

Shaganappi Trail Corridor Study Community Conversations April 23 and 25, 2013 Dotmocracy Ideas/Suggestions and Responses

Below are the ideas and suggestions identified by participants at the April 23 and 25, 2013 community conversations for the Shaganappi Trail Corridor Study. The City and project team have reviewed and considered all ideas and suggestions provided and developed responses regarding whether or not they are able to be incorporated into the study and if not why.

Traffic and Roadway			
Description	Comments in Agreement	Comments in Disagreement	Response
Do not widen until conditions at Bowness Road are handled. Where do vehicles go?	<ul style="list-style-type: none"> • 32 Strongly Agree. • Fix problems before thinking about widening road. • It's bottlenecked now! • Prevents the domino effect. • *Issue is intersection of 16th Ave as traffic cannot be handled on Bowness. • What is growth projected for North end of Shag? • Seems like more growth out at end of Crowchild 	<ul style="list-style-type: none"> • 1 Strongly Disagree • The University & Hospital complexes will increase traffic over 20 years. • According to traffic forecast, bottleneck is not Bowness Road. It is at 40 Ave. Traffic thins down south of 40 Ave. 	<p>The City does consider the transportation network as a whole. The network beyond Shaganappi Trail including Bowness Road, Crowchild Trail, etc. was considered in the Calgary Transportation Plan, which provides an overall vision for the transportation network on a city-wide level. An additional Corridor Study will be completed for 16 Avenue NW in the Bowness area in the near future, which will further consider detailed corridor improvement options in that area.</p> <p>The sequencing of future construction projects will not be determined by the current Corridor Study. It is recognized that other projects may take priority, but there is still merit in considering the future requirements for Shaganappi Trail, to ensure that future development in the area respects the long-term vision for the corridor.</p> <p>The City recently approved an "Investing in Mobility" plan, which outlines potential transportation priorities over the next 10 years. The Shaganappi Trail corridor does not fall within the expected plan at this time. Additional information can be obtained at the following website: http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Transportation-Infrastructure-Investment-Plan-(TIIP).aspx</p>
Make the median smaller to allow for wider lanes / less property impact.	<ul style="list-style-type: none"> • 17 Strongly Agree and 10 Somewhat Agree • Allows for more space for pedestrians and bikes. 	<ul style="list-style-type: none"> • 2 Somewhat Disagree 	<p>Reductions of the median width have been evaluated. On balance, this approach is not favoured by The City for the following reasons:</p> <ul style="list-style-type: none"> - The median improves safety by separating opposing traffic streams. - The median width accommodates left turn bays at the intersections. - The median can accommodate streetlights, traffic signals and other utilities. - The current median width is the minimum City standard for an arterial street. - Minor reductions in the median do not alter or reduce the potential property impacts. <p>Based on the above review, options to reduce median width will not be evaluated further.</p>
Minimize home loss/impacts by reducing median size to smallest viable amount.	<ul style="list-style-type: none"> • 22 Strongly Agree 	<ul style="list-style-type: none"> • 2 Strongly Disagree • Need median to have break for crossing. 	<p>Reductions of the median width have been evaluated. On balance, this approach is not favoured by The City for the following reasons:</p> <ul style="list-style-type: none"> - The median improves safety by separating opposing traffic streams. - The median width accommodates left turn bays at the intersections. - The median can accommodate streetlights, traffic signals and other utilities. - The current median width is the minimum City standard for an arterial street. - Minor reductions in the median do not alter or reduce the potential property impacts. <p>Based on the above review, options to reduce median width will not be evaluated further.</p>

