



## Project overview

Shaganappi Trail has always been identified as a vital link in Calgary's transportation network.

In 1970, The City completed the Shaganappi Trail Functional Planning Study. At that time, Shaganappi Trail was classified as an expressway. The study recommended a major interchange at the junction of 16 Avenue, Bowness Road, Memorial Drive, and Shaganappi Trail. It also recommended Shaganappi Trail be extended across the Bow River through Edworthy Park to connect commuters to Sarcee Trail.

In 2009, Council approved the Calgary Transportation Plan (CTP). It reclassified Shaganappi Trail to an Arterial Street from a Skeletal Road. In addition, the CTP confirmed that the Bow River crossing recommendation would be removed. This means that Shaganappi Trail will no longer function as a north to south connector across the river.

These changes require us to revisit how Shaganappi Trail was designed in the south end. The South Shaganappi Study will work with stakeholders and the public to determine the best way of addressing these challenges and ensure the future design of the study area meets the needs of the community.

Through this study, we will align the future corridor plans for Shaganappi Trail with the CTP, the Municipal Development Plan (MDP), and adjacent land use plans. We will also develop a long-term vision for Shaganappi Trail that accommodates all modes of transportation and is integrated with surrounding communities and land uses.

## Engagement overview

The South Shaganappi Study will have three phases to its engagement process: Project Initiation and Project Definition, Concept Development and Analysis, and Preferred Concept Selection. At the end of each phase, an engagement report will be produced that will summarize what was heard throughout the engagement sessions conducted in each phase.

Phase One – Project Initiation and Project Definition – began in the fall of 2015. The study team met with community residents, businesses, stakeholder groups and community associations to introduce the South Shaganappi Study and to better understand the communities' concerns, values, issues, and hopes for the study. Area residents and businesses were invited to an open house on November 19, 2015 and an online survey was also made available for those who had further comments to share or who were unable to attend the open house.

## What we asked

Calgarians were invited to provide feedback on the study through a number of channels:

- 1) **Presentation and open dialogue meetings** – business groups and community associations were given a short introductory presentation to the project and then participated in question and answer sessions
- 2) **Online survey** – similar to the open house questions, participants were asked about a series of questions regarding what areas needed to be changed or preserved, their ideas on the future of the south end of Shaganappi trail, and what was the most important thing that the project team needed to understand.
- 3) **Written comment forms** – each open house participant was provided with a comment form to rate the value of the open house and provide comments on the study.
- 4) **Scrawl wall** – the scrawl wall provided participants with a place to answer the questions:
  - ‘When you think about the future, what do you envision for the south end of Shaganappi Trail?’ and
  - ‘What is the one most important thing the project team needs to know about your community?’
- 3) **Interactive community values mapping exercise** – participants were asked to ‘Tell us what matters to you in your community’ and were invited to mark places and routes on an aerial view map using string, pins, and sticky notes.

## What we heard

Participants indicated they were from the neighbouring communities of Montgomery, Parkdale, Point McKay, and beyond.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

## Summary of Input

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### **Safety**

Safety was a dominant theme with study participants. Traffic turns and pedestrian crossings were repeatedly mentioned as areas of concern.

### **Traffic Flow & Connectivity**

Participants expressed interest and concern over traffic flow; specifically how the south study connects to the north study and how traffic flows onto 16 Avenue particularly westbound but eastbound as well. There were discussions around turning times and ease of access along Shaganappi Trail.

### **Pedestrian and Bicycle Access**

Participants expressed concerns about access points for pedestrians and bicycles and interest in building those access points keeping their destination in mind. There was some interest in separating bicycles from other pathways but a general consensus to ensure connectivity to the community.

### **Community**

Participants reflected the need to join the communities on either side of Shaganappi Trail. Montgomery was mentioned numerous times as being separated by 16 Avenue and see Shaganappi Trail as an opportunity to unite the communities of Montgomery, Point McKay, and Parkdale.

### **Area Businesses**

Accessibility to area businesses including the West Campus development, Alberta Children's Hospital, Foothills Medical Centre, Market Mall, and considerations for businesses in the Point McKay area.

### **Land Use – Parks, Pathways and Parking Lots**

Participants indicated that the Bow River Pathway parking lot is well utilized by the businesses and other Calgarians. A number of participants expressed interest to maintain and enhance this space.

There was interest in integrating more park, environmental and recreation uses for the land as well as creating a more walkable area. Parking should also be considered.

## Summary of Input

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### ***River Crossing***

Participants reflected that the removal of the river crossing puts more pressure on Crowchild Trail. There was also some relief that a bridge would not be built to run into Edworthy Park. In addition, they expressed concerns over flooding and public safety.

### ***Open House Organization***

Generally, participants were satisfied with the layout of the room, the information that was provided and the staff that was available to answer questions. There was reference to appreciating the historical information that was displayed, and some interest in seeing more tangible ideas such as design concepts, although the activities were mentioned numerous times as being a good and useful idea.

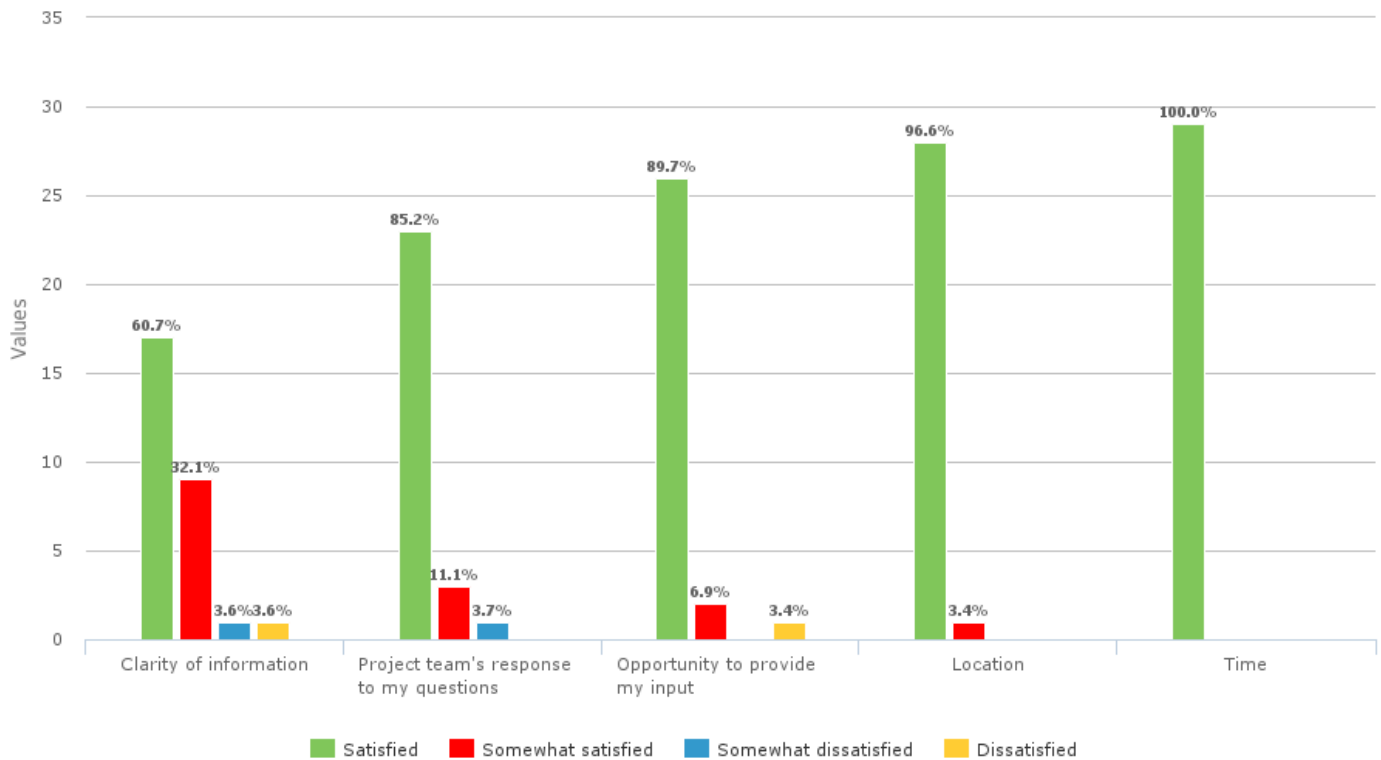
## Next steps

- *Phase Two: Concept Development and Analysis* will begin in early spring. It will include concept development workshops and an open house.
- A Community Advisory Group will be formed with the first meeting being scheduled for January 2016. This group will help to develop evaluation criteria for preliminary designs and help to ensure community interests and needs are addressed in the preferred concept at the completion of this study.

