles well because they would help to improve traffic flow. However, participants indicated that implementing roundabouts at 17 Ave. S.W. (Idea 17) did not meet the key principles of the study due to the impacts to the bordering communities and adjacent properties.

For a more detailed summary of the input that was provided, please see the Open House Summary of Input section. For a verbatim listing of all the input received at the open house, please see the Verbatim Responses section.

Next steps

Feedback received during in-person and online engagement sessions in February and March, 2016 will help the project team identify concepts for further development. As part of **Phase 4: Concept Evaluation**, these preliminary concepts will then be presented in June 2016 and Calgarians will be asked to help evaluate the concepts against the project goals established in **Phase 2: Confirm Project Goals** of the study.



Open House Summary of Input

Themes related to the three key principles of the study

- ‘✓’ indicates that participants felt the idea met or somewhat met the key principles of the study
- “x” means that participants felt the idea did not meet the key principle

Idea 01 for the Entire Study Area

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Idea 1):** Participants felt that banning lefts on Crowchild Tr. during rush hour preserves community integrity, walkability and vibrancy; however, it is important to maintain access in and out of the bordering communities.

Key Principle 2: Improve travel along the corridor

- x **Limits access to/from Crowchild Tr. (Idea 1):** The idea to ban lefts during rush hour was highlighted as providing an improvement to traffic flow along Crowchild Tr., but participants felt that this idea is only a short-term solution and it would restrict community access.

Key Principle 3: Improve mobility across the corridor

- x **Limits access to/from Crowchild Tr. (Idea 1):** Participants felt that banning lefts on Crowchild Tr. during rush hour offers little access to the bordering communities.

Ideas 02-06 for the North Section

Key Principle 1: Maintain / enhance bordering communities

- x **Negative impacts to adjacent properties (Ideas 3, 4 and 6):** Participants felt that implementing an all-turns interchange at 24 Ave. N.W., moving Crowchild Tr. to the west, north of University Dr. and an all-turns interchange at 16 Ave. N.W. highly impacted the surrounding land.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 5 and 6):** Participants agree that having interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads and an all-turns interchange at 16 Ave. N.W. would improve the flow of traffic along Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- x **Reduces pedestrian/cyclist connectivity (Ideas 2 and 4):** Participants felt that implementing right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W. and moving Crowchild Tr. to the west, north of University Dr. would reduce the pedestrian and cyclist connectivity to the University, hospital and businesses in the bordering communities.



Ideas 07-14 for the **Central Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Low community/business impacts (Ideas 11 and 14):** Participants showed support for a tunnel from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr (with roundabouts) due to the minimal impacts on the bordering communities and local businesses.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Ideas 8, 10 and 11):** Participants felt that an interchange at Kensington Rd. with restricted access at 5 Ave. N.W, interchanges at BOTH Kensington Rd. and 5 Ave. N.W, and a tunnel from Memorial Dr. to University Dr. would improve the flow of traffic along Crowchild Tr., but raised concerns about the cost effectiveness of implementing a tunnel.
- ✓ **Improves access to/from Crowchild Tr. (Ideas 10 and 13):** Participants thought that interchanges at BOTH Kensington Rd. and 5 Ave. N.W. and an all-turns interchange at Memorial Dr. (free flow) would improve residents' access to/from Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- × **Limits access to/from Crowchild Tr. (Ideas 7, 9, 12 and 14):** Participants felt that right-turns only at 5 Ave. N.W. and Kensington Rd., an interchange at 5 Ave. N.W. with restricted access at Kensington Rd., an elevated roadway from Memorial Dr. to University Dr. and an all-turns interchange at Memorial Dr. (with roundabouts) are all ideas that limit access to/from Crowchild Tr. and do not improve mobility across the corridor.
- × **Too complex (Idea 14):** Participants indicated that they felt the idea for an all-turns interchange at Memorial Dr. (with roundabouts) was too complex and confusing for drivers to use safely.

Ideas 15-17 for the **South Section**

Key Principle 1: Maintain / enhance bordering communities

- ✓ **Limited community/business impacts (Ideas 15 and 16):** Participants felt that implementing the ideas to widen the Bow River bridge for more lanes and/or continuity of lanes and dual left turns at 17 Ave. S.W. meet this key principle with their limited impacts to bordering communities and local businesses.

