



## Crowchild Trail Study

### Social Media and Emailed Ideas Summary (February – March 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. Throughout the months of February and March 2016, social media was used to direct the public to the Crowchild Trail Study website where they could learn about the project and find information on upcoming public engagement opportunities. While social media platforms, including Facebook and Twitter, were only used to share information, comments received have been recorded and included in the stakeholder feedback.

Ideas about the Crowchild Trail Study were also received via email and these comments have also been recorded and included.

#### What we heard

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

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

#### Next steps

Feedback 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 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.



## Verbatim Responses - Facebook

### February 18 – March 12, 2016 Facebook Promoted Post – City of Calgary

“Thank you Calgary for sharing 500+ ideas for improving Crowchild Trail. Some will move forward, some will not.

See what it takes to make them happen. Drop in at an open house February 27 - March 12. Find a location near you at [calgary.ca/Crowchild](http://calgary.ca/Crowchild).” (27 Shares, 179 Likes)

- Does this mean if we provide the City of Calgary with information on how to improve the driving conditions, are we getting paid for it? Or are we just helping out the [omitted] city planners? Seriously, [omitted] haven't they noticed where the bad traffic areas are yet? (x13)
  - They had a beautiful plan for Crowchild all done up a few years back, but all the NIMBYs [thought] it would ruin their community, so now [the City will waste] cash on more consultation and this "idea gathering" project. (x6)
  - Money spent on research is less money spent building projects now postponed until it costs 2 times as much (x2)
  - If you care enough, go to the open house and share your views. (x4)
  - Are you offering solutions or just complaining? Did you stop to consider that city planners ask the public what to do because there are a whole lot more people in Calgary who have different opinions and ideas and views than the handful who work in the planning office? Would you rather have a decision forced on you by 5 people, or have the finished project be based on suggestions from 5000? (x1)
  - First of all, by having ongoing discussions I can imagine that the City planners/engineers aren't going out and examining for themselves, they're waiting for someone to tell them. Now, this isn't new for the city. It's not like the southwest has popped up overnight OR that the ring road on the north side has suddenly been overwhelmed with bicyclists, no. What the city has been doing has been delaying and that has cost additional dollars. If planners and engineers and the various other departments communicated with one another it wouldn't take this long to get work done. (x1)
  - 50000 different engineers with 50000 different opinions and somebody is going to have to either write down those opinions and read them, or is going to have to write down notes from those 50000 different engineers ... How much is the City Planner charging for this? per hour? per annum? per decade? Lol
  - City planners have one chance to get it right! As far as I'm concerned project costs can be as much as six times larger than now, now that the economy has taken a huge blast. Nothing wrong with spending large these days can only help!
- Make the intersection of Crowchild and Kensington a huge, legitimate traffic circle. No lights or anything with speed limits around 50 or 60 for it. That should create enough space for traffic to not sit bumper to bumper from 24 Ave. all the way to basically the construction by Flanders Ave. on Crowchild to Glenmore. If that's done and Stoney Tr. is complete than the volume of traffic will of course go down at rush hour for that spot. (x4)
  - People in this city can't drive in a straight line imagine the joy of a traffic circle. (x6)
  - Ha true... The number of times cars have yielded to me when they're in the traffic circle as I sit at my own yield sign is absurdly high. I think people need to drive aggressively and defensively in the most courteous manner. That's how people get around faster. (x3)
  - People don't even know how to use the little traffic circles on Royal Ave...bad idea. (X1)
  - Haha yeah those traffic circles shouldn't even be there... a city bus couldn't make it around those all the way. But those people who can't use them properly shouldn't be the reason why something can't change. It's actually a good idea for good drivers. (x1)
  - And besides no one else has any [other] ideas [omitted]. (x1)



- Traffic circles are proven to be a better system. People will learn and adapt just like they did when they did lane reversal (x1)
- Have you seen how backed up traffic gets on Westbound Glenmore because of the traffic circle at 37 St. S.W.? Traffic circles are not the answer in this city. (x2)
- The traffic circle isn't the thing slowing traffic down. In fact, that circle used to be an intersection with lights so if anything it's got a lot better. What slows traffic down is it being rush hour and that traffic lightens up slightly after the Crowchild exit heading west. Everybody then speeds up on somewhat open road for like 2 kilometers until they get to Richard Rd. or 37 St. when the traffic backs up again because the lights at Highway 8 and Sarcee stop and go traffic. The same way 37 St. used to when it had lights on Glenmore. When we stop traffic with lights on busy roads, sometimes the system which runs the lights can't always be efficient in moving congested traffic at busy times every day every week. Making traffic circles frees that congestion and stop and go but apparently no one can use them and would rather shoot down the idea than suggest another. Until then we all have to handle sitting in traffic wondering what to do. (x1)
- The traffic did not improve with the insulation of a single lane traffic circle over lights. The fact that Glenmore traffic must yield to those entering from 37 is a major source of the problem. To be truly effective a clover leaf should have been installed and Highway 8 should have had a similar choice.
- Glenmore doesn't yield at all to people on 37 St. People have to merge in with traffic in a courteous defensive yet aggressive lane change. It may seem like traffic yields to these cars on Glenmore but only because people are timid when merging onto 80 km roads from a small merge lane. Highway 8 won't even be the same in a few years so it won't make sense to make it a clover leaf in the past. All of Highway 8 now is going to be the west bound lane of Stoney Tr. eventually and the traffic will let up on all of Glenmore Tr. And that traffic circle is night and day compared to sitting at a red light for 20 minutes years ago on 37 St. turning east on Glenmore. I even remember watching the green arrow blink 7 times I counted with only 5 cars getting through at rush hour. People can move along faster merging from the circle as opposed to traffic lights deciding who goes based on a time limit based on the time of day. It's us who control the vehicles, if people were competent at that and the rules of the road and the likes of being both defensive and aggressive when driving then there should be no reason for there to be traffic backed up from Highway 8 to 14 St. everyday. Once Stoney Tr. is complete the only traffic that should be on Glenmore is the traffic caused from people causing accidents in perfect driving conditions...which is a bigger problem in this city than compared to sitting in imminent congestion at rush hour in a small densely populated city. (x1)
- I think you're confused. You can't be aggressive and defensive/courteous at the same time. Perhaps you're trying to say assertive?
- More or less yeah... but the way I see it is you can be aggressive like for instance you see a vehicle merging into your lane so you switch lanes for him to have ample room but to do that you have to speed up a bit in front of the car that may be beside you or not in the lane you are changing into. It's kind of both defensive and aggressive. I'm not wanting to make it sound like the driver is aggressive or defensive personally but more or less the way they control the vehicle for themselves and others on their commutes. And whether I'm aggressive or defensive at driving, I'm always going to be assertive. Because it's being assertive that makes quick decisions come...quick lol.
- Hopefully the last time they ask for our ideas and do nothing about. City, you have all the info! Make it so!! (x3)
- Free transit one day a week. Change days. First Monday, second Tuesday, and so on. Get 5% of the volume of the roads or more and problem solved. (x1)
- Overpasses north of the river with on ramps and off ramps. Expensive, but necessary in a growing city. (x2)
- The city planners need to travel to cities that understand freeways. Never before has a city designed so many roads where lanes end. Serious. Drive Crowchild Tr. from Glenmore to 16 Ave. N.W. You are constantly moving left. Then when you finally get left, the left lane ends past Kensington Rd. to turn left to McMahon! You are then forced to right lane. Lol. It is comical already...but these roads are not freeways. If there were two or three lanes that flow consistently with exit lanes it works. But Calgary planners insist on ending lanes as exit lanes pushing you over. You shouldn't have to move lanes on a thoroughfare except to exit from the "freeway". My opinion but where I see/ saw so many issues with Calgary roads (x5)
  - You said it!