## Verbatim Comments

### Comment Form Input

How satisfied are you with today's open house?



What did you like about the open house format and activities? What could we do differently to make it better in the future?

#	Response
1.	Well staffed, lots of room, good range of time.
2.	Thought it was great. Much better than I expected.
3.	Good. People working open house helpful.
4.	Do not like format Too nebulous Why not road proposals? There is no other information

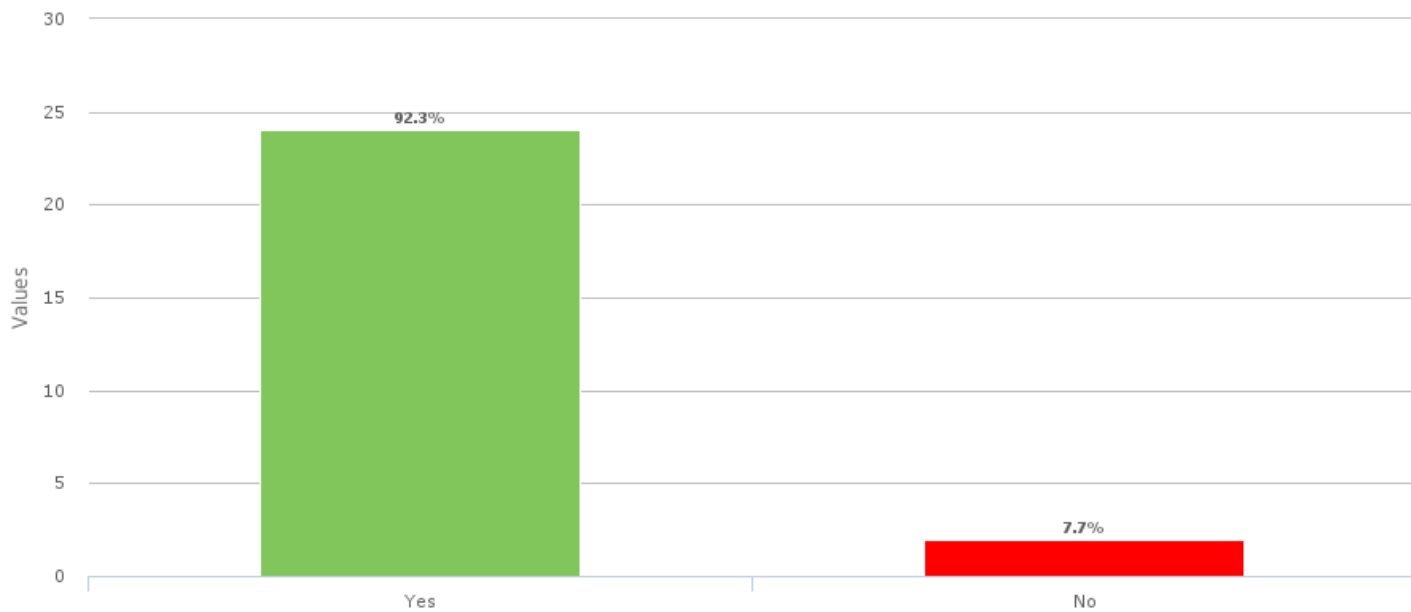
## Verbatim Comments

#	Response
	Waste of time
5.	Good clear information Good oral interaction Nice flow type explanations/illustrations
6.	You had lots of staff available to answer questions Opportunities to give feedback/suggestions on future plans Good interaction for the big map
7.	Many available to answer questions.
8.	I like the maps. There were plenty of people to give comments and suggestions to.
9.	Good, clear simple posters Lots of stuff
10.	Yes. More possible outcomes proposed for discussion. More traffic data and population data.
11.	The clarity of historical thought showed why the city had chosen the route it did. However, designating Crowchild as the panacea for traffic congestion is hair brained. It will only move the problem. Having lived both north and south Crowchild to get to and from work in various areas of the city I've realized the west end needs another crossing.  I really liked the large map for comments. Great idea
12.	I liked the availability of project team, i.e. lots of people  I suggest a 2 speed approach: 1. For slower participants, 2. For faster 'in and out' participants
13.	More photos Update photos you do have
14.	Very good plan outlay and comments
15.	Loved the air photo pinboard.
16.	Interactive map is good to provide comments.
17.	Highlight some traffic challenges in the area so we can better help with design suggestions.
18.	Show other proposed projects along Shag Tr. eg. intersection into "University District", as these play a role when looking at Shag Tr at the bottom of the hill.
19.	Easy to navigate  Project team members asked for and were appreciative of input from public

## Verbatim Comments

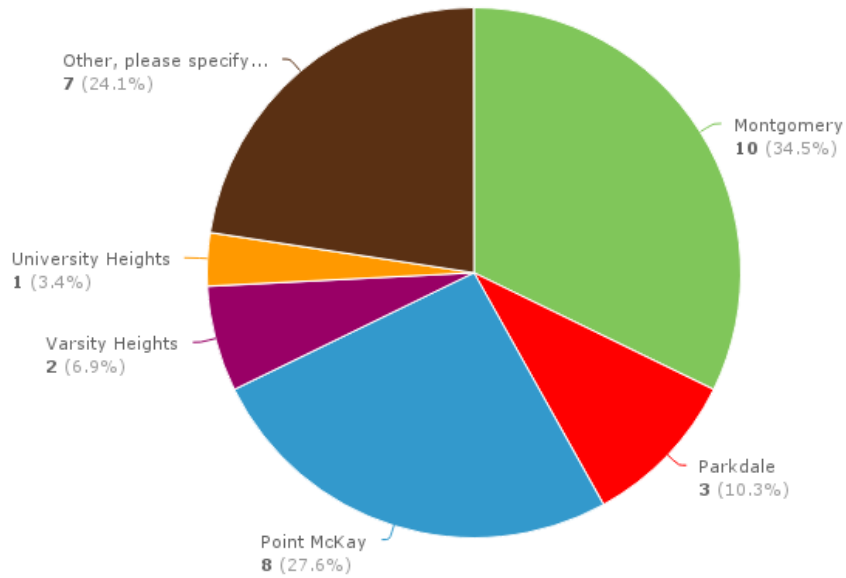
#	Response
20.	Most of the posters had redundant information. The text on the posters was often purposely vague.
21.	Liked the central map. Good idea for reference.
22.	Historical background Good amount of information Opportunities to give input
23.	It was great - I would love to actually see what ideas the city already has so I would have a better idea of what I am commenting on.
24.	Open to all ideas

Did you find the project information sheet you were given with your feedback form helpful?



