

# Shaganappi Trail Corridor Study Public Open House May 1, 2014 Feedback Highlights

A public open house for the Shaganappi Trail Corridor Study was held on May 1, 2014 at the Varsity Acres Presbyterian Church. Approximately 180 people attended the session and the project team received 66 written comment forms. The open house was the fourth engagement opportunity for the public at large to learn about and provide feedback on the project. The intent of the open house was to present and receive input about the recommended plans, prior to finalization of the study.

Below is a summary of key themes derived from the feedback obtained at the May Open House for the Shaganappi Trail Corridor Study. A separate summary has been prepared that includes all written feedback in verbatim form.

Key themes from the public feedback include:

## Overall Shaganappi Trail

- Over 90% of respondents either support or are neutral about the recommended plan.
- Some concern about new traffic signals on Shaganappi Trail. Coordination will be important.
- Good to accommodate more modes of transportation, such as HOV and walking.
- Mixed reactions to lower speed limits – good for safety, not good for fast travel.

## Cycling Facilities

- Consider separating cyclists from Shaganappi Trail south of 32 Avenue.
- Safe cycling access is important at intersections, especially with addition of HOV lanes.
- Another study is needed for extension of the Shaganappi cycling route north of John Laurie Blvd.

## Voyageur Drive

- Glad to see that no homes need to be purchased for the project.
- The City has listened to homeowners' concerns and developed a plan that most can accept.

## Valiant Drive

- Maintain the pedestrian overpass.
- New traffic light may impede traffic on Shaganappi Trail.
- Glad to see that the intersection will not extend west.

## West Campus Intersection

- Sound wall / screening wall will be important along MacKay Road, to minimize headlight glare and traffic noise.
- May encourage people to park in Montgomery.
- More engagement needed with Montgomery before this is constructed.

## Engagement

- Some maps were over-crowded during the evening.
- Overall satisfaction with the open house format, team members and notice provided to residents.
- Overall satisfaction with the engagement process and the number of opportunities provided for feedback during the study.

## Other Comments

- Need to study what is happening at 16 Avenue / Bowness Road.
- Need to keep public informed about future updates, so that the study is not forgotten.

# Shaganappi Trail Corridor Study Public Open House May 1, 2014

## About the Session

1. Did the information Presented at this information session meet your expectations? (Check  all that apply.)

<b>37 = Yes</b>	<b>61%</b>	(Note: percentages represent the percentage of respondents. They do not represent a scientific poll or sample.)
<b>16 = Somewhat</b>	<b>27%</b>	
<b>7 = No</b>	<b>12%</b>	

- We are the homeowners on Voyager and received the plan (PDF) in our emails
- My questions were given attention
- Plans are clear and goals outlined well
- Thank you for the dialogue
- The encouragement of parking in Montgomery is unacceptable
- We do not want parking in Montgomery
- Did not address time lines
- I was hoping to see information about the south end of Shaganappi
- A lot to be determined still
- The format was what I expected. I appreciated the context provided, including the “checking in objectives and feedback”
- Did not speak or understand simple language
- I was expecting more formal presentation comparing what is now and what will be
- Less history- more or bigger maps
- As a 33 year resident of Varsity I’m all for this but don’t think dragging it out so long makes much sense
- It would have been useful to have more than 1 display panel showing the detailed plan as there was always a crowd at that location.
- Most of the maps had limited street naming, so most people didn’t understand them and ignored them
- Inadequate reason for eliminating overpass at Valiant drive - pedestrian traffic light unacceptable
- The presenter was able to answer most questions
- Very poorly - all diagrams should be in one orientation - North up!
- The various areas were presented on separate board with sufficient info
- YES! Chris Delaney
- Well-presented both verbally and visually – Thanks
- It was well laid out and there were people to answer questions
- Looking for 16<sup>th</sup> Ave interchange info
- Poor one-way communications. Non effective and efficient (not productive) presentation. People have to ask same questions over and over - waste time
- Too many traffic light will slow the Shaganappi Trail traffic. Lots of students use the Valiant Dr. Overpass. If you remove the overpass those students in danger to cross Shaganappi Trail
- I didn’t expect such completeness

## 2. If you asked questions during the information session, was the response satisfactory?

<b>32 = Yes</b>	<b>61%</b>
<b>15 = Somewhat</b>	<b>29%</b>
<b>5 = No</b>	<b>10%</b>

