

Shaganappi Trail Corridor Study Community Conversations April 23 and 25, 2013 Small Group Discussion Notes

Topic #1 Community character and values

1. What do you like about your community that may be impacted by changes to Shaganappi Trail?

Traffic and Roadway

- No HOV on Shaganappi x2
- Transportation option could depend on where going
- Community accessibility
- Community roads / access
- Lots of ways in and out – want to keep this
- Access to city/quadrants
- Current access to both sides of Shaganappi
- Ease of access to rest of city and out of city
- Easy access to all parts of the city
- Traffic flow
- Smooth traffic flow – may be better with 6 lanes on Shaganappi (south) (especially between Crowchild and 32 Avenue)
- Keeps traffic on Shaganappi – not through community roads e.g. 53 Street etc. , 40th, 32nd Ave
- Flow less congestion
- Like the current volume of traffic Like Shaganappi now because it doesn't have grid lock and is efficient to travel on
 - Very concerned about population explosion that is planned for the region
- Spacious / not congested
- Not congested
- Too much congestion currently getting out of Varsity → less congestion
- Traffic increase is a huge concern
- Close to downtown
- Likes proximity to downtown
- Now considered inner city
- Great access to Crowchild
- Worried about 6 lane road through Varsity

Walking, Cycling and Transit

- Walkability x3
- Walkable communities
- Walkability and bike-ability
- Community is walkable, this should be enhanced
- Walkable community to amenities and work
- Walkability could be affected by barrier of Shaganappi
- Pathways
- Need pedestrian options for seniors and people with mobility problems
- Accessibility as a pedestrian to community
- Back sidewalks in Varsity Village (+)
- Because of split, needs to be walkable, amenities accessible
- Walking distance to work (UofC)
- Like walking – can get to all amenities and shopping area

- Improved pedestrian crossing bridges
- Pedestrian bridges are critical*
 - Want a guarantee that any existing bridges be replaced immediately
 - Add new ones – including Varsity
- We like the pedestrian overpasses (*Market Mall, other is underused) wrong place
- If you don't drive, everything is available by walking or riding a bike
- Like the access for cyclists within the community and external
- Cycling and walking
- Within cycling distance to downtown
- More direct pathways
- Bikeability
- Shaganappi splits community, daycare and schools on opposite sides
- Convenient LRT access (Brentwood and Dalhousie)
- Access to transit
- Close to LRT
- Transit service / regular and rapid
- Recently had a bike stolen from the LRT

Community Character

- Neighbourhood feel – lost by 6 lane high speed corridor
- Neighbourhood feel
- Lots of quiet areas
- Quiet / peacefulness
- Quiet/peaceful
- Concern about widening Shaganappi and dividing the community
 - Fear of dangerous illegal pedestrian crossing
- Good mix of demographics
- Low density
- Like the low density neighbourhood appeal
- Lots of amenities, such as schools and churches
- Close proximity to services
- Amenities
- Close to pool, library, university, schools, Bow Mount Park, shopping
- Shaganappi Village
- Area has great amenities – pools, libraries, university, shopping, hospital, transit/LRT
- Close proximity to services
- Amenity and services don't want access impacted outcome should be important
- Views

Home/Property

- Property values x4
- House / property
- Risk to property values
- Property values (will landowners get rebate for lower property values?)
- Homes in Varsity along Shaganappi
- Homes across from Shaganappi
- Keep our houses
- Keep properties
- Home – stay in community in home
- Don't impact homes adjacent to Shaganappi Trail
- Fear of losing home

Green space

- Green spaces x3
- Green space / playgrounds
- Love green space, more if possible
- Concern about loss of open space

Safety

- Safety
- Safety – vehicular, pedestrian, cyclist, transit

Other

- Likes the idea of less pollution – air pollution
- Environment – keep pollution down
- Clean environment – pollution from more traffic
- Construction → no construction
- Construction free
- Want input on location of future bridge and design
- Congestion concerns
- Reduced rates
- How to incorporate into transportation
- Large employers / other large centres
- There have been many changes
- Less kids than it used to
- Big issue of City Planning
 - Density
 - ↑ bike, roads transit
- Access across the river

2. Thinking about your community, what are the key transportation improvement opportunities that should be considered in long-term plans for Shaganappi Trail?

