

# Shaganappi Trail Corridor Study Community Conversation – April 23 and 25, 2013 Comment Form

## About the Session

### 1. How did you hear about tonight's session? (Check all that apply.)

- |  |                          |                                      |
|--|--------------------------|--------------------------------------|
| X4 Letter in the mail  | x14 Community bold signs | x4 Word of mouth                     |
| x0 From other member of my household   | x5 Community newsletter  | x8 Road signs along Shaganappi Trail |
| x1 City news blog or social media  | x3 Email                 |                                      |
| x2 Other (please specify):   |                          |                                      |
| <ul style="list-style-type: none"> <li>• CBC</li> <li>• meeting for West Campus</li> </ul> |                          |                                      |

#### Comments:

- I was notified of this session this time in writing by mail as I am a directly affected homeowner. This was appreciated as this was one of my issues from the first meeting held.

### 2. To what extent are you satisfied with the following aspects of tonight's session?

	Satisfied	Somewhat Satisfied	Dissatisfied	Somewhat Dissatisfied	Not Applicable
• Clarity of information provided	x16	x14	x1	X0	x0
• Project team's response to my questions	x20	x11	X1	X0	x0
• Opportunity to provide my input	x22	x7	X2	x0	x0
• Session location	x27	x5	x0	x0	x0
• Session time	x26	x6	x0	x0	x0

#### Comments:

- Poor parking
- Eventbrite invite on passbook did not include building name.
- Clarity of information was still confusing as only potential options were presented as in first meeting. One important item missing was how this ties into Crowchild and 16 Avenue re developments. All have to go together
- Project teams response to questions were lacking because they did not have the information however they tried to help as much as possible
- Opportunity to provide input was supplied with wall charts and comment sections
- Session location fine
- Session time fine

### 3. What did you like about the session format and activities tonight? What did you dislike? What can we do differently to make it better?

#### Format/Venue

- I thought the session was effective, and I can't think of any improvements to the format.
- Like open discussion-good facilitator to keep group on track; Improve-clear scope of proposed plan prior to session;
- Moderated discussion is good. Dotmocracy is interesting, could be good.
- Table group with facilitator.
- Liked the facilitator format.
- Facilitator idea is good – one-on-one appreciated. Differing personal agendas are impossible to resolve when people are strong - Good Luck.
- I enjoyed having our own facilitator who was very fair about listening to everyone's comments. Comments were validated.
- I liked the smaller group as I got to voice my opinions. Our facilitator was very good at writing down all opinions
- Good access, one-on-one, with representatives of City and Engineering firm.
- Dislike-not clear on scope prior to meeting.
- Well organized and explained. Make it very clear (at each table) what parameters are.
- Options should/could have been explained earlier. In the first session (What do you like about Varsity?) everyone

was already jumping ahead.

- A question period (short) at the beginning of the session would put everyone on the same page. Being able to indicate our opinions on the different options was useful.
- Very democratic; I liked the activities.
- I liked voting. I would have liked to have more conversation about sustainability – What does this mean? – Most people do not have this on their minds. A little education beforehand on what other cities do.
- The session was rushed and I don't think it was designed for people to be heard. It seemed as though there were concrete ideas proposed by The City and all of the questions asked by The City were designed to provide responses in favor of the project. Loaded questions to get the preferred response.
- We seemed "handled". Asking for information and "experts" coming over to table to talk but then cut off. The reason, so that attention to asking for input to questions still not having enough information to give proper input to. More open Q and A needed. People are deciding on statements that are not accurate and that they do not have proper input of impact and consequences of.
- Session format was confusing at first as information was identical to first session with one option removed. As I stated after last session, it is hard to make an informed decision without all the information provided and not enough time to review. And information about how all this ties into other proposed projects was not clear, yet in my opinion, has to be part of the discussion. For instance, the widening of Shaganappi Trail will have an effect on Point McKay as some people pointed out. How is this to be handled? It was not part of the discussion or proposal. How does this tie into the widening of Crowchild Trail? Crowchild is the main artery, what is happening with the proposed widening of Crowchild? If this was to happen would Shaganappi still be necessary? And if so, to what extent? So without this information, how can an educated opinion be given?
- It was hard to hear a bit when everyone was talking.
- Open discussion, hearing others perspective, x –acoustics – I wear hearing aids.
- Too noisy – hard to hear – need bigger venue or fewer people and more evenings.
- Could be tighter in time. Assume that people have read the pre-read.
- More parking – access to session.
- Really appreciate being consulted.
- Gave people a voice on the issues they care about and more time would help in discussing solutions.
- I like that the City asked our opinion. What I didn't like was the concepts were too much the same.
- Best – good to see how many people care. Dislike – we seemed to major more on minor points. Bike paths and pedestrian walks I assume would be part of plan but disruption of lives and houses with direct impact should have been our focus.