Traffic and Roadway

Description	Comments in Agreement	Comments in Disagreement	Response
Don't expand to east or west – use Concept #3 or #4.	<ul style="list-style-type: none"> 18 Strongly Agree and 3 Somewhat Agree No one should lose their house. Take a little from each side, plant evergreens. Conserve existing residential properties as a priority. 	<ul style="list-style-type: none"> 1 Strongly Disagree and 1 Somewhat Disagree I want to agree with this but is that truly realistic? With 100,000 new people moving to Calgary every year? And I live on Voyageur Drive!!! 	<p>An option to fully expand Shaganappi Trail to one side of the roadway is being considered and will be presented for review with community members at the upcoming community conversation sessions.</p> <p>Additional options to minimize physical property impacts have been developed and will be reviewed with community members as part of the upcoming community conversations.</p>
Reduce median width (add walkways) or reduce impact to Voyager Drive residents.	<ul style="list-style-type: none"> 17 Strongly Agree and 3 Somewhat Agree Don't need the wide median with trees that need maintenance and don't survive. 	<ul style="list-style-type: none"> 6 Strongly Disagree 	<p>Reductions of the median width have been evaluated. On balance, this approach is not favoured City for the following reasons:</p> <ul style="list-style-type: none"> - The median improves safety by separating opposing traffic streams. - The median width accommodates left turn bays at the intersections. - The median can accommodate streetlights, traffic signals and other utilities. - The current median width is the minimum City standard for an arterial street. - Minor reductions in the median do not alter or reduce the potential property impacts. <p>Based on the above review, options to reduce median width will not be evaluated further.</p>
Don't include HOV lanes, turn into a regular lane to allow for more through traffic.	<ul style="list-style-type: none"> 11 Strongly Agree and 7 Somewhat Agree HOV lanes do not provide incentive to carpool (see California) and do not make optimal use of the road. You could consider time defined HOV lanes – 7:00 am – 9:00 am and 4-6 pm 	<ul style="list-style-type: none"> 4 Strongly Disagree and 4 Somewhat Disagree Discourage traffic – encourage transit – cars are too nice Have express buses in each neighbourhood – they go to your neighbourhood straight downtown. With HOV lanes, it will be faster and cheaper for drivers 	<p>The Calgary Transportation Plan has confirmed the need to provide high-standard facilities for other travel modes, not just Single Occupancy Vehicles (SOV's). HOV lanes, linking Shaganappi Trail with the broader HOV network, may be one way to do so. The HOV lanes would also enhance transit service, accommodating the planning of Primary Transit / Bus Rapid Transit connection along Shaganappi Trail in the future.</p> <p>While the HOV lanes may not be required in the near term, the City considers it important to identify and plan for these enhanced facilities in future.</p>
Traffic signal coordination and advance left turn arrows.	<ul style="list-style-type: none"> 15 Strongly Agree and 3 Somewhat Agree Doesn't cost much and hope it works. Include bike specific signals at intersections. 		<p>Generally, traffic signal coordination is already employed on Shaganappi Trail, but there may be inefficiencies due to the wide separation between intersections.</p> <p>The addition of new traffic signals on Shaganappi Trail could improve coordination opportunities, and would also improve left-turn performance by spreading traffic between more intersections. Additional access is now being considered at Valiant Drive (east of Shaganappi Trail), which will be reviewed as part of the upcoming community conversations.</p>
Look at grade separated access and egress where appropriate.	<ul style="list-style-type: none"> 16 Strongly Agree and 1 Somewhat Agree 	<ul style="list-style-type: none"> 2 Strongly Disagree 	<p>Traffic forecasts confirm that interchanges would not be warranted south of Crowchild Trail in future. The use of interchanges would also be inconsistent with the arterial designation of the roadway, which specifically envisions a lower-speed, mixed-use environment.</p> <p>Grade-separated interchanges would also have a significantly greater property impact on the surrounding communities (e.g. home loss/impacts, noise levels, community access restrictions, pedestrian/student safety). This is at odds with the high priority that community members have placed on reducing property impacts.</p> <p>For these reasons, this suggestion will not be evaluated further.</p>

Traffic and Roadway

Description	Comments in Agreement	Comments in Disagreement	Response
Concept #4 reduces driving speed, less residents affected and less construction costs.	<ul style="list-style-type: none"> 10 Strongly Agree 	<ul style="list-style-type: none"> 23 Strongly Disagree Our house would be sandwiched between Shaganappi Trail and back lane Back lane becomes Road?? We will receive <u>NO</u> compensation 	The original Concept #4 has been modified with additional options for accommodation of improvements along Shaganappi Trail, while minimizing property impacts. Updated concepts will be reviewed with community members as part of the upcoming community conversations.
Lessen impact to residential properties by removing boulevards.	<ul style="list-style-type: none"> 7 Strongly Agree and 1 Somewhat Agree Assume boulevard = median space 	<ul style="list-style-type: none"> 11 Strongly Disagree 	<p>Boulevards serve several purposes including separation of pedestrians from traffic, accommodation of streetlights, traffic signals and other utilities, and possibly stormwater management. They also provide space for underground utilities such as phone, gas and water.</p> <p>Several new concepts have been developed that will pull the boulevards away from the residential properties. These will be reviewed with community members as part of the upcoming community conversations.</p>
No 6 lanes – 4 lanes with separated cycle, separated pedestrian pathways, slow to 50km, add more overpasses.	<ul style="list-style-type: none"> 7 Strongly Agree 	<ul style="list-style-type: none"> 7 Strongly Disagree and 1 Somewhat Disagree 	<p>Based on traffic analyses, a minimum of two general purpose lanes in each direction is required. The third lane, designation for HOV, would serve transit and possible carpools, with the intent to prioritize these travel modes over single-occupancy vehicles.</p> <p>The latest concepts consider separated pedestrian and cycling facilities and improved crossing opportunities, in terms of safety and functionality, without the use of expensive grade separated infrastructure. These will be reviewed with community members as part of the upcoming community conversations.</p>
Create a stacked freeway.	<ul style="list-style-type: none"> 5 Strongly Agree and 1 Somewhat Agree 	<ul style="list-style-type: none"> 20 Strongly Disagree Would damage the community feel and be horrible to look at. Don't want to live near that. 	<p>Traffic forecasts confirm that interchanges would not be warranted south of Crowchild Trail in future. The use of interchanges or stacked freeways would be highly inconsistent with the arterial designation of the roadway, which specifically envisions a lower-speed, mixed-use environment. This solution would also have a significantly greater impact on the surrounding communities (e.g. home loss/impacts, noise levels, community access restrictions, pedestrian/student safety), and is incompatible with the priority that the community has placed on reducing property impacts.</p> <p>For these reasons, this suggestion will not be evaluated further.</p>
Take out all traffic lights and put in overpasses at 40 th Avenue and Crowchild Trail – the whole length (south to north) on Shaganappi Trail.	<ul style="list-style-type: none"> 4 Strongly Agree and 1 Somewhat Agree It is an expressway as long as there is continued development at the north end. 	<ul style="list-style-type: none"> 16 Strongly Disagree and 1 Somewhat Disagree How would we get onto Shaganappi Trail? Makes Shaganappi a thoroughfare and isolates community. A freeway to nowhere Changes road type to Skeletal Feasibility of traffic circles? 	<p>Traffic forecasts confirm that interchanges would not be warranted south of Crowchild Trail in future. The use of interchanges would also be inconsistent with the arterial designation of the roadway, which specifically envisions a lower-speed, mixed-use environment. Interchanges would also have a significantly greater impact on the surrounding communities (e.g. home loss/impacts, noise levels, community access restrictions, pedestrian/student safety), and is incompatible with the priority that the community has placed on reducing property impacts.</p> <p>For these reasons, this suggestion will not be evaluated further.</p>
Concept #2 has room for greenspace, walkways and bicycle access with minimal financial cost.	<ul style="list-style-type: none"> 4 Strongly Agree 	<ul style="list-style-type: none"> 12 Strongly Disagree and 1 Somewhat Agree People would lose their houses. 	Additional options to accommodate green space, walkways and bicycle access while minimizing physical property impacts have been developed and will be reviewed with community members as part of the upcoming community conversations.