Traffic and Roadway

- Light synchronization x2
- Light timing at varsity
- Walkability and light timing / intersection performance
- Timing of lights at Varsity Drive
- Improved signal timings on Shaganappi lesser queue lengths
- Improve traffic / signal efficiency along Shaganappi
- Reduce cut through traffic
- Limit cut through
- Cut through traffic (along 40th)
- Congestion
- Opportunity to minimize short cutting look at congestion, look at limiting access
- Opportunity to limit cut through
- Reduce access during peak times to reduce impact to neighbourhood
- Decrease access during peak times to reduce impact on neighbours
- Eliminate right turns on red
- Keep traffic on Shaganappi / avoid diverting traffic through communities
- Keep traffic on Shaganappi
- Make Shaganappi free flow to avoid community diverted traffic
 - Improved signal timings
 - Improved interchange
- Fear of increase traffic dividing the community
- Impacts to adjacent residential streets due to widening of Shaganappi → access within

community

- Access to and from communities
- Get traffic back on Shaganappi: no through traffic on residential streets
- Don't want wider road
- How not to widen
 - HOV lane
 - Remove grass in middle
 - Improve transit
- If widening - west side only, not both sides
- Less damaging to community if on west side
- Can we downgrade the road even more?
- Can we down grade the road?
- Keep median narrow to save homes
- Keep HOV off Shaganappi
- Who uses HOV lanes?
- Are HOV lanes policed who uses them?
- Don't think the pinched area can have a separated lane – need to have traffic
- Least important is less cars
- Less cars through Shaganappi
- Less cars coming through the area is what is desired
- Free flow Crowchild: would improve Shaganappi
- Improving Crowchild will help take cars off Shaganappi
- Improve Crowchild - get people out of Shaganappi
- Improve Crowchild Trail
- Better geometry designs for user friendliness
- How to merge onto 16th Ave etc. and other major routes.
- Holistic for Crowchild and Shaganappi to Memorial and 16th Ave
- Are flyovers an option more pedestrian overpasses slower traffic?
- Are fly overs an option?
- Overpass at Shaganappi / 32 Ave.
- Flyovers at Shaganappi and Crowchild
- 40th Ave / Varsity Drive on Shaganappi are very intimidating for people
- Underpass to exit Market Mall onto Shaganappi would decrease left turns northbound on Shaganappi and lefts off 32nd Ave north and 40 ave north
- Intersection at Crowchild and Shaganappi could flow better
- Traffic circles
- Intersection design (circles)
- Intersections
- Want the road to continue to function as efficiently as it does today
- Access across river
- More river crossings west of Shaganappi
- Fixing bridges across the river will take pressure off the traffic coming south
- Need to balance local and city needs
- How do we balance local needs with larger city needs
- Maintain amenities and access to amenities
- Smooth traffic flow
- Access to amenities e.g. Hospitals and Malls
- Don't separate people / traffic from amenities
- High-rises are a concern because they bring in too much traffic
- Better transit in, around and through varsity
- Don't cut people off from amenities
- A high traffic road will be very intimidating for parents and kids
- Less speed is very important
- Crowchild is too fast, too aggressive, too many cars

- Accessible to so much of the city
- Can we bring the buildings right up to the road - 17 Ave style? More people would slow cars down
- Can we do a Shaganappi trail on the eastside?
- Very unsafe scenario because lights on Shaganappi at 40 Ave do not work with traffic needs because there is no left turn signal for those turning west (towards Market Mall); drivers are turning east (right) instead and making access on and off of Shaganappi.
- Good transportation outside of community
 - Keep it