- Build future intersection like the rest of the world using cloverleaf designs and roundabouts and stop forcing people to use more fuel. (x5)
  - You are smart man I like you bud
  - I complain about that all the time! What [omitted] are they thinking with these [omitted] overpasses with multiple sets of lights on them! Something is seriously wrong [omitted]..
- Too many [omitted] bike lanes and they are barely used. The bus lanes through Woodbine are going to cause grief. As will the extra traffic noise into Discovery Ridge with the ring road, it will diminish the home prices and delay the exit from the community.
  - Not too sure about Woodbine. I've seen the plan for the terminal and roundabout and it really doesn't affect much. The two adjacent fields will be completely untouched and the roundabout would probably stop drivers from blasting through the intersection in a playground zone at 50kph or more. I live three blocks from the site and the only inconvenience I can see is during construction, however long that will take.
- Teach people that if they're held up for any slight reason at all, that it's not the end of the world and to be patient! (x1)
  - Education in a lot of areas would help. Encouraging alternative transportation options, including cycling, walking, transit and carpooling - and educating people about how to deal with those forms of transportation - would go a long ways. [omitted] (x2)
- Perhaps The City could arrange some form of public meeting where people can talk about what they think/want.
  - They don't actually care about what people want, they just pretend to. They've received too much backlash in the public meetings about the southwest transit way, so they made up stories about abusive behavior so they could shut down future meetings. (x1)
  - But, wait....aren't those jobs dependent upon re-election?
- Hope the ready to engage group isn't planning another takeover! Yikes (x1)
  - You should be happy ready to engage is speaking up. The City has done nothing but force a project [on us]. They didn't even have [omitted] an online poll like this one they just decided what they were going to do. I don't know about you but as a tax paying citizen I would like to have an opportunity to give input especially when we are dealing with a big pressure gas line and people's homes (x2)
- What gets me is they think 500 responses are enough to move forward!!!
- Just NO MORE [omitted] and wasteful \$400,000 big blue metal circle "art"... Keep it simple and cost effective.
- What no bike lanes????????? (x2)
- Better improve MacLeod
- Circle no red light no one will stop
  - Roundabouts confuse Canadians. I've seen it where they still want to stop.



- Speed limit 100 (x2)



## March 3 - 27, 2016 Facebook Promoted Post – City of Calgary

“Hey Calgary - we are continuing with Phase 3: Concept Identification for the Crowchild Trail Study. Use our online tool to help evaluate the ideas moving forward against the three key principles. Give your input until March 20th at <http://bit.ly/crowchild>. See the ideas. Give your input. Thank you for sharing 500+ ideas for improving Crowchild Trail. Some will move forward, some will not. See what it takes to make them happen. [calgary.ca/Crowchild](http://calgary.ca/Crowchild)” (29 Shares, 133 Likes)

- While I welcome the opportunity to give feedback, I don't think this format works very well. It's pretty straight forward where a lot of traffic backups occur. Bottlenecks and lights on this particular route. Widen and change accordingly. Residents in these neighborhoods will resist and everyone else needs it. Same old story. Get it done! (x1)
  - Thanks for the ideas. If you haven't already, we encourage you to check out the online tool to see how the ideas Calgarians shared with us over the past few months look when applied to the Crowchild Trail corridor. You'll have an opportunity to see how Calgarians are evaluating the ideas against the three project principles, the project team's initial review of the ideas and learn which ideas will not move forward for further consideration. Here's the link to the tool: <http://bit.ly/crowchild> [City of Calgary response]
- My biggest beef about Crowchild Tr. is how it completely funnels into one single lane when I'm going northbound, north of Bow Tr. Then, if I want to go eastbound on Memorial Dr. from there, I have to cut across three lanes of traffic to take the exit...(x2)
  - As much as I fully agree with you, we both know that replacing the whole thing will cost hundreds of millions of dollars. For every 1 person who takes that overpass and knows it's needed, there will be 3 more from other areas of the city that will call it "a huge white elephant and a waste of taxpayers' money".
  - Kind of like the big blue ring in the farthest reaches of the NE?
  - I like the big blue ring.
- I give some credit to The City of Calgary for trying to think differently. But the reality is the problems are pretty straight forward. Some drastic changes need to be made to reduce lights, expand lanes, and increase speeds.
- Fix Crowchild Tr.? [omitted]. (x1)
- Crosswalks..... I was taught to extend arm out to notify traffic that I want to cross. Today kids and adults just stand there or simply walk out when it's not safe!! I even went into a school in Bridlewood to ask the principal how kids get taught...(x1)
- Put concrete blocks so people can't fly up on the left lane and then slow traffic down to get on the Glenmore Tr. off ramp. Or ticket them.
- The City has been working on designs for the bottleneck for the last 25 years and haven't been able to come up with a viable design. Crowchild Tr. can't handle the current traffic load yet The City wants to build two new stadiums right off the bridge.
- Just make it eight maybe ten lanes so future generations can complain about how much larger it should be. Should keep in mind 150 years ago or so it was a literal foot path. (x1)
- Crowchild Tr. runs its entire length in the west end of the city, and takes you from the NW to the SW. However, the signs say Crowchild east and west. Makes zero sense when I am trying to merge onto it from other roads... I have to guess, then make dramatic lane changes at the last minute. (x1)
- Take out the lights and widen Crowchild Tr., how come your engineers can't figure this out? (x6)
- Let's put a big blue ring on it and call it art (x5)
- A suggestion would be stop building new roadways and communities like this. We wouldn't have to spend millions of dollars on studies if you people would do it correctly the first place.
- Build the ring road and stop wasting our time and tax money on this junk. (x4)
- Build the SW ring road. Problem solved (x4)
- Build more bike lanes. That should help ease congestion! (x1)
- How about you get The City engineers to do their job and stop wasting tax payers' money. (x1)
- Don't build the ring road! Expand 14 St. to 8 lanes and raze Eagle Ridge now! (x1)
- Implement your 2020 speed limit plan now.
- Crowfoot is fine. FIX THE ANDERSON, BOW, DEERFOOT INTERCHANGE.



