



25 Avenue S.E. LRT Grade Separation Study

Phase two: concept evaluation

Stakeholder report back: What we heard

Spring 2017

Project overview

The City of Calgary is conducting a functional planning study of 25 Avenue S.E. and the Red Line LRT tracks crossing. This study will develop a recommended grade separation plan for the Red Line LRT tracks and 25 Avenue S.E. It will also identify short-term improvements in the study area. The final recommended plan will improve travel through this area for people driving, walking, cycling and taking transit.

Phase two engagement overview

The Engage Spectrum level for phase two of our engagement for this project is Consult, which is defined as, “We will consult with stakeholders to obtain feedback and ensure their input is considered and incorporated to the maximum extent possible.”

The engagement events and tactics for phase two included:

- An in-person open house held on Wednesday, May 24, from 4:00 – 8:00 pm at Repsol Sport Centre.
- An online survey was available from May 24 through June 13 at calgary.ca/25avestudy.
- The project team also participated in the Inglewood/ Ramsay Project coordination events on May 25 and 27.

At these events and online we shared the project details, what we learned in phase one of engagement, the three preliminary concepts and answered questions. We asked the public to evaluate each idea and tell us how they meet or do not meet their own needs and the needs of the community. Through our engagement program we received 401 comments on all of the concepts from in-person and online feedback.

What we asked

We asked citizens to evaluate each concept presented by completing the following sentence for each of the three concepts.

1. This concept meets the communities' priorities because...
2. This concept does not meet the communities' priorities because...
3. This concept meets my needs because...
4. This concept does not meet my needs because...

Citizens provided this feedback by:

- Filling out comment sheets;
- Filling out an online survey;
- Writing on Post-it notes and placing them on a comment board for each concept

What we heard

Below are the high level themes and/or summary that emerged for each of the concepts presented. Each theme includes an explanation and examples of verbatim comments in italics. Verbatim comments are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of your comment that spoke to a particular topic.

Concept A – elevated LRT station	
Theme:	Explanation and sample comments:
Improved active mode connectivity	<p>Citizen comments identified this option as providing good pedestrian and bicycle connections.</p> <p>Sample comments: <i>“Creates an open pedestrian friendly feel”</i> <i>“Favourite option. I’m all for making it better for cyclists and pedestrians.”</i></p>
Improved traffic flow and vehicle travel times	<p>Citizen comments identified this option as improving traffic flow and vehicle travel times by removing the LRT and signal disruption.</p> <p>Sample comments: <i>“It addresses the current 25th ave traffic issues and avoids creating a similar level crossing issue at another place. It optimizes north/south traffic flow on McLeod. Works well for both vehicular and pedestrian traffic.”</i> <i>“Eliminates traffic delays at 25th and Macleod.”</i></p>
Opportunity for revitalization of the community	<p>Citizen comments identified this option as providing good opportunity for redevelopment and revitalizing the community.</p> <p>Sample comments: <i>“Leaves room for great redevelopment potential.”</i></p>

	<i>"it stimulates land development around the newly constructed station."</i>
Concern regarding access for Ramsay/ Mission residents	<p>Citizen comments identified a concern for East – West travel and increasing the travel time for Ramsay/ Mission residents.</p> <p>Sample comments:</p> <p><i>"It isolates the Ramsay/Inglewood communities from accessing Mission/Beltline/Mount Royal neighborhoods in an efficient manner."</i></p> <p><i>"realignment of 25 impacts Ramsay, because it impedes my connection to Mission"</i></p>
Improved and safer access to public transit	<p>Citizen comments identified this option as improving pedestrian safety by removing the at-grade crossing and improving access to the LRT.</p> <p>Sample comments:</p> <p><i>"It eliminates the transit / vehicle conflict at 25th."</i></p> <p><i>"Improved transit reliability."</i></p>
Concern regarding construction cost	<p>Citizen comments identified a concern with the cost of constructing this project and that it was "too expensive".</p> <p>Sample comments:</p> <p><i>"The high cost and extensive new construction will delay the implementation"</i></p> <p><i>"Elevated stations are expensive and costly for tax payers"</i></p>
Concept B – median flyover to existing 25 Avenue S	
Theme:	Explanation and sample comments:
Concern with traffic flow and vehicle travel times	<p>Citizen comments identified a concern with the flyover being complicated or confusing route that doesn't improve traffic flow or vehicle travel times.</p> <p>Sample comments:</p> <p><i>"Crazy loop u turn access from 25 ave sw to 25 ave SE. Single lane - good luck."</i></p>

	<p><i>“The U-turn approach to address west-bound traffic from 25th is poor - traffic backups occur regularly on NB Macleod as is approaching the traffic lights at 17 AVE (back to the bridge crossing). Not convenient for commercial vehicles and larger trucks coming out of the light industrial areas. Increased traffic impact would be seen during Stampede/Flames events as well.”</i></p> <p><i>“The traffic flow for this option is confusing and will probably add congestion at the U-turn location near the bridge. It seems like a convoluted option.”</i></p>
<p>Concern with aesthetics of a flyover</p>	<p>Citizens identified a concern that the flyover will take away from the “Urban Boulevard” feel and will be aesthetically displeasing.</p> <p>Sample comments:</p> <p><i>“Ramps are inconsistent with the characteristics of Macleod Trail as an Urban Boulevard”</i></p> <p><i>“The ramps not only create the most excessive shadowing overhead but demonstrate a total lack of understanding of the detrimental nature of flyovers. After all, this is the 21st century. In addition, these flyovers will deteriorate the pedestrian/cyclist experience.”</i></p> <p><i>“how very unattractive--does not fit the concept of the neighbourhood.”</i></p>
<p>Appreciation for lower-cost of construction</p>	<p>Citizen comments identified this option as favourable based on it being the lowest cost option of the three presented options.</p> <p>Sample comments:</p> <p><i>“Best solution given the cost.”</i></p> <p><i>”It also seems to be the less expensive of the three options as it embraces feature already in play”</i></p>
<p>Concern that it doesn’t allow for revitalization of the community</p>	<p>Citizen comments identified this option as not providing opportunity for redevelopment and it does not revitalize the community.</p> <p>Sample comments:</p> <p><i>“makes it less attractive for development.”</i></p>

	<p><i>“The new development lands look like they are an island on their own.”</i></p> <p><i>“Elevated ramps may impact development opportunities”</i></p>
Concept C – relocated at-grade crossing	
Theme:	Explanation and sample comments:
Opportunity for revitalization of the community	<p>Citizen comments identified this option as providing good opportunity for redevelopment and revitalizing the community.</p> <p>Sample comments:</p> <p><i>“Lots of scope for development of the south Stampede lands”</i></p> <p><i>“Best redevelopment opportunities to make Macleod a real urban street.”</i></p> <p><i>“Better redevelopment potential with the train pulling away from McLeod Trail. Looks really good.”</i></p>
Improved active mode connectivity	<p>Citizen comments identified this option as providing good pedestrian and bicycle connections.</p> <p>Sample comments:</p> <p><i>“It allows for pedestrian, cyclist, and motorist ease of use of the intersection.”</i></p> <p><i>“There is no barrier—flyover or elevated tracks, resulting in a more pedestrian friendly environment.”</i></p>
Concern with safety by still having an at-grade crossing	<p>Citizen comments identified a concern that this option still provides an at-grade crossing which still poses safety concerns.</p> <p>Sample comment:</p> <p><i>“Elevated LRT separates the LRT and from pedestrians and cars and would be safer in longer run. Too many pedestrian have been killed in the last 35 years as a result of their inattentiveness.”</i></p>
Improved traffic flow and vehicle travel times for north – south travel.	Citizen comments identified this option as improving traffic flow and vehicle travel times by removing the