Key Principle 2: Improve travel along the corridor

- ✓ **Improves traffic flow (Idea 15):** The idea to widen Bow River bridge for more lanes and/or continuity of lanes was rated by participants to meet the key principle well.

Key Principle 3: Improve mobility across the corridor

- ✓ **Enhances pedestrian/cyclist connectivity (Idea 16):** Participants felt that the idea to implement dual left turns at 17 Ave. S.W. met the key principle well and felt that it would improve connections for pedestrians and cyclists.



Verbatim Responses

A number at the end of a comment (e.g. "x2"), indicates the number of times that comment was heard.

Entire Section (includes ideas for the corridor that extend beyond one specific section)

Idea we heard #01: Banned lefts on Crowchild Tr. During rush hour at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Preserves community integrity. Doesn't threaten neighbourhood vibrancy or walkability.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Maintaining access in and out of communities is important.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Very wise banning left turns during rush hour.
 - Easy to try and implement. Can't do all four though, have to pick.
 - Less stopping at lights will certainly help, but cautious of restricting community access!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - We haven't found it difficult because of existing turn lanes which work well.
 - Very short-term solution as left turn lanes aren't the cause of the bottleneck. The existing signals will still create the same problems as today.
 - Short-term solution and restriction for community residents.
 - Crowchild Tr. needs to be free flow all the way north to south. Traffic will still be very slow if lights remain at these four intersections.
 - Overhead lane signage needed all across the city.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.

- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Zero access to communities during rush hour, which affects 20% of the traffic on the road.





North Section (north of University Dr. to 24 Ave. N.W.)

Idea we heard #02: **Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Keep this one going, it is workable.
- This idea meets the key principle SOMEWHAT, because...
 - 23 St. N.W., no left turn from 24 Ave. N.W. eastbound. Turn at 22 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Would improve flow on Crowchild Tr. and I like the pedestrian bridge.
 - Seems like the best of several poor solutions for 24 Ave. N.W.
 - University Dr. used more.
 - Eliminates lights on Crowchild Tr. and would help morning commute.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Don't support reduced travel access to do northbound left onto 24 Ave. N.W.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - The existing pedestrian overpass is great at McMahon Stadium, don't replace.
 - Intersection at 24 Ave. N.W. is an important pedestrian (and bike) crossing between Capitol Hill and the University. Closing crossings would likely negatively impact pedestrian mobility.
 - This basically removes 24 Ave. N.W. as an access point to the University. Horrible for anyone that frequents that area. Traffic from Crowchild Tr. to 24 Ave. N.W. and vice versa needs to IMPROVE, not be cut off.



- Pedestrian bridge not needed.
- Access to the University and communities will be restricted.

Idea we heard #03: **All-turns interchange at 24 Ave. N.W.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Minimal impact to Foothills Athletic Park in scenario #2.
 - Scenario #1 over scenario #2 because of property impact minimization.
- This idea DOES NOT meet the key principle, because...
 - Both have too much impact on the recreational facilities.
 - Significant impact to Foothills Athletic Park in scenario #1.
 - Prefer not to take away from the Athletic Park.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - I like scenario #2.
 - Like scenario #2 solution at 24 Ave. N.W.
 - Compared with others, scenario #2 is most acceptable and efficient.
 - Like 24 Ave. N.W. solution in scenario #1.
 - Scenario #2 is much better and more compact than scenario #1. Seems like the simplest solution while maintaining access on 24 Ave. N.W.
 - Scenario #2 better is better than scenario #1. I don't like the impact to the Athletic Park.
 - Preserves important parallel bike route along Capitol Hill Cres. north and south of 24 Ave. N.W. Connect under 24 Ave. N.W. with well-lit and airy pedestrian/bike underpass (see the Trans Canada Highway underpass in Canmore as example, not tunnel).
 - Like scenario #2 here.
 - Appreciate that this will improve traffic flow.
- This idea meets the key principle SOMEWHAT, because...
 - Like 24 Ave. N.W. scenario #1 except 23 Ave. N.W. – waste of money for that flyover.
- This idea DOES NOT meet the key principle, because...
 - Concerned about 23 Ave. N.W. impact in either scenario.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 is easier for pedestrians and cyclists.