- Didn't ask any question - Did speak to City staff, happy with the discussion
- The information given was generally good. However, there seemed to be a lot of "This hasn't been finalized and might change" this made it hard to figure out what the plan actually was and how to comment on it.
- Spoke with a resident of Voyageur Drive about the impact to them and also to a couple city reps about discussion had and traffic pattern – very helpful
- People were very patient and clear in answering questions and making themselves available
- Too many question being directed at one person
- Mostly but a couple of reps were spending too much time with just a few people and asking the boards.
- The gentleman explained and listened and did the best he could
- Trying to sell the concept
- Felt some community members had to many questions (at the expense of others)
- He didn't know if the mesh fence would be retained between the green space and Shaganappi trail - Kids and dogs play in the green space - need mesh fence!!
- Rationale was not acceptable
- The process of new construction was visible
- The city reps had sufficient knowledge of periphery areas and explained issues beyond what was presented
- "Full Marks" to all (Answering same/similar question again and again - jobs would have been impressed.)
- The people seem well informed.

### 3. After attending the information session, how do you feel about the project?

25 = Support      54%  
17 = Neutral      37%  
4 = Opposed      9%

- It looks great. Bike Lanes, HOV lanes. Congestion will be reduced with the additional capacity. Better access with light @ Valiant
- Must have proper funding - Will only support if sound walls are put in place to protect residents - especially west of Shaganappi
- Anything proposing more money being spent on bicycle lanes will be opposed - Ridiculous Idea!!
- I think the planning group has listened to some suggestions and alter (modify) the plan to address some of our concerns
- I liked parts of it and not others
- Too many intersections being added
- Change is hard! Expanding and Varsity acres accommodating more and more traffic, my "home area" is not quiet anymore. I am almost a senior citizen and will be retiring in 2 years. My home is my "quiet" place! (Calgary NW)
- Improved conditions for all modes of travel
- Overall I think the plan will meet the needs of most users
- It is a beginning
- See No.1
- We do not want more cars in Montgomery
- Directly affected home owner - diminished parking/yard
- I still think we are spending a lot of \$\$ on bike infrastructure when we have relatively few riders in this area. I am not aware of many stats on bike use in the NW - especially in the winter. I am a fair weather rider only
- Changes are needed and these seem to make the most sense
- However the new intersection on Shaganappi and West campus is blocking traffic and will encourage parking in Montgomery Neighbourhood.
- Concerned because how well traffic flows in/out of my community can impact my home value and desirability to live. Especially with the changes to where businesses are located.
- The traffic light on Valiant Dr. is unsafe for kids. Overpass is more safety option to cross the road. Plus more noise generated from the traffic plus air pollution while cars are idle at the traffic light.
- Opposed to part - Do not support giving access to Shaganappi from Valiant Drive as if will result in increased traffic in the playground zones on 49<sup>th</sup> St and east on Valiant Drive plus the extra traffic light proposed will increase the congestion on Shaganappi. Suggest doing lane reversal.
- Not sure still
- This is a better option than the previous 3
- Development of Shaganappi at 16<sup>th</sup> Ave and North-east of Crowchild will have impact on area of study
- The pedestrian overpass is a great safety feature. It is too bad that it has to be taken down.
- Montgomery is being ignored at the west Campus intersection
- Adding another traffic light just shows off the inability of Calgary to coordinate lights one more time
- Worried about traffic flow
- As it is presented here tonight and not losing homes on either side