	<p>signal disruption on Macleod Trail. However some concerns exist for travel east – west on 25 Avenue S.</p> <p>Sample comments:</p> <p><i>“This plan relieves the bulk of problems for commuters staying on Macleod Trail coming from the N, S, W, it still provides issues for people heading E-W.”</i></p> <p><i>“helps speed up the time it takes to turn from Northbound Macleod onto westbound 25th, as well as would speed up the time from eastbound 25th getting onto Macleod North or Southbound.”</i></p>
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- For a verbatim listing of all the input that was provided, please see the [Verbatim responses](#) section.

Next steps

The project team is currently evaluating your feedback and doing further technical analysis to refine the design concepts and develop a final recommended plan for the 25 Avenue S.E. LRT Grade Separation Study.

We will be returning to the community in the Fall to share the final recommended plan prior to sharing the option with Council in Spring 2018.

Important dates:

- Phase Three: Sharing the final recommendation
 - o Fall/ Winter 2017

Verbatim comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language, both of which are removed with an indication that this has happened.

CONCEPT A
This concept meets the communities' priorities because...
All priorities are met with this plan. While it's expensive to elevate the track, the character of Macleod trail's urban boulevard remains consistent. Elevating the track also removes LRT/road vehicle interaction and alleviates traffic congestion; a major goal of this project.

CD - I reviewed all three concepts A, B and C. Why is there no suggestion about a buried LRT line under the river? How do any of these marry with the Stampede's concept of opening up accessibility to 17th Ave.?
Creates an open pedestrian friendly feel
Easy access given the new pedestrian bridge and to ease traffic woes
Eliminates traffic delays at 25th and Macleod. Provides pedestrian walkway across Macleod.
Favourite option. I'm all for making it better for cyclists and pedestrians.
Great accommodation for pedestrians. Leaves room for great redevelopment potential.
I am a Erlton resident for the last 15 years. You have my vote for concept A. We have been dealing with the current mess since the city built the crossing above ground. With the Stampede grounds busy and not ever going anywhere it is time to fix this problem once and for all. This Erlton area will continue to only get busier as density increases. Any other option will only be putting off the inevitable. This crossing needs to flow though freely.
I am for this. However the people of Ramsey need to be heard and what they deem best is the one that should be chosen.
I have
I like the density on the east of MacLeod provided by this plan, the dual T's seem appropriate, and the ability to integrate Anthem ped pass is fantastic.
I prefer this concept due to there being no conflict between the LRT and vehicles at 25 avenue and the accommodation of a pedestrian bridge.
Increased density and better vehicular travel.
Increased traffic flow with less wait times - will be better during events at the Stampede/Saddledome.
Is it just me, or is this option the only one that is truly grade separation of the LRT? Sounds like someone still needs to do their homework.
It addresses pedestrian accommodation needs, improves vehicle travel times and flow of traffic.
It addresses the current 25th ave traffic issues and avoids creating a similar level crossing issue at another place. It optimizes north/south traffic flow on McLeod. Works well for both vehicular and pedestrian traffic.
It appears to satisfy the following: - Improved pedestrian infrastructure; - Public transit; and - Revitalization of the community.
It does not.
It eliminates the at grade crossing at 25th Avenue which will improve traffic flow, be safer for distracted pedestrians and be more environmentally friendly - less idling of vehicles. It allows for Ramsay residents, Stampede Park visitors etc. to enter/leave McLeod Trail access 25th Avenue from all directions. Easy access is very important to Ramsay - we already get boxed in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc.
It eliminates train/vehicle traffic slow downs (and they are brutal-I drive them every day). Better use of land for development. Moves vehicle traffic quickly during rush hour and Stampede events. Allows easier access for Ramsay residents to Mission communities- groceries, drugstore, schools, medical services and leisure.
It makes train, vehicle and pedestrian access the best and places the train station considerable closer to the stampede grounds. It is a much more forward thinking design then

option C as the more grade separation our train network has with the roads and pedestrians the better it will be.
It meets all the priorities identified in Phase One.
It separates the ran from pedestrian and cars and would eliminate a potential point of contact with the train for pedestrians. Too many pedestrians have died in Calgary needlessly as not enough money was spent to eliminate points of contact. What is missing is a pedestrian bridge crossing Macleod Trail to connect to the elevated station.
It separates walking/biking pedestrians from the train, which encourages pedestrian use. When the two collide, pedestrian use drops. The two need to be separated.
The connection between Ramsay and Erlton is key, since Ramsay will be losing the 8th Street access to Inglewood. We need to keep open routes into Ramsay.
Leave access open to 25 ave east--leave LRT station close to high density. Appreciating that it's the most expensive option, but just do it right--let's finally correct the sins of the first design and get it right this time.
Look at the Community Priorities listed here. These aren't community priorities. I live nearby. This is just left wing urbanist garbage. This is what happens when bike activists have infiltrated city hall and the transportation department. All three of these options are designed to punish drivers.
Looks great, minimizes annoyances for all transport modes
lower long term maintenance costs/ disruption
Maintains traffic movements in all directions Separates the train from 25th Avenue traffic Allows development of a TOD around new station
More options for pedestrians crossing MacLeod Trail - better for Repsol Sport Centre users and those living north of 25th Ave.
most modern concept
Not great ROI
Pedestrian and traffic flow is optimized and completely eliminates conflict with LRT. Convenient access to Anthem development, which will be functional well before any development takes place on east side of Macleod Tr.
People can actually get across the street by vehicle or by foot.
Please not this option, above grade fragments the community and has a negative impact on development opportunities. This is the worst of all options. Below grade is ideal
Provides good egress from East Bound 25 Ave and accommodates pedestrian bridge from Anthem.
Provides smoother access to 25th Ave east of Macleod
Redevelopment opportunities. Improved transit reliability.
redirects volume and flow of traffic north of residential area
Signal separate from train
signals to be coordinated
Still limits access to 24th Allows for traffic to easily pass down 25th east limited back up on 25th east because train is elevated reduces number of directions at light on 25th west and macleod train does not need to stop at lights improved safety for pedestrians