- Overpass at 24 Ave. N.W. may improve cross-corridor pedestrian and cyclist mobility. Need good quality pedestrian and bike facilities. Scenario #2 is better.
- Like overpass over Crowchild at 24 Ave. N.W.
- This idea meets the key principle SOMEWHAT, because...
 - Traffic from and to 23 Ave. N.W. needs to go somewhere. This option basically makes Motel Village a dead end, unless McMahon Stadium parking lot is used as a turn around.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #04: Move Crowchild Tr. to the west, north of University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This format is simply not workable.
 - Foothills Athletic facilities are important and should be maintained.
 - Don't like destruction of McMahon and Foothills Athletic Park.
 - Don't like this one – maintain parks and athletic facilities.
 - Don't like how church is surrounded by north and south lanes.
 - This option goes through the community hall parking lot in St. Andrews Heights. Yikes! No!
 - Don't like, signals still at 24 Ave. N.W.? Also large land area required.
 - Requires acquisition of McMahon complex.
 - Athletic Park impacted.
 - Major loss of land at Foothills Athletic Park.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - This has great possibilities!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Still has lights ☹.
 - Still lights.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Pedestrians and cyclists need to cross major roadway at grade at two locations. Negative for all modes of travel.

Idea we heard #05: Interchanges at 24 Ave. N.W. and 16 Ave. N.W. with frontage roads

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like that McMahon Stadium is preserved.
 - Minimal (relatively) impact to Foothills Athletic Park grounds.
 - Sets up Transit Oriented Development (TOD) south of 24 Ave. N.W. and east of Crowchild Tr.
- This idea meets the key principle SOMEWHAT, because...
 - Okay with the partial solution at 23 Ave. N.W.
- This idea DOES NOT meet the key principle, because...
 - A solution with less infrastructure is preferred. This is too complicated and segregates communities.
 - Too much of an impact on the St. Andrew's Heights community hall and parking lot. Don't like this.
 - I think the businesses around 24 Ave. N.W. shouldn't stay there (i.e. dealership).
 - Traffic lights on 16 Ave. N.W. at new interchange will increase noise.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the solutions at 16 Ave. N.W. and 24 Ave. N.W.
 - North/south unobstructed flow.
 - Crowchild Tr. is free flow north of 24 Ave. N.W. to south of 16 Ave. N.W.! Scenario #1 or #2 would be okay.
 - Looks to preserve important parallel bike route along Capitol Hill Cres. (north and south of 21 Ave. N.W.).
 - Two votes – the best for this area.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - You are asking for trouble with this one!

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Crossing 24 Ave. N.W. for pedestrians and cyclists looks reasonable. Consider wide sidewalks on both sides of 24 Ave. N.W. (east and west) and a bridge design that accommodates cyclists on bike specific infrastructure.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Traffic lights at new 16 Ave. N.W. interchange will slow traffic on 16 Ave. N.W.

Idea we heard #06: All-turns interchange at 16 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like the lower level of Crowchild Tr. south of 16 Ave. N.W. and no pinch point at apartment building (Suncourt Place).
 - Scenario #1 has good pedestrian and bike mobility improvements along University Dr. It's important for people travelling to and from the University of Calgary.
- This idea meets the key principle SOMEWHAT, because...
 - Scenario #2 somewhat improves pedestrian/bike mobility between community and University of Calgary via University Dr.
- This idea DOES NOT meet the key principle, because...
 - Concrete jungle in a residential area.
 - Scenario #1 – no – it will affect St. Andrews Heights community hall and parking lot. I don't agree that access of northbound Crowchild Tr. to University Dr. needs to change.
 - Flyover will increase noise and the new 16 Ave. N.W. interchange will increase noise.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the three lanes north on Crowchild Tr. at 16 Ave. N.W.
 - Seems like scenario #1 is the best option.
 - Like the lower level of Crowchild Tr. south at 16 Ave. N.W.

- This idea meets the key principle SOMEWHAT, because...
 - Can you get three lanes north on Crowchild Tr. by removing apartment building (Suncourt Place) but not redo 16 Ave. N.W. interchange?
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Like the flow to 16 Ave. N.W. (i.e. diamond).
 - Scenario #2 seems more workable.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.