- Generally I think it's a decent concept in terms of multimodal travel, but no matter what type of pedestrian and cycle facilities are built, the expansion of the road to six lanes will attract more traffic and inherently decrease liveability for anyone living in the area or travelling by bike or foot. I think in general the best solution, in my opinion, would be to improve cycling, pedestrian and transit within the existing four lane cross section, not add additional lanes.
- I acknowledge the need to prepare for increase (+ Multi) use of this corridor. I feel that careful consideration has gone into weighing multiple factors
- I'm concerned about slowing traffic, adding traffic lights and adding an HOV lane
- Fine by me
- As per #1
- It doesn't negatively affect my street if there is no car access west of Valiant
- Shaganappi Trail is a high speed high traffic connector. As such, making this part of it "arterial" with overpasses for traffic and make Shaganappi mainly for their traffic between 32<sup>nd</sup> and Varsity Drive. Traffic includes ped/bike/auto overpass at Varsity and 40<sup>th</sup> – ped and bike at Valiant
- Some good points, but adding an intersection at West Campus way is a bad idea
- Still am a little hesitant about the change in our street
- The City of Calgary and West Campus development has largely done nothing to mitigate impacts of prior projects!
- As long as a noise study will be done. Specifically by MacKay Road
- In general - opposed to widening Shaganappi Trail to the Major intersection out of the hospital area. Concerned about the noise and headlights shining into front of houses in Montgomery. I'm pleased to see the speed limit reduced on Shaganappi Trail. I'm pleased to see no interchanges proposed. The sidewalks are a great idea. I'm strongly opposed to inner city neighborhoods being sacrificed to suit traffic lane suburban areas. People living in the suburbs know that their commute will be too long. Don't take away front yards and boulevard spaces to accommodate traffic.
- Good to see (and hear) that "major progress" 6 ave and Market Mall - remain respective of community this far!!
- If Shaganappi is going to be changed at this is probably addressing most of our issues
- All concerns I had seemed to have been considered
- Sad that you plan on keeping all traffic lights and slowing traffic
- Not fully consider true reasons for the changes. Pedestrians were not fully considered. Shaganappi traffic will be backed up if overpass is removed, additional traffic. Create option for moving accidents. If overpass is removed, additional traffic lights for two left turns will be a nightmare. This is short to be a 10 year recommendation for Shaganappi trail.
- Valiant Dr's overpass is between Varsity Dr. and 40<sup>th</sup> Ave just right. We don't need to connect to Shaganappi directly to Valiant Dr.

**4. Please provide any comments or questions you may have regarding the project in the space below.**

- Why not expropriate or buy houses as they become available on Voyageur so widening can occur without negative impact or encroaching too close to houses
- Sound walls are essential
- The plan which lead to this bicycling lobby was based on studies done in California, Texas and Washington - this is Calgary, with totally different climate conditions and totally different elements impacting the results of the studies. Wake up Calgary!! We have snow 7 months of the year and it's too hot to ride in July and August! That leaves ¼ of the year when the less than 2% of the population will receive the benefit of hundreds of millions of taxpayers' dollars. Ridiculous!
- As a homeowner immediately affected by widening of Shaganappi right over our front lawn, I would definitely suggest the setup of sound wall with the expectation that traffic will get busier and HOV lane is right next to our property.
- My interest is in improving walkability because I regularly walk in the area. It seems to me you must really consider what pedestrians are already doing ( i.e. where they are already walking) Going a couple of blocks or even one block out of your way is almost too much if you are already walking – adding 10 -20 mins to a trip is something I ( and I guess rest of pedestrians) are unlikely to do. If one of the main goals is to improve walkability – it would be best to put in the intersection where pedestrians are already walking. Most notably I'm thinking of the one at the Children's hospital.
- Has increasing the number of feeder bus routes to the LRT stations been considered?
- Bike lanes and HOV lanes are good things
- Connectivity with river pathway system seems difficult and needs to be improved. Voyageur should retain two way traffic or be narrower to provide a pleasant street for residents.
- With the bike lanes I think that the connection between 16<sup>th</sup> Ave and the river pathway system needs to be developed at the same time
- Build a median refuge between children's hospital and the community of Montgomery for cyclists. Another option is build an underground tunnel for pedestrian and cyclists to cross Shaganappi Trail.
- You must include a more comprehensive cycling corridor that is, ease of access, safety around Edworthy Park, Memorial Drive and 16<sup>th</sup> Ave. Also this plan will increase traffic on Home Road. Home Road is problematic with cyclists, uphill and crossing safety to Varsity pathway. Include comprehensive cycling now into your plan so you won't have to "piecemeal" like you are having to do downtown.
- Why an intersection? Unnecessary and unsafe. Crest of hill winter? Parking for hospital staff and visitors? No Thank you! Too bad alderman did not get off his butt and walk around to meet people.
- Do not understand how alleys can be used as roadways. No parking for guests. 6'25" parking is inadequate for most vehicles.
- Aside from having a more direct route for cyclists on Shaganappi I don't see much need for duplicating bike routes so close to West Campus (for example) I don't like the idea of mixing bikes with cars. People are not used to having to watch for cyclists at busy Intersections such as 32 Ave and Shaganappi. I support having a pedestrian/cycle crossing from West Campus/ACH area into Montgomery.
- There should be a pedestrian/bike overpass from MacKay Road across Shaganappi.
- Thanks for having so many people available to answer questions. \* With new development in west campus, will more parking be added to Market Mall?
- I think sound barriers are an absolute necessity for quality life. Also, rather than narrowing the road that runs parallel to Shaganappi, I feel the city should buy those houses and tear them down.
- Concerned that specific concerns - pertinent today - are not being addressed. Traffic lights at the Shaganappi - 40 Ave intersection need left turn signals in all directions. At present, people waiting to turn left off Shaganappi (going north) have great difficulty turning left- especially driving during high traffic times. As a result, cars turn right, do a U-turn at 42 Street and head west to get through the light. There is no U-turn sign but it is not observed. An incredibly dangerous scenario.