#### Concepts

- Liked the concepts 1-4 gave us something to relate to. I don't think participants are at all aware of the scale of development and densification of Foothills Hospital, Stadium, and West Campus etc. Therefore they don't understand how Shaganappi will be affected. They are unaware that some of their suggestions (2 lanes vs. 3) will be/are unrealistic. This session should have provided an honest open estimate of the numbers of new residents, cars, transit vehicles that will result from all the new development. I think omitting this information from tonight's event is wrong, was it deliberate?
- This is complex issue – impacting a number of communities along Shaganappi Trail. Presenting 4 concepts with reasonable level of detail was helpful. Next stage should present full detail of impact of 6 lanes.
- Good but feel as though the concept should of been discussed more and less focus on what we want because in end of the design will be chosen.
- Concept plans should have been circulated before the meeting.
- Spend more time looking at the concepts instead of beginning part.

#### Other

- We are not in possession of "all the facts" yet we are asked to comment.
- Dislike the lack of hearing about grade separated interchanges and flyovers at Crowchild Trail and Shaganappi Trail. Need grade separation at 32 Avenue and Shaganappi Trail for access to Hospital and University for pedestrians and cyclists.
- Actually had some good discussions – project still seems to be focused on accommodating cars despite much preference for a community feel.
- I was sitting at a table with 2 individuals who own property which will be greatly impacted if the expansion is to the east (directly behind sound barrier). No one else could get a word in. City representative should have asked them to let others speak. I didn't attend to hear personal agenda.

- Show us what other places on the planet are doing, more time.
- These types of sessions should be done before any proposed plans are engineered.

## **About the Project**

### **1. What do you like most about your community that may be impacted by changes to Shaganappi Trail? What are the key transportation improvement opportunities that should be considered in long-term plans for Shaganappi Trail?**

#### Traffic and Roadway

- Traffic should be directed to Crowchild Trail.
- City should look at alternative to widening Shaganappi Trail. The trail splits the varsity community which is a balanced walkable community. Enlarging the road by widening adds noise and pollution and affects safety of walkers and bikers crossing the road.
- Not enough consideration given to traffic being shuffled to community roads. No need for transit on Shaganappi Trail.