## Verbatim Comments

### What community are you from?



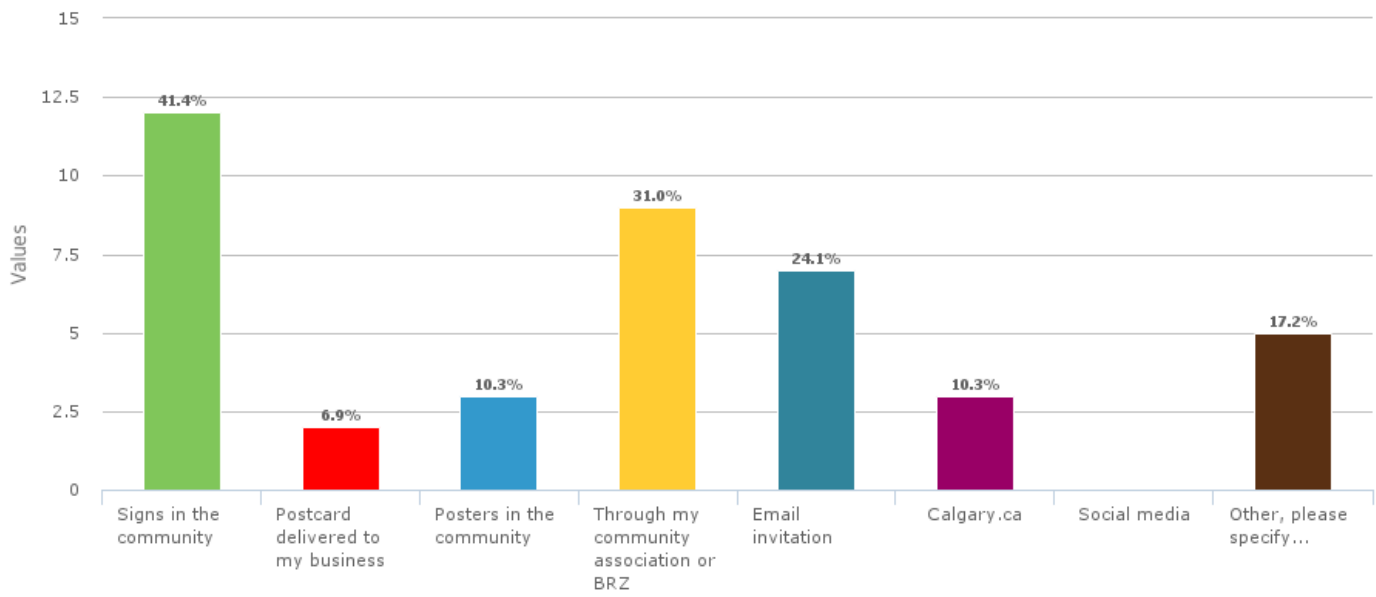
Other, please specify...

#	Response
1.	Varsity Estates
2.	Business
3.	Varsity by 32nd
4.	Varsity
5.	West Hillhurst
6.	Calgary River Valleys



## Verbatim Comments

How did you hear about the open house? Please check all that apply.

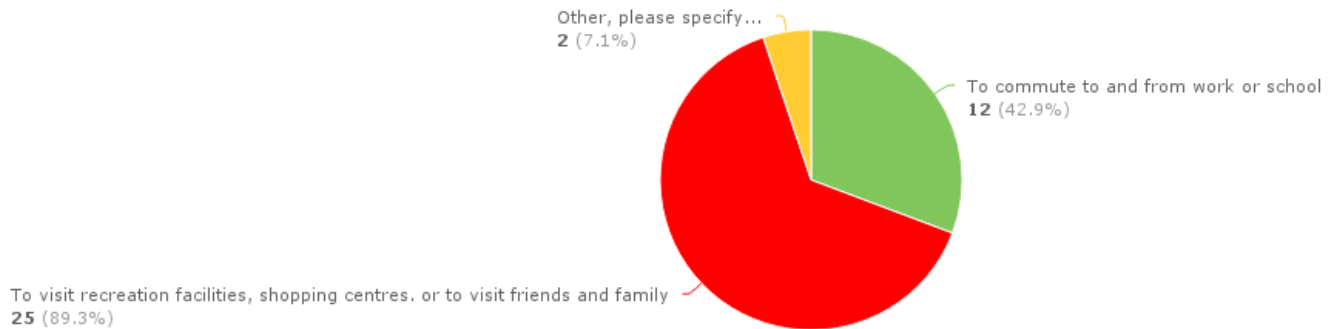


Other, please specify...

#	Response
1.	Community newsletter
2.	My husband
3.	community newsletter
4.	Stantec
5.	Parkdale news magazine

## Verbatim Comments

### What are the main reasons you use Shaganappi Trail?



Other, please specify...

#	Response
1.	I cross it to get to the University
2.	Much easier than dreaded Crowchild Tr

### What else would you like the project team to know about your community or the study area in general?

#	Response
1.	Varsity needs a major route to downtown other than Crowchild Trail, at least until all lights are taken off Crowchild Trail.
2.	[regarding parking lot by Riverside Club]. The Club leases a parking lot from the city which is critical...The loss of this parking lot would force the closure of [...businesses.] I hope it can fit into future plans. Thanks.
3.	Stop short cutting through Montgomery by having better access direct from 16th ave to Shaganappi and Memorial/Bowness to Shaganappi and 16th.
4.	Try to improve service without increasing traffic volume and roadway width.

## Verbatim Comments

#	Response
	Efficiency focus not expansion focus.
5.	<p>1. Need to coordinate any construction with all the other construction in the area - West Campus, eventual Stadium Shopping Centre, Career Centre, rebuild of Lot 1 at Foothills.</p> <p>2. Need more people to use the expensive interchange connecting West Campus and Foothills. It is still underutilized.</p>
6.	<p>Very concerned about timing of project with Home Rd and 16 ave project.</p> <p>Please don't cross the river by Edworthy Park!</p>
7.	<p>1. Please reduce amount of land sterilized by vehicle roadway design and assure necessary land use redesignation towards other uses is done at some time as approved by road plan.</p> <p>2. Please assure cyclists and pedestrians have minimal interruption by vehicular flow/controlled intersections. The river to 32nd Ave is prime pedestrian and cyclist corridor for aesthetics not just mechanics of movement</p>
8.	<p>When it comes to traffic, a holistic approach must be taken. Many in the NW travel to the SE or 22x for work (business, parks). There is currently no efficient way to get there. A sidney trail style bridge could provide this and have minimal environmental and community impact.</p>
9.	<p>Parkdale is experiencing lots of change. The demographic* is changing rapidly. I suggest you project forward 10 years when considering the plan.</p> <p>*small bungalow, low density housing to in-fill higher density and more affluent.</p>
10.	<p>If 16 Ave going east directly intersected (ring road) Shaganappi Trail, I think this would minimize or reduce the short cutting of the traffic through Montgomery via Home Road to Market Mall or shopping areas north of us.</p>
11.	<p>South traffic on Shaganappi at present is very high and onto Memorial drive and back roads need 4 lanes. Must avoid any further eastbound traffic on Trans Can Hwy 2 way as the intersection at Uxbridge and 16th Ave already a mess and will end up with Cancer Clinic and Stadium Shopping centre development. Very important to have public transit thru this area.</p>
12.	<p>Calgary River Valleys would very much like to continue to be involved in this study. We would welcome the opportunity to participate in a stakeholder capacity. If there are other similar stakeholder interests (not necessarily residents), strategic group stakeholder meetings (perhaps a couple of meetings). Would be useful in helping us pass any comments along.</p>
13.	<p>Additional ped/cyclist connections between Parkdale and Montgomery along Bowness would improve the area and provide more direct access and increase safety.</p>
14.	<p>We love the nearby park. Please don't put a road through it.</p>

## Verbatim Comments

#	Response
15.	The inevitable exit to the west along the Trans Canada Hwy! Should be very efficient to move cars coming from communities in the NW i.e Varsity, Brentwood etc.
16.	It looks like the connecting roads are also being considered as to how they will be affected by any changes and I really appreciate that!