Stops the 25th ave conflicts, allows a nice new station
Stratification of transportation modes allows both modes to operate independently of one another.
There will be less delays to transit, motorists, pedestrians, and cyclists.
this is hands down the only concept that should be pursued.
This is the best and most logical concept...
This option gives good walkability, despite the need for station access. I want to ensure Reader Rock Gardens is reachable on foot or car.
This would be my favourite option as it allows traffic to flow freely without LRT interference. Also best option for pedestrians
Vehicle flow
We are a pedestrian community in Mission! Having streamlined access to this intersection is a must. Plus I love the idea of connecting the future shopping development with the LRT, and connecting the Elbow River Path with Reader Rock Garden. What a wonderful way to integrate our community and grow it for the future.
We are missing a community priority - access and connection to Erlton/Mission.
I hate that you are directing my comments, and I am being restricted on what/where to comment. I have more questions that what I being pushed to answer here.
This concept does not meet the communities' priorities because...
Any redevelopment plan for traffic that cuts off vehicle access to the Reader Rock Garden MUST somehow also plan for an alternate vehicle access to the garden.
Bit of an eyesore.
CD - How do any of the designs accommodate the overland Elbow River flow through Elrton on 25th and 26th Avenues?
Cost is the highest
Costs the most money. The traffic heading south on macleod trail will become more congested as the vehicles that normally head west on 25th to macleod will now have to go another way.
Creates terrible elevated roadway
Double lights will add more traffic build up and impact residential access as well as increase traffic congestion in residential areas.
Elevated stations are expensive and costly for tax payers, I would like more multi use pathways and integration into the established network
Expensive
Extreme construction delays and costs. Is kind of an over-the-top solution for what needs to be fixed.
Far too expensive for what we get in return. Focus on improving ped realm on Mac Trail
fragments the community and has a negative impact on development opportunities. This is the worst of all options. Below grade is ideal
highest price for not much gain vs option C now the trains need to go up from underground at the cemetery hill to the station and then go down again to cross the future 17 Ave extension to Stampede.
I cannot in any of the concepts see where bicycle accommodation is addressed, though my personal view is that with Calgary weather this issue has been over reacted to resulting in increased traffic issues and frustration for drivers.

I don't think this concept is the most cost effective and I think that Concept B, solves the main issue while being the most cost effective and least time consuming. Living in Ramsay, I use 25 ave to access Macleod Trail and I am sure for the community it's important an exit point not be blocked for an extended period of time because we are often blocked in from trains.
I think it does.
I'm curious about how this might impact Stampede (parking, traffic, etc.), particularly as the intersection will be eventually moved east.
It doesn't connect to 25th and mission anymore. It doesn't improve the bike/pathway experience. Underpasses never feel like nice places to be. It should go underground, which would also be a warmer place for people to wait for the next LRT.
It is unclear how vehicle traffic will access MacLeod Trail Southbound or cross into Mission via 25th Avenue - these are high priority items for residents of Ramsay.
No cycling infrastructure proposed.
Other than cost, I think it meets all of the community needs. Even then, this is part of a Major downtown artery, and the money spent now will be significant for later regarding uninterrupted travel and commuter flow.
Pedestrian still have points of contact with large volume of cars on Macleod Trail.
Public Transit - The route most accessed by the community is route 17. That bus runs east-west along 25th ave.
Public Transit is a priority, however the concept will have Slower trains due to curved and elevated LRT tracks, Stairs/ramps/elevators required to access LRT station, Major disruptions to LRT service during construction. It also eliminates Calgary Transit's bus loop for the Route 17.
Pedestrian accommodation is a priority, however the concept increases pedestrian walking distance when walking along 25 Ave Sw.
realignment of 25 impacts Ramsay, because it impedes my connection to Mission
Relocation of the east leg of 25 Ave to the north increases travel time for vehicles turning left to head southbound.
The break of 25 ave SW and 25 ave SE is not convenient. Makes it worse to get across 25 ave ac Grail than current situation. Worse access to / from Ramsay
The density seems unusual and forced, especially along the river. I'm not sure how drawing the LRT off of Macleod and locating a development between the two is a good design solution from an acoustic / vibration perspective. I assume this is a construction sequencing decision, I think it could be done better.
The height of the buildings to the south of the regional pathway will cause excessive shadowing on the pathway. This in turn will result in icing which will negatively affect the safety of pedestrians and cyclists.
The elevated line creates a visual and psychological barrier between the communities of Ramsay and Erlton. Macleod Trail is already enough of a barrier.
My experience living in proximity to elevated transit in major North American cities
There is no mitigation of the existing traffic and LRT conflict until the project is complete.
There will be increased vehicle travel times due to the redesign of 25th avenue. The new proposal will require vehicles traveling from the east side of 25th Avenue to detour onto Macleod trail, a route that is notorious for significant traffic, in order to cross over to the west side of 25th Avenue. This concept resolves the train/vehicle conflict but does not address travel time and distance.

These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would have to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?
This does have a high price tag, but I think it would be worth the cost
this option just relocated the problem to a new area on macleod
To say this concept is the worst is a bit unfair to the other almost nearly equally terrible options. As an engineer, I am embarrassed that other engineers worked on this. The only type of engineering this is, is social engineering.
Need to step back and look at all the other access points in and out of Ramsay that are there now and will be closing
access to Ramsay to mission restricted
This concept meets my needs because...
A pedestrian bridge is required in the area.
As a pedestrian crossing 25 ave several times a day I would give just about anything not to have conflict with vehicle/LRT traffic. Sometimes this intersection is literally the slowest part of my commute. It would be incredibly helpful to have the LRT elevated and not conflicting with other traffic.
Better pedestrian and vehicle access to cross Macleod
CD - All three designs disrupt the current flow of 25th Ave. They also disrupt Macleod Trail by introducing a second set of lights in two cases. The flyover concept creates a further physical barrier between Erlton and the Stampede.
Convenient and fast access to Erlton LRT and Stampede grounds. No longer excessive wait times at 25 Ave intersection as a pedestrian or vehicle.
Easier for me to cross MacLeod Trail from where I live.
Eliminates traffic delays at 25th and Macleod.
Elimination of conflict between the LRT and vehicle/bike/pedestrian traffic is desirable.
Expense. I have to pay for it!
I can bike more easily.
I live in the River Grande Estates, right beside the Anthem project, and my wife uses public transport. She has mobility issues, so removing the 25th Ave intersection and putting the crossover would be fantastic. As long as the station has escalators/elevator we are good! It's a pretty layout. I like it.
I used 25 av every work day and the trainers drives me nuts.
Improves vehicle flow. Removes effect of LRT crossing.
It completely eliminates train/vehicle traffic issues, and minimizes wait times to cross Macleod Trail as a pedestrian. It also seems to provide the best exit from Lindsay Park community going east on 25th Ave.
It doesn't at all, look at the west LRt and how it fragments the neighbor hood, ruins sight lines and development potential
It eliminates the at grade crossing at 25th Avenue which will improve traffic flow, be safer for distracted pedestrians and be more environmentally friendly - less idling of vehicles. It allows for Ramsay residents, Stampede Park visitors etc. to enter/leave McLeod Trail access 25th Avenue from all directions. Easy access is very important to Ramsay - we already get boxed