#### Walking, Cycling and Transit

- Better ways for pedestrians to cross Shaganappi Trail.
- Walkable across Shaganappi Trail more readily. Roundabouts – not more lights (traffic).
- I want every 5 year old to be able to cross Shaganappi safely. I hope homeowners who may lose their homes will be fairly compensated by The City; I think this will be the case.
- I like the walkability for my community (Varsity), and ease of access to amenities, downtown, transit etc. These all need consideration. Attention should be paid to fix issues that cause traffic to be directed to Shaganappi Trail (i.e. Crowchild Trail).
- I like the safe neighbourhood and ease of walking that can be done although at times crossing Shaganappi Trail is difficult. Increasing pedestrian crossing or ability to do so will allow traffic to flow better.
- Design and build with priority given to pedestrians, cyclist and transit. Figure out how to fit cars around pedestrians, cyclist and transit.
- Safe flow of traffic, pedestrians, cycles.
- It will affect walking and cycling.
- I think that optimization of pedestrian overpass, optimization of traffic signals and changes to Crowchild/Shaganappi overpass would improve traffic flow without widening Shaganappi. If the artery between 32<sup>nd</sup> and Crowchild was widened, without improving the flow onto Crowchild the problem of congestion will not be solved.
- Pedestrian bike overpass by hospital and vehicle access to Children's Hospital (should be on Shaganappi Trail) to be improved, with Bowmont Park parkway to river.
- Separate bike and pedestrian designated lanes. A physical separation (i.e. European model) due to high speed traffic. If no bike lanes for Shaganappi adapted i.e. only in community same physical separation should occur for any road over 30.
- It would be nice to have easier bike/pedestrian access to river. I appreciate being able to walk to facilities and work in my community.
- Cycling – need a direct parallel connection to Bow river pathway, pedestrian crossings are okay now but should be improved (current overpass is stairs only).
- Keep up the focus on transit improvements, walking and cycling are important but relatively smaller.

#### Home/Property

- My home. We live on west side of Shaganappi Trail. We would be directly impacted by any of the concepts presented.
- I don't think homes should be removed to make new traffic lanes.
- Loss of property values for those along Voyageur Drive if concept 1 or 2 are adopted. Travel into the core for those living away from the car.

#### Community Character

- The proximity of school, community centre, shopping will the community remain a livable place? Improving bike paths in Varsity towards the university will help many students on the future.
- Creating a six lane route destroys the residential nature of the area, greater traffic, greater noise is negative.
- I live on Voyageur Drive. I love living in Varsity and would not like to be forced into selling. A wider Shaganappi Trail is needed for the future, but this can be done with minimal impact and should be.
- Varsity has quickly become a transportation corridor with traffic cutting our community in sections. It is losing the family neighbourhood feel. With Crowchild Trail above and Shaganappi Trail in the middle, we will have 2 freeways

running through and we already have enough noise/pollution. It has become a challenge to walk to neighbourhood amenities because it is so unpleasant walking along high traffic corridors.

- I like that I can get in and out no problem - lots of options. Improve the pedestrian access across; the loss of homes is a concern and the encroachment of the road into the neighbourhood. I don't want to live near a freeway like atmosphere.

#### Other

- Noise level and environmental pollution.
- There is no holistic approach; all of Market Mall, Crow-Shag, West Campus, Stadium, Foothills, 16<sup>th</sup> Ave and 29<sup>th</sup> Street all fit together. Dealing with this piecemeal is not reasonable or particularly useful.
- Any material changes like these proposed will affect the community, some more than others. And as stated above, an educated opinion cannot be given on the transportation changes if other parts (like Crowchild, Point McKay) are considered in the overall picture. And as stated, I am a directly affected homeowner so other than lane reversal or changes within the existing boundaries, I will be negatively affected.

## **2. What are some of the key transportation issues for people who live, work, go to school or otherwise visit destinations within the study area (e.g. Market Mall, University of Calgary, Foothills Medical Centre, etc.), via walking, cycling, transit or driving? Consider transportation issues for people who live within and outside of the study area and the different modes of travel.**

#### Traffic and Roadway

- Currently, transportation is fine, planning for the future is important. I don't cycle.
- Honestly, except light timing, I don't see any. It's harder to get around in other parts of the city.
- I strongly oppose moving to a six lane route.
- Need better longer turn lanes.
- Flow of traffic.
- When schools let out, the traffic from Market Mall increases due to people going home.
- The congestion and awkwardness of the 16<sup>th</sup> Ave NW – Shaganappi Trail – Bowness Road interchange.
- I am not aware of any transportation issues of others in the study area. Being directly in the area, I use a motor vehicle and also walk directly in affected area. Even in high volume traffic, I find the area of study to be better than other areas. (Crowchild for example) I have traveled both routes to and from work downtown (Shaganappi/Crowchild) I have had no issues as a pedestrian and cyclist as there are ample routes on both sides. I think if traffic is considered to be a problem in this area, something as simple as different light timing should be considered.