- Thanks [omitted] to keep me updated. Hhhhhhh
- If The City engineers can't figure it out by now, this City has huge problems!
- Step 1. Go to Houston. Step 2. Build roads like that. (x2)
  - They are not going to do it, because in Calgary they are innovators, not followers! Why do what works everywhere else? If the week is round, let's make it square!
  - When it comes to infrastructure, they are careless, reactive and short sighted.
  - What part of Calgary is innovators????!! [omitted] you too funny.
- Why nothing for the SWBRT like this?
  - [omitted] you let them roll over you once, they will continue to do it. We don't need a SWBRT. No time will be saved going downtown but we will have a mess, empty buses with a bill of 40 million (in 2010 \$) and still no ring road. You can continue with your mouth closed and sitting on your hands and I hope they want to build some waste of concrete next to your house.
  - I think the thousands of people using it throughout the work week are going to disagree with you saying the SW doesn't need a BRT.
  - [omitted] is what we have now not enough? I traveled 14 St. on the bus last week at rush hour and it was half full. I have never seen a bus packed full on my commute. BRT can stop at Crowchild Tr. but it's a waste going down 14 St.
- Hire American engineers; they're good at that
  - Actually, decades ago we did hire Americans to give us a good plan for the future. It was wonderful. Then it was tossed in the trash.

### **March 7, 2016 Facebook Post – Evan Woolley Shared City of Calgary's Facebook post**

- The ideas are very well presented!

### **March 10, 2016 Facebook Post – Calgary Herald**

"The City is asking for your thoughts on 17 ideas for unsnarling Crowchild Trail. We're asking what you think of them."  
(28 Shares, 24 Likes, 1 Dislike)

- Crowchild should have no lights. It should be a straight run. Widen the bridge over the River. All current level crossings should be closed and the traffic routed to where there is an overpass. (x25)
  - Nailed it! Widen that bridge for goodness sake (x7)
  - Right on, right off. No lights- no crossing at all. From Memorial Dr. to 24 Ave. N.W. Run a divider all the way from Memorial Dr. to 24 Ave N.W. Traffic movement would be better and less congestion. Still be able to access all roads just need to rethink your routes. (x1)
  - Sounds like the best plan to me!
  - How about those who don't drive and want to cross?
  - Pedestrian overpasses.
- All of these ideas are just minor band-aids and are not going to solve the problem in the long term. We need to get serious about fixing this roadway! And if this means buying property to make it happen then so be it. Personally I have always thought the only solution at this point is an elevated expressway from the Bow Tr. exit to just past 24 Ave. N.W. with no exits. Leaving the roadways underneath as is to service the roadways, communities and businesses. So this way if you need to access areas from Memorial Dr. to 24 Ave. N.W. you use lower roadway or if you are just going across the city on Crowchild Tr., you bypass all of that with the upper expressway. Just a thought.
- Eventually that bridge has to be widened. Bite the bullet now or face considerably higher capital costs & more business relocations in the future. (x13)
- I like to think of L.A. in the 90s [omitted]. In other words a big problem is not the roadways but the drivers on them.



- Expand between 16 Ave. N.W. and 5 Ave. N.W. Just buy or expropriate then demolish [the] apartment building that's wedged between Crowchild Tr. and University Dr. to make the space. (x7)
- Lose all traffic lights and raise the speed limit. What other city with a similar population has such a [omitted] "highway"? (x6)
  - Always amazes me, spend billions to move traffic, then put up stop light and an 80 km limit or lower! (x3)
- Widen the bridge between Bow Tr. and Memorial Dr. [omitted] do not put in roundabouts. Nobody knows how to use them... (x5)
- They should have put the LRT underground. Then there wouldn't be a problem - it would have a few more lanes and the train could run easily underground. (x5)
- The study believes that there is not a problem that a new bicycle lane, HOV, or bus lane will not improve. They rejected most ideas that would had a real benefit as the cost money and anger people. They need to eliminate the bottlenecks, [omitted] the (two lane stretches), and the red lights that stop hundreds of cars on every cycle. Otherwise they should create a new north-south road in the western half of the city.
- Widen bridge over river, widen overpass at McMahon where it goes back to two lanes. Get rid of as many sets of lights as possible with bridges over/under Crowchild Tr.
- I am sure Calgary transportation can put enough projects on the already bottlenecked Crowchild Tr. and keep on adding projects every year so construction will bottleneck the road even more. Did they even mention in their survey about shutting down the extra bus lanes that are going to be constructed on the side causing a bottleneck for the Greenway transit route. One word almost wonder if the city of Calgary transportation department works for road construction contractors and municipal Road construction engineering companies. We should [omitted] expect [omitted] just chaos and more bottlenecking from construction let alone alderman shouting when people complain about it that they were not in the meeting four years ago. [omitted]
- Quit lying to yourselves and just make the speed limit 90 or 100 already because nobody is doing 80 anyways (x1)
  - Except you [omitted] I expect you to drive not a single km/h over the speed limit lol
- Here's an idea; allow Uber to operate in Calgary, overall less cars on the road, which equals less bottlenecks.
- Crowchild Tr. needs to be widened over the Bow River and also under/around 16 Ave. N.W. north.
- Just cut the number of cars. Problem solved
- Build a hockey rink on top of it. That should help. #NEXTCalgary [omitted]
- 1. Eliminate access to Crowchild Tr. south AND north from 50 Ave S.W.  
2. Eastbound Glenmore/Crowchild south feeder-route, exiting to 14 St. SW is a KNOWN COLLISION ROUTE-- overpass/underpass at this point is so-long overdue [omitted]; collisions happen there weekly for...how many years now?! DO SOMETHING TO CHANGE IT!!!
- Make it all one way at certain hours! That or add more traffic circles!
- Add a toll - pay for usage and encourage carpooling + transit use
- Monorail!
- Maximum 100
- None stay as is
- Don't add buses

## March 11, 2016 CBC Article – Crowchild Trail study to explore reversible lanes, transit hubs in next phase

- Why don't we build a tunnel, [omitted]! Anyone second that motion!
  - That might be gratifying, but it wouldn't solve the congestion issues.
  - Second that. And add that bicycle lanes should be provided as well.
- So basically The City has no real solution to the problem. One really does have to wonder if the public engagement process was simply a sham so that The City could move forward with its real agenda which is to promote public transit and other so called "green" initiatives over driving. No wonder Calgarians are angry.
  - The green agenda has nothing to do with this. Fixing it will require spending over a billion dollars on a single interchange. For comparison, the northeast ring road from Deerfoot to Glenmore cost 1.2 billion for everything including all of the interchanges, most of which was spent by the Provincial government. The cost



could be significantly reduced if legislation were introduced to quash nimby-ism for this project (thus reducing construction delays), but any reasonable accounting for the required land will still be horribly expensive.