in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc.
It eliminates the transit / vehicle conflict at 25th.
It gets traffic moving, it keeps pedestrians at grade, it maintains the character of the Macleod Trail corridor, it stimulates land development around the newly constructed station.
It improves access to Earltion/Mission during peak hours.
It is the best of the three concepts in that it does not change the characteristics of MacLeod Trail and resolves the train/vehicle conflict at the MacLeod Trail and 25th Avenue intersection.
It makes train, vehicle and pedestrian access the best and places the train station considerable closer to the stampede grounds. It is a much more forward thinking design then option C as the more grade separation our train network has with the roads and pedestrians the better it will be.
it provides better access than the others east and west on 25th Ave, without turnarounds. It also gets the LRT up out of the way of vehicle, pedestrian and bike traffic.
It separates the LRT and vehicular traffic.
Looks like a place I would want to visit. I travel through here primarily by train or bike, and this will work well.
Provides good egress from East Bound 25 Ave and accommodates pedestrian bridge from Anthem.
Reduces traffic going along 26 avenue though Erlton.
Removes the signal disruption from the train on the 25th Ave/Macleod Trail intersection. This will allow the timing of the lights to be determined by road traffic, and not train right of way. This meets my needs by keeping the flow from Ramsay to Erlton open (even though it's slowed).
Still has access from Ramsay to Mission for grocery shopping, although a little more indirect. The primary issue is the LRT tracks at grade, if they weren't there the intersection would be great, but you are moving the intersection, i do not understand that.
The only real need to is alleviate the congestion on Macleod and everything I have seen here will increase congestion. These aren't solutions. These are fanatical urbanist ideology at work. Mac Logan should be fired for sure, but the real fault lies in the supporting documents like Plan It Calgary that came up with these stupid ideas. Nenshi definitely shares some of the blame for this disaster.
There will be less delays.
This concept resolves all conflicts between rapid transit, vehicular traffic and pedestrians walking & biking and is a long term solution. It also offers great potential for LRT supportive uses. Would it make sense possibly to realign 25th Ave E. even further North to follow the Elbow River alignment, leaving more cohesive, less fractured, development sites?
this is the only option of the three that makes any sense. the other two are very poor options.
walkable, no conflicts at 25th ave
We would like to cross the street here but always get stuck behind a train and a bad timing of lights.
What is going on with the Victoria Park Station? Won't that determine some of this as well. If they make that a tunnel, how does that impact this? if they raise that station, how does that impact this. Why are we not looking at the entire length along the Stampede. Stop the silo planning.
ped and bike access improved infrastructure
Lots of potential for pedestrian access to commerical services
best resolve best for the long term

seems like the safest option for pedestrians
least likely to walk across tracks
provides greater access to parks paths for walking and biking
This concept does not meet my needs because...
An above grade pedestrian connection to the west side of MacLeod is missing. Given the density proposed on the west side of Macleod and ongoing density studies at Lindsay Park I think this is a necessary component to integrate into the project now. Do it right the first time! I would be curious to understand how the adjacent developments would be zoned to ensure integration into the context and culture of the stampede precinct. Inclusionary zoning is coming; lets get affordable housing in there!
As a Ramsay resident, the flow of 25th Ave is interrupted - how will drivers gain access to the west leg of 25th Ave? - Major concern if this is not addressed is reduced access to grocery stores (Safeway) in a community that doesn't have any convenient (and fairly priced) options.
As to "short-term improvements" , there is no suggestion on how to improve the functionality of the 25th Ave. S.W./Macleod Trail intersection and resulting short-cutting through Erlton, south of 25th Ave. Drivers are aware of the erratic functions of the traffic lights, due to the LRT, and, if wanting to head south on Macleod, avoid the intersection if there are stopped vehicles in the right lane. I would like to see the impact of the existing right lane dedicated to a right turn only lane.
CD - The three proposals still seem to miss the mark. Where are the other proposals that would bury 25th Dennise McLeod Trail? Or buried the LRT line all the way through from the cemetery hill title to the existing tunnel under 12th Ave.? Finally, this engagement seems to of been off my radar. How many Calgarians are aware of this proposal? Where are the bold signs up around the intersection to advise the public of this engagement?
Double lights will add more traffic build up and impact residential access as well as increase traffic congestion in residential areas.
Expensive, time consuming.
gives cars too much priority
I have lived in Ramsay for over thirty years now. Not one of these plans are acceptable. To eliminate 25th ave access to earlton is dumb and will cause issue all across the board. One must only sit at the intersection for an hour and you'll see the importance of each and every direction being open. With plans for both the green line and redline tearing our community apart and limiting access I'm disappointed. I'll be making a voting change and advising all those who agree to do the same.
If you are elevating the tracks why do you need to realign 25th. Can it not stay where it is to avoid the additional traffic lights.
It do.
it does not maintain the current straight through path for 25 Ave.
It has made getting to where I typically go complicated. I take 25th into Mission regularly to access services and amenities. I don't like that this direct access has been complicated.
It is above grade; looks horrible
It is dangerous because of the shadowing.
It is unclear how vehicle traffic will access MacLeod Trail Southbound or cross into Mission via 25th Avenue - these are high priority items for residents of Ramsay.
It isolates the Ramsay/Inglewood communities from accessing Mission/Beltline/Mount Royal neighborhoods in an efficient manner. Ramsay/Inglewood already faces challenges with

respect to access (proposed closure of 8th street access to 9th avenue, CP train), residents will experience social and transportation barriers to our neighboring communities as a result of the proposal. Additionally, this may create further delays for emergency vehicle access into our community.
It looks harder to navigate than what currently exists. Another stoplight so close to the existing 25th one seems problematic for traffic, and it will take longer to get from one side of 25th to the other.
It meets my needs.
n/a
N/A
Personally does not meet my needs because it impedes my normal route westbound 25 ave to southbound macleod
Relocation of the east leg of 25 Ave to the north increases travel time for vehicles turning left to head southbound.
Should remove the +15 and rely on at-grade pedestrian access at new intersection.
Slightly more complicated access between Ramsay and Mission by vehicle
The high cost and extensive new construction will delay the implementation
These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would have to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?
This is another absolute joke from the city of transportation department. Another example of fake engagement. All these options are terrible. You clowns had it right before with an overpass which is truly the best and only solution. Even how the questions are outlined here is dumb. It is a waste of time for anyone who isn't anti-auto to even participate in this useless excuse for a study. You guys should be ashamed of yourselves.
This will be my second choice .
Too much traffic in Erlton due to moved traffic lights and 25 avenue intersection with 24th avenue. Could cause backed up traffic on 24th avenue
What about extending the LRT tunnel to just past 25th so that the tracks go under 25th. Then have the train surface. ...or Erlton station could be below grade as well.
Why are "improved" vehicle times listed as a priority and for pedestrians and cyclists they are only "accommodated". Is this truly the feedback from the community? Why should vehicles be improved and other modes only accommodated? As shown, vehicles are the prioritized.
Public transit should be the priority, then active modes. The Red Line south LRT carries 120 000 people/day in normal economic times and the entire Red Line about 210 000 people/day. Please ensure transit is the #1 priority.
Does not help my route from W 25th to S Macleod
CONCEPT B
This concept meets the communities' priorities because...
Affordabile
Anything is better than what we have now? This is not an endorsement for this choice.