#### Walking, Cycling and Transit

- All of these transportation need to be considered so that walkers' and cyclists are safe and also drivers have access to amenities along Shaganappi Trail.
- Safety when walking and cycling.
- Crossing the road safely – timing of lights and pedestrian walk sign.
- Shaganappi Trail is very busy and can be dangerous to cross during peak hours. Walking to local schools or biking to school, isn't possible when Shaganappi Trail is busy!!
- No walking path on 32 Ave only bike path.
- Malls are not pedestrian friendly (i.e. No sidewalk)
- There is no easy and direct bike access from Varsity to the river pathway at the end of Shaganappi.
- This is a winter city in northern climate therefore less emphasis on cycle & pedestrian traffic (other than schools) is appropriate.
- Considering we are so close, bike paths would be greatly used.
- There are lots of bike paths and walkways, but no signage to notify people where to go. Transit is good, but could be more frequent.
- Express bus service to market mall from train.
- Access to LRT plus parking, remember walkers and cyclists.
- More transit.
- The transit needs to be improved.
- Competing space for transport of bikes, people, cars. Should be separate spaces for all.

### Community Character

- The massive increase in density in this area will result in a decrease in the quality of our lives for the next 30 years.
- Ease of mobility, traveller friendly for users.
- Good access within and out of community.

### Other

- Large percentage of senior citizens in immediate area.
- Key issue – proposed West Campus, Stadium development, expansion of Foothills (new Cancer Centre) expansion of Foothills Athletic Park, ongoing development along Crowchild Trail (Brentwood, 53<sup>rd</sup> St), planned new communities in NW, proposed expansion of Cochrane...multiple impacts on traffic on Shaganappi Trail, Crowchild Trail, 16<sup>th</sup> Ave NW, Memorial Drive, 19<sup>th</sup> Street, 14<sup>th</sup> Street, 10<sup>th</sup> Street.
- Safety, noise, environmental pollution.

### **3. What are some key transportation issues for people who use Shaganappi Trail to travel to destinations outside the study area (e.g. Downtown as part of their daily commute, etc.)? Consider how transportation improvements may be different for people to live within and outside of the study area, visit the study area for different reasons, and visit destinations within and outside the study area using Shaganappi Trail.**

#### Traffic and Roadway

- Crowchild Trail interchange needs to be re-thought.
- Improve Crowchild Trail so only traffic on Shaganappi that should be there.
- If Crowchild Trail is congested, Shaganappi Trail gets busier. Some days Shaganappi Trail is not too bad and other days it is worse.
- Only way to get to South Calgary and Downtown on an overused Crowchild Trail. Need more river crossings.
- As stated, I do not have any transportation issues with Shaganappi. I can take 2 routes from my location to downtown Shaganappi or Crowchild. Having used both to travel to and from downtown, I find Crowchild the large issue and have no issue with Shaganappi. This is the most confusing part for me. Please note I'm directly in the middle of the "study" area. I commute by car in heavy traffic times, commute as a pedestrian or cyclist in other times and find no issues with Shaganappi (even in heavy traffic it moves well in comparison to other areas). The issue I have is Crowchild. That is why I find it easier and quicker to commute Shaganappi to 16<sup>th</sup> or memorial and downtown than to attempt Crowchild. That is why I am unclear as to why this is being studied and done before Crowchild study/improvement. Could someone make this clearer to me as I do not understand? I am not an area transit user so I cannot comment on the transit situation.
- Shaganappi Trail is not a problem at the moment – City needs to limit development along the corridor and lands adjacent. Development along Crowchild Trail leads to motorists moving over to Shaganappi Trail.
- Interchange challenge at Shaganappi Trail and 16<sup>th</sup> and Parkdale Boulevard.
- Intersections at Bowness Road/Trans Canada Hwy and John Laurie Boulevard.
- There is no ramp top allow traffic from Shaganappi to west 16<sup>th</sup> without taking a small detour through part of Bowness. This should be fixed. The lights on Crowchild/Shaganappi overpass need to be optimized for traffic flow.
- Merge to 16<sup>th</sup> Ave very tight. Better sign for inlet southbound on Shaganappi to encourage flow before it is visible.
- Traffic on Shaganappi Trail, Crowchild Trail, 16<sup>th</sup> Ave NW, Memorial Drive, 19<sup>th</sup> Street, 14<sup>th</sup> Street, 10<sup>th</sup> Street.
- Traffic congestion along the route.
- Congestion at Shaganappi Trail and Bowness Road is a concern. If traffic lights on Crowchild Trail from 24 Ave through Kensington Road might alleviate traffic on Shaganappi Trail.
- Keep free flow for vehicles, keep traffic off community roads.
- Concept should not encourage Shaganappi Trail as a commuter route to downtown.
- The speed; the amount of cars using the road may increase the congestion which may push the traffic to other areas.
- It is high speed so proper turn lanes off end on. Ease of traffic flow. Not competing with bike or on foot travel. These should be separate. If bus transport increased, proper and safe to get to indents from traffic to and from area need to be addressed.
- When will the lines on Shaganappi Trail above John Laurie Boulevard be painted? With all the construction, they have faded already.