Walking, Cycling and Transit

- Maintain or improve active modes x2
- Walkability and aesthetics (trees/paving/views)
- Increase walkability
- Increase walkability all around the corridor
- Walkability connectivity (pedestrian and cyclists)
- Varsity walkability is so important!
- Varsity – walkability / bikes
- Walkable community's especially for seniors
- At 32nd and Shaganappi – pedestrians first: i.e. before vehicles (L) turn
- No widening or additional paths / sidewalks
- Unique Walkability – sidewalks – pedestrian bridge
- Crossing at grade at winter unsafe
- Users, environment, pedestrians, stroller friendly, senior friendly, cyclists / geometry of roads are not people friendly (cars speeding up) traffic needs to be slower
- More pedestrian bridges
- More pedestrian overpasses
- Consistent pedestrian walkways
 - More designation for pedestrian areas
 - Improved pedestrian safety at crossings including signals/overpasses medians
 - Include cyclists with above
- Preference to preserve homes over inclusion of pedestrian lanes
- Pedestrian overpass at Varsity Drive
- Pedestrian overpasses would be helpful if they were accessible for seniors and kids (bike trailers)
- Only 1 foot bridge – probably needs more
- Pedestrian bridges, you don't have to wait at signals
- Pedestrian bridge location and accessibility
- Increase connectivity (pathways)
- Moving more people with less cars
- Move more people with less traffic
- More people moving with less roads (more transit) (HOV)
- Move as many people as we can with less vehicles
- Important is cars bigger sidewalks smaller roads
- Maintain / increase walkability / bike use in community and to other parts of city
- Maintain and improve active modes access along and across Shaganappi
- Maintain and increase pedestrian and cycling accessibility
- Opportunity increase connectivity for pedestrian and cyclist
- Opportunity to improve connectivity for cyclist and pedestrian
- Maintenance of pathways and snow clearing
- Priority overpass for pedestrians
- Pedestrian islands at corners need more space
- Varsity feels safe for walking but not next to Shaganappi
- Bigger sidewalks smaller roads
- Pedestrian & cyclist accessibility: improve!
- Consider the movements of kids, parents, seniors next to roadway across roadway

- Users who are not driving need to be prioritized by considering where they are going to from within the community
- Making streets, or pathways more child friendly – safe (teen, senior) friendly pathways for walking and cycling
- Bike and pedestrian bridges over Shaganappi at Hospital
- Cycling on Shaganappi is scary for drivers
 - Cyclists need separated from the traffic with concrete
- Cycling needs to be separated
- Put cycle path onto side street through constrained section
- Green space and cycling path could be added to accommodate widening
- We need both bike lanes and driving lanes, but must be clearly marked and safe to travel on
- Create separated cycle tracks
- Drivers slow to adapt to new bike lanes and cyclists, markings are confusing
- Bike path on only one side
- Segregated bike lane
- How can we separate bikes from pedestrians
- Change culture – increase biking
- Create environment to increase exercise (Banff → Canmore pathway)
- Connecting the bike routes would make them much more accessible
- Bike routes are not as direct as they could be
- Inner city at this point great cycling in, around and through
- River access by bicycle – getting around or across Shaganappi needs more consideration
- Cycling routes dump into parking lots without any infrastructure for bikes, strollers, pedestrians. The lots don't feel safe
- Cycling path near Children's Hospital unfinished (is this City property?)
- What if we had bike share
- Would like to see cycle infrastructure locks, paddocks
- Reduce rates on transit for large employers and major centres
- Increase bus access to employers
- Not sure about Shaganappi as a bus route (is LRT the collector)
- Great school access-less busing needed
- Market Mall – hub → transit
- Not enough buses through Shaganappi
- Increased capacity on LRT (4-car trains, extensions)
- Transit ok – earlier / later bus parking at station
- Increasing through opportunities on transit is very important
- Buses to downtown direct and general transit improvements
- Needs area bus that connects area amenities together
- Transit and HOV do not have direct routes from amenities within the area
- Transit in the area doesn't circulate around the community rather only on the edges
- Path to LRT not maintained during winter
- Improve the transit system before densification
- What cycling, pedestrian, transit places are missing
- Make it quicker, easier – more likely to use