Best solution given the cost. Widen sidewalks far beyond the norm will go a long way in improving this area.
Connects mission to stampede/ramsay with minimal impact to pedestrians (especially those with mobility issues)
Does not direct traffic to Erlton Street/Erlton Road.. both quiet residential roads. lots of parked cars and pedestrians which are at increased risk with additional traffic
doesn't affect train
easier faster to complete
Easy access to 25th Ave E from Macleod trail.
I like the fly over, however will it cause backups by the U turn as people want to go south on macleod. (consider the issues with 37st sw & glenmore tr backups)
I think the community is best served with a cost effective option that will optimize pedestrian crossing time and remove the vehicle conflict on 25 avenue S.E. and Macleod Trail. This seems the least disruptive to those taking the LRT and living in Ramsay I think it's important people can access Stampede grounds through public transportation as it reduced the amount of traffic through Ramsay.
Improves transit reliability. That's it.
it allows access to macleod without crossing the train line at grade
It appears to satisfy the following: <ul style="list-style-type: none"> - Improved pedestrian infrastructure; - Public transit; and - Revitalization of the community.
It does address the current 25th ave traffic issue and maintains access to the Reader Garden.
it does not meet the community's priorities
It does not.
It improves motor vehicle travel times
It offers minimal disruption during the construction process.
Less time at lights. Cheaper to build
Makes it easier to go from 25th Avenue to Northbound MacLeod into downtown for commuters Makes it easier to go from southbound MacLeod to eastbound 25th Avenue out of downtown for commuters
Minimal construction delays, lowered costs, quicker fix than option A. This is by far the best option. Getting to the other side of 25th across Macleod by car becomes more annoying but, like traffic circles, once people understand how to get there it shouldn't be a big deal. Hopefully waiting for the light to change at the 25th ave interchange with Macleod will run much more smoothly and obviously, though.
Not my favourite option but would be acceptable as it allows traffic to flow free with out train interference
Plan B does not interrupt the vital lrt service during construction time which would be a disaster. It also seems to be the less expensive of the three options as it embraces feature already in play (ie the train tracks and mcleod trail). Also the travel from 25th st to mcleod will reduce the chance of accidents at the current intersection or one proposed in plan A) i think it is a grrat idea.
Quicker access to Mission
Signal timing separate from train

Solves the problem of regular delays on 25th Avenue SE with the least expense and disruption. As a Ramsay resident who routinely uses 25th Avenue as a connection in and out of the community, I think this would solve the major problem with this intersection.
The best solution because A & C do not deliver enough benefits for the investment. You can turn this intersection of Macleod Trail into a grand boulevard by giving the same area you give to cars also to pedestrians. In other words 8 lanes of traffic means 8 lanes of pedestrian space. This would give room for trees, benches, cafes, bicycles.... This should be the rule for any street design.
The intersection will be safer.
This concept does not meet the communities' priorities because...
The 25th Avenue connections look like they are just going to constantly back up worse than we have it now, Going south on MacLeod from 25th looks like it will be a constant nightmare. 8th street going away 7th street going away
Any redevelopment plan for traffic that cuts off vehicle access to the Reader Rock Garden MUST somehow also plan for an alternate vehicle access to the garden.
As a resident of Mission on 25th Ave and 1st Street SW I am very concerned about the potential noise pollution this option could bring to the neighborhood due to the raised street. Additionally, 25th Ave is already so narrow that it is quite unsafe to travel at high speeds. I am very concerned for safety of residents and pedestrians if vehicles coming down off the raised road and into the Mission community are driving too quickly.
crazy loop u turn access from 25 ave sw to 25 ave SE. single lane - good luck.
The reliance on that U-turn seems unweildy. Seems a lot more expensive to maintain a car ramp vs. a c-train ramp from choice A.
The ramps not only create the most excessive shadowing overhead but demonstrate a total lack of understanding of the detrimental nature of flyovers. Afterall, this is the 21st century.
In addition, these flyovers will deteriorate the pedestrian/cyclist experience.
Elevated traffic ramp creates poor routing for traffic coming from 25 Ave SW and Macleod Tr. N wishing to travel to 25 Ave SE. Traffic ramp creates complex routing for overhead pedestrian access and elevates traffic noise above ground level, disrupting residents at Anthem development.
Having to make a U turn and back track for all the cars coming out of 25th Ave that want to continue on 25th Ave East I feel will just leave back ups other places. Now the left lane on MacLeod approaching the U Turn will be backed up with people wanting to make the U-Turn and mean merging of traffic in a lot more paces and a lot more potential for accidents. Either of the other 2 options I feel would make more sense to traffic patterns.
hostile environment for pedestrian and bikes the ramps degrade the surrounding areas' livability with more noise, faster cars and ugly sights.
how very unattractive--does not fit the concept of the neighbourhood.
I see plan B as the best option personally. Other than developers having more challenges (which is an ongoing part of their jobs anyway).
I'd be concerned about the amount of traffic that gets stuck at the little u-turn spot because you could no longer go directly across Macleod Trail if you're on 25th. It becomes confusing for drivers and would involve a lot of lane changes which slows traffic.
Introduces an interchange, and makes it less attractive for development.
It closed the connection between Ramsay and Erlton. Ramsay is being slowly closed off from it's neighbors with the closing of the 8th Street/9 Ave intersection and slowed with a green line

<p>train through the north. We need to keep pedestrians moving for a vibrant community. This kills option the community movement, reduces access to the Stampede grounds south entrance from north bound Macleod trail users. It's a bad plan.</p>
<p>It disrupts the flow of traffic on 25 Ave S across Macleod Trail. The u-turn solution seems unwieldy and not designed for the level of traffic crossing the existing intersection.</p>
<p>It does not fully improve traffic flow and allow for Ramsay residents, Stampede Park visitors etc. to enter/leave McLeod Trail and access 25th Avenue freely from all directions. Easy access is very important to Ramsay - we already get boxed in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc. The u turn would be MOST annoying for us. A better option is needed if there will be a new/larger arena/event spaces at Stampede Park.</p>
<p>It increases walking distances for pedestrians travelling East/west along 25th Ave. It eliminates the popular East/West cycling route along 25th. It creates an island of green in the middle of a sea of traffic and train tracks, no one will use this as park space.</p>
<p>Provides poor routing for East Bound 25 Ave to drive north on MacLeod and loop back. This interferes with the egress from the Talisman/Repsol centre to North Bound MacLeod</p>
<p>It is utterly horrible for drivers and pedestrians alike. Also the road overpass looks terrible and doesn't have any access to south macleod.</p>
<p>Long travel time in some directions. Not a standard interchange design and can be confusing.</p>
<p>Looks like pedestrian connectivity and visual and traffic continuity across MacLeod Trail is lost. The new development lands look like they are an island on their own.</p>
<p>Makes leaving Ramsay more arduous</p>
<p>None from what I can tell</p>
<p>special event flow backup at u turn back to 25 ave</p>
<p>Pedestrian movements are unclear.. why aren't they shown? Eliminates Calgary Transit's bus loop for Route 17.</p>
<p>Relocation of the east leg of 25 Ave to the north increases travel time for vehicles turning left to head southbound. The increased travel distance is unacceptable.</p>
<p>Poor pedestrian access to 25th Ave east of Macleod Round-about vehicle access to 25th Ave eat of Macleod</p>
<p>There is no access to Mission via 25 Avenue or to MacLeod Trail southbound - this is unacceptable.</p>
<p>There will be increased vehicle travel times due to the redesign of 25th avenue. The new proposal will require vehicles traveling from the east side of 25th Avenue to detour onto Macleod trail, a route that is notorious for significant traffic, in order to cross over to the west side of 25th Avenue. This concept resolves the train/vehicle conflict but does not address travel time and distance.</p>
<p>These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would haver to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?</p>
<p>this is as poor as option as C. only option A makes any sense.</p>
<p>This is the most ridiculous traffic flow plan imaginable. This does not improve vehicle travel times.</p>