#### Walking, Cycling and Transit

- Need a direct cycling connection to Bow River pathway for people cycling downtown or to Edworthy Park.
- Express buses needed on south side of mall for city centre.
- Focus on making transit more appealing and efficient in order to entice people to leave their cars at home. Make cycling and walking easy on a year round basis. Multi model travel encouraged by making it easy to bike to LRT station.

#### Community Character

- Getting out of my neighbourhood.

#### Other

- Let's not think of ourselves – let's think of what's best for reducing Calgary's footprint – that's most important for me.

#### **4. What evaluation criteria are most and/or least important? Are there any that are not listed but should be considered? (see handout)**

##### Most Important

- Most important: 1. Environmental pollution, 2. noise, 3. safety.
- See #2 [Ease of mobility, traveller friendly for users.]
- Overall mobility, safety.
- Efficient traffic flow for all, Shaganappi Trail is a major corridor.
- The most important criteria I feel is traffic as this is what this study is all about.
- Manage traffic according to density of population with using cars – not bikes and walkers.
- Most important: people usable, cyclists can ride to work or down Shaganappi Trail North and South easy, don't impact people's homes...we already have small roads in front of our houses and if we park in front.
- Safety, residential impact.
- Residential property impact.
- Low impact to property facing Shaganappi.
- HOV lanes – have express buses from every neighbourhood to and from downtown. Make them inexpensive with the HOV lane it will be easier faster and cheaper (avoid parking) to take bus – lots of cars off the road which is the goal.
- Sustainability – less cars – more transit, NOT WIDEN ROADS – thinking of Calgary's footprint.

##### Least Important

- No need for HOV/Bus lanes, keep Shaganappi as an arterial road.

##### Are there any that are not listed but should be considered:

- Noise need to be considered and pollution.
- Noise was not listed, it would be better to have slower speed but with better flow (similar to Memorial Drive).

##### Other

- Stop thinking about how to move cars, think about how to move people.
- Stop re-engineering the city to a European public transit, high density model.
- Community asked for evaluation and/or shown evaluation criteria but background input of information not given. Asked to give preference but no knowledge of homes to be impacted, no direction of ideas can occur without proper input of understanding impact and consequences for each.

#### **5. Considering the themes identified from the questions above and in your small group discussions, please share any additional ideas or feedback you have on the design concepts.**

##### Traffic and Roadways

- Concept 4 – Why is the median so wide? Leave the median alone, so lanes can be wider.

##### Walking, Cycling and Transit

- Strongly support keeping pathways on residential side of sound barriers.
- Don't impact homes, need more pedestrian crossovers that can accommodate walkers and cyclists. Improve buses ability to get to downtown or hospital that allow for less cars.
- Less roads, more bikes, walking, public transit.
- Why is transit along corridor so important? The c-train runs parallel and is very accessible. Perhaps feeder service should be expanded? Along the same line of thought, why are HOV lanes so important? I doubt their effectiveness and that they would actually encourage carpooling.