Traffic and Roadway

Description	Comments in Agreement	Comments in Disagreement	Response
Widen to west side only concept. Keep bike path one side only (east side) to minimize impact (take less land) on west side (residential side).	<ul style="list-style-type: none"> 3 Strongly Agree 	<ul style="list-style-type: none"> 19 Strongly Disagree and 1 Somewhat Disagree Prefer both sides for access to homes and other pathway systems. Both sides necessary to promote biking and connectivity for neighbourhood. There is no room for paths. 	An option to fully expand Shaganappi Trail to one side of the roadway is being considered and will be presented for review with community members at the upcoming community conversation sessions. Additional options to minimize physical property impacts have been developed and will be reviewed with community members as part of the upcoming community conversations.
Improve traffic flow at Varsity Drive by alternative traffic flow on Varsity Drive.	<ul style="list-style-type: none"> 2 Strongly Agree Rush hour is a nightmare making a left turn. 	<ul style="list-style-type: none"> 11 Strongly Disagree and 2 Somewhat Agree Limits access. Not only limits access to Shaganappi but also to 48th Street to Varsity Drive. Long waits now – would be almost impossible. 	<p>Generally, traffic signal coordination is already employed on Shaganappi Trail, but there may be inefficiencies due to the wide separation between intersections.</p> <p>The addition of new traffic signals on Shaganappi Trail could improve coordination opportunities, and would also improve left-turn performance by spreading traffic between more intersections. Additional access is now being considered at Valiant Drive (east of Shaganappi Trail), which will be reviewed as part of the upcoming community conversations.</p>
Can we create an elevated or tunnelled HOV lane (could be a toll road) between Crowchild Trail and 40 Avenue?	<ul style="list-style-type: none"> 2 Somewhat Agree 	<ul style="list-style-type: none"> 11 Strongly Disagree Too expensive 	<p>Shaganappi Trail is designated as an arterial road, which would generally keep all roadway functions “at grade.” Elevated structures along Shaganappi Trail would be cost prohibitive, inconsistent with the design intent of the road, and would result in higher community impacts (e.g. home loss/impacts, noise levels, community access restrictions, pedestrian/student safety).</p> <p>For these reasons, this suggestion will not be evaluated further.</p>
Reversible lanes with more pedestrian overpasses and a separated cycle track with slow 50km.	<ul style="list-style-type: none"> 1 Strongly Agree 	<ul style="list-style-type: none"> 13 Strongly Disagree Reversible lanes cause confusion. Don't allow community access off Varsity Drive East or West. Not being able to turn into Market Mall at rush hour would cause horrendous cut-through traffic in surrounding neighbourhoods—think of the month of December. 	<p>Based on community feedback received from the first open house held November 6, 2012, and again at the community conversation sessions held April 23 and 25, 2013, reversible lanes are not considered a desired solution on Shaganappi Trail.</p> <p>The latest concepts consider inclusion of separated cycling facilities in varying degrees.</p> <p>Reduction of speed limits on Shaganappi Trail is already among the recommendations of the Corridor Study.</p>