We need to stop building elevated roads, it kills communities, and most other places are trying to get rid of them.
Worse for pedestrians. No cycling infrastructure provided. Confusing automobile accommodation. No revitalization - creates barriers.
Worst Concept for Ramsay, severely impacts westbound 25 to southbound Macleod. At grade pedestrian crossings impact vehicle flow
Worst possible scenario. Completely kills McLeod though it is already dead. Too car centric.
Ramp creates a closed off feel
under ramp area attract homeless and drugs
ramp could make residential area less appealing
Minimizes options for E - W pedestrian movement (bikes too)
Cheapest is not the best in the long run
Ramsay is restricting egress and green line on Macdonald
This concept meets my needs because...
Can cross Macleod Trail w/o waiting for multiple sets of lights.
doesn't
Easy in and out to Macleod Trail.
Expense. I have to pay for it!
I rarely travel south on Macleod. This option is terrible for anyone who does.
It does not meet my needs.
It has less traffic into my community. I can get onto Macleod Trail quicker.
It is the best of the three concepts in may resolves the train/vehicle conflict at the MacLeod Trail and 25th Avenue intersection.
It keeps LRT traffic from being impeded. I like the speed the current track keeps. It also has the least amount of construction to the surrounding area.
Living in Ramsay I am usually walking across Macleod trail or driving. Even if with increased travel distance, I think a lot of time will be saved by not having to wait for the LRT and not being stuck on the east side of the tracks when the light is green, and a LRT is coming through. I also appreciate that at-grade pedestrian crossing time is optimized.
Minimal disruption to services during construction and facilitates improved walkability across 25th Ave.
n/a
See above comment.
The LRT and vehicular traffic are separated.
This concept does not meet my needs because...
The concept works great for now.
difficult to get from 25th west of Macleod to 25th east of Macleod
Does not connect 25th Ave E and W. How will Ramsay and Mission stay connected? No left turn from 25th Ave E to southbound McLeod trail. Driving accessibility and convenience heading West and South is impaired for residents of Ramsay.
does not connect across Macleod to continue to Mission, a connector should be looked at to connect both sides and eliminate all traffic lights in this area and keep traffic flowing

I cross 25 Ave S by car almost every day. I would need to use the u-turn in order to do so. I anticipate I would most likely find an alternate route, placing more pressure on the few routes into Mission/Cliff Bungalow. I would say this is the least favourable of the three concepts.
There is no access to Mission via 25 Avenue or to MacLeod Trail southbound - this is unacceptable.
The traffic flow for this option is confusing and will probably add congestion at the U-turn location near the bridge. It seems like a convoluted option.
I don't like the way the flyover will make the area feel. This ruins the boulevard feel that McLeod has in the other concepts. Also more driving distance to get around.
I live in Erlton and use 25th Ave to access Blackfoot often because McLeod trail is always way too busy. This just means having to backtrack a lot more. I appreciate the city trying to look at how to ease congestion overall but with all of the proposed development in area of 4 High Rise condo buildings, a grocery store and office / retail it is not suiting the residents that live in the area and have to use it all of the time.
I live in the River Grande Estates - this plan really messes with trying to get to a station on the other side of Macleod. It appears to be a terrible implementation. The ramp is in the way, it would require going a long way North or a funny crossing south. For my wife with mobility issues, this is likely the worst choice.
I travel on 25 AVE everyday to get to work and leisure/shopping, crossing Macleod Trail. The U-turn approach to address west-bound traffic from 25th is poor - traffic backups occur regularly on NB Macleod as is approaching the traffic lights at 17 AVE (back to the bridge crossing). Not convenient for commercial vehicles and larger trucks coming out of the light industrial areas. Increased traffic impact would be seen during Stampede/Flames events as well. Concept B is the weakest option
I walk or ride a bike to get through this area and to the LRT station. It forces me to take the meandering route through Lindsay Park.
impacted ped and bike connectivity
Inconvenient access to 25 Ave SE from 25 Ave SW.
It does not fully improve traffic flow and allow for Ramsay residents, Stampede Park visitors etc. to enter/leave McLeod Trail and access 25th Avenue freely from all directions. Easy access is very important to Ramsay - we already get boxed in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc. The u turn would be MOST annoying for us. A better option is needed if there will be a new/larger arena/event spaces at Stampede Park.
It does not improve the biking/pedestrian experience. It takes longer to get anywhere by car. The U-turn looks like it will create a traffic nightmare. The 25th connection is lost when we should be improving such connectivity.
It isolates the Ramsay/Inglewood communities from accessing Mission/Beltline/Mount Royal neighborhoods in an efficient manner. Ramsay/Inglewood already faces challenges with respect to access (proposed closure of 8th street access to 9th avenue, CP train), residents will experience social and transportation barriers to our neighboring communities as a result of the proposal. Additionally, this may create further delays for emergency vehicle access into our community.
Least favourite design
reduces connectivity of Ramsay access egress
Makes it longer and more complicated to go from 25th Avenue westbound to MacLeod South and to 25th Avenue West of MacLeod. It may actually speed things up as there are no lights to wait for.
Not pedestrian-oriented.

<p>Pedestrian movements are unclear.. why aren't they shown? Increased travel distance for vehicles travelling 25 Avenue S. Elevated ramps may impact development opportunities Ramps are inconsistent with the characteristics of Macleod Trail as an Urban Boulevard</p>
<p>Please see #2 above.</p>
<p>potential backups at the U turn.</p>
<p>The access to the southbound ramp to access 25th Ave east is very inconvenient for residents living in Erlton.</p>
<p>Prevents neighborhoods from connecting.</p>
<p>Relocation of the east leg of 25 Ave to the north increases travel time for vehicles turning left to head southbound. The increased travel distance is unacceptable.</p>
<p>Provides poor routing for East Bound 25 Ave to drive north on MacLeod and loop back. No mitigation of the traffic and LRT conflict until the project is complete</p>
<p>These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would have to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?</p>
<p>This is a ridiculous idea - another bottleneck weave issue area - traffic is going to try to get in the left lane to be able to make a u turn further up Macleod so they can eventually keep going in the direction they originally tried to go. Seriously??!! Build an interchange - it should have been built right from the start. Stop the ball bearing mouse trap "fixes"...they don't work. Spend less on the useless downtown bike lanes and you might have money to spend on useable projects!!!!</p>
<p>This vision is a non starter, the road infrastructure would be expensive, unnecessarily disconnects ramsay / inglewood from mission. The cemetery / reader rock garden area becomes marginalized and access to the stampede grounds from Macleod trail is eliminated. At a time where additional porosity into the stampede from West of Macleod is being encouraged. This option seems to reject this notion and build more barriers. Probably the cheapest solution as LRT remains as is; do it right not cheap!</p>
<p>While I personally rarely use 25th to the east, this makes access from the south and to the south impossible which is just silly. Also the road overpass will make the area look terrible.</p>
<p>Worst Concept for me personally, severely impacts westbound 25 to southbound macleod. At grade pedestrian crossings impact vehicle flow</p>
<p>Park seems less accessible</p>
<p>Commerical buildings seem less accesible than other option</p>
<p>no direct access for E bound 25th Ave SW traffic</p>
<p>No pedestrian bridge in Anthem Properties</p>
<p>My route is W bound 25 to S bound Macleod FAIL</p>
<p>CONCEPT C</p>
<p>This concept meets the communities' priorities because...</p>
<p>1- It does not increase travel distance for vehicles travelling 25 Avenue S. 2- It is consistent with the characteristics of Macleod Trail as an Urban Boulevard</p>