Now, if you can convince Calgarians to vote for a slate of councilors willing to prioritize that single project, it will certainly get built, but why should someone living in Saddleridge or Copperfield care at all, never mind prioritize it over transportation infrastructure that benefits them? As they say, good luck with that. Oh, by the way, this Calgarian is frustrated, not angry - but not with city hall.

- Careful, you'll upset [omitted].
- What's your issue with public transportation? I live in the suburbs and choose to park and ride. People that feel they need to drive to and from a 9 to 5 job stuck in the same location all day are the problem.
- It has everything to do with it. Look at the options being offered by the City: walking, cycling, transit
- The other option is a billion dollar interchange which still might not fix the problem.
- Thus illustrating my point. Show me the list of fixes that don't cost a billion dollars.
- The City is refusing to address the problem and instead is basing its decisions on the views of 500 people only.
- That isn't the only option.
- Then list the other options.
- I'm wondering why you're angry for stating the obvious
- The suggestions left are only viable if Calgary's population falls back to numbers seen last at the end of last century. And that is unrealistic to expect; rather, this is another embarrassment for the City [omitted], and it would be funny if there was something to laugh about. Get someone outside to provide solutions (check Edmonton first as solutions are often closer than thought) instead of posing as inane as always.
  - You mean the fact that a fix would require spending a billion dollars on a single interchange has nothing to do with it? That the resulting tidal wave of nimby-ism would make Ready to Engage look like a Japanese Tea ceremony? That folks on the east side of the city would turf out their councilors if a similar amount of money wasn't spent on projects for them? I had no idea that it was just incompetence of the "City" that was keeping this from moving forward.
  - You are right. A huge factor are the science-fiction quotes from Canadian companies for work to be completed. A responsible council would factor in bringing companies from outside to do the job for far less. Calgary is nothing but a wanna-be (now sinking) elitist wreckage, whose city councilors never had a clue how to develop functional and simplistic things; rather, everybody was always so busy in boasting who and how much they are charging each other!
  - BTW, the whole southeast section of the ring road with all the collectors and connectors had a price tag of \$750 million and a period of 20 years of maintenance. Thus, take it easy with your 'billion' of cost for a simple interchange.
  - I'm not buying the billion dollar interchange argument. I'd like to see their cost estimates, and their plans. Regardless of where you stand on mass transit we have continued to expand in the NW despite far exceeding the limits of the infrastructure. Blame that on past politicians all you want but it needs to be fixed. They can find 300+ million for a library downtown when physical books are quickly becoming obsolete and they have a perfectly functional existing library. I honestly think the billion dollar quote is to scare us taxpayers from asking for accountability.
- Take all that time and have all of that consultation to come up with a solution of do nothing. Only in Calgary.
- None of those options which essentially are set to "beautify" the route will address the bottlenecks that exist today - Crowchild is THE major artery that leads traffic from the core to the northwest and beyond.
  - Don't get in the way of a city bureaucrat wasting money. You will be labelled as regressive or some other "shameful" thing and lambasted by the media. Every blade of grass in this city needs to be World Class.
  - They might as well look at Sarcee instead, make it all overpasses at Highway 8, Richmond Rd. and Bow Tr. There, that will help get congestion off Crowchild Tr.
- Not sure how The City thinks these chosen ideas will improve auto traffic...that's all we need is more cycle routes to take over more lanes of traffic...Once again The City engineers not looking long-term.





- You mean you don't want to ride your bike from Cochrane to downtown every day?? That's not very World Class. I wonder how much art will be installed along with the beatification project. Notice it's never a local or even Canadian artist.
- What about that airport tunnel that we spent so much money on.
- No need to change or fix Crowchild Tr. between Glenmore Tr. and the University. This is basically an inner city street at this point. Traffic needs to move north-south on a different route, i.e. Stoney Tr. and Deerfoot Tr. Improving traffic flow to downtown on Crowchild Tr. will only speed the rate at which gridlock occurs downtown. Traffic will tailback onto Crowchild like it does now. I suggest enforcing a congestion speed limit of 40kmh during the rush hour... if we can keep the [omitted] from colliding I imagine traffic will flow much better.
  - Neither Stoney Tr. nor Deerfoot Tr. are designed to provide access for traffic coming out of the city core and heading to the northwest quadrant
- The City of Calgary is only interested in spend, spend, spend. Wonder why your property taxes, user fees, utility riders and transit fares have been rising at 3x the rate inflation? Blue rings, needless pedestrian bridges and tunnels, sewage plants with light shows? Why are the roads riddled with pot holes and burnt out street lights? Vote accordingly next year folks. Yes there is a civic election next year. [omitted]
- No easy fix. The land required for a fix to the roads in that area is tremendously valuable, and occupied by people who feel comfortable with using the legal and political systems to block development.
- Mayor Nenshi brought in the airport tunnel largely because of support from businesses on Barlow trail.
- How about sinking Crowchild below street level so Kensington and 5th (?) Ave. N.W. go over it - similar to how MacLeod Tr. crosses Glenmore Tr.
- Don't do anything to Crowchild, they might as well look at Sarcee instead, make it all overpasses at Highway 8, Richmond Rd. and Bow Tr. There, that will help get congestion off Crowchild Tr.
- The road was built for a much smaller city. HOV, reversible lanes and improved transit are all workable solutions which have been established and proven in other cities. But there is no magic bullet - there are physical restrictions which limit what can be done on Crowchild Tr. Most important is planning moving forward so that we ensure future roads meet needs today with the ability to expand for tomorrow to avoid a repeat of the same mistakes.
- So basically The City rejected any plan that would have a relief on the traffic congestion, and instead would rather add more transit and bike lanes? And how is adding sound walls and upgrading parks and green spaces supposed to help any congestion? But by far the best one is a no-build scenario in which no changes are made to Crowchild Tr. So in other words, their way of helping solve congestion is to literally do nothing...?
- Montreal has an underground road underneath basically its City Centre. If we can't widen Crowchild Tr., could we double decker it? (E.g. have the southbound traffic in the underground tunnel, then have the northbound traffic on the current Crowchild Tr. road). Still not sure what to do about the bridge, though it's unfortunate an additional one has been dismissed as an option.
  - I agree with your position fully. As a Calgarian living abroad, it is embarrassment that a tunnel is not considered a viable option. A tunnel would eliminate the gridlock on Crowchild Tr. and the city would have their green spaces above and all the bike paths that they want. This would also bring a new technology and skills to Calgary. The costs would be high, but so is dithering. What we are lacking is true leadership from our Council.
- I can't use public transit because of the nature of my job, but I often take other longer routes to get where I need to and avoid certain parts of the city. It would be great if others did that if they could, it will reduce the problem a little until they can figure out what to do.
- Typical City of Calgary. They cannot think outside the box nor are they willing too. But spend money on a ridiculous number of pedestrian bridges to cross the Bow River that they can do and have done. So the problems with Crowchild Tr. will remain to everyone's frustration. They could build a double level bridge for those transiting north to south only for example. Otherwise we can continue to transit through residential areas etc. there are always to get around their inability to do anything.