## Do you have any other comments?

#	Response
1.	I commute daily to downtown from Varsity Estates driving southbound on Shaganappi Trail and turning east on Memorial/Bowness Road. I would like improved traffic flow and speed, fewer lights and less waiting time. Quite often, traffic is backed up halfway up the hill to turn left onto Bowness Road.  There is no need to mix pedestrian or bike traffic onto Shaganappi. Bikes already have many routes down that are much safer. More traffic lights will be a major nuisance.
2.	The location has slippery community sidewalks.  No sign up to be part of community advisory group available.
3.	Please provide concrete examples of what the proposals are.
4.	1. Need to have less confusing roads/routes in the area. I find the current access from Westbound 16th to N Shaganappi confusing. (This happened when the interchange between West Campus and Foothills Medical Centre was built).  2. Support the increasing pedestrian and bike use between the West Campus area and the pathways in the river valley.
5.	I expected a proposal suggestion(s) about the area after this many years of 'study'. It could have been titled the South end of Shag, not South Shag.
6.	Bowness Road is carrying for more traffic than it is designed for
7.	3. Please consider reduction in left hand vehicle turns to improve flow. We do not need all vehicular options at all intersections!
8.	Doing more social infrastructure - groceries, drug store to W.Westhillhurst, Parkdale and E. Montgomery would also be good. I think all this could be accomplished while adding N/S access between Shaganappi and Sarcee.
9.	I didn't read the sheet - I went straight to the displays and project team
10.	Thank you
11.	Oatmeal raisin cookies would be nice
12.	Less lights - more flow (my mantra)

## Verbatim Comments

### Scrawl Wall Input

When you think about the future, what do you envision for the south end of Shaganappi Trail?

#	Response
1.	I would like to see bike pedestrian access from Edworthy Park up to University District / University Heights / University. Currently you can only get there by going to the Foothills Hospital and over 16 <sup>th</sup> Ave on a bridge.
2.	Pedestrian Access
3.	A more efficient exit, to the west out of the City, for residents above the River Valley, ie. Varsity, Brentwood, Charleswood, etc.
4.	Suggest area north of 16 <sup>th</sup> and west of Shaganappi could be a pedestrian friendly "East Village" type reutilization - possible food store with café?
5.	HOV - transit along Shaganappi, lane over Bowness Road, traffic light free
6.	Westbound from TransCanada to southbound Shaganappi should be changed
7.	Footbridges over Shaganappi to kids hospital and over TCH in Montgomery
8.	Opportunity to do something very European
9.	Sarcee - LRT connecting university area to Rocky View Hospital/Chinook
10.	Something small town atmosphere
11.	Potential for bike & pedestrian connections crossing HOV lane up/down Shaganappi
12.	Would love to have a walkable community of restaurants boutiques and service centers around the east side of Shaganappi at south of 16 ave
13.	Parks & pathway important
14.	Separate bike bath from roadway
15.	Access to Children's needs attention - all directions access
16.	16 <sup>th</sup> Ave W access to Shaganappi, needs to change from today's plan, it's dangerous
17.	Point McKay Res. Needs to stay, don't take away land as EFW radiology & Seniors Centre
18.	Would love to see The City trying to increase safety for car, cyclist and walkers but not necessarily increase car flow
19.	The Shaganappi/ Bowness Road/ 16 <sup>th</sup> Ave connection is presently terrible
20.	Would like to see biking and walking path from Montgomery View to Market Mall

## Verbatim Comments

21.	Shaganappi Trail is a major commuter route serving many communities. Do not scar this commuter route!
22.	Need to get commuters through this area rapidly & safely - this will reduce impact on communities
23.	Improve the commercial zoning & control for cafes and meeting places eg. Angel's Café seems very temporary, a better long term LIMITED commercial meeting place would be good

## What is the one most important thing the project team needs to know about your community?

#	Response
1.	Concern about any pressures that may be placed on river and appropriate set backs
2.	You have the land to fix this. Stop cutting up communities
3.	Downgrading of connecting roads forcing people to skeletal roads, forcing upgrading of more skeletal roads
4.	I would like to see an interchange between 16 <sup>th</sup> Ave and Shaganappi Trail. If there was direct access from 16 Ave (travelling eastward) to Shaganappi, traffic would not be short cutting through Montgomery (Home Road) to Market Mall
5.	Traffic levels and flow
6.	The Shaganappi access to Memorial Drive. If there is increase of traffic on Shaganappi how will it be filtered east onto Memorial Drive? Will Memorial be widened?
7.	No River Crossings!!
8.	Removal of river crossing because flow of traffic expanding on Crowchild Trail is more disruptive to the Bow River than another crossing
9.	Walking access within study area and connecting to Pt. McKay, Parkdale and Montgomery. Bike access in same area
10.	HOV lanes to minimize commuting vehicle traffic
11.	I love my park. Do not build a bridge to connect to Sarcee - it's already at 100%
12.	Look for opportunities to integrate excess lands with parks & rec. lands/uses
13.	We love our park, river and nature. Doggies need a place to play
14.	Add HOV lanes, no need for bike lanes as bikes already have routes to the river and west
15.	Must improve 16 Ave west of Shaganappi Trail to facilitate efficient traffic movement to Sarcee Trail to get across river. Trade off - businesses

## Verbatim Comments

#	Response
16.	Development of any excess lands should address any deficiencies in complete community elements
17.	I do not want more traffic cutting through Montgomery
18.	People coming out of Market Mall to go west will be less likely to cut thru Montgomery on Home Road if the interchange is improved
19.	Traffic along Bowness Road minimized
20.	It is difficult to walk from Point McKay/Parkdale through the community to Montgomery Services. (I know you can take the river pathway)
21.	Increase capacity on 16 Ave Sarcee to 16 Ave interchange
22.	Look for opportunities for cycle paths/routes
23.	Treat west side of City holistically - "Crowchild is trying to solve all transportation problems on west side of City". Ideal crossing - Shaganappi to Sarcee, less effort than Crowchild; releases Crowchild pressure; traffic & future proof for LRT; river cross and build into Edworthy Park Hill
24.	With flooding and one crossing, this is a public safety issue. "we have roads going to nowhere"
25.	Support cycling accommodation, but must be separated
26.	Walking & biking between Parkdale to Montgomery. Shopping (food) for Parkdale citizens - there is nothing for them
27.	Create pedestrian/bike access between Montgomery/Parkdale/West Campus/Foothills
28.	Minimize traffic on Bowness Road & Home Road (stop the short cutting)
29.	Montgomery doesn't want to be(come) traffic congestion overflow
30.	Another crossing
31.	Cycle connectivity - bike route on Shaganappi (separated) to river path
32.	Balance through movements vs. maintaining community connections. Protect access to Montgomery
33.	Stop the short cutting through Montgomery. Better access from 1. 16 <sup>th</sup> to Shaganappi required. Not up Home Road! 2. Memorial to 16 <sup>th</sup> . Not on Bowness Road!

## Verbatim Comments

### Community Values Mapping Exercise Input

Tell us what matters to you in your community.

Traffic flow & safety	
#	Response
1.	Point McKay - keep traffic open to hospital, maintain flow of routes, Memorial too congested
2.	Planned accessibility to Foothills. If Stadium Shopping Centre goes ahead, construction will be at the same time as what's being planned based on when development permits are suspected to be approved
3.	Consider shortcutting from Foothills Medical Centre they are routing from Hospital Dr. down 29th. At school getting out it's a problem "bedlam"
4.	Traffic circles are deadly. Previous proposals only showed new traffic circles. How about at least one proposal without a traffic circle
5.	Concern about West Campus Blvd. Merging onto 16th Ave while traffic off 16th trying to turn onto Shaganappi Trail a criss-cross effect
6.	Don't feel safe at 16th Avenue and Shaganappi interchange
7.	Left off 16th Avenue (westbound). Difficult to access Bowness community
8.	Dangerous to cross three lanes of traffic. 16th Ave east to Shaganappi. Have a direct route. Avoid crossing Bowness Memorial.
9.	Challenges merging due to speed (at least 70 km/h) 16 Ave to Interchange
10.	Would love to see: traffic calming on Bowness Road/ reminder it is a 50 km zone entering community. Flashing speed zone sign??
11.	16th Ave east to Shaganappi KEY to stopping shortcutting up Home Rd. Should be a more direct route to mall (not up Home Rd.)
12.	There isn't a left turning lane @ 37th and Bowness. We need one. It's dangerous. Used to have turning lane but now it's filled in with cement. Bring it back.
13.	The spacing of traffic signals from Shaganappi heading eastbound along Bowness Rd. are very close and cause congestion
14.	There should be more turning lanes along Bowness Rd. in Parkdale especially where it always creates a traffic jam during rush hours
15.	Better access from Memorial west to 16th Ave west and east needed. STOP shortcutting through Montgomery/Bowness
16.	Possible consideration of improved traffic flow and access for patients to medical clinics
17.	Traffic volumes will mean single lane under 16 Ave NW @ Shaganappi will be inadequate