Safety

- More lanes and more traffic will also further impact safety
- Wants to improve safety
- Current or better levels of public safety
- Opportunity to increase safety
- Young families with children are moving into Varsity – safety
- Pedestrian safety (overpasses pedestrian priority)
- Safety (pedestrian)

- Safety for pedestrians and kids
- Safety for all users – pedestrian, cyclist, transit
- Pedestrian and bike safety is important and should be improved
- Improve safety on Home Road and 32nd Ave
 - Roads that parallel Shaganappi for both cyclist and traffic
- Safe cycling and pedestrian access through community
- Safe cycling and pedestrian crossing of Shaganappi
- Increase safety pedestrian and cyclist (crossing)
- Safety improvements for pedestrians, cyclist, transit stops (poorly located) and vehicles

Property

- Minimize residential impacts
- Impact on property
- Home (adjacent to Shaganappi)
- Save homes

Other

- Division of Community resources
- Division of community resources, schools, day cares
- Aesthetics and open spaces
- People most affected by noise barrier (people facing Shaganappi) DO NOT want one
- Noise (Edgemont)
- Be selective about use of sound barriers
- Preserve the quality of living: land, transit, that already exists Connector routes were voted down 3 years ago
- Snow clearing in the winter is not reliable
- Environment
- Gondola?
- Leisure + destination oriented
- Increase in condo towers
- Large employers
- Many people don't live near employers (shift employees)
- More condos and employers
- Abundance of amenities and services don't want Shaganappi to be a barrier to access
- Maintain amenities
- How close are amenities → smaller shopping can be better
- How incorporate large employers into transportation community
- Area is well treed with mature trees and parks
- Worry about Shaganappi becoming a barrier
- Cannot give confident details and decision without knowledge on homes to be impacted and consequences
- Cannot provide detail comments without specific knowledge on homes impacted
- Clarity on west campus before Shaganappi
- West Campus (considered in future plans)
- “All the facts” based decision making
- Don't think the area around Brentwood Station (uni city) got enough community engagement before implementation
- Interest not limited to direct residents → impacts others
- Planning – whole city

Topic #2 – Travelling across, within and along the Shaganappi Trail Corridor Study Area

- 1. 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.), using Shaganappi Trail?

Traffic and Roadway

- Driving within community is fine
- Leave Varsity and Shaganappi the way it is
- Leave Varsity near Market Mall high congestion during peak times
- Roads being closed and limited already
- Growth of high-rise communities are closing roads in the neighbourhood
- Restrictions are focusing cars to collector roads
- Already seeing restrictions on access to/from neighbourhood to commuter
- Roads are already getting too small and too restricted putting more traffic on Shaganappi
- Size Shaganappi for use (too small or too large won't work)
- Reduce short cutting through existing communities
- Congestion on Crowchild Trail impacts on Shaganappi Trail
- Shaganappi and Crowchild intersection cannot get worse – very congested now
- Traffic issues on Crowchild directly impacts traffic issues on Shaganappi Trail
- Crowchild Trail and Shaganappi Trail should be looked at together
- No lights at Crowchild and Shaganappi across the bridge (e.g. Clover leaf)
- No lights along Shaganappi north of Crowchild and maybe 32nd Ave
- Congestion is night and day worse than in the morning. There isn't much congestion in the morning.
 - It's like that to avoid Crowchild Trail
- Congestion in/out of community
- Cars backed up from Crowchild past 32nd Ave
- Switching lanes during congestion is an issue
- Intersection are overcapacity (appear)
- Width of intersection speed of cars
- Timing of lights at Varsity Drive/Shaganappi Trail doesn't turn green fast at night
- Light timing at Varsity is an issue
- There are traffic signal and congestion issues on 49 Street N.W.
- Limited access to Children's Hospital off Shaganappi
- Traffic volumes are too high around Market Mall – peak times especially
- Queue lengths at Market Mall
- Making lefts
- Want better turn lanes / lights
- Speeding a problem at night – noise as well
- Speed on 40th (improved signage)
- Convenience to services/destination
- Clearing of Shaganappi during winter is an issue for commuting
- Additional residential development impact on traffic congestion