At least two ways to cross Macleod for pedestrians Lots of scope for development of the south Stampede lands
Best redevelopment opportunities to make Macleod a real urban street.
Elevated LRT separates the LRT and from pedestrians and cars and would be safer in longer run. Too many pedestrian have been killed in the last 35 years as a result of their inattentiveness. This would solve this high risk of grade level trains.
What is missing is a pedestrian bridge across Macleod Trail to connect to the train station.
good to have options for pedestrians bike flow across macleod
Great bicycle/pedestrian accommodation. Better redevelopment potential with the train pulling away from McLeod Trail. Looks really good.
i don't see how this is a good option
I like this option the best because it moves the LRT station and is less costly than elevation.
improved signals vheicle flow
Improves the 25th Avenue and train conflict by moving it further from MacLeod Trail intersection. Apart from the redevelopment, this is very similar to the existing situation.
Maintains a grid and block structure so the new development would feel continuous with the west side of MacLeod Trail and have pedestrian connections that are predictable at the T intersections.
It addresses the 25th Ave/Macleod Tr intersection issues for both vehicles and pedestrians. It does this by moving to problem elsewhere but to a lower traffic volume location (except for Stampede but you can't plan YYC infrastructure based on an event that lasts 10 days/yr).
It allows for pedestrian, cyclist, and motorist ease of use of the intersection.
It appears to satisfy the following: - Improved pedestrian infrastructure; - Public transit; and - Revitalization of the community.
It does not.
It is not the worst, nor the best option, but it does provide a compromise between the needs of the community (pedestrians/cyclists etc) and the needs of communities.
It updates an outdated LRT station, moves pedestrians in/out of Mission/Erlton quicker by adding additional crossing points, and helps speed up the time it takes to turn from Northbound Macleod onto westbound 25th, as well as would speed up the time from eastbound 25th getting onto Macleod North or Southbound.
Like seperating 25th ave into diff sections
Looks most obvious
More open concept then plan B
much more room to work with by Macleod than the other two options. less \$
n/a
none
Not great ROI
Of its human scale character
Option 3 also looks good for pedestrian and vehicle use.
The connection between Ramsay and Erlton is key, since Ramsay will be losing the 8th Street access to Inglewood. We need to keep open routes into Ramsay.

This is my favourite design and most practical. Good opportunity for developers. Traffic flows well in this design.
This is the least offensive option. And it costs less!
Any objection from the immediate neighbours about the level crossing would be totally mitigated by the addition of the new grade crossing of the LRT at 17th Avenue.
There is no barrier—flyover or elevated tracks, resulting in a more pedestrian friendly environment. In addition, the new development would better connect the communities of Ramsay and Erlton.
While option A is most definitely the best option bar none, this is also an acceptable solution if grade separation is just not possible.
This concept does not meet the communities' priorities because...
Any redevelopment plan for traffic that cuts off vehicle access to the Reader Rock Garden MUST somehow also plan for an alternate vehicle access to the garden.
At-grade crossings simply spread existing problem at 25 Ave & Macleod Tr. to 2 intersections located in close proximity to each other. Pedestrian and traffic congestion will likely continue / get worse as population density in Erlton & Misson increases.
bad for connectivity Ramsay to Mission, will encourage cut through traffic in Erlton. Traffic flow will be restricted by pedestrian crossings at 2 lights on Macleod
Currently West Bound 25 Ave has high volume at rush hour and after Stampede events. Does the new exit improve this egress? How does this resolve the at grade LRT and traffic conflict.
Disruptions to the LRT will likely cause more traffic and cars coming through Ramsay. It's important people can access stampede grounds through the LRT as I assume, it reduces traffic in Ramsay. It is also not the most cost effective or timely.
Does not remove the train conflict. Was an option with 25th going under the tracks here considered?
Double lights will add more traffic build up and impact residential access as well as increase traffic congestion in residential areas.
For me it is the best of the three.
I think it would be much better for the future of the area to have it properly grade separated though as it helps the train and road systems work in better harmony with each other.
I think the rail tracks should not be at grade with 25 Ave. I think think currently is just moving one problem to another location. Traffic does back up during special events in the area. Or during rush hour, can be hard to cross the tracks. I would support this design if the tracks or road were not at the same grade. Either elevate the road or tracks. That or dig an underpass for the road or tracks to keep them separate.
It could be improved further if there were elevated pedestrian crossings going over top of Macleod. If traffic is still stuck waiting on mass amounts of pedestrians crossing to/from LRT station then it's going to cause problems with traffic trying to turn off/on Macleod and 25th.
It does not fully improve traffic flow and allow for access to Ramsay and Stampede Park freely from all directions on McLeod Trail and on 25th Avenue without having to stop and idle at a level crossing. Easy access is very important to Ramsay - we already get boxed in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc. Level crossings must be avoided where ever possible and especially near Stampede Park which will be expanding.

It does not seem to make sense to spend a large amount of money and major disruptions to still have an at-grade crossing (just moves the problem further east). Also, this is a less than ideal solution for maintenance and speed on curved tracks.
If the money is to be spent (and I think it should as this is a terrible intersection), at least improve the situation by having either the road or the LRT elevated!
It increases travel time for transit and provides minimal improvement to the vehicle travel time.
It is not the worst, nor the best option, but it does provide a compromise between the needs of the community (pedestrians/cyclists etc) and the needs of communities.
It removes the LRT station from its current location and places it further east. Many residents in Mission and Erlton have purchased homes in these areas in order to have easy access to the LRT. What will this plan do to property values and rentability of homes in these areas?
LRT and vehicular traffic are still in conflict. The LRT should be underground.
No cycling infrastructure proposed.
No elevated access to the LRT platform
poss impacts during special events
Seems like an expensive project to allow developers to build in that area, because it doesn't fundamentally answer the east/west traffic issue on the South side of the Stampede grounds. It's going to have the same fundamental traffic issues, including now backing up onto Macleod trail. So, it's not actually improving the traffic flow, just offsetting to another costly initiative.
Slower trains due to curved LRT tracks Curved LRT tracks require more maintenance Major disruptions to LRT service during construction Eliminates Calgary Transit's bus loop.
terrible access from 25 ave sw to 25 ave se. single lane is not sufficient.
The at-grade nature of the train crossing would still leave cars lined up down Macleod waiting for trains, would it not? Expensive construction costs and long time horizon leaves this as the worst option.
The problem with backed up traffic now is because the LRT tracks are at grade across a busy road. This option moves the problem, but does not eliminate it. This option is pointless.
There will be increased vehicle travel times due to the redesign of 25th avenue. The new proposal will require vehicles traveling from the east side of 25th Avenue to detour onto Macleod trail, a route that is notorious for significant traffic, in order to cross over to the west side of 25th Avenue. This concept does not resolve the train/vehicle conflict which has now been moved to 25 Avenue. This may cause significant delays and back 25th Avenue to Spiller Road.
These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would have to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?
This option moves the traffic congestion further east from MacLeod, it doesn't eliminate the problem - you'll still have cars backed up towards MacLeod trail. It also keeps the train verses pedestrian conflict on 25th Ave, discouraging pedestrians (bikes and walking) through that area.
This scenario just moves the problem over a block. It doesn't solve the problem.