- Really? In order to address Crowchild Tr. bottlenecks, they have already eliminated the construction of a new bridge, but they're keeping "upgrade adjacent parks and green spaces" on the table. Unbelievable. Well, I guess all the people that are sitting there idling during a traffic jam will have new, lovely trees to look at.
- I live adjacent to Crowchild Tr. We want green space and not more paved roads which will lead to more development and thus more congestion a couple years down the road.
- There are too many connections which overlap and congest it from 17 Ave. S.W. to the University in the north. There is no simple or easy fix save for an express method from S to N like a new suspension span or a tunnel, which are far too costly to be realistic. The City can do some mitigation with disallowing turns at certain times, but all the merges will continue to slow it down. Not surprised to see the attitude that BRT and cycle pedestrian paths are viable solutions - The City has decided that Calgary should be less of a driving City and more of other choices which will make traffic a living hell here for decades to come.
- The problem northbound is that three lanes south of the river drops down to only one that actually crosses the river. None of the suggestions would fix that issue. HOV lane when only one lane goes over? Dumb. Upgrade parks and green spaces? That doesn't fix traffic.
- Not to mention traffic coming from the core having to cross those lanes on the bridge in order to exit.
- Other cities have solved similar problems. Has anyone gone to them and explored their solutions. San Francisco has built elevated roadways over others to allow one way traffic on each level. This would work on Crowchild Tr. if a second bridge was built across the river. Another plan would be to have 29 St. used with a new bridge to allow one way traffic on Crowchild Tr. and 29 St. There are other ravines on the south side of the river which could be used for a road up the hill to another N-S road just as the present one is used for Crowchild Tr.

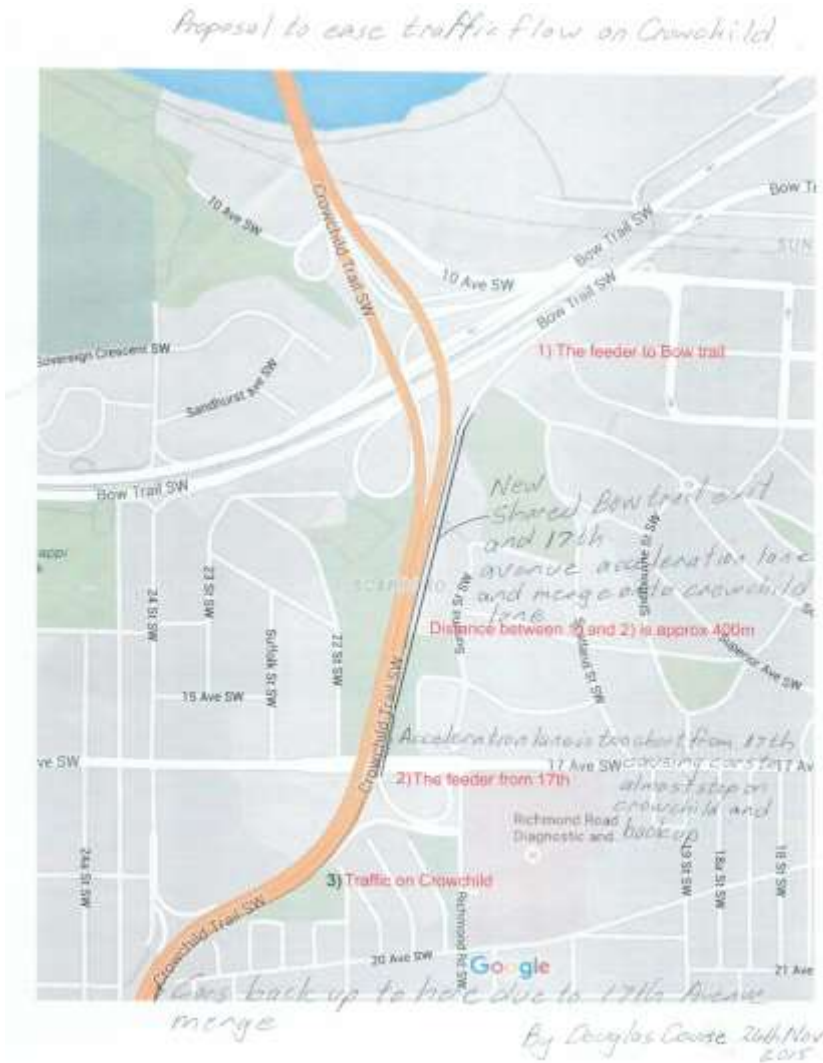
### **March 21 - 27, 2016 Facebook Promoted Post – City of Calgary**

“Hey Calgary – we are continuing with Phase 3: Concept Identification for the Crowchild Trail Study. Use our online tool to help evaluate the ideas moving forward against the three key principles. We’ve extended the deadline until March 27<sup>th</sup>. Give your input at <http://bit.ly/crowchild>.” (3 Shares, 12 Likes)

- Raise the speed limit on all major routes. Increase the difficulty of the drivers licensing tests. Especially focus on these points. If you're doing the speed limit or less stay out of the left lane even if its only 2 lanes wide and not a highway. Use your blinker and be courteous to others using their blinkers. When merging, quickly but safely accelerate to the speed limit so you can merge without impeding those behind and those attempting to join the merge lane. Never stop at a merge or merge at a yield, learn the difference. Shoulder check. Turn your lights on at night. No more lights north of memorial on Crowchild north or south of Glenmore on 14 St. Open 14 St. to 2 lanes south of Anderson into Canyon Meadows. Eliminate funky u turn under Bow Tr. to get on Crowchild Tr. northbound and get a real on-ramp interchange. Get rid of the speed cameras. They are nothing but a money grab and make people far too timid on the road. Driving decisively and with tact is the only safe way to drive. Always be alert and on your toes. Get off your cell phone and drive, just accelerate and remember there's 100 other people behind you trying to get home too. (x1)
  - You may as well ask for teleportation at this point (I think that might be more likely). (x1)
  - I know eh? Too much to ask for the simple answers to the problem.
  - If people drove correctly, our infrastructure could handle anywhere from 100-300% more traffic safely at no additional cost. Throw in automatic drive cars, and that number is even higher.  
<https://www.youtube.com/watch?v=4pbAl40dK0A>

## Verbatim Comments – Email

1. I would like to add my 2 cents worth to your study and to hear feedback of my idea. Heading south on Crowchild Tr. around 16 Ave. N.W. there is an old apartment to the West of Crowchild Tr. where you make your right turns to get on to 16 Ave. N.W. Because of the apartment the road goes from 3 to down to 2 lanes. This apartment has been there since I was born in Calgary and the City has always worked around it. My idea is to expropriate the land and/or trade the owner other City lands to build a new apartment building. This would alleviate one of the bottlenecks down to 5 Ave. N.W. This would also give more room for the development other ideas that the City is considering.
2. Last summer there was construction at the 24 Ave N.W. and Crowchild Tr. intersection. Since then the lights are programmed to stop traffic on Crowchild Tr. southbound. This has increased congestion on southbound Crowchild Tr. during morning rush hour traffic. This ties into another suggestion made from others at the public forum. As a general rule the Crowchild Tr. traffic should flow with limited lights north and south. I support this idea. As we continue to build housing developments along this route traffic will continue to increase. Lastly, the province and federal governments are trying to employ efforts to reduce carbon emissions, we can help by synchronizing our lights better across the city. Idling cars generate more carbon emissions.
3. Additional input to the Crowchild Trail Study:





4. Has anyone considered the following short term solution for the Crowchild Tr. bottleneck at Kensington Rd.:
- TRAFFIC - no left turns
  - WB Kensington Rd. right turn traffic - no change
  - WB Kensington Rd. through traffic - divert to WB Memorial Dr. at 19 St. N.W.
  - WB Kensington Rd. left turn traffic - divert to WB Memorial Dr. at 19 St. N.W. then onto SB Crowchild Tr.
  - WB Kensington Rd. buses - equip with remote control to activate traffic lights (straight through only)
  - EB Kensington Rd. right turn traffic - no change
  - EB Kensington Rd. through traffic - divert to EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 S. N.W.
  - EB Kensington Rd. left turn traffic - divert to EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto WB Kensington Rd. for right turn onto NB Crowchild Tr.
  - EB Kensington Rd. buses - equip with remote control to activate traffic lights (straight through only)
  - NB Crowchild Tr. left turn traffic onto WB Kensington Rd. - divert to EB Kensington Rd. then 19 St. N.W. then onto WB Memorial Dr.
  - SB Crowchild Tr. left turn traffic onto EB Kensington Rd. - divert to WB Kensington Rd. then EB Memorial Dr. + add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto EB Kensington Rd.
    - a. Risk - Unresolved is the awkward left turn from the western end of Kensington Rd. onto EB Memorial Dr. May be manageable with a stop sign or traffic circle. - Amended to: SB Crowchild Tr. left turn traffic onto EB Kensington Rd. - divert via existing access to EB Memorial Dr. and add left turn lane with "on request" triggered traffic light at 19 St. N.W. then onto EB Kensington Rd.
  - PEDESTRIANS
  - N-S pedestrians crossing Kensington Rd. - allowed at all times except when buses crossing Crowchild Tr.
  - E-W pedestrians crossing Crowchild Tr. - demand buttons with notice of 5(?) minute wait time. Also allowed when buses crossing Crowchild Tr.
  - RE: My risk assessment of the scheme:
    - a. E-W pedestrian crossing (Crowchild Tr.) needs a better solution e.g. pedestrian bridge. Could also reduce wait times outside rush hours.
  - Best of Luck with your challenges. My budget estimate for the scheme would be \$300K - \$500K
5. In response to the City's request for public input on the Crowchild Tr. upgrade project I would like to offer the following comments and suggestions. I have lived in Calgary since 1960 and use this particular road frequently. I have observed a number of problem areas for years so it is nice to hear that the City is planning to make some substantial changes to promote the safe and free flow of traffic on this roadway. My perspective comes from three different viewpoints - vehicle operator, bike rider and pedestrian. I live in the community of Glenbrook in the SW part of the City. When I access Crowchild Tr. it is usually to get to eastbound Memorial Dr. As you are aware, there is no direct road connection from Bow Tr. S.W. to Memorial Dr. N.W. and as such traffic has no choice but to use Crowchild Tr. as the main connector road. Unfortunately the route down eastbound Bow Tr. S.W. to 10 Ave. S.W. to Crowchild Tr. to Memorial Dr. is not very user friendly. I have identified six areas of concern on the map shown below.
- Coming off eastbound Bow Tr. S.W. to 10 Ave. S.W., traffic must yield to eastbound vehicles, mostly coming off Crowchild Tr. During peak periods this can really slow down the traffic flow.
  - Immediately after turning right onto 10 Ave. S.W., drivers must once again yield to westbound traffic from downtown in order to turn left into the traffic turn around loop. It is also problematic to get into the loop in rush hour as the vehicles in it are stopped waiting for that same traffic to open up a spot to get back onto westbound 10 Ave. S.W. traffic.
  - Vehicles must wait at stop sign in loop until there is a gap in westbound 10 Ave. S.W. traffic. Once again, in peak periods this can take time and results in a back log of vehicles all the way up Bow Tr.
  - Then when we get back onto westbound 10 Ave. S.W. we have to wait for traffic coming off Crowchild Tr. so we can go up the access ramp.
  - At the top of the access ramp vehicles have to merge with all the traffic coming off westbound Bow Tr. who are heading northbound on Crowchild Tr. This further slows down the process, especially during peak periods.
  - Finally it is very hard to safely merge across two lanes (far left to far right) during the rush hour periods in order to use the off ramp to Memorial Dr. When traffic is backed up due to the high volume of vehicles and

the traffic lights at Kensington Rd., crossing over to the off ramp is extremely hard to do. I would classify this as a high collision area of Crowchild Tr.

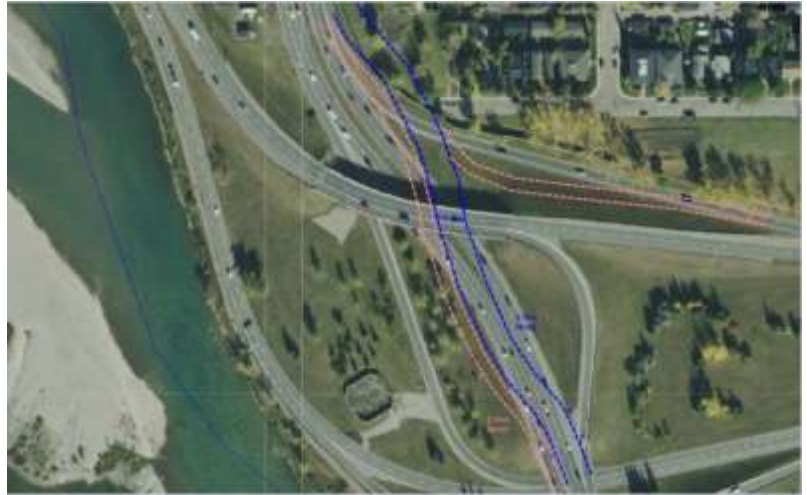
- As you can see it is far from a smooth transition from Bow Tr. to Memorial Dr. and merging can be problematic and increases the chances of a collision. There needs to be a nonstop route between these two major roads. Continuing eastbound on Bow Tr. to cut through downtown to get to Memorial Dr. is not a suitable alternative due to the volume of traffic during rush hour. These six areas need to be addressed to make for a smoother flow from Bow Tr. to Memorial Dr. The only other option that would provide free flow access between those roads would be an off ramp from Bow Tr. directly onto Crowchild Tr. While this would work, it would be difficult to introduce without impacting residential areas.
- Ideally the best option to reduce traffic pressure on Crowchild Tr. and to address the concerns noted above would be to have Bow Tr. extended over the Bow River (as proposed below - one bridge only) to allow traffic direct access to and from Memorial Dr. This would greatly reduce the amount of traffic coming off both of those roads that normally would use Crowchild Tr. to get between them.
- This proposal would also reduce the amount of merging required on northbound Crowchild Tr. (3 and 4 above). Obviously this option would be very costly and might not be practical at this time but it sure would improve traffic flow between these two roads while reducing traffic by the same amount on Crowchild Tr. Construction could also be done without impacting the existing traffic flow on Crowchild Tr.
- This project might conflict with the Flame's Ownership Group's proposal to have a field house/stadium and hockey arena built in West Village. However if their project was approved there definitely would be a need for road improvements in the area and this might be a good fit with that project. A new bridge with bike/pedestrian infrastructure could be beneficial to get people over to the new facilities.
- Nonetheless something should be done to make the trip from eastbound Bow Tr. to eastbound Memorial Dr. an easier, faster and safer transition. I guess a more cost effective option would be just to have a direct access ramp off of Bow Tr. onto Crowchild Tr. but that would entail the removal of existing homes and I know that the City is not in favour of doing that.