- I think a footbridge is a good safety measure to keep for most able bodied people, particularly the school children.
- No matter what type of pedestrian and cycle facilities are built, the expansion of the road to six lanes will attract more traffic and inherently decrease livability for anyone living in the area or travelling by bike or foot. I think in general the best solution, in my opinion, would be to improve cycling, pedestrian and transit within the existing four lane section, not add additional lanes.
- While I appreciate the benefits of prompt snow removal, I think the cycle lane should be adjacent to the pedestrian path (separated from the roadway by the barricade) Also, there should be more streamlined access from our neighbourhood (Varsity) to the Foothills Hospital. (ex. One bus w/o transfers) This would cause parking issues (particularly for staff and commuters) adjacent to the hospital. I noticed that the pedestrian overpass is going to be removed (across 7-11) could it be replaced? Thanks for your consideration.
- Not terribly different from previous presentation in my view
- I'm pleased to see Voyager Drive residents have some access to front yards. I'm also pleased intersection of Varsity Drive and Shaganappi Trail are left intact. I live on Vienna Drive and wonder when there will be lights installed on Varsity Drive and 48<sup>th</sup> street NW?
- Is a HOV lane warranted? I see plenty others in the city that are ineffective and not used except during rush hours.
- Planners have listened to the feedback from the affects residents and adjusted plans accordingly.
- Fast track it all!
- I think another light on Shaganappi is going to increase traffic congestion. Also Shaganappi is very dangerous to cross - the only safe option is the over-pass
- Lights at 32<sup>nd</sup> for the access to U/C, MM etc. At the very least, no light at Valiant - rework the ped/bike overpass
- West campus is supposedly going to be people who don't have vehicles. There is nowhere near enough parking there, so they will overflow into Montgomery adding an intersection @ west campus way will make it too easy for them to park in our neighbourhood. The purpose of traffic plans should be to make traffic move adding on intersection would be contradicting the whole point.
- No details on Bus routes or direct bus routes. Bus routes are currently inefficient in our community (i.e. too many interfaces with LRT). Crowchild has much bigger impact and needs addressed. Concerns about 2 new lights on Shaganappi and reduced speed limits.
- No traffic light on Valiant Dr. and keep the overpass. Plant more trees along Shaganappi to absorb the increasing noise. Future plan of public transit may cause more traffic and noise and also air pollution (carbon emission). Is city going to compensate the neighbours for the loss of property value? More noise, car emission and traffic can lead to lower property value. If sound wall is going to be built, it is better to build along the road but not the houses
- Reduce the urban sprawl and you won't have too much traffic problems.
- It obviously needs to be done in conjunction with another study, such as the intersections at 16<sup>th</sup> Ave and Memorial/Bowness Road.
- Provision made for HOV but no demonstrated need. Egress at Market Mall is major detriment - no action proposed to solve
- Cars (Valiant Dr.) turning left to go south on Shaganappi will be slowed as pedestrian try to walk across Shaganappi, it is also dangerous for them. What will the speed limit on Shaganappi be? With traffic lights at 40<sup>th</sup>/Valiant/ and Varsity, it will be slow.
- Montgomery has had reps at previous meetings and were told this study was only extending to 40<sup>th</sup>. The intersection design is shocking. We have been discussing at length with the west campus D.T. about a sound/light wall to protect adjacent residences. The city was aware of this yet nothing is indicated on these designs. Very disappointed our residents and houses are treated like they don't exist. Would you want this across from your house? Do something for residents. This may be your last engagement but it's the first our community has seen.
- The existing overpass should be rebuilt to present day standards. Lowering the speed limit will only increase traffic jams and there will be more of them. Does anybody really expect Jr. High students to wait for lights during their lunch time trips? Do not add another traffic light! If a sufficient amount of time is allowed to cross Shaganappi Trail, then the traffic delay on it will have to be ridiculously long!