Central Section (north of Memorial Dr. to University Dr. N.W.)

Idea we heard #07: **Right-turns only at 5 Ave. N.W. and Kensington Rd.**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Roundabout seems innovative and safer speed? Both locations.
 - Roundabout preferred at Parkdale/Kensington.
 - Roundabout at 19 St. N.W. preferred over lights.
 - Scenario #4 is good and doesn't threaten neighbourhood community footprint.
 - Great solution to 19 St. N.W. access and traffic control in scenario #4.
 - Preserves community integrity and walkability.
 - Like scenario #4 as it calms traffic and opens up flow on Memorial Dr.
- This idea meets the key principle SOMEWHAT, because...
 - Preference for single lane roundabouts as they are safer and less confusing.
- This idea DOES NOT meet the key principle, because...
 - Bad impacts on local communities.
 - Scenario #3 and #4 are not great. Sending more traffic up 19 St. N.W. – bad hill in winter, too much traffic in residential areas and playground zones.
 - Don't sacrifice the soccer field at Memorial Dr. and 19 St. N.W.
 - Very difficult commute for those who commute from West Hillhurst and Parkdale along Crowchild Tr.
 - Don't like roundabouts, people find them confusing.
 - Benefits only the suburbs and not inner city communities. Easy but disappointing as an inner city resident.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Scenario #2 improves traffic flow due to no lights. Scenario #4 improves local access out of West Hillhurst to Memorial Dr. and reduces reliance on Kensington Rd.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Don't think left turns are a large restriction to flows on Crowchild Tr.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - Do not restrict turning movements according to time. Either keep all movements throughout the day or eliminate movement all day.
 - Scenario #2 kind of works but would like to see direct access from Memorial Dr. onto Crowchild Tr. going west.
 - Scenario #1 is the best option.
- This idea DOES NOT meet the key principle, because...
 - Very restricting for inner city commuters.

Idea we heard #08: Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - 23 St. N.W. is slow already with playground zone.
 - Expands traffic access and undermines principles of creating vibrant, walkable urban communities.
 - Threatens existing communities.
 - Widening Crowchild Tr. does not meet council's directive to maintain the integrity of existing neighbourhoods.
 - There must be better ideas than this!
 - Affects the seniors' access crossing the road. Increase traffic to local business using the local streets like 25 St. and 23 St. N.W. Increasing turns off of southbound Crowchild Tr. to get onto 5 Ave. N.W. and more through traffic using the side street by 7/11 and left turns by 7/11.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Keeps the construction closer to Memorial Dr. to reduce the number of interchanges.
 - I like scenario #3 the best.
 - Really like scenario #3, it would really smooth it out.
 - Like the diversity of options at Kensington Rd.
 - Idea 8 seems like a better plan than Idea 9 as Kensington Rd. is already built for more traffic as it has more lanes. Scenario #2 is more cost effective.
 - Enables free flow traffic on Crowchild Tr. and eliminates bottleneck intersections.
 - Kensington Rd. already has two lanes in each direction. Easier to access Crowchild Tr. for community members from Kensington Rd. than from 5 Ave. N.W.
 - I like scenario #2 as it allows for quick access to Parkdale/Kensington communities without slowing traffic on Crowchild Tr.



- This idea meets the key principle SOMEWHAT, because...
 - Does not make sense to have major interchanges at Memorial Dr. and Kensington Rd., they are only one block apart. Shifting traffic to Memorial Dr. makes more sense.
 - The 5 Ave. N.W. solution means we give up access but for the better good of flow on Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - Basket weaving seems complicated.
 - Central section Idea 13 and Idea 14 seem like better options. Turn Kensington Rd. and Crowchild Tr. into a simple flyover.
 - Don't understand why the businesses are permitted in this area of Crowchild Tr.
 - Wish it could be sooner!
 - Do not restrict access to 5 Ave. N.W.
 - Does not appear to easily accommodate the bike/walking paths as shown in Idea 13 and Idea 14.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Still have several lights to cross.