Walking, Cycling and Transit

Description	Comments in Agreement	Comments in Disagreement	Response
<p>Do not include bicycle lanes on Shaganappi Trail. Use the current off Shaganappi Trail bicycle routes as dedicated and maintained bicycle [routes].</p>	<ul style="list-style-type: none"> • 28 Strongly Disagree and 1 Somewhat Agree • Agree separate cars from bikes via dedicated route. 	<ul style="list-style-type: none"> • 3 Strongly Disagree and 1 Somewhat Disagree • Remove green median to adapt bike lanes. • No room and not necessary. • Bikes will still be on road so accommodate them safely. 	<p>The City expects that a variety bicycle options will be valuable to have in future. Cycling facilities may reflect a variety of trip purposes, rider experience and routing choices.</p> <p>The Calgary Transportation Plan identifies Shaganappi Trail as a Primary Cycling route. The purpose of the Primary Cycling network is to connect major destinations and institutions on a city-wide basis in as direct a manner as possible. In the case of Shaganappi Trail, its inclusion in the network was based on it providing direct connection throughout northwest Calgary, from north of Nose Hill south to the Bow River, with connections to major sites including the University of Calgary and area hospitals.</p> <p>There are few parallel north-south routes that could serve a similar regional function as Shaganappi Trail. The closest dedicated and maintained cycle routes south of Crowchild Trail are:</p> <ul style="list-style-type: none"> - On the west side - 53 Street NW to Home Road NW, and - On the east side - 37 Street NW up to 32 Avenue NW. <p>These two routes are between 500 to 1,000 m away from Shaganappi Trail and do not provide a continuous route throughout the northwest. These routes serve important functions as local cycling routes and as connections for recreational cycling users, but would not be able to replace the Primary Cycling function that Shaganappi Trail provides.</p> <p>On this basis, The City considers it a priority to provide as high quality a cycling facility on Shaganappi Trail as possible, while recognizing all necessary constraints.</p> <p>Options for accommodation of cyclists along Shaganappi Trail have been refined and will be reviewed as part of the upcoming community conversations.</p>
<p>Put in local buses to provide access to University and Foothills Hospital.</p>	<ul style="list-style-type: none"> • 20 Strongly Agree and 6 Somewhat Agree • Buses only go to the train stations – everyone isn't going there. 		<p>Transit bus routing is outside the scope of the Corridor Study, but will be forwarded to Calgary Transit for their information.</p> <p>Calgary Transit is presently completing a transit study for the Northwest Major Activity Centre area which includes the U of C, West Campus, the hospitals, Market Mall, etc. The arrangement of local routes will be considered in this parallel study. The two studies are being coordinated, and The will keep all participants in the community conversations informed of engagement opportunities for the transit study.</p>
<p>Safe connections across Shaganappi Trail and between roadways.</p>	<ul style="list-style-type: none"> • 21 Strongly Agree and 2 Somewhat Agree • Existing overpass (pedestrian) was built in the wrong place in the '70's. • Pedestrian overpasses that are bike friendly. 		<p>Cost effective crossing locations usable by all active modes was identified as a priority following the April community conversation sessions. The latest concepts between Crowchild Trail and 40 Avenue provide additional options for safe and functional at-grade crossings to replace the aged and less user-friendly staircase pedestrian overpass. This will be reviewed as part of the upcoming community conversation sessions in November.</p>
<p>The community of Varsity must not be further divided. Pedestrian overpasses</p>	<ul style="list-style-type: none"> • 17 Strongly Agree and 4 Somewhat Agree • Agree – very hard to cross now. 		<p>Cost effective crossing locations usable by all active modes was identified as a priority following the April community conversation sessions. The latest concepts between Crowchild Trail and 40 Avenue provide additional options for safe and functional at-grade crossings to replace the</p>