## Verbatim Comments

Traffic flow & safety	
18.	Westbound 16th to southbound Shaganappi is DEADLY
19.	Westbound ramp from 16 to south Shaganappi is a dangerous left turn. I suggest it be removed. Crossover doesn't work
20.	I love the trees in this green space [Montgomery View area near end of Shaganappi Tr.]. I also love the free flow of Shaganappi, two lanes all the way up the hill
21.	16 Ave going east needs better access to get to Shaganappi Tr.
22.	Difficult for vehicles 16 Ave to get to Shaganappi causes shortcutting through community
23.	Suggestion: turn lane on 37th ST NW. Current system backs up traffic all the way into Montgomery (previously was a turn lane). No turn light required. But lots of kids dropped off in the morning
24.	Congestion along Memorial. Lights don't seem synchronized. Want to get out of Pt. McKay
25.	Do nothing to increase traffic at #16 and Uxbridge Dr. Already a problem and with Cancer Clinic or south corner and to Stadium Center it will be a nightmare.
26.	If tunnels are feasible and improve/maintain traffic flow then move tunnels on major highways
27.	Shaganappi Tr is dead ending at Bowness Rd., creates bottleneck, future problem w/downgrading Bowness Rd. Would like another north-south direct route
28.	Merging into westbound 16th Ave from Bowness Rd. is difficult
29.	Improve access from Shag interchange to Sarcee and possibly Crowchild. Impact of traffic flow on 16th would be minimal on what is now strip malls, cheap hotels, and gas stations. Need good flow and access along 16 <sup>th</sup>
30.	Section of 16th Ave between Home Rd. and 43rd St. needs a major improvement and especially for turning lanes
31.	I fight every day in PM coming into Montgomery from West trying to turn left/north into community against rush hour traffic
32.	Almost impossible to get out of my driveway on Home Road. To mix bikes with traffic (heavy) is dangerous. Send the bikes down McKay Road. No traffic, no buses, and not 12,000 vehicles!!!
33.	Cut-thru traffic off of 16 Ave up the hill thru Montgomery and Varsity
34.	I can get into Bowness Road westbound equally from 16 <sup>th</sup> , Shaganappi southbound. Last plan removed easy access from 16 <sup>th</sup> west onto Bowness Road. Please don't do that again.
35.	Suggested multiple traffic circles on interchange
36.	Very dangerous access point with limited visibility especially south towards 16 Ave overpass

## Verbatim Comments

### Traffic flow & safety

37. We need better flow – bottleneck

### Pedestrian/bike access and safety

#	Response
1.	Lots of families moving into Montgomery and they will be walking; scared for children safety on Home Rd.
2.	Put bike & pedestrian traffic down McKay Rd, safer. Put it connecting bike path to river path down McKay Rd. or down one way to Shouldice
3.	Bike paths on Home Rd - reroute them 50th or way not McKay Rd. - Safety issues; too busy; parking; road isn't wide enough
4.	Suggestion: overpass from Montgomery to Children's Hospital/University. Unsafe for people to run across Shaganappi
5.	Shaganappi and bike traffic are not compatible. Remember bike traffic is very seasonal. Coordinate so not all happens at same time. Home Road study also starting now
6.	No marked pathway and have to cross traffic on 16th Ave to Foothills Hospital as a destination. No bike path to Foothills Hospital
7.	Pedestrian lights need to be timed to cross for bikes on 16 ave and 43 st.
8.	Pedestrian crossing from Montgomery to Alberta Children's Hospital needed (number of comments)
9.	Build bike lanes along Mackay Rd down to river path instead of having bike lanes on Shaganappi
10.	Alternate route should be down Mackay Rd. more direct through interchange area to Pt. McKay
11.	I don't see a bicycle and pedestrian tunnel linking Montgomery to West Campus, ACH & U of C
12.	No pathway across Shaganappi Tr. People walk to the hospital, need access "safe"
13.	Access to Market Mall on bike and foot is not good and needs to be improved. Should be Shaganappi and along West Campus Blvd past Children's Hospital to 32 Ave
14.	Would be nice to have pedestrian connection along Bowness Rd. connecting Montgomery and Parkdale in addition to the River pathway
15.	Bowness Rd to northbound Shaganappi turn/merge is deadly to pedestrians
16.	Shaganappi unsuited for bike traffic. Bikers should be directed to other routes to/from Bow River
17.	Cyclists using path in University District coming from river path

## Verbatim Comments

Pedestrian/bike access and safety	
18.	Bike path is critical for helping move people
19.	Consider cyclists taking direct route down 37 st.
20.	Need bike access from here [Utah Dr. NW across W. Campus and down 37 <sup>th</sup> ] to Edworthy Park
21.	Build path-bike and ped to access from River to Market Mall.
22.	Give shorter/better access for walking or biking between University Heights and Edworthy Park as well as Montgomery
23.	This is a major pedestrian pathway [pedestrian pathway between West Campus Blvd. & Shaganappi Tr.]. How is it incorporated?
24.	Consider bike congestion along 37th accessible Bow. Too many conflicts
25.	Cannot currently walk from Montgomery to Point McKay safely (only via bike path = unsafe @ night)
26.	Need more pedestrian access from Montgomery to Parkdale. Hard to cross under 16 Ave.
27.	Safe crossing of 16 <sup>th</sup> NW with vehicles separate from bicycle & pedestrians
28.	Need better pedestrian access from Montgomery to Parkdale under 16 Ave
29.	Shaganappi Trail to Foothills Hospital, walking & cycling trail

River crossing	
#	Response
1.	Please don't extend Shaganappi south through Edworthy/Bow River. We are in Point McKay and love taking walks through the parks and along the river
2.	Another crossing is crucial! Crowchild can't solve all of West Calgary's problems
3.	There aren't enough crossings. I don't want to see it , but it will eventually have to happen
4.	Don't consider extending Shaganappi Tr north down to where the Bow River pathway
5.	Need to go across river!!
6.	There should be a bridge over Edworthy. It takes too long in rush hours to go Sarcee and Crowchild to Spruce Bluff/Wildwood. Vegetation will come back after construction
7.	No river crossing into Edworthy. Important to protect park
8.	I would prefer a bridge across Edworthy Park similar to the one on Stoney Trail over Bowness Park

## Verbatim Comments

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Parking	
#	Response
1.	[Businesses use] this parking lot [parking lot at Bowness/Shaganappi Tr. & Point McKay Cres] for staff and guests. It is critical to us staying open. We employ 36 people mostly full-time
2.	Please keep this parking lot [parking lot at end of Shaganappi Tr. & McKay Cres. NW]. ...out patients use this parking (free)
3.	Parking at Edworthy Park North side is filled by bicycle commuters many days- in summer often no parking for 1 hour daytime users. Recommend building more parking West of Home Rd. soccer fields to accommodate
4.	Need more parking at Edworthy. Much of it is used by bike commuters. Also would be nice to have a café or two for meeting up with people
5.	Utilize the land for parking, there's no parking for park users

Community Destinations	
#	Response
1.	Improve bussing up to Market Mall. Consider grocery stores, Safeway, and Co-op
2.	Retain current ownership/structure of Angel's Café focal point of community. Local feel to community with local businesses
3.	Consider Woods homes; Foothills Academy
4.	Do not spoil the integrity of the openness of the park in any way

Planning for Future	
#	Response
1.	Make sure you're planning takes future scenarios into account to ensure the plan today is 'robust' to what happens or is needed in the future. 'Good Planning'

Construction	
#	Response
1.	I don't want to live outside a construction zone for 3 years. Please consider avoiding Point Dr when looking at Bowness Rd NW

## Verbatim Comments

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### Community Values Online Input

#### What aspects of your community need to be preserved?

#	Response
1.	River pathway system, Edworthy Park
2.	"needs". A first project showing that "walking" and "cycling" are at the top of the pyramid?
3.	Nothing specifically about St Andrews
4.	Connections for pedestrians looking to access adjacent communities. Views of River Valley.
5.	Effective commuting from the near North West Suburbs to downtown, the University, and the NW Hospitals, including ACH
6.	It's not about preservation. We need improved transit, cycle and pedestrian connections. Put these items with higher priority than automotive infrastructure.
7.	Greenery
8.	Not much. Redevelopment would be good.