Idea we heard #09: Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Scenario #3 at Kensington Rd. makes sense if Idea 13 or Idea 14 are implemented. Minimal impact of neighbourhood.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - 5 Ave. N.W. is a residential street with houses facing both sides of the road. It does not make sense to increase the flow of cut through traffic on 5 Ave. N.W. when Kensington Rd. would be more appropriate for increased traffic.
 - I think the solution at Kensington Rd. is more valuable than at 5 Ave. N.W., more flexibility.
 - Too many negatives!
 - No!
 - Noise impact must be low.
 - Noise from elevated crossovers.



- Noise impact if speed along Crowchild Tr. is too high.
- Huge impact on 5 Ave. N.W. which is a very residential road with playground.
- Increases traffic on 5 Ave. N.W. which is a residential street largely.
- 23 St. N.W. is already a slow road with a school zone. This promotes cutting through the neighbourhood.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Free flow Crowchild Tr. will reduce the bottlenecks at 5 Ave. N.W. and Kensington Rd. Better than Idea 8 due to removing basketweaves.
 - Much simpler and more efficient than Idea 8.
 - I like scenario #3 the best, need some sort of east/west car access.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Crowchild Tr. should ideally flow more smoothly but not necessarily faster in this zone (not a freeway).
 - Land impact is unacceptable as well as the noise impacts to the community.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Restricted access from Parkdale to Kensington Rd. or Parkdale to Crowchild Tr. north.
 - Prefer using Kensington Rd. as main road, not 5 Ave. N.W. as there are more lanes developed.
 - Kensington Rd. is already designed for more traffic than 5 Ave. N.W. – should NOT have restrictions to traffic flow.
 - Why not leave it as it is? We have too much debt – no cash, no jobs. Who will benefit in the long run?

Idea we heard #10: Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Like scenario #1 as it doesn't force more traffic onto local streets.
 - Like scenario #1 as it doesn't push traffic to 19 St. and 25 St. N.W.
 - Scenario #2 to better to reduce impacts to houses.
 - Prefer scenario #1. Less impact on local communities. Need Crowchild Tr. access at both Kensington Rd. and 5 Ave. N.W.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - NO. Too much traffic noise and risk to elderly people living in the area.
 - Noise from elevated crossovers.
 - Noise, land impacts and community impacts. Where is the benefit for the existing community?
 - A large amount of impact in a very small space (three major projects, 5 Ave. N.W., Kensington Rd. and Memorial Dr.).
 - Increases traffic, pollution, and noise in an urban community that is built on maintaining community integrity.
 - Kensington basketweaves destroys half a block.
 - Destroys West Hillhurst community vibrancy in surrounding neighbourhood.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like the idea of limiting entry onto Crowchild Tr. and making those more efficient.
 - Like this idea of free flow on Crowchild Tr. Does lowering Crowchild Tr. reduce impact to property?
 - Eventually Crowchild Tr. must become a proper freeway and that requires free flow.
 - Scenario #1 best of these.
- This idea meets the key principle SOMEWHAT, because...
 - Just a reminder: given that a small amount of roadway got flooded here in 2014 (ramp from westbound Memorial Dr. to northbound Crowchild Tr. between Memorial Dr. and Kensington Rd.) I suspect that any future roads here will accommodate grading to remove any flooding potential that was previously experienced here. Thanks.
- This idea DOES NOT meet the key principle, because...
 - Expanding traffic lanes on Crowchild Tr. will only increase traffic flow and encourage more vehicles rather than public transportation and walkability.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Too much capital cost versus Idea 8 and Idea 9 for no more benefit for Crowchild Tr. travel and marginal benefit for 5 Ave. N.W. and Kensington Rd.

Idea we heard #11: Tunnel from Memorial Dr. to University Dr.

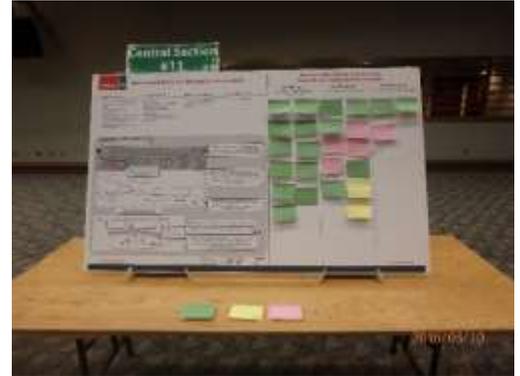
Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Maintains community integrity.
 - It maintains the existing streetscape.
 - Benefits the inner city community and not just the suburbs.
 - True community enhancement idea. Love it!
 - Moves the traffic well, suppresses the noise and removes concrete jungle of expanding above ground.
 - Achieves all three objectives – only option that achieves this.
 - Tunnel – great idea!
 - Great for communities!
 - Tunnel, go for it!
 - As long as it doesn't impact property and the people. What about flooding?
 - Low impact and allows/maintains local traffic.

- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - No comments received.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Prefer tunnel.
 - Great traffic flow on Crowchild Tr., could create some great park space.
 - Does very well to address issues in all principles objectives.
 - Keeps 80% of traffic moving quickly with no distraction.
 - Aside from the cost, this is probably the best option for traffic flow.

- This idea meets the key principle SOMEWHAT, because...
 - Prefer tunnel versus elevated roadway.
 - Cost? Groundwater separation between tunnel and bow river aquifer?

- This idea DOES NOT meet the key principle, because...
 - Option may be prohibitively expensive when less expensive options exist with the same benefit.
 - Cost and water drainage. Flood impacts?
 - Concerned about cost of flood control and impact to traffic flow should flooding occur (i.e. August hail storm).
 - Concerned about cost and flooding.
 - Costly, flooding concerns.



Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Streamlines Crowchild Tr. with minimal impact to community.
 - Reserves cross traffic for those who live in the community and who cross Crowchild Tr. the most.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Idea we heard #12: Elevated Roadway from Memorial Dr. to University Dr.

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Through elevated roadways get a bad stigma, but it can be done elegantly like the west LRT elevated tracks.
- This idea DOES NOT meet the key principle, because...
 - Poor for neighbours without big flow benefits.
 - NOISE.
 - Noise! Visual impact.
 - No thanks, too much noise.
 - Noise and traffic effects to the neighbourhood. USA?? Highway noise and interchange.
 - Don't like – eye sore, very expensive.
 - Too costly and elevated roadways have too many downsides for benefit.
 - Huge visual and noise issues! Doesn't enhance community or Calgary as a whole.
 - This would really negatively impact the surrounding communities.
 - Awful for community enhancement – noise, pollution, visual and safety impacts.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Two votes for preferring this overhead option.
 - Compared to Idea 11, it's much cheaper but maintains the same flow as Idea 11.
- This idea meets the key principle SOMEWHAT, because...
 - Don't discard this yet. The positives outweigh the negatives.



- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - With basketweave ramps at the start and end of the elevated roadway would allow for quick access to the community.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Limits across Crowchild Tr. access.

Idea we heard #13: All-turns interchange at Memorial Dr. (free flow)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - North side pathway addition is a good idea.
 - Minimal impact on Hillhurst.
 - Way better than Idea 14.
 - Two votes for Idea 13 over Idea 14.
 - Great! Future oriented.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Takes more land than Idea 14 and brings traffic closer to residences (versus Idea 14).

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - The ease of access to Crowchild Tr. from Memorial Dr. to reduce traffic on Kensington Rd. turn.
 - More efficient movement of east/west traffic. Would allow simple flyover at Kensington Rd.
 - Like this and the limited downsides for the benefit. Have room to do this on city land.
 - Anything that makes Memorial Dr. more accessible and less confusing would be great.
 - Great! Future oriented.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.



- This idea DOES NOT meet the key principle, because...
 - Solution is overly complicated.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - Would solve many issues with mobility.
 - Allows bike path north/south to connect with river path.
- This idea meets the key principle SOMEWHAT, because...
 - Pedestrian bridge by 7/11.
 - Please ensure that the multiuse pathways along the river have enough space for safety and visibility around curves etc. Cycle/walking paths need to be linked to northwest communities and downtown.
- This idea DOES NOT meet the key principle, because...
 - Bow River pathway west of Crowchild Tr. (along Memorial Dr.) already constrained and busy. Need to ensure road design (ramps) allow extra space for possible future widening or thinning of pathway. Key commuter path.
 - This is worse than Idea 14!!

Idea we heard #14: All-turns interchange at Memorial Dr. (with roundabouts)

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Limited effect on adjacent communities compared to Idea 13 since footprint is smaller.
 - North side pathway addition is good idea.
 - Less intrusive than Idea 13.
 - Traffic circles are great!
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.