Walking, Cycling and Transit

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(bridges) must be maintained and/or improved.	<ul style="list-style-type: none"> Children must cross a very busy road to get to school. 		aged and less user-friendly staircase pedestrian overpass. This will be reviewed as part of the upcoming Community Conversation sessions in November.
Concepts must include improved and replaced pedestrian overpasses.	<ul style="list-style-type: none"> 19 Strongly Agree 		<p>Cost effective crossing locations usable by all active modes was identified as a priority following the April community conversation sessions. The latest concepts between Crowchild Trail and 40 Avenue provide additional options for safe and functional at-grade crossings to replace the aged and less user-friendly staircase pedestrian overpass. This will be reviewed as part of the upcoming community conversation sessions in November.</p> <p>The at-grade crossings have several advantages over an overpass structure. In the case of Shaganappi Trail, at-grade crossings would be accessible to all active modes without an impeding overhead structure that would be inconsistent with the intent of the road and result in higher community impacts (e.g. home impacts as a result of ramp requirements). Winter operations were also considered; at-grade crossings would be cleared of ice and snow more readily at the intersections with road maintenance, whereas a pedestrian overpass may accumulate more snow and ice between clearings.</p>
More pedestrian overpasses so at least quiet, green spaces can be accessed and crossing Shaganappi isn't such an ordeal.	<ul style="list-style-type: none"> 10 Strongly Agree and 7 Somewhat Agree 		Cost effective crossing locations usable by all active modes was identified as a priority following the April community conversation sessions. The latest concepts between Crowchild Trail and 40 Avenue provide additional options for safe and functional at-grade crossings to replace the aged and less user-friendly staircase pedestrian overpass. This will be reviewed as part of the upcoming community conversation sessions in November.
Pedestrian overpasses.	<ul style="list-style-type: none"> 15 Strongly Agree and 1 Somewhat Agree Overpasses must be improved with useable grade ramps. Safer ++ 		<p>Cost effective crossing locations usable by all active modes was identified as a priority following the April community conversation sessions. The latest concepts between Crowchild Trail and 40 Avenue provide additional options for safe and functional at-grade crossings to replace the aged and less user-friendly staircase pedestrian overpass. This will be reviewed as part of the upcoming Community Conversation sessions in November.</p> <p>The at-grade crossings have several advantages over an overpass structure. In the case of Shaganappi Trail, at-grade crossings would be accessible to all active modes without an impeding overhead structure that would be inconsistent with the intent of the road and result in higher community impacts (e.g. home impacts as a result of ramp requirements). Winter operations were also considered; at-grade crossings would be cleared of ice and snow more readily at the intersections with road maintenance, whereas a pedestrian overpass may accumulate more snow and ice between clearings.</p>
Separation of pedestrians and Shaganappi Trail.	<ul style="list-style-type: none"> 14 Strongly Agree and 1 Somewhat Agree Pedestrian next to high speed traffic is dangerous. Overpass at Northland Mall needed. People currently risk lives crossing Shaganappi from Mall. 	<ul style="list-style-type: none"> 2 Strongly Disagree and 1 Somewhat Agree There isn't enough room for pedestrians on Shaganappi Trail. There are others streets for that purpose. 	<p>The latest concepts between Crowchild Trail and 40 Avenue include more at-grade crossing for all active modes. Lower speeds along Shaganappi Trail in this section are also important to achieve this objective, and are among the recommendations of the corridor study.</p> <p>A pedestrian overpass across Shaganappi Trail by Northland Mall has been designed and is currently under construction with anticipated completion in the fall of 2014. Information</p>

Walking, Cycling and Transit

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			regarding this pedestrian bridge can be found on the City of Calgary website by searching for "Shaganappi Trail Pedestrian Bridge."
Bike and pedestrian overpass west of Children's Hospital (improving safety).	<ul style="list-style-type: none"> 13 Strongly Agree and 2 Somewhat Agree Already lots of pedestrian traffic crossing here. Obvious "desire line". 		<p>The desire for a pedestrian and cyclist crossing by the Alberta Children's Hospital has been identified.</p> <p>The study is specifically considering the addition of a full intersection on Shaganappi Trail at West Campus Way adjacent to the hospital. This also provides a new pedestrian crossing location adjacent to the Alberta Children's Hospital.</p>
Elevate bike and walking path.	<ul style="list-style-type: none"> 3 Strongly Agree and 1 Somewhat Agree 	<ul style="list-style-type: none"> 13 Strongly Disagree Expensive in winter – would ice up 	<p>Shaganappi Trail is designated as an arterial road, which would generally keep all roadway functions "at grade." Elevated structures along Shaganappi Trail would be cost prohibitive, inconsistent with the design intent of the road and would result in higher community impacts.</p> <p>The at-grade crossings have several advantages over an overpass structure. In the case of Shaganappi Trail, at-grade crossings would be accessible to all active modes without an impeding overhead structure that would be inconsistent with the intent of the road and result in higher community impacts (e.g. home impacts as a result of ramp requirements). Winter operations were also considered; at-grade crossings would be cleared of ice and snow more readily at the intersections with road maintenance, whereas a pedestrian overpass may accumulate more snow and ice between clearings.</p> <p>For these reasons, this suggestion will not be evaluated further.</p>
Do nothing but add more transit.	<ul style="list-style-type: none"> 21 Strongly Agree Make lights synched to traffic in busy times. More roads encourage people to drive more – Calgary needs to change car habits NOW! More traffic, not on Shaganappi 	<ul style="list-style-type: none"> 6 Strongly Disagree and 1 Somewhat Disagree Not enough for increased density and city where people don't live where they work. 	<p>Improved transit service is an important part of accommodating future travel demand in the area. Traffic forecasting based on current land-use assumptions indicates that transit service, while vital, may not be sufficient to accommodate all additional demand in future. Other measures such as HOV (carpool) lanes may be required.</p> <p>Calgary Transit is presently completing a Transit study for the Northwest Major Activity Centre area which includes the U of C, West Campus, the hospitals, Market Mall, etc. The arrangement of local routes will be considered in this parallel study.</p>
Improve transit, increase transit to core.	<ul style="list-style-type: none"> 14 Strongly Agree and 4 Somewhat Agree More direct bus access to mall required; also North to Northland Mall. Cannot readily access either from train station (multiple residential stops first) Need more direct bus to downtown so we don't always have to do park and ride. Have HOV lanes – each neighbourhood has express buses to downtown – it will be faster. 	<ul style="list-style-type: none"> 2 Strongly Disagree and 1 Somewhat Agree 	<p>Transit bus routing is outside the scope of the Corridor Study, but will be forwarded to Calgary Transit for their information.</p> <p>Calgary Transit is presently completing a Transit study for the Northwest Major Activity Centre area which includes the U of C, West Campus, the hospitals, Market Mall, etc. The arrangement of local routes will be considered in this parallel study. The two studies are being coordinated, and The City will keep all participants in the community conversations informed of engagement opportunities for the transit study.</p>