- Another location I use to access Crowchild Tr. is off of Richmond Rd S.W. The biggest problem here is merging into traffic and getting into a lane that goes over the Bow River, which is extremely difficult in peak periods (see area outlined in blue). One has to stay out of the Bus Only right lane while trying to merge into a fast flowing lane (or across two lanes depending on whether or not you are getting off on Memorial Dr. or continuing northward on Crowchild Tr.). Regardless it can be quite challenging to get over to a left lane before your lane turns off to eastbound Bow Tr.
  - I am sure that you have been made aware of these concerns but I thought I would submit them just in case. Better to have all issues identified while still in the planning stages. Naturally the lights at Kensington Rd., 5 Ave. N.W., 23 Ave. N.W. and 24 Ave. N.W. all contribute to the backlog of vehicles on Crowchild Tr. and need to be eliminated. When I was younger my parents would drop us off for a Stampeders football game. After the game we would walk home because walking was what kids did back then. It was extremely challenging to get across the Bow River on Crowchild Tr. due to the lack of a pedestrian/bike pathway adjacent to the road. Jump ahead 40 years and although we can now get across the Bow River by taking a detour under the road it is a longer route than going directly across the bridge. There is still no direct route for pedestrians and cyclists to Bow Tr. or 17 Ave. S.W. Hopefully some consideration will be given for improving access for bikes/people when the road is upgraded. Do not take away an existing traffic lane but think about a separated bike/walking lane build adjacent to the road.
  - Thanks for listening. Hopefully something can be done to allow for safe, smooth and non-stop transitions between the roads identified.
6. I can't believe a simple and inexpensive, easy to implement idea is not on the study map. I witness this every evening and weekends during Stamps games. Vehicles entering Crowchild Tr. northbound from the 10 Ave. S.W. ramp should not be allowed to cut across two lanes of traffic to exit right at the Memorial Dr. exit - they can turn left at the Kensington Rd. intersection. No turn/lane change signs and solid painted road markings could be put in. Rubberized vertical barrier 'posts' spaced 2 m apart would be the second option installed past the Memorial Dr. exit. A second question is what is happening with the Crowchild Tr./Glenmore Tr. intersection once the ring road is in place and why is this not part of this study? At present travelling from the ramp off Glenmore Tr. east to Crowchild Tr. north, 3 cars are metered through the two sets of lights on Crowchild Tr. North Bridge over Glenmore Tr. every 90 seconds to two minutes. Once the ring road is completed there will be thousands of cars per hour using this route. This volume will back up traffic from the ring road along Glenmore Tr. What is the plan for this section of road to efficiently flow traffic and where is the information on the web?
7. I was looking over the Crowchild Tr. plans on the City website and I wish to remind you that Idea 15. Widen Bow River Bridge... \*may\* have a cheaper option because of the available large span of the Parkdale Blvd. bridge over Crowchild Tr. – a realignment of Crowchild Tr. under the existing overpass may allow 3 northbound lanes without much additional cost (see attached figure). I may just be repeating something you have already seen, as I did send this to Alderman Pincott last year, but if Idea 15 has some attraction, it would be worth it to investigate if my cheaper option can achieve many of the same goals:
- The concept I am proposing is a lane realignment of Crowchild Tr. under Memorial Dr./ Parkdale Blvd. It's something I have thought about for years, but with the Crowchild Tr. corridor study underway, it seems an opportune time to pass on my thoughts. Since the Crowchild Tr. traffic lanes pass under the bridge so obliquely, there is a very large clear span under the bridge that currently only fits two northbound lanes. With a simple realignment, and chewing up a bit of a small regional park to the north, I believe that three northbound lanes will fit underneath that span. This proposal, if it works the way that I think it will, should make northbound traffic over the Bow River flow more smoothly, since there will be less need for all the



lane switching that the current configuration requires. The southbound Crowchild Tr. lanes will need to be realigned as well, but as they could stay as two lanes (as shown in the attached graphic), unless the Parkdale Blvd. to southbound Crowchild Tr. merge is reconfigured to allow three through lanes on Crowchild Tr. That area is pretty tight right now anyway, and it may not be possible to have a safe merge and three through lanes. Beyond that, there's no easy answers, but the cheapest way to do things is to close Kensington Rd. access across Crowchild Tr., leaving only north and south turn options on both sides. Traffic on Kensington Rd. wishing to cross Crowchild Tr. should be directed to 19 St. N.W., whose intersection with Memorial Dr. may need a minor upgrade for a better westbound merge lane. There will unfortunately, be higher traffic levels on 19 St. N.W. In a way, this Kensington Rd. – Crowchild Tr. configuration is geometrically similar to the Glenmore Tr. – 37 St. S.W. intersection that we know works quite well, except no new overpass need be built here since Memorial Dr. – Parkdale Blvd. is so close at hand already. The current somewhat problematic advance turn from northbound Crowchild Tr. onto westbound Kensington Rd. will be now handled exclusively by the existing exit onto Memorial Dr. This latter exit, however, should, in the future, be easier to access for those people who have come from downtown on Bow Tr., since while they still have to cross over two lanes of traffic to get to the exit, they don't have to deal with the counter flow of northbound commuters trying to merge left to stay in the northbound Crowchild Tr. lanes.