- This idea meets the key principle SOMEWHAT, because...
 - No comments received.

- This idea DOES NOT meet the key principle, because...
 - Traffic circles will slow the flow of traffic on Parkdale/Memorial Dr.
 - Not as good as Idea 13. Roundabouts are confusing.
 - Traffic circles are slow and dangerous.
 - Concerned about impact to Memorial Dr. flow of traffic.
 - This is confusing for Memorial Dr. traffic.
 - Bow River pathway along Memorial Dr. west of Crowchild Tr. already constrained. Ensure road design allows for future pathway widening in corridor of sufficient width. Pathway is busy and key commute/recreational route.
 - Footprint is too large. Traffic patterns seem too confusing.
 - Access to the Foothills Hospital is a priority!

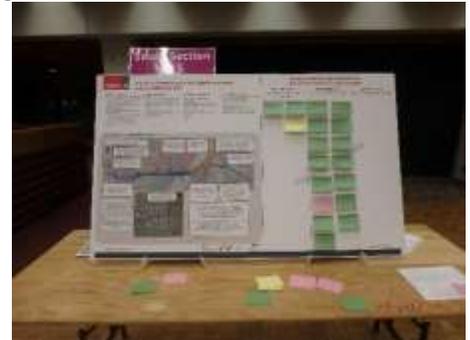
South Section (17 Ave S.W. to Memorial Dr. N.W.)

Idea we heard #15: **Widen Bow River bridge for more lanes and/or continuity of lanes**

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Improved westbound Bow Tr. access to northbound Crowchild Tr. (with right side on ramp) will REDUCE cut through traffic in West Hillhurst.
 - Great for community enhancement as it improves one of the largest bottlenecks.
- This idea meets the key principle SOMEWHAT, because...
 - Needs some more pedestrian access across Crowchild Tr.
- This idea DOES NOT meet the key principle, because...
 - Not great for cars to turn into communities.



Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Improved Bow Tr. on ramps will reduce “weaving” on bridge.
 - If the city can indeed incorporate an additional northbound under the Parkdale Blvd. overpass, then HALLELUJAH! At that point, northbound Crowchild Tr. could realize TWO true through lanes (originating at 17 Ave. S.W., through to Kensington Rd.). At present (as you know), there’s presently only ONE true through lane.
 - Improve traffic operations. Improving 10 St. S.W. to Memorial Dr. movement is good.
 - Like this plan. Will greatly improve northbound flow across the river.
 - Over Bow River much improved! Love it.
 - This would definitely improve travel on Crowchild Tr. in both directions. First thing to be done to enhance Crowchild Tr.
 - Anything that improves traffic access over the river is good. JUST DO IT!!!
 - Yes please. Almost always a bottleneck and dangerous lane changes in limited space.
 - Yes – downtown ramps joining Crowchild on the east side will greatly reduce traffic flow over the bridge.
 - I like that it reduces the amount of lane changes needed to stay straight.
 - Big improvement. Any improvement welcome.
 - Adds much needed capacity. Try to limit impacts to Sunalta school.
 - Great improvement! Help needed for a long time.
 - Yes – help greatly when heading north from downtown.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Icing on the bridge is a concern. Find ways to mitigate.



Key Principle 3: Improve mobility across the corridor

- No comments received.

Idea we heard #16: 17 Ave. S.W. dual left turns

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - Wise use of space presently available.
- This idea meets the key principle SOMEWHAT, because...
 - Blue-sky idea from Richmond/Knob Hill, cover Crowchild Tr. and make it underground at 17 Ave. S.W and Oliver Quarry Park.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - This change not needed.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - This proposal improves pedestrian connectivity for Richmond/Knob Hill/Killarney residents.
 - Sounds like a great idea to improve traffic operations and improve pedestrian and cyclist connectivity.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.



Idea we heard #17: 17 Ave. S.W. roundabouts

Based on what this idea could look like, how well does it meet each key principle?

Key Principle 1: Maintain / enhance bordering communities

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - Good – less severe accidents and benefits long-term traffic operations. Bad – expensive, long construction and impacts community.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 2: Improve travel along the corridor

- This idea meets the key principle WELL, because...
 - Like scenario #2. Less impact on the old Children’s Hospital and slows down northbound traffic from 17 Ave. S.W.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - No comments received.