### Community Character

- Please, please incorporate beauty and trees and think about the sound impact to Varsity. It is very loud and lots of pollution already. If you must widen then put a sound wall and a row of evergreen trees to give those poor people on Voyageur Drive something to look at. Don't take houses out, widen a little on both sides. If you line Voyageur Drive with evergreens you beautify it for both residents of the street and neighbourhood and reduce noise – win, win.
- More calm/quiet idea appreciated.
- Your design concepts do not address impact of concepts or consequences of said concept to community. Before feedback can occur proper knowledge of impact and consequences need to be present. You cannot multiply before you learn to add.
- I think that the designs do not integrate current biking and walking pathways. The current plans seem to put those living adjacent to Shaganappi in jeopardy by either removing their property or decreasing the livability of the area (ie: traffic noise by removal of the sound barrier).

### Other

- Allow tentative designs to be presented with lots of time and space for modifications from public.
- It was widely recognized that the area has seen a great many high density developments in the past year – Brentwood, Crowchild Trail development (3 towers), planned West Campus – we do not want additional.
- We really need the full picture of proposed developments in NW Calgary for the next 10-20 years in order to assess the changes to Shaganappi Trail, Crowchild Trail, 16<sup>th</sup> Ave etc. are required or appropriate.
- Need this process to be more holistic.
- Does anyone in City Hall or Engineering firms ever think about cost?
- As stated earlier, I feel these concepts cannot be evaluated without the surrounding plans/proposals. As to any of these proposed changes, I would only like to see changes within the existing boundaries.

### **Additional Comments:**

#### Traffic and Roadway

- My concern is that we widen Shaganappi Trail – create better flow, more traffic, which results in even greater traffic congestion on Parkdale Boulevard towards the downtown. Parkdale Boulevard/Memorial Drive is already becoming congested yet Parkdale Boulevard/Memorial Drive cannot be widened.
- Preference to widen to the west side. The plan says 22 homes will be impacted. It should be 14 homes as there are 3 lanes near Market mall. Concerns for the property assessment going down. Do not like driving on Crowchild Trail. Shaganappi Trail widening should be done years ago. Too bad there is no funding. Shaganappi Trail should be widened first. The attainable home developed should be done later.
- Thank you for informing me of this Corridor Study. I do not agree with comments that homes should not be affected. Years ago, it was understood that the homes on the west side of Shaganappi Trail would be gone for lane widening, and I assume it is documented. This project should have been concluded a long time ago. Something has to be done very soon. More bikers want to ride to work, traffic is increasing, and Crowchild Trail cannot handle it, and everyone I have talked to does everything to avoid Crowchild Trail. Any problem on Crowchild Trail results in people sitting in traffic and not being able to get to their families.

Safety is a huge issue with cars coming off of Crowchild Trail to get on to Shaganappi Trail going south and there should be that third lane right there up to Varsity Drive. After that, there is the third lane going to Market Mall. There are 14 houses affected, not the 22 presented.

The intersection of Varsity Dr. and Shaganappi Trail is a real safety issue and with the widening, hopefully that would be resolved.

If you do not include the taking of the houses on the west side (it does not make sense to take the ones on the east side due to shopping centers, etc. and there is no need for it), it will just be a piece meal project ruining people's lives that live in the houses on the west side. Certain suggestions have been made that are completely out of line such as taking parts of people's yards, and bike traffic and walkers would be right in front of the houses, parallel parking in front of the homes, a cement wall separating Shaganappi from the homes (cruelty), trees which would raise another safety issue as we live in an icy climate and could be disastrous, leaving it as is.

I live in one of the homes on Voyageur Dr. (west side). I have seen so many accidents, near accidents and awful situations and know the right thing to do is what was said would be done years ago. Anyone who thinks differently just is not paying attention. Meanwhile, most everyone knows these houses were not to be here now, so the City has deliberately devalued my home while money is spent elsewhere in Varsity to increase other people's homes

astronomically. What has been done here is close to mental cruelty.