#### What aspects of the study area would you like to see changed?

#	Response
1.	Better access from 16th Avenue West to Shaganappi Trail south
2.	Revamp of the interchange system.
3.	The parkways on both sides of the Bow needed to be protected. It is such an active spot - it needs to be preserved.
4.	As with the Crowchild study, the scope is far too narrow minded in its vision. The vision must include the more holistic question of transportation on the west side of the city with a unified solution between Shaganappi and Crowchild
5.	The crossing at Children's Hospital where the bike-path dead-ends needs a proper crossing, ramped curbs and (at least) flashing overhead lights.
6.	None. But please keep the notion of deleting the river crossing. That would negatively impact Edworthy park.
7.	Better / improvements for connections for pedestrians looking to access River Valley and a better aesthetic (landscaping and beautification).

## Verbatim Comments

8.	Bus-friendly transit, which can morph into bus + taxi, then HOV, and finally add motor cycles to the "bus lanes". Then we need to keep bicycles and pedestrians separate from vehicular traffic, using overpasses or tunnels to cross Shaganappi Trail / TCH, and Bowness Road => Parkdale Blvd => Memorial Drive to get to the University Campus and the river cycle & pedestrian trails.
9.	It should outline considerations further to the east on 16th Avenue. Not address them, but outline how suggested changes in the Study Area will connect with infrastructure further east.
10.	Merge from Shaganappi Tr to 16th Ave

### When you think about the future, what do you envision for the south end of Shaganappi Trail?

#	Response
1.	A more (space) efficient system that connects Shaganappi, 16th Avenue, and Bowness Road/Parkdale, while enhancing pedestrian and cyclist mobility.
2.	We have accepted the fact that the traffic levels in the Parkdale Triangle will never change. I can't envision how Memorial Dr. and Bowness Rd could ever be widened. Unfortunately I can only see Crowchild Trail, and that current review, as the only solution to reduce the traffic jams.
	<p>"The crossing connecting Sarcee to Shaganappi should go through with 2 lanes each way. This would represent the final build-out of N-S lanes in the west side of the city for the foreseeable future ( especially with further pushes to alternate forms of mobility ). Sorry, the ring road is a city bypass, it does nothing to improve mobility within the city. This approach is far, far cheaper than any possible alternatives to add equivalent lanes to Crowchild. The 1970 design is just that, a 1970 design ... please quit showing it as the reference case ( its like comparing a 1971 Ford Pinto to a 2016 Ford Focus ... ignore the Pinto as anything we can do today, no matter how bad, will be better ).</p> <p>There are many examples of lower impact crossings that could avoid piers set in the watercourse or major long-term disruption to Edworthy. The Park Bridge on highway 1 east of Golden is an excellent ""modern"" example of bridge design that meets the Sarcee/Shaganappi scenario ... 80+m clear spans ( minimal impact on river ), incrementally launched, curved, 6% grade, much higher than what is required here. If we can spend \$300M on the airport tunnel, we can cut and cover a tunnel from the south end of the bridge into the escarpment with the road rising and exiting on either side of Sarcee. This would also provide the incentive to finally put in the interchange at Sarcee and Bow Trail.</p> <p>On the north side, Shaganappi would have common on and off ramps servicing intersections at both</p>

## Verbatim Comments

16th and Memorial/Bowness rd.

Pros ...

- 1) Far more cost effective than adding equivalent lanes to Crowchild ... reduce the load on Crow by shifting through traffic to Sarcee/Shag. In comparison to Crowchild, this is a greenfield project. Adding the same lanes on Crow will be many times the cost of a new crossing and take significantly longer to complete. Lets take the difference in cost and go fund the Green Line.
- 2) BRT/LRT ... Inclusion of an inside lane allows for a BRT ( immediate ) / LRT (future) ... Allows for connection of many of the key employment centers with a BRT/LRT route that does not funnel traffic through downtown. Future LRT would connect UofC, ACH, Foothills, proposed new cancer center, Westhills/Signal Hill Malls, MRU, RockyView Hospital and Chinook Mall. By providing a bypass route, this frees up LRT space for those commuting into downtown. Additional capacity will require reduced headway. Can the 8th Ave subway be delayed if we take thousands off the train? This BRT/LRT route will provide a meaningful route to these employment centers thereby further reducing the numbers of cars on the road.
- 3) West Side Connectivity ... Sarcee/Shaganappi would then become the only road west of Deerfoot reaching from the north ring road to the south ring road. This would require Shaganappi between the river and Crow to be restored to a skeletal road status
- 4) Alternate to Crowchild ... There currently is no meaningful alternative on the west side of the city. Far too often traffic is backed up on Crowchild due to accidents ( ie ... this past Friday for example ( fatal MVA south of 17th ) resulting in rerouting into neighborhoods or, for that matter, anytime the bridge ices and the skating rink three ring circus ensues ).
- 5) Public Safety ... Provides a direct route to the Foothills Hospital, Childrens Hospital and proposed Cancer Center from the southwest part of the city. Provides alternate route to hospital in the event Crowchild is clogged. In the event of another flood, Crowchild is again at risk ... we can't have the only skeletal road crossing of the river on the west side of the city out of service during a flood ... this is poor risk management.
- 6) As far as I can see, few if any homes will need to be sacrificed, whereas any equivalent option of Crow would result in many dozens of homes likely lost with a hefty price.
- 7) Can be done within existing corridors. Sarcee / Glenmore can easily be widened with their existing corridors ( Skeletal ). Shaganappi has plenty of working space except for the couple blocks north of Market Mall. This also ties with the published long term plan to add flyovers from Shaganappi to Crowchild as well as interchanges at John Laurie and Dalhousie Drive.
- 8) Better use of planned HOV lanes. The Shaganappi study proposed a downgrade of Memorial, presumably to funnel traffic up to Crowchild further burdening Crow. The ideal is that HOV will be occupied in both directions at the same time. More use per lane and more cost effective.
- 9) Reduces traffic at the Sarcee/16th interchange by virtually eliminating the traffic coming down the hill and trying to go east and reduces 16th WB to Sarcee SB.

Cons:

- 1) Disruptive to a park space ... my understanding is that the land was provided to the city

## Verbatim Comments

	<p>to be used as a transportation corridor. Modern low impact construction will reduce effects to the already heavily disrupted green spaces on the bottom of the valley. The top of the valley is nothing more than a dog run with a view. Using the cut and cover tunnel approach, this can be recovered.</p> <p>2) Affects the view of those people living in Point MacKay apartments</p> <p>3) Low budget case would result in added lights on 16th</p>
3.	It's currently an orgy of traffic. Lets make something nicer for walking and cycling, *especially* given the popularity of Edworthy for same.
4.	Develop excellent pathway connectivity between Edworthy Park and the Shaganappi Multi User Path which connects to Foothills Hospital, The Childrens Hospital and the University of Calgary
5.	I don't really feel it is that congested.
6.	An integral connection from surrounding communities, NW Calgary, and the larger Metropolitan Area to the River Valley for all modes of transportation
7.	Bus lanes get preference to all traffic to ensure we get our most effective return on the city's investment in buses of all sizes. Then bus passengers do not have to travel slowly on overfull buses, waiting for single occupancy pickups and SUV's to deliver their selfish drivers to downtown parking lots where their vehicle then sit unused for eight hours, only to block the commuting routes during the evening rush.
8.	More congestion, which is completely acceptable in a City with growth like Calgary.
9.	Better access to Memorial Dr and 16th ave
10.	Useable accessible park area
11.	Less waste land. Westbound Bowness Rd doesn't need a fancy interchange to 16 Ave. Bowness Road can handle traffic to businesses along 16 Ave. Don't do anything fancy to go two blocks.