- Question having cycling along a 6 lane roadway. Need to include a sound wall along McKay road
- Having weighed all the pros and cons - having our street change to a one-way, seems for now the best solution. At least this way we are not compromising any of our property.
- Planning W.R.T cycling appears to work the facts on the ground. If existing route cyclists prefer the majority of cyclists will not accept extra distance or unnecessary grades to use a bike path/lane in the wrong place. Waste of money
- I think this project should be fast tracked mostly to support alternate modes of transportation
- Shaganappi/Country Hills intersection needs short term enforcement west bound Country Hills to south bound Shaganappi is dangerous. I suggest a County Hills Flyover with roundabout on Shaganappi at grade.
- You listened and made the best plan to accommodate everyone involved - community.
- This is the best and most satisfactory solution. I fully support the final plan presented today.
- Understand similar study soon on Crowchild south thru 24, stadium, over bridge & south, all bee ave what happens as either impacts 60<sup>th</sup>. Noticed that 'smart tech' was use my change (40 Ave & crowchild) consider impact pls. Sound proofing south of 40<sup>th</sup> to 32<sup>nd</sup> possible? Noticed that meeting mostly attended by the long in the tooth crowd (likes not to be impacted in lifetime) V. The 30-45 crowd that will 'suffer'/'enjoy' what may happen to their community in the next generation and on...
- My concern is if the city decides to develop lands at the intersection of Shaganappi and 32Ave - there is already high-high density being added to our community
- I still would like to see an arrow in the lights turning left from varsity to shaganappi. It is a very dangerous corner. I have seen a lot of close calls
- Prefer free flow with "drop down" to cross roads. Every time you touch your brakes you spend more money on gas! Bike path should be somewhere you don't have to suck on diesel fumes.
- If overpass is removed, additional traffic lights for two left-turns will be nightmare. This is short to be a 10 year recommendations for Shaganappi trail.
- Don't change the Valiant Dr. Overpass
- Please leave the Valiant overpass. Many schools and young children in area. Very dangerous intersections. Retain Voyageur Dr. do not impact houses. Let residents, on Voyageur Dr. Decide if they want sound wall - I'm indifferent. Better transit (one bus) between foothills hospital, U of C, Mall, Varsity and Dalhousie community.
- Any increase in Shaganappi's capacity will encourage more driving. As a cyclist, how about a "median refuge" by the children's hospital? Or a culvert under Shaganappi like facility would make an attractive winter commute option.
- We need to get to work on things that can be done early e.g. Varsity Dr and Shaganappi complete with bicycle lanes. Priorities need to be worked out!

## 5. Public Engagement Process:

### a) Did the projects Public Engagement process meet your expectations?

29 = Yes 53%  
18 = Somewhat 32%  
8 = No 15%

- Well-staffed- very clear signboards
- Info on Calgary.ca could have been much better
- The modifications to address our concerns are welcoming
- Surprised at the move! More people and more house in an inner city community.
- The City “went through the motions”
- Only found out at this late stage. (misunderstood notices to only relate to west campus expansion)
- Seems to me they have a lot of plans once again ignoring the wants and needs of Montgomery.
- I do not perceive genuine engagement with public. It seems whatever agenda by current council is being promoted and being met

### b) Did you have enough opportunity to provide feedback?

43 = Yes 88%  
6 = No 12%

- Through the homeowner communication process
- This form is insufficient
- Engineer was a super listener! Almost felt bad for him
- But rather late to start giving feedback now