Walking, Cycling and Transit

- Like that pedestrian can walk at grade across Shaganappi
- Crossings are critical
 - Prefer overpasses
- Walking across Shaganappi at Varsity Dr. especially for students and seniors (poor pedestrian overpass and location)
- No additional sidewalks, paths, etc along Shaganappi
- Pedestrian access easier on east side
- Crossing Shaganappi can be intimidating could use a pedestrian overpass that can take a trailer for kids
- Crossings for pedestrians
- Pedestrian overpasses that have access for kids, trailers, scooters (may not be as desirable as

- crossing at grade for seniors)
- Crossing (at grade or *over) needed west of Childrens - *preferred
- Time to cross Shaganappi at intersection too short! (Varsity Drive) (demographics) kids & elderly
- Need continuous pathways and connectivity
 - ie. 42 – Home Road – 32nd
- Too much jaywalking
- Varsity feels safe while walking
- Separate cycle lanes divided by barriers > separate European model
- Separate pedestrian trails/pathways
- Pedestrian and bike not direct to river or parallel Shaganappi
- Montgomery to the Hospital on foot or cycling dangerous
- Blind spots at 40th and 32nd (not built for pedestrians or cyclist)
- Trail available for cyclists south of 32nd ave.
- Currently winding through community on bike – no direct routes within the community
- Disconnect with biking facilities
- Cyclists need designated area off Shaganappi
- No need for cycling path along Shaganappi (no room) other options elsewhere
- Bike path from mall to Edworthy Park is needed
- Already school zones and bike lanes making people use Shaganappi more
- Only cycle on Shaganappi if separate bike lane
- People are walking and cycling more on the “goat paths” than the formal pedestrian and cycling paths. The desire lines don’t match the formal facilities.
- Crossing Shaganappi: improve intersections
- 32 Avenue is not pedestrian friendly through the area
- No sufficient cycling facilities
- Cycling facilities
- Cyclists need designated area off Shaganappi
- Currently winding through community on bike – no direct routes within community
- Bike path from mall to Edworthy Park is needed
- Unsafe for cyclists to cross Shaganappi
 - Worry for kids
- Only cycle on Shaganappi if separate bike lane
- Not enough buses in the area
- Direct bus access to Foothills Hospital and University from Varsity
- Need a circle route bus that can take people around the community
- Buses don’t stay out late enough and aren’t early enough
- There is no parking at transit station so people can’t park and ride
- Access to transit stops is fine
- No 3rd lane for HOV
- Are HOV lanes ever used. Can we/will we police them?
- Transit stops on Varsity Drive in poor locations

Safety

- Safety for all users (pedestrian, cyclist, transit, vehicles) at Varsity Dr.
- Safety issues for pedestrians crossing Shaganappi
- Safety from eastbound Crowchild south onto Shaganappi
- Across Shaganappi
- Unsafe for cyclists to cross Shaganappi
 - Worry for the kids

Other

- Views and green space
- Noise attenuation – reduce volume of traffic
- How do we know what the balance between local and macro needs

- Parking
- 2. What are some of the key transportation issues for people who use Shaganappi Trail to travel to destinations outside of the study area (e.g. Downtown as part of their daily commute, etc.)?**