Key Principle 3: Improve mobility across the corridor

- This idea meets the key principle WELL, because...
 - No comments received.
- This idea meets the key principle SOMEWHAT, because...
 - No comments received.
- This idea DOES NOT meet the key principle, because...
 - Roundabouts will negate pedestrian/bike activity for residents of Richmond/Knob Hill/Killarney.



Comment Form Summary

Concept identification

Do you have any additional feedback relating to the ideas for possible changes for each of the following sections of the study area?

1. **Entire Study Area**
 - It's difficult to plan without knowing the impact/decision of CalgaryNext, what happens at McMahon Stadium, building of a new Fieldhouse etc. All of these projects will impact traffic along Crowchild Tr. and without knowing the outcome of these projects, it's difficult to predict future traffic needs.
 - Basic requirement in my view is to provide 3 lanes (minimum) continuous through the corridor to avoid having to change lanes and the merging of 3 lanes down to 2. Also to standardize exit and entry ramps on the right side of Crowchild Tr.
 - Just get onto construction!!! ASAP.
 - You guys are following a wise implementation plan. Good work, thank you.
2. **North Section** (24 Ave. N.W. to University Dr.)
 - Preferred Idea 5 – Scenario #1 and Idea 6 – Scenario #1. Idea 4 seems ridiculous, recommend not continuing.
 - McMahon Stadium traffic impact creates headaches for this study.
3. **Central Section** (University Dr. to Memorial Dr.)
 - Preferred Idea 10 – Scenario #1 and Idea 13. Ideas 11 and 12 would be prohibitively expensive and not necessary to accomplish goals in my opinion. Recommend not continuing.
 - Good ideas considering community impact.
4. **South Section** (Memorial Dr. to 17 Ave. S.W.)
 - Prefer Idea 15. It seems like a very cost effective solution/improvement, especially if widening bridges can be coordinated with required bridge rehab.
 - Get rid of the afternoon rush hour (3:30-6:30) backup on northbound Crowchild Tr.

About the session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	x7	x1	x0	x0	x0
Project team's response to my questions	x7	x0	x0	x0	x1
Opportunity to provide my input	x8	x0	x0	x0	x0
Opportunity to hear other' input	x5	x3	x0	x0	x0
Session location	x7	x1	x0	x0	x0
Session time	x8	x0	x0	x0	x0



2. **What worked for you about the session format and activities today? Is there anything we could do differently to make it better?**
 - Good visual presentations, the post-its are a great idea.
 - Time and location worked well for me.
 - Very well done. Clear presentation of various options.
 - Great displays, clear picture of plans. The staff were helpful.
 - Very well organized and communicated. Staff were friendly and informed.
 - Presenters were very patient and helpful.
 - Time and location were good, even though we live in Lakeview. Surprised at how few were here (Mayor Nenshi effect?). Use this large roomy space again as there was also good parking and easy access.
3. **Which community do you live in?**
 - West Hillhurst – x1
 - Varsity – x1
 - Bowness – x1
 - Richmond/Knob Hill – x1
 - Ranchlands – x1
 - Brentwood – x1
 - Lakeview – x2
4. **What are the main reasons you use Crowchild Trail?**
 - To commute to and from work or school – x6
 - To visit recreation facilities, shopping centres, or to visit friends and family – x7
 - I don't use Crowchild Tr. – x0
 - Other – x0
5. **How have you participated in the Crowchild Trail Study to date?**
 - Online survey – x1
 - Online discussion – x0
 - In person session – x2
 - Idea board – x0
 - Walking tour – x0
 - Bus tour – x0
 - I have not participated in the study prior to this session – x3
 - Other
 - Previous 2012 open houses – x1
6. **How did you hear about this session?**
 - Letter / Notice in the mail – x1
 - Community association – x0
 - Community newsletter – x2
 - Community road signs – x2
 - Project email – x2
 - Social media (Facebook / Twitter) – x0
 - On TV – Report to Calgarians – x0
 - Word of mouth – x0
 - Signs along Crowchild Tr. (e.g. message boards, pedestrian banners) – x2
 - Other
 - Calgary.ca/engage – x1