In summary, to try and accommodate all types of traffic, vehicles, bikes, walkers while keeping Shaganappi as it is, is completely unacceptable and will not work. With the Children's Hospital, Market Mall and its expansion including Target, The U OF C, Foothills Hospital, and people getting to work, and The West Campus, along with four schools who use Shaganappi, I ask that you please do the right thing. The quality of life just will not be there unless the City intends to do something major to increase the value of people's homes on Voyageur Dr. It has been years of persevering and being extremely tolerant, and now I am asking that the proper decision be made in a timely manner. Of course, I have heard there is not money for this project, but it should be fast tracked as many other projects have taken place that should never have come before this one. In the past nobody has been paying attention, and I thank you for everything that you will do in the future to secure my concerns. It is imperative this project be done properly or it will be money poorly spent, and a short time later will have to be redone. I know we do not want that.

#### Walking, Cycling and Transit

- Pedestrian overpass – a workable, safe community – organic sound wall made out of trees – great idea! – don't require neighbourhood consensus for sound wall – sound wall shouldn't be left up to residents, but created if decibel level is too high, period. P.S. Pave back alleys for free, City. Thank you for considering these ideas.
- Concept 4! The pedestrian/bike path could be against the sound wall, next to Voyageur Drive, so it's not right along people's front lawn – not sure if this is better or not...
- Impacting people's homes and front yards and the amount of foot traffic that we currently have – just adding to it would make it hard to enjoy your home!
- I was very excited to see that a majority of the comments at last night's Shaganappi Trail conversation session seemed to favor ensuring pedestrians and cyclists are accommodated to a high level along and across the corridor. Of particular interest was a number of comments I heard regarding how residents felt it is very important to ensure that "low stress" pedestrian and cycling facilities are provided to ensure that people of all ages can access amenities, including schools. Also, of interest, was a general awareness that increasing road capacity will only serve to facilitate increased traffic volumes.

What I was generally disappointed to see, is that none of the concepts shown to date have really made any attempt to depict robust and meaningful cycling accommodations. Even in an area with demonstrated high interest in cycling and many closely spaced amenities, the cycling accommodations considered, appear remain as multi-use pathways only. I think it is critical to consider how some type of robust off-street cycling facility could be developed along the corridor.

Specific thought should be given to ensuring the facility allows for efficient bicycle travel on a year-round basis as well as to accommodate cyclists at a high level at roadway crossings (i.e. through alignment, signalization, etc.). This really could be an opportunity to show a new way of thinking about roadway design, especially given that Shaganappi is a key part of the Primary Cycling Network!

- With regard to Shaganappi Trail and impact on my community it would be good to have regular transit. The HOV and transit lane just help getting people through the community and of very little value to the community. This will make the Shaganappi Trail more of a freeway.

#### Other

- I would like to have more information on the lands that were reserved for interchanges and are now surplus. Please provide updated zoning for these. Commercial or residential on Shaganappi should not negatively affect property (safety is a concern for seniors in area).
- Reduce density in West Campus – will increase congestion.
- Thanks – good to have input.
- Thanks.
- Better impact and consequence to each concept needs to be addressed before any direction of ideas or "wish list" can take place. Each of the "concept proposals" should make clear the impact to community and home before a further direction of ideas can take place.
- Safety is a big concern at Varsity Drive and Shaganappi Trail intersection. Pedestrian has difficulty to cross shaganappi Trail. Turning from Crowchild Trail to Shaganappi Trail is a concern. Lots of congestion.
- No talk of how all the changes will affect taxes. I'd like to see financial considerations discussed.
- Keep trying.
- Liz was a very effective & responsive facilitator.
- Thanks for the big signs – I travel through so this was good alert.
- How relevant will the comments be by the time the project starts, if at all? I doubt this project will ever receive the green light.