Traffic and Roadways

- Signal timings
- Signage for speed
- Drivers are under speed limit due to timings
- 16 Ave interchange and Shaganappi – crossing 2 lanes of traffic during rush hour, busy
- Congested at memorial
- Interchange configuration
- During peak hours – need better connections Bowness westbound and Shaganappi north
- Traveling eastbound on Varsity drive to northbound Shaganappi no left turn lane
- Concept 1 - Make Shaganappi free flow take out turn at Valiant Dr. time restrictions
- Access from south bound Shaganappi to east bound Valient Drive remain intact, but reviewed for safety and optimization
- Longterm need to plan for exits to Shaganappi Trail for residents west of 53rd street along Varsity drive and 40th and 32nd
- Left turn onto 40th Ave eastbound off left Shaganappi southbound – need turn signal!
- But if this occurs, 40th Ave eastbound could/would become a short-cut if traffic on Shaganappi is slow
- Some concern with increase traffic increase noise
- Southbound to Children’s very difficult
- Look at downstream flow (16 Ave & Parkdale Boulevard) to mitigate congestion
- 37th Street and 32 Ave very congested
- Dangerous connections from Shaganappi
- Happy getting outside community by driving EXCEPT for Shaganappi and Crowchild intersection
- Market Mall
- Mall traffic backs up Shaganappi
 - want better turn lanes – lights
- Traffic volumes are too high around Market / peak times espec.
- Queue lengths at Market Mall
- Easy access out of city

Walking, cycling and Transit

- Must have separate bike and pedestrian lanes – safest
- Want better route from mall to Edworthy Park for pedestrians and bikes
- Pedestrians and bikes have no safe connections

- 3. Thinking about the issues discussed, how can future plans for Shaganappi Trail help improve transportation for all users, including people who walk, bike, take transit or drive along Shaganappi Trail?**

Traffic and Roadways

- Improve signal timings
- “Flow” are lights timed (Quebec has signs go speed and hit lights)
- Are distance going to prolong light signals? Long lights are problematic for those walking.
- Additional lane to Market Mall from Crowchild would be nice
- Improved convenience
- Staged crossings? (half crossing lights)
- Is widening best option? 1 lane each way plus turning lanes
- Can traffic be diverted to Crowchild?

Walking, cycling and transit

- Pedestrian friendly intersection
- Sidewalks to both malls and sufficient size
- Safe crossing to west campus
- Pedestrian overpass at Varsity Dr. and 32nd Ave
- Adaptive crossing for hearing / sight impaired people
- Concept 1 - Barriers between cyclists/pedestrians and vehicle traffic
- Moving pedestrians and cyclists off Shaganappi
- More accessibility for pedestrians and cyclists
- Clearer markings for pedestrian/bike signage
- Bike path
- Bicycle facilities lacking to get out of study areas
- Cycling from University to Market Mall needs to be improved
- Designated bike lanes on side roads
- Need more buses direct to downtown
- Bus terminal at market mall
- HOV would improve
- BRT
- To keep free flow keep transit off Shaganappi
- Signage and wayfind (HOV/bike lanes) especially if behavior needs to change

Other

- More trees
- Aesthetics and open space
- Aesthetics (fences, paving) green space, trees
- Preserving open space and green space
- Noise wall along all of Shaganappi
- Concept 1 - Sound barriers
- Noise levels (same or reduce)
 - Stopping and starting
 - No increase in noise along Shaganappi corridor
- Noise
- Retain – Varsity community peace (quiet); walkability; speed limit of 50km on 40 Ave

Topic #3 - Evaluation – categories and criteria

Note: in order to accomplish the objectives of the study, the technical requirements must be met. However, we are seeking your ideas and feedback on the evaluation categories and criteria for consideration.

1. What evaluation categories and criteria are most important?

- Cost x2
- Noise x2
- Walkability x2
- No one loses their property
- Conserve residential properties
- Measure of success is to preserve the quality of life for the residents in the communities
- Pollution
- Environment
- Traffic volumes due to densification
- Everything under traffic especially at Varsity Drive
- Traffic/signal timing along Shaganappi
- Keep traffic on Shaganappi
- All users – cyclists, pedestrians and transit users not just vehicles
- Pedestrian and cyclists improved access

- Maintaining and increasing pedestrian accessibility
- Maintain and increase pedestrian and cycle access
- Trees / greenery to minimize look of roadway
- Public transit improvements
- No HOV on Shaganappi
- Aesthetics of Shaganappi
- Safety

2. What evaluation categories or criteria are least important?

- Goods movement x2
- Pedestrians and cyclists accessibility
- Public transit

3. Are there any evaluation categories or criteria not listed that should be considered?

- Increased traffic