Walking, Cycling and Transit

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	Make it cheap. One bus gets a lot of cars off the road.		
Add rapid transit.	<ul style="list-style-type: none"> 7 Strongly Agree and 1 Somewhat Agree Offer better solutions to more people from transit to workplaces and amenities. 	<ul style="list-style-type: none"> 15 Strongly Disagree Where would you put it? There is no room; there is already rapid transit on Crowchild. We already have rapid transit. 	Calgary Transit's "Route Ahead" plan was recently approved and provides a 30-year outlook for major transit projects. The plan confirms the need for a rapid transit route along Shaganappi Trail, connecting northwest Calgary to the U of C / West Campus / Hospital area, which is one of the most significant employment areas outside the downtown core. Accommodation of this Bus Rapid Transit route is one of the key priorities of this Corridor Study.
Put bike path on the residential side of the sound walls and add trees along residential side of sound wall.	<ul style="list-style-type: none"> 18 Strongly Agree and 2 Somewhat Disagree Put the bike path on the residential side. Separate pedestrian/cyclists from the traffic – higher comfort level. Protects cyclists from noise and pollution. Need to do snow and ice control for year-round use. Keep walls shorter in height to allow light and views out from the community. Use berm and trees/ shrub combo Put the bike path off Shaganappi on a side road. 	<ul style="list-style-type: none"> 1 Strongly Disagree and 2 Somewhat Disagree 	<p>Actual placement of the multi-use pathway may differ from the conceptual location. This Study is focusing on providing the required space for the facility.</p> <p>Several new concepts have been developed with differing options for the bicycle facilities. These will be reviewed with community members as part of the upcoming community conversations.</p>
Concept 3: Place the sound barriers up against the traffic so cyclists and pedestrians use dedicated sidewalks and/or paths protected by the sound wall.	<ul style="list-style-type: none"> 10 Strongly Agree and 5 Somewhat Agree No one will use a walkway between Shaganappi Trail and a wall. Ditto. Good to protect cyclists and pedestrians from noise and pollution. Need to ensure good visibility for cyclists approaching intersections. Robust and meaningful cyclist accommodations at intersections. 	<ul style="list-style-type: none"> 1 Strongly Disagree and 2 Somewhat Disagree 	<p>Actual placement of the multi-use pathway may differ from the conceptual location. This Study is focusing on providing the required space for the facility.</p> <p>Several new concepts have been developed with differing options for the bicycle facilities. These will be reviewed with community members as part of the upcoming community conversations.</p>
Provide bus turn-off as opposed to providing HOV lane.	<ul style="list-style-type: none"> 11 Strongly Agree and 9 Somewhat Agree Dedicated lanes for peak rush hour periods of, say, 2 hours in the morning and afternoon seems a waste of roadways. Provide better connections to LRT and better car and ride so HOV are not necessary. No HOV lane – lay by only. 	<ul style="list-style-type: none"> 2 Somewhat Disagree Calgarians do not allow buses to merge in a timely fashion. 	<p>The intent of the HOV lane is not just to accommodate bus-stop locations, but rather to provide transit vehicles with priority and progression along the entire route.</p> <p>Bus lay-bys are favoured at locations where the bus has a "time point" where they may be required to wait for a certain period of time to meet a fixed schedule.</p> <p>These factors have been considered in development of the current options.</p>
Pedestrian and cyclists should be separated.	<ul style="list-style-type: none"> 12 Strongly Agree and 7 Somewhat Agree Public safety issue – river path as an example. 	<ul style="list-style-type: none"> 4 Strongly Disagree and 4 Somewhat Disagree Only if intersections show problems. Cars and cyclists should be separated. 	The latest concepts consider different treatments for the separation of pedestrians and cyclists from shared multi-use paths to separate cycle tracks.
Separate bike path from pedestrian path.	<ul style="list-style-type: none"> 13 Strongly Agree and 4 Somewhat Agree Safety issue – River pathway (where combined) is an example of unsafe path. 	<ul style="list-style-type: none"> 3 Strongly Disagree and 4 Somewhat Disagree Volume of this doesn't justify dedicating the space. 	The latest concepts consider different treatments for the separation of pedestrians and cyclists, from shared multi-use paths to separate cycle tracks. These will be reviewed with community members as part of the upcoming community conversations.