## What is the one most important thing the project team needs to know about your community?

#	Response
1.	You can run 5k, 10k, or 40k and rarely get into a jam. You can cycle from here, loop Fish Creek Park and be back in 4 hours.
2.	I was [upset to learn that the area Councillor is} unwilling to reopen the Shaganappi crossing debate. It was clear that [omitted], it is quite OK with bulldozing parts of West Hillhurst so long as Edworthy was protected ... Sorry, what is now a park was originally a transportation corridor and a logical one at that.
3.	Members of my community traverse the study area daily when comuting to Foothills



## Verbatim Comments

	Hospital, The Childrens Hospital and the University of Calgary
4.	We are a walkable neighborhood. With views of the River Valley.
5.	Our community has two commuting routes to downtown - the Crowchild Trail "parking lot" or the Shaganappi => Bowness Road => Parkdale Blvd => Memorial Drive open road. Alternatively we kiss & ride to the LRT stations at Dalhousie or Brentwood. We don't have an effective bus routes through downtown.
6.	We have a very vocal "older" population that lives in single family homes. We need to prioritize our decision for the future which will be very different than the world these people grew up in. We can't cater to single occupancy vehicles like we have in the past.
7.	It's old enough to be ready for transition.

## What else should the project team know about your community or the study in general?

#	Response
1.	Very much appreciate the current park-like landscaping.
2.	We ended up living where we are because I said I never want to commute again in my life. Improved transit is paramount. We also appreciate this project is paramount. We wish you good luck.
3.	The intersection accessing University District from Shaganappi Trail is scheduled to be built in 2016 / 2017.
4.	We are happy to see cyclists from the communities straddling Crowchild Trail and 53rd Street / Shaganappi, using 53rd => Home Road => Shouldice Park. Please give them a safe option to descent to th river trails without building at-grade bike traffic lights halting effectively moving buses or motor vehicles for one bicycle or one pedestrian to cross a divided highway
5.	Help us create a better Calgary. Use the 'triangle' in the CTP. Don't focus on the solutions for the "car" this is only one piece of the puzzle.
6.	We don't need off loading of Crowchild traffic to/from downtown, but do need to serve traffic from the Banff direction that can't be served by 201.

## Community Association and Planning Group Input

#	Response
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## Verbatim Comments

1.	Generally aware of the Shaganappi corridor studies and history including removal of river crossing in CTP
2.	There are two main business areas in Montgomery – Bowness Road and 16 <sup>th</sup> Ave.
	a. Bowness Road – businesses interested to maintain traffic flow but speed is a concern 16 <sup>th</sup> Ave – concerns about light timing and pedestrian safety; opportunity to make more of the fact that 16 <sup>th</sup> Ave is the entry to Calgary from the west
3.	Pedestrian island project at Home Road – is there an opportunity to work these projects together?
4.	Montgomery CA and BRZ do work closely together but would like to ensure businesses are engaged/represented
5.	Potential concerns based on project
	a. If land use changes within project study area, some businesses would be concerned about competing businesses
	b. Easement concerns north of Bowness Road
	c. Some residents support increased density but it has not been realized
	d. There will be concerns if the study drives more traffic on to Bowness Road, they would prefer the traffic to stay on 16 Ave
6.	...board changes over; new board may be interested in more information in the new year
7.	Supportive of planned postcard distribution to local businesses
8.	Will send open house information by email to BRZ email list and will post project information on BRZ website when we provide short project description and link
9.	Confirmed that [project manager] is project contact should BRZ have additional questions
10.	Potentially interested in Community Advisory Group
	a. Agreed to provide more information about CAG in due course
11.	Requested to take the land use component out of the study as decisions regarding land use should only come from residents of Montgomery
12.	Why did the land use component get included - it wasn't part of the original scope for the north study
13.	Why don't you start with land use rather than the corridor study - it gets muddy when you put them together
14.	Requested to have separate meetings for Montgomery like we did for Varsity in the north study
15.	Clarification – so no river crossing west of Crowchild Trail?
16.	Answer: no new river crossings according to the CTP but in Appendix B, we would consider it if it met these tests...Stoney Trail river crossing was retained as planned.

## Verbatim Comments

17.	Question: could you add another span as a bridge over the Bow or is that a new bridge?
18.	Question: you're looking at the future 30 – 60 years, so why do the Corridor study when long range outlook is twice as long?
19.	How do you make sure you're not failing to address what you're projecting in 30 – 60 years?
20.	Answer:...could take 30 – 60 years to completely align to CTP
21.	...little less supportive of giving up right-of-way if it potentially threatens or restricts what's in your planning.
22.	...to already restrict is a bit short-sighted.
23.	If you don't maintain right-of-way, 20 years down the road you have impaired your vision.
24.	Erroneous decisions in your 10 – 30 year look could completely impair your 60 year vision.
25.	Crowchild is progressing better than before. Are you going to do a similar process?
26.	We have seen City give up right-of-way...Montgomery, Parkdale, Pt. McKay
27.	Who will be the users of various modes? Where are the going? Where do they come from?
28.	Answer: we don't know the answers today, we will look to get that information from the study.
29.	Before the study is completed, the roadway [has already] been downgraded? That seems premature.
30.	Answer: ....downgraded to an arterial and not a freeway...this study will look at how best to interpret that and what the community needs.
31.	16 <sup>th</sup> Ave – this is a component of that...seems a little bit done....the conclusions have already been more or less formed.
32.	Conclusions have been framed, may not have been reached.
33.	How many non-arterial roads have HOV lanes? I thought they were only for freeways. It's a step out.
34.	Centre street is only current HOV.
35.	Here's an extreme example, if me and my friends were to decide to carpool and more people did the same...What if there is not a big appetite for more transit? Does that get less of a priority? Could it result in less of a priority for transit?
36.	[referring to the goals] It doesn't say it's a primary for vehicle traffic.
37.	Your model has good process for figuring out 'where' but not sure if we have a good understanding of 'who' and 'how'....How do you calculate for pedestrian demand?
38.	...the spaghetti of South Shaganappi...people are relatively an unknown.

## Verbatim Comments

39.	South of 32 <sup>nd</sup> , could tell where people were trying to cross but it's unplowed ground....you will need to lead the process more, suggest alternatives, for instances...
40.	People crossing at 16 <sup>th</sup> south to get people to Bowness.
41.	[regarding the slide] Suggest you don't refer to it as dead-ending at Bowness...
42.	Promise: engagement report in phase 2, study will conclude by February 2017
43.	Re-emphasize mysterious areas in comparison to Crowchild and North Shaganappi – not sure if people will know what to ask and what they need. What are the distinct pathway perimeters....consider place-making strategies.
44.	Children's hospital access and 37 <sup>th</sup> st is planned and built out, but what happens in between, there is the unknown. Who speaks for those people who won't be there for 30 – 60 years?
45.	Harmony developments out west, did you factor in with the increased load from these new communities?
46.	HOV lanes running into a T-intersection, down 16 <sup>th</sup> but I thought that's turning into an urban boulevard just east of Shaganappi and west up the hill?...Even if it starts east of 29 <sup>th</sup> , you're still dumping into a 35 mph Urban boulevard.
47.	Why are HOVs part of this south section? Is this to integrate with north Shaganappi?
48.	Parkdale is also an urban boulevard?
49.	North of 32 <sup>nd</sup> , is it decided to extend the HOV? What capacity does 32 <sup>nd</sup> have when you factor in West Campus development?
50.	Already decides, baked in – if community doesn't want it, if input says they don't want it, it won't be forced on us, will it?
51.	Answer: No....[example given of Mcknight regarding HOV lane] not at the right time.
52.	How does CT enable the delivery of services with infrastructure we're trying to put in there?
53.	No room to widen Memorial?
54.	Any instances for establishing an HOV lane in that type of road?
55.	Answer: Calgary Transit in Inglewood...operational Calgary Transit only but allowing for parking in off peak times. Crowchild Tr and 16 <sup>th</sup> Ave....long term planning for CT. BRT routes supposed to go on 16 <sup>th</sup> Ave.
56.	No link to the north Shaganappi piece yet?
57.	Projects get treated as separate when in fact there are significant links to each other and other things as well.. Consider options, timeframes, University district, cancer facility....linking all of these pieces.
58.	What about the logistics to build them? What that will mean to the communities around them.