### c) Were meeting details provided in a timely manner?

39 = Yes 76%  
7 = Somewhat 14%  
5 = No 10%

- Drop in format
- Someone at the city apparently feels they can compensate late notice – 4 days - with sending 6 notices to same address
- Everyone most polite and understanding
- The bright signs located in the area provided good notice to those interested
- Only knew about this via word of mouth and the signs on 32<sup>nd</sup> Ave.
- More than a week notice would have been better
- N/A Was told displayed info will be available online tomorrow - I will check then.
- More door to door info for nearby residents

### d) Was the information presented at meeting understandable?

37 = Yes 73%  
12 = Somewhat 23%  
2 = No 4%

- Very clear
- Plans were mostly clear. Map of 40 Ave to Crowchild had too many text boxes
- Too many confusing maps, etc
- Clear display and solid explanations
- Would prefer to see bigger or more maps as everyone crowded around them, so hard to see. Couldn't they be projected on a screen? Have people by others on easels?
- I did not attend prior meetings
- Would have been better to label more streets

**e) Please provide comments/questions about the project's public engagement process.**

- Extremely well done. I know absolutely nothing about the improvements until I came here. I feel well informed now
- More neighbors should have been contacted, i.e. a few houses beyond Voyageur
- I would also suggest we continue to receive updates on this project solely as we are the people or are immediately impacted by the progress, decisions and timeline of this project.
- The staff were very open to chatting and listening to concerns. I thought that was pretty awesome at 7:45pm on a Thursday night.
- Calgary city council in all "growth" departments' needs to think of less high-density residences and space for seniors. Calgary is not a city for the elderly! Calgary needs to preserve its "cowtown" heritage and not become a 2<sup>nd</sup> Toronto!!
- Staff were helpful and generally understanding of concerns
- Ok, Alderman sat on butt and did not engage unless people went to him.
- Sarcee Trail was to evolve into a bridge across the Bow to provide a second crossing badly needed. Some land is still available, but other land has been sold back to community - too bad.
- Happy with number of city reps who attended
- None of the boards indicated if bus and bike lanes (side by side) would have concrete separations.
- Concerned about parking in upper Montgomery as right now some of us have permits but the whole area will soon need to have permits as people are still parking on our streets and running access to the Children's
- Should have contacted more streets than just Voyager – to get a better representation
- It would have been of extra help to have additional boards (even one more) for the 40<sup>th</sup> Ave NW to Crowchild Trail View
- Crossings for cyclists are key. They need to be safe and efficient. Consider more opportunities for greater physical separation of cyclists, particularly south of 32<sup>nd</sup>. Include bike facility concepts on north section ( John Laurie and onward)
- This info session (May 01) is the first I've attended. While I was aware of meetings regarding the west Campus expansion, I didn't realize that this project also affected the section of Shaganappi a block from my home. Not sure of how to make this better. More distinct project segment names?
- In my view there are too many individual plans being prevented and some more crowded than others to get a good look at the overall picture
- Good feedback, understandable comments. Plenty of notice for meetings and open houses
- Have presenters speak to larger groups for short periods of time.
- On city website, maps don't seem to have clear complete legends which makes it hard to figure out what the plan is.
- Need to respect Montgomery residents
- Development to be pedestrian friendly needs to be more than making an intersection, adding lights, adding lanes of traffic. Reducing speed limits. Development of areas is not inherently pedestrian friendly. It is like putting bows and bells on a garbage can. Trying to seal it as a fabulous present.
- Not enough emphasis on pedestrian safety previous hearings on this study provided for working groups to provide collective input. This session responded to questions but no opportunity for collective response - Take it or leave it.
- This form does not allow for lengthy articulated responses. For example, has there been any research on how many people there are in wheelchairs who need to cross Shaganappi in the winter?
- Misleading - the study was to end farther north.
- Thanks for the effort put forth by the city staff in laying this out but much work remains to be done in consultation with the impacted C.A's prior to final planning and Construction in the future.

- Way to go - we are satisfied - it meets our expectations! Kudos!
- Well presented. Informative, good job. I fully support the project - the final plan presented today.
- Thank you well done - appreciated!
- Thank you for allowing our input
- Add additional traffic light on Valiant Drive for two left-turn lights is not a 10 year Shaganappi trail plan, for Varsity nor City of Calgary
- For Shaganappi Traffic and Student's safety, please remain the Valiant Dr overpass
- More City reps to talk too.
- Problems to the sched could have been presented before draft plans that may upset people