Walking, Cycling and Transit

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	<ul style="list-style-type: none"> Separate bikes from cars. Cyclist and pedestrian needs different. Pedestrians can stop and change direction quicker. Cyclists travel faster. Commuter traffic by bike will increase and speed – much faster than pedestrians. Hill is also a factor. 		
Ensure that all bike/ pedestrian paths have a physical separation to traffic (not just a wall/barrier).	<ul style="list-style-type: none"> 12 Strongly Agree 	<ul style="list-style-type: none"> 1 Strongly Disagree 	The latest concepts consider different treatments for the separation of pedestrians and cyclists from vehicular traffic. These will be reviewed with community members as part of the upcoming community conversations.
Instead of widening the corridor – move pedestrian and cycle pathways behind the sound barrier or off the corridor.	<ul style="list-style-type: none"> 5 Strongly Agree and 5 Somewhat Agree 	<ul style="list-style-type: none"> 3 Strongly Disagree Will adversely affect homeowners with no compensation. 	<p>Actual placement of the multi-use pathway may differ from the conceptual location. This Study is focusing on providing the required space for the facility.</p> <p>Several new concepts have been developed with differing options for the bicycle facilities. These will be reviewed with community members as part of the upcoming community conversations.</p>
Move the pedestrian and cycling tracks outside of Shaganappi, into and through residential.	<ul style="list-style-type: none"> 16 Strongly Agree and 2 Somewhat Agree Reduce impact on properties along Shaganappi as much as possible. MORE PLEASANT AS A CYCLIST. 	<ul style="list-style-type: none"> 4 Strongly Disagree Indirect pathways may not encourage alternate modes of transport (pedestrian and cycling). Shaganappi Trail is designated a primary cycling route on the primary cycling network. Any upgrade to roadway must include cycling specific improvements. 	<p>The Calgary Transportation Plan identifies Shaganappi Trail as a Primary Cycling route. The purpose of the Primary Cycling network is to connect major destinations and institutions on a city-wide basis in as direct a manner as possible. In the case of Shaganappi Trail, its inclusion in the network was based on it providing direct connection throughout northwest Calgary, from north of Nose Hill south to the Bow River, with connections to major sites including the University of Calgary and area hospitals.</p> <p>Parallel routes through the adjacent residential areas are important to provide local cycling accessibility throughout the community, but would not be able to replicate this region-wide function that is served by Shaganappi Trail throughout the northwest.</p>
Use one side of the road only for cyclists.	<ul style="list-style-type: none"> 12 Strongly Agree and 3 Somewhat Agree There are several cycling routes close to and parallel to Shaganappi Trail. 	<ul style="list-style-type: none"> 5 Strongly Disagree Takes up too much room. 	Several new concepts have been developed with differing options for the bicycle facilities. These will be reviewed with community members as part of the upcoming community conversations.
2 lanes (versus 3 lanes) but improve other modes (pedestrians and bikes) (multi-modal – focus on).	<ul style="list-style-type: none"> 7 Strongly Agree and 4 Somewhat Agree Agree – not sure it is realistic without providing other routes to handle traffic volume (other modes may not be enough). We have to deal with the impending volume. 2 lanes are already backed-up. Where will the added volume go once it gets to the bottom of the hill? More lanes will bring more vehicle traffic. Focus on moving people, not cars. 	<ul style="list-style-type: none"> 3 Strongly Disagree and 5 Somewhat Disagree Traffic volume is anticipated to increase too much to not increase lanes. The increase (massive) of density in Stadium, Foothills Hospital, West Campus and communities further north (10,000 people) will require at least 3 lanes each way. Stadium alone will have Square footage almost the size of Market Mall i.e. residences, offices, and maybe hotel. Plus a new cancer center at Foothills across from Stadium. 	<p>Based on traffic analyses, a minimum of two general purpose lanes in each direction is required. The third lane, designation for HOV, would serve transit only to optimize transit operations and make it a viable and attractive mode.</p> <p>The latest concepts consider separated pedestrian and cycling facilities, and improved crossing opportunities, in terms of safety and functionality. These will be reviewed with community members as part of the upcoming community conversations.</p>

Walking, Cycling and Transit

Description	Comments in Agreement	Comments in Disagreement	Response
Leave existing width – improve transit opportunities, improve cycling opportunities, improve walking opportunities, improve vehicle opportunity (HOV) – reduced congestion.	<ul style="list-style-type: none"> 7 Strongly Agree 	<ul style="list-style-type: none"> 3 Strongly Disagree No room. 	<p>The existing Shaganappi Trail corridor provides no opportunity to improve these alternate modes in isolation, without considering improvements to the corridor as a whole. The intent of the Corridor Study is to consider the requirements of all modes and to arrive at a solution that balances priorities such as minimizing property impacts.</p> <p>The latest concepts consider new means to accommodate enhancements for these modes, and will be reviewed at the upcoming community conversation sessions.</p>
Bike overpasses over intersections at least on one side stay in the right-of-way.	<ul style="list-style-type: none"> 6 Strongly Agree and 5 Somewhat Agree 		<p>Shaganappi Trail is designated as an arterial road, which would generally keep all roadway functions “at grade.” Elevated structures along Shaganappi Trail would be cost prohibitive, inconsistent with the design intent of the road, and would result in higher community impacts.</p> <p>The at-grade crossings have several advantages over an overpass structure. In the case of Shaganappi Trail, at-grade crossings would be accessible to all active modes without an impeding overhead structure that would be inconsistent with the intent of the road and result in higher community impacts (e.g. home impacts as a result of ramp requirements). Winter operations were also considered; at-grade crossings would be cleared of ice and snow more readily at the intersections with road maintenance, whereas a pedestrian overpass may accumulate more snow and ice between clearings.</p> <p>For these reasons, this suggestion will not be evaluated further.</p>
Put pedestrian and cycling access on east side, which would create more room on the west.	<ul style="list-style-type: none"> 5 Strongly Agree and 1 Somewhat Agree Would benefit store owners with increased consumer foot traffic. 	<ul style="list-style-type: none"> 5 Strongly Disagree and 1 Somewhat Agree Room for cars only. 	<p>Several new concepts have been developed with differing options for the bicycle facilities. These will be reviewed with community members as part of the upcoming community conversations.</p>
Walking/bike path on each side of Shaganappi Trail with trees.	<ul style="list-style-type: none"> 2 Strongly Agree Part of option 3 already with impact only for sidewalks. 	<ul style="list-style-type: none"> 19 Strongly Disagree No room. Many rows of houses would have to be bulldozed. Where would you put them? Use II (parallel) routes. Not enough bikes/walkers to justify. As well, existing paths in area are adequate. 	<p>Several new concepts have been developed with differing options for the bicycle facilities, while recognizing the community priority to reduce property impacts. These will be reviewed with community members as part of the upcoming community conversations.</p>