## Verbatim Comments

59.	CT isn't part of this discussion but it sounds like they're going to do it and want us to accommodate it.
60.	Insignifant [traffic counts] compared to the two other roads west.
61.	Are we sure we're not doing anything that completely ties our hands by looking 10 – 20 years not 60 years?
62.	Looking at this little change in isolation. Why not have Calgary Transit tell us really they re justifying this as an HOV lane.
63.	North of Shaganappi (Montgomery) – can this be expanded to be included in your study area?
64.	The other one [North Shaganappi Study] came down to the Children's hospital, not sure why this study area wouldn't start there...
65.	We understand that it's not simple
66.	Helpful to know extent of Urban Boulevard on 16 <sup>th</sup>
67.	Promise: Carrying capacity for Bowness Road, Shaganappi, Parkdale and 16 <sup>th</sup> Ave
68.	Transit is going to impact this, who else? I'd think Parks
69.	Answer: yes [referred to Complete Streets document]
70.	Parkdale is underserved
71.	Question: Why is Bowness BRZ a stakeholder?
72.	Answer: we wanted to be inclusive at the beginning of this project...cast the net wide to get what the communities think and value in the beginning phases of the project. From there, we work with the neighbouring communities....we often get asked at engagement events, from the people attending, 'what about these people here? That live right next to the road and interchange?' We want to honour that as well.
73.	I was at the South Shaganappi Planning Group, and was told that Bowness should be a part of this group and was surprised it wasn't.
74.	If there's no money set aside, what's the best estimate to when this would be done?
75.	Answer: 10 – 30 years
76.	It would be nice to see the plans for the north portion...so we can incorporate that into the south
77.	Do the HOV lanes go onto 16 <sup>th</sup> ave?
78.	How often do you do these big all-city plans [clarification between the project plan and the 1995 GoPlan, 2009 Calgary Transportation Plan]
79.	PROMISE: we will not be coming to the BRZ meeting in January, we will be coming back out to the public in early spring.
80.	...attending the open house improved her understanding of the purpose of the project and

## Verbatim Comments

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	the process. ...did not understand it completely from the presentation at the CA meeting
81.	This project is not a priority - under three projects. They are getting a lot of questions about another project that has funding attached.
82.	Didn't have anything [questions] to respond to because it was about gathering information. What is going to happen from the intersection at the children's hospital to our study area.
83.	it [off leash] is well used. Not the main one. The main one is by the river.
84.	Answer: Study limit is by the children's hospital - six lanes, HOV, bike lanes all extended down to our study area.
85.	what happens with the right of way?
86.	Answer: it's currently four lanes and then will be extended to six lanes . You can go <a href="http://calgary.ca">calgary.ca</a> .
87.	we were told it was going to stop at 32. Met with West Campus guys - 9 lane interchange - light mitigation on our side of the road - City didn't talk to them. West Campus suggested there's other design features we can put on this side - View is important rather than a solid brick wall. New huge intersection at the children's hospital. Bus road, bike lanes and three lanes of traffic.
88.	all the road will maintain in the existing right of way
89.	is it a utility corridor?
90.	how do we tie the north study to the south study - will only use the existing right-of-way
91.	This is a varsity study so we didn't encourage the residents to get engaged, she was under the impression that the south study would look at the south section
92.	What do you need to make sure that these workshops work for the community. How do we get the right people at the table?
93.	We should host one workshop for all adjacent communities?
94.	do you have any - dog's breath of roads? Do you know what you want to do with the road?
95.	A: we changed how we approach these studies. We bring the discussion before we bring concepts onto the paper - it's important for the engineers to understand what's important for the community. We don't have any concepts until we listen to all the concerns. the interchanges were built 30-35 years ago, a couple of things happened - a larger plan connecting to Sarcee trail - when they looked at the environmental impacts - it wasn't worth it - these interchanges don't make sense anymore - they are dividing the community - they are acting as a barrier - let's look at it again - how do we put in active modes, increase connectivity, Calgary Transportation Plan - a 60 year vision for the city - downgraded Shaganappi to an arterial street - you have the ability to carry different goals
96.	do bikes make sense on Shaganappi?
97.	why is 16 ave a skeletal road through our community? Can we fix it?
98.	home road is so dangerous. Yeah because you are doing 90. Speeding through it.
99.	no lights until 29. Home road is the first light.
100.	Primary Goods - why is this part of the road par to the network but yet this residential piece isn't.
101.	Where is the bike lane on 52nd?
102.	caution, please focus on the study area, traffic in the community is a nightmare , don't open up, is there a traffic study
103.	A: we have traffic volumes, we are studying existing conditions
104.	people in the community are knowledgeable, ask very good questions, people know

## Verbatim Comments

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about traffic, traffic counts, they know traffic language, they are smart, lots of engineers, because they were engaged in the ARP. People in the community have a good understanding. What's going to happen to the houses? Two owned by the city and the other two are rentals. Parking enter and parking lot is going to come up. Our connectivity to Edworthy park is really important.

105. if the park and ride is threatened, you will hear about it.

106. A: we are doing a parking study

107. people who use the parking lot are not from Montgomery. They park there and then ride their bikes downtown or take the bus downtown. Individual blocks have permits. We don't want to have you charge because it will push the parking into the community. Don't get rid of the park and ride. Ask about a pedestrian overpass.

108. the whole thing doesn't work - do a hard left - we are counting on you guys to fix this so home road doesn't become a short cut. would like to see Bowness road run under 16 ave. stop shag at 16.

109. first of the month is the deadline. It hits mailboxes 5 - 15. delivered by canada post. the sooner you can book the hall - the better. the best day of the week is a wednesday. programs run on 8 week cycle.

110. at the open house, how freaked out were people regarding the land use

111. the land is not functional. If we remove one of the interchanges, we could potentially look at what the land available.

112. parkdale would love that.

113. how many people on the CAG

114. [sharing information with community] continue to send us stuff electronically - they have an email distribution list that they will share our updates. West Campus is so successful because they had so many meetings - tons of engagement. Baby steps. Mayor's award for development. Huge accomplishment. More vs less....when you do come back show how the new plans but also show how the feedback was incorporated into the new plans.

115. No other communities have 16 ave drive through it. IT's a major barrier to the community.

116. calgary housing - south side of 16 - maybe 112 units - kids run across 16 ave to get to terrace road school. we've been asking for a bridge - but no funding until a kid gets hit because the sun is in your eyes. they have to cross 16 and bowness road. majority of traffic is driving east - kids don't even look. lucky that nobody is being killed.

117. The meeting attendees requested simplified information about the study. They felt the information presented was too comprehensive and wanted the Coles Notes version.

118. They noted we may want to simplify our presentation in the future to make the language and explanation easier to understand.

119. One member noted that The City had previously denied planning a river crossing along the route, but now appeared to be going back on that comment by admitting there was a river crossing planned at one time, but it would not be moving ahead.

120. Bowness BRZ noted they had not been contacted and requested a meeting with The City.

121. The meeting organizer was going to send the presentation around to the association members for their review.