8. Just thought I'd toss this link along. Its information pertaining to DDIs, or diverging diamond interchanges. Apparently not well known yet and relatively new design. Might be worth looking into: <http://divergingdiamond.com/>
9. This is a larger concern if changes are to be made. Currently no safe entry / exit from Hillhurst / Sunnyside if travelling east on Memorial Dr. and heavy traffic on Crowchild Tr.
  - o Option - put a full intersection on Memorial at 19 St. N.W. this provides safe access to Hillhurst, it will also reduce the traffic during rush hour at the Kensington Rd. turn as cars wanting to enter the Hillhurst area now have a safe option. This can eliminate turns at the Kensington Rd. and Crowchild Tr. interchange as both north and south traffic could then use Memorial Dr. to 19 St. N.W. to enter the Area. This will mean that traffic can use existing Crowchild Tr. slip off to get onto Memorial Dr. Put lane dividers up on Crowchild Tr. North to prevent cars from sneaking up in exit lanes and cutting in at last moment as this disrupts smooth traffic flow. This is not an easy task to satisfy all concerned but overall safety needs to be considered.
10. My idea would be to build a bridge over top starting at Kensington Rd. through to 5 Ave. N.W., with straight off and on off ramps to the streets below on both intersections, widen the bridge over the Bow River and under Memorial Dr., widen the road going up the hill and down, eliminate intersection at McMahon and underpass at 24 Ave. N.W. with access roads to shopping and motels and McMahon etc.
11. To address some of the serious traffic congestion problems on Crowchild Tr, I would:
  - o Remove the traffic lights from the following intersections:
    - a. Kensington Rd. and Crowchild Tr. (probably needs an over-pass to deal with traffic that wants to go South on Crowchild Tr.)
    - b. 5 Ave. N.W. and Crowchild Tr. (road is too minor to be messing up a major through fare like Crowchild Tr.)
    - c. 23 Ave. N.W. and Crowchild Tr. (road is far too minor, relative to Crowchild Tr.)
    - d. 24 Ave. N.W. and Crowchild Tr. (probably needs an over-pass, even though you just spent a whole bunch of money on new sidewalks at this intersection)



- Rebuild the choke-point at Crowchild Tr. and University Dr. so that Crowchild Tr. is three lanes wide in both directions through this area. When the bridge over University Dr. was replaced a number of years ago, I could not believe [omitted] a 2-lane bridge [was replaced] with another [omitted] 2-lane bridge. Why [omitted] didn't the city [omitted] fix this choke point at that [omitted]?. [omitted].
  - Widen Crowchild Tr. where it goes under the Memorial Tr. Bridge by one lane, so that all three lanes flow through this section.
  - Repaint the lines on the Crowchild Trail Bridge that spans the Bow River so that three full lanes of traffic can flow over the river.
  - Repaint the lines on the Crowchild Trail Bridge that goes over Bow trail so that there are three full lanes of traffic. The wide shoulder on the right-hand side is a waste, and could be a usable lane.
  - The theme here is to remove controlled intersections from Crowchild Tr., which dramatically reduces road capacity, and make changes to provide three full lanes of flow-through traffic. If you look up and down-stream of this area on Crowchild Tr., you don't see the congestion problems that you see here.
12. I would like to suggest that a traffic control system such as an arm (like a barrier used at railway crossings) or a red light be installed to control the flow of traffic entering Crowchild Tr. Northbound from 10 Ave S.W. I have seen a similar solution employed in Dallas, and is very effective. These interchanges in Dallas are often monitored and controlled by a traffic control center. If Calgary doesn't have a center then it can be controlled in other ways. Problem - Currently there is a yield sign that no one coming from that entry point pays attention to anyway. This is [a], confusing interchange that has caused accidents. Why - This entry point should be controlled during busy times to improve the flow of traffic coming from Bow Tr. There is a significantly higher volume of traffic entering Crowchild Tr. from Bow Tr., coming from the downtown core, than there is from 10 Ave S.W. During rush hour Bow Tr. is always lined up (I've seen it lined up to the edge of the downtown core) whereas traffic coming from 10 Ave. S.W. is empty or very light.
13. I was looking at your ideas and I didn't see this one - Add an extra lane northbound north of the bridge and under Memorial Dr. toward 24 Ave N.W. You would lose the free flow turns onto and off of Memorial Dr. but gain a continuous lane from 17 Ave SW. to 24 Ave N.W.
14. One of the biggest issues is not so much the bottle becoming of the road alone but a combination of bottle necking and poor lane development. You literally cannot stay in the same lane from one end of Crowchild Tr. to the other without changing lanes. If you follow from Glenmore Tr. in the far left lane you end up in the far right lane near Kensington Rd. But now you have to change back to the left. Now add in people going to Memorial Dr. or what have you and you have traffic weaving in and out. It's not so much the bottle neck but that the traffic literally has to all change lanes constantly just to get somewhere. If you could stay in one lane the entire time and not have it affect your position it would solve a lot of problems.
15. I just wanted to express that the ideas presented in this stage have been thoroughly researched and well presented. Well done! My only comment concerning the process is that idea 12 for an elevated roadway was not supported in the local roundtable discussions in West Hillhurst, so I am disappointed that the concept made it to this stage. Otherwise great job and looking forward to discussions in the next stage.
16. I live in Spruce Cliff, and I have called the City of Calgary previously to express my concern about the safety risk in trying to access Crowchild Tr. North / Memorial Dr. West from Bow Tr.
- The only access, currently, is using the 10 Ave. S.W. loop under Bow Tr. This is a very difficult merge because there is traffic coming onto 10 Ave. S.W. from Crowchild Tr. South that you have to cross to loop back to Crowchild Tr. North, and then once on Crowchild Tr., you need to cross 2 lanes of congested traffic in a very short distance to access Memorial Dr. West.
  - This really slows down the rest of traffic on Crowchild Tr., it's a significant safety risk that I feel is unnecessary, and if an accident were to happen in this location it is has a very high probability of gridlocking the entire area.
  - I see that this interchange is not being addressed in the proposals, but I don't see that the safety risk is addressed, and nor do I see if there is any proposal to change the 10 Ave S.W. merge from Bow Tr. to Crowchild Tr. If I've missed it, please let me know where to find this information; otherwise, can you please let me know what plans there are to address this merge area?
17. I just finished reading about the plans that have been dismissed and those that are still being considered for the Crowchild Trail Study. Not surprisingly, I see that any significant improvement idea has been thrown out. [omitted]? What's the point of the big study if all you are prepared to do is throw band aids at the problem? You have a study





from 1978 to show that the problem has existed for almost 40 years and guess what, it's worse now. Shocking, I know. This is yet another example of the [omitted] of city hall. I don't know if it's that group of [omitted] at city council or if it's the group responsible for planning and engineering these things but clearly you people are not committed to fixing the problem. You are only looking at trying to patch things as cheaply as possible so it gets dumped on a future group. Let me ask you. Do you think the problem will be smaller or cheaper in the future? You do not want to expand the route because you don't want to disrupt the limited number of residents along the route but you don't mind the daily negative effect on the massive number of users? Are you really telling me that people that bought along Crowchild Trail never considered that the major north south corridor in the city might one day need expansion and affect their property? The City of Calgary is effectively that neighbour with the fence that is rotten and falling down and after much study, decides they will put up a couple of 2x4s to hold up the fence for another decade. What an incredible waste of time and taxpayer money.