Safety

Description	Comments in Agreement	Comments in Disagreement	Response
Increase safety – well lit, help buttons, crossing lights.	<ul style="list-style-type: none"> 6 Strongly Agree and 7 Somewhat Agree 	<ul style="list-style-type: none"> N/A 	<p>Details about street lighting are not within the scope of the corridor study and cannot be considered further at this time. General lighting requirements will be considered insofar as they affect the need for medians, boulevards, etc. Conceptual cross-sections are being developed for this study and details, such as lighting design, will be reviewed in future studies.</p> <p>The latest concepts between Crowchild Trail and 40 Avenue will provide safe and functional at-grade crossings at signalized intersections, which will be well-lit.</p>

Community Character

Description	Comments in Agreement	Comments in Disagreement	Response
No sound barriers due to loss of view and increased safety concerns. Keep existing chain link fencing.	<ul style="list-style-type: none"> 12 Strongly Agree and 2 Somewhat Agree 	<ul style="list-style-type: none"> 11 Strongly Disagree and 4 Somewhat Disagree It doesn't have to be a chain link fence. It could be a planter system similar to 16th Ave alternative and pleasing. High volume, speed – need sound barriers. More volume traffic means more noise. Planters, evergreens can buffer sound. Chain link fence makes it look like a ghetto. 	<p>Under City policy, sound walls would not be constructed without the approval of at least two-thirds of the area homeowners.</p> <p>A sound study is not within the scope of the present corridor study, hence no new sound walls will be identified at this time. Future studies will review noise levels and possible treatments.</p>
Sound barrier should be identified on residential side(s). West side Concept 2 – East side Concept 1.	<ul style="list-style-type: none"> 8 Strongly Agree and 5 Somewhat Agree Shaganappi (under Concept 1 & 2) will be extended into the residential neighbourhood. Sound barrier would be needed (currently would be nice). 	<ul style="list-style-type: none"> 2 Strongly Disagree It has been without for many, many years. Not needed now. 	<p>A sound study is not within the scope of the present corridor study, hence no new sound walls will be identified at this time. Future studies will review noise levels and possible treatments.</p>
Voyageur (on both sides) should be considered. Put a solid row of mature evergreens – sound barrier plus improves the view to what it is now. The whole neighbourhood will benefit from a row of evergreens. It improves the sound, view, neighbourhood feel.	<ul style="list-style-type: none"> 4 Strongly Agree and 5 Somewhat Agree Don't sacrifice one side or the other, beautify and decrease the size of both. 	<ul style="list-style-type: none"> 1 Strongly Disagree Impacts those people who already have a narrow street in front of their house – it will be even smaller and will impact car flow. 	<p>Landscaping the boulevards with trees is typical City practice. The potential benefits will be considered along with need to build medians, boulevards, etc. to accommodate the trees.</p> <p>Several new concepts have been developed with differing options for landscaping space. These will be reviewed with community members as part of the upcoming community conversations.</p>

Home/Property

Description	Comments in Agreement	Comments in Disagreement	Response
Control residential development in the Shaganappi Trail area.	<ul style="list-style-type: none"> 27 Strongly Agree More development just adds to the existing problem. It's congested already. West Campus Crowchild Towers (3) add too much already 	<ul style="list-style-type: none"> 1 Strongly Disagree and 2 Somewhat Disagree If we are against urban sprawl that is the source of the traffic through the community and along Shaganappi, then we should welcome increased density to communities within easy commuting distance. I strongly agree with above. Development that is in the right way and in context with community is a benefit to community. 	<p>Land use and transportation networks are directly related. The land use planned for the Shaganappi Trail area has been outlined in public documents including the Calgary Municipal Development Plan in 2009 and in the South Shaganappi Communities Area Plan (SSCAP) in 2011. Intensification is anticipated at key nodes including the West Campus area.</p> <p>The transportation network is being planned to meet people trips generated from the planned land use through a variety of transportation modes: walking, cycling, transit, carpooling and automobile travel.</p>