Timing of lights will be a mjaor issues grid locks and rush hours
why move the line if it doesn't eliminate the at grade crossing?
why move the station so far away from the communities? Does not serve the purpose of encouraging LRT usage.
you still have to drive over tracks
you're moving one congested intersection to another. how is this a good option?
Still potential for traffic to build up during high volume times
Direct access to LRT platform not available but other options make difference
access from Ramsay and Mission restricted
This concept meets my needs because...
1- It help me not lose my turn at intersection 2- This intersection won't be closed for a long period of time as result of construction 3- It can be done with less impact on the characteristics of Macloed Trail and development of the community
Based on the human scale
Could create more vibrant public spaces.
Every day I sit for up to 10 minutes at the lights on Macleod at 25th, waiting for the left turn signal light so I can turn off of Macleod on onto westbound 25th. But because the north lanes left signal light is paired with the south lanes left signal light it's always delayed by the train. Also, trying to make a right-hand from 25th out of Mission to go South on Macleod can also take up to 10 minutes because the right lane isn't a dedicated right turn lane - it's shared straight + right turn.
Good East bound flow from 25 Ave
great bike ped connectivity
I have to pay for it!
It does not. Of the three choices offered, this is the best, because it isn't creating a costly ugly elevated thing we will resent being left with for years to come.
it doesn't
It improves pedestrian access to 25th ave intersection.
It improves the conflict between 25th and the C-Train. It maintains most of the existing turn movements and character of the street (no flyovers). The flyovers in Option B seem to be geared mostly towards commuters getting in and out of downtown.
It will lessen the traffic problems at the intersection.
less intimidating to pedestrian and cyclist interface
n/a
Overall best design. Only issue is 25 ave and rail tracks should be separated, and not both at grade. If they were separated I would fully support this design
Separates trains from cars and people.
This concept does not meet my needs.
This meets my needs by keeping the flow from Ramsay to Erlton open (even though it's slowed).
This would allow me to get through the area on bike and train easily. Also looks like a place I would want to visit.

While option A is most definitely the best option bar none, this is also an acceptable solution if grade separation is just not possible.
Good flow for pathways and pedestrian access to commerical area
This concept does not meet my needs because...
25 ave and rail tracks are at grade with each other
An at-grade LRT crossing on 25 Avenue S.E. - although this plan relieves the bulk of problems for commuters staying on Macleod Trail coming from the N, S, W, it still provides issues for people heading E-W. At grade LRT still means increased traffic during events at the Stampede/Saddledome along 25th.
bad for me personally, my main route from 25 ave west to macleod south will be delayed by extra traffic light and pedestrian crossings at 2 traffic lights. Improper syncing of lights exacerbated by pedestrian cross buttons will cause left turn from 25 ave to be delayed by failure to clear short Macleod trail block during busy times, most likely evening causing grid lock.
Do not like the second set of traffic lights at 24 avenue.
Does nothing to relieve current traffic congestion and moves station too far from Stampede to be practical. Not a good option by any measure whatsoever - hard to imagine why even presented as an option.
Doesnt solve the problem, just pushes it down the road.
Double lights will add more traffic build up and impact residential access as well as increase traffic congestion in residential areas.
driving over tracks
grade xing could be dangerous for ped bike
I don't take the LRT since I live in Ramsay and can bike/walk most places, however, I think it's important the LRT access is not disrupted so that less people drive through Ramsay to access Stampede Grounds.
It does not fully improve traffic flow and allow for access to Ramsay and Stampede Park freely from all directions on McLeod Trail and on 25th Avenue without having to stop and idle at a level crossing. Easy access is very important to Ramsay - we already get boxed in by railway trains and face other road closures - 9 Ave/Spiller Rd (CP Rail), McDonald Bridge/12 Avenue (Green Line) etc. Level crossings must be avoided where ever possible and especially near Stampede Park which will be expanding.
It isolates the Ramsay/Inglewood communities from accessing Mission/Beltline/Mount Royal neighborhoods in an efficient manner. Ramsay/Inglewood already faces challenges with respect to access (proposed closure of 8th street access to 9th avenue, CP train), residents will experience social and transportation barriers to our neighboring communities as a result of the proposal. Additionally, this may create further delays for emergency vehicle access into our community.
It seems like a lazy short-term fix. What will happen in a few years when increased traffic arrives in the area as a result of the proposed Anthem development? It just seems more prudent to raise the LRT now rather than wait . . . it would probably have to happen eventually anyway. Calgary, please for once think of the future and not just the present!
it's still blocking traffic.
Keeping the train at road grade will just disrupt traffic flow east on 25th Avenue now. This option just moves the train/vehicle problem east. I imagine Macleod Trail traffic also being impeded as people try to change lanes, after turning north from 25 Ave and having to switch

over 3 lanes to get to the right lane on Macleod to turn east onto 25 Ave. I think this just adds to the Macleod traffic problem.
No mitigation of the traffic and LRT conflict until the project is complete.
Not, for many reasons, including negative traffic flow with a direct impact on me.
Pedestrian/biking and vehicular routes are unimproved. 25th connection is severed.
Public Transit should be the priority. Red Line South carries 120 000 people/day in normal economic times and the entire Red Line about 210 000 - 220 000 people/day. Slowing down the trains is not acceptable.
Walking and Cycling should also be prioritized. Vehicles can stop and be delayed for the sustainable modes. It's hard to believe the community's priority is to "improve" vehicle travel times while only "accommodate" pedestrians and cyclists, as you have stated in your priority list.
reduces connectivity from ramsay to mission,
Relocation of the east leg of 25 Ave to the north increases travel time for vehicles turning left to head southbound. The increased travel distance is unacceptable.
Should remove +15 and rely solely on at-grade pedestrian access at the new intersection.
The frequent clanging of the level crossing warning will now be closer and louder though perhaps the Anthem buildings and more development around the station will help reduce that noise.
There is a still a conflict between 25th and the at grade C-Train line.
These are all insane. Literally, all you need to do to solve the traffic issues is to put a stop light for the train to cross 25th Ave. Heading south the train is stopped at Erlton anyhow, heading north if you put an advance signal at the other end of the tunnel, all the train would have to do is slow down a little to make sure the light was green by the time it got there. You would have to add a right turn signal light for people turning off of Macleod northbound. Why make this a huge issue?
Traffic and pedestrian congestion at level crossings, at best, not likely to improve and at worst, get worse as population density increases.
Potential for transit delays
extra light not a help to morning traffic