



25 Avenue S.E. LRT Grade Separation Study

Phase One: Education & Issues Scoping

Stakeholder Report Back: What we heard

Winter 2017

Project overview

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

Phase one engagement overview

The Engage Spectrum level for phase one of our engagement for this project is Listen and Learn, which is defined as, “We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas.” We will listen to and learn from the ideas and concerns of the community, as they relate to the study area. We will learn about community priorities, which will help us develop the evaluation criteria that will be used to assess options for grade separation and short-term improvements.

The engagement events and tactics for phase one included:

- An in-person open house held on Tuesday, February 28, from 5:00 – 8:00 pm at Repsol Sport Centre. 68 people attended the event.
- An online survey was available from February 27 through March 13 at calgary.ca/25avestudy where 45 people provide responses.
- The project team also participated in the Inglewood/ Ramsay Project coordination events on March 9 and 11, where we talked with 150 residents over the two nights.

At these events and online we shared project details, answered questions and asked citizens to provide us with their ideas and concerns regarding the project and to let us know how they want to be involved in the project moving forward.

What we asked

We asked citizens to share their ideas, concerns and community priorities through the following questions:

1. Within our study area, what ideas and concerns do you have? Consider things like pedestrian access or connectivity, safety, area redevelopment, the LRT crossing, etc.
2. Tell us what priorities are important to you. Your preferences will help inform the evaluation criteria.

3. Tell us how you would like to provide feedback on the study and receive project information going forward.

Citizens provided this feedback by:

- Filling out comment sheets;
- Filling out an online survey;
- Indicating their priorities for the study area by placing dots in a matrix (dotmocracy);
- Indicating their preferences for communication and engagement by placing dots in a matrix (dotmocracy);
- Writing on Post-it notes and placing them on a map of the study area; and
- Writing issues and concerns on Post-it notes and placing them on a display board.

What we heard

Feedback and input collected from the online survey, comment forms, map, ideas and concerns board, project map and dotmocracy activity was transcribed and organized into themes.

The top themes that arose out of all of the feedback received included:

1. Traffic flow

There were a number of participants who were concerned with traffic flow and that the existing conditions impede all modes of traffic (vehicular, pedestrian, bike). Participants indicated a need to allow for all modes, with concern being for pedestrian safety and offering suggestions for a walkway or a multipurpose path.

2. Optimization suggestions: signal light timing, dedicated turn lanes, traffic calming

Currently, signal timing doesn't allow enough time for people with mobility issues to cross the intersection safely. Also, signal timing can cause significant delays for vehicles traveling on 25 Avenue S. Suggestions were made to provide dedicated turning lanes to improve traffic flow. Traffic calming was requested to address speeding and shortcutting in the Erlton community.

3. Connectivity

Connection points for people walking, biking and driving were identified. Some suggestions related to connectivity are: improve connectivity at 24 Avenue S.W. to provide easier access to the Ctrain stations at Erlton and Stampede and making these subway stations (underground) in the future.

4. Revitalization of the area

Participants were interested in considering future developments in the area and their potential impacts. There was attention given to maintaining Reader Rock Garden accessibility as well as making use of the empty lots in the area.

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

Next steps

The project team is currently evaluating your ideas, concerns, community priorities and the technical data to create preliminary design options for the 25 Avenue S.E. LRT Grade Separation Study.

We will be returning to the community for phase two of engagement in spring 2017 to share these preliminary concepts and gather your feedback.

Important dates:

- Phase Two: Option evaluation open house
 - o Wednesday, May 24, 2017 – Repsol Sport Centre
- Phase Two: Option evaluation online engagement
 - o May 24 – June 5, 2017
- Phase Three: Sharing the final recommendation
 - o Fall 2017

Summary of input

Below are the high level themes and/or summary that emerged through all methods of collection on all the questions we asked through our engagement program. Each theme includes a summary and examples of verbatim comments in italics. Verbatim comments are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of your comment that spoke to a particular topic.

1. Ideas and concerns
 - a. Collected on the board and online

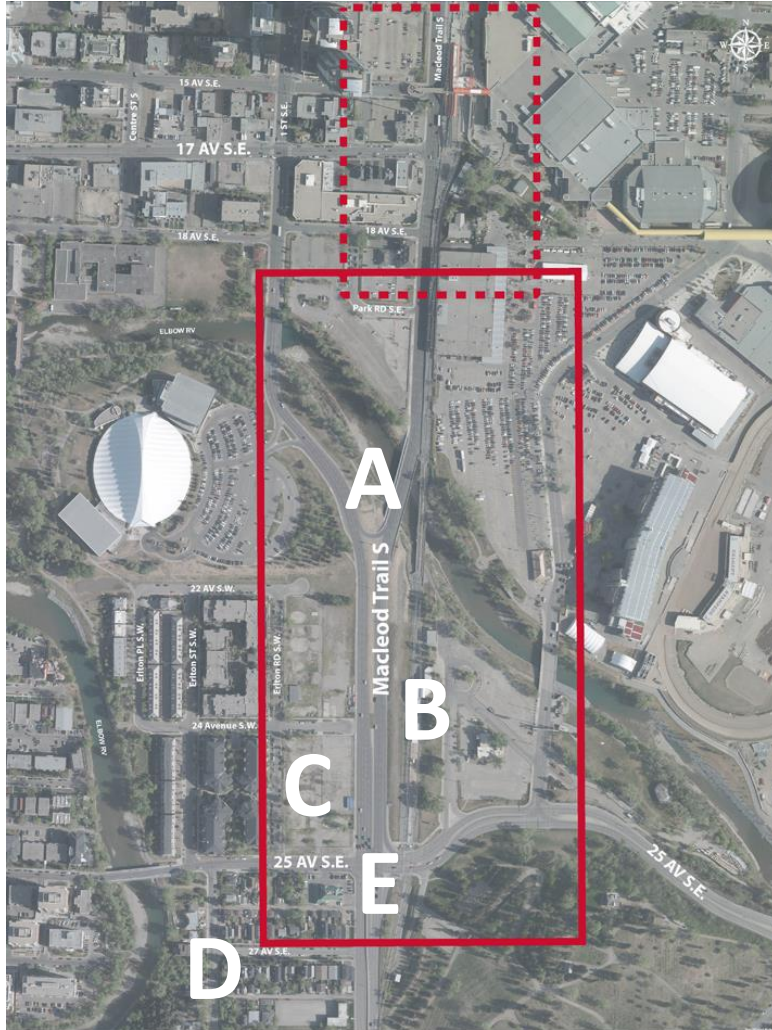
| Theme | Detailed explanation and sample comments: |
|---|---|
| Pedestrian connectivity and safety is important | <p>Citizens stated that pedestrian connectivity is important, that pedestrian safety is a concern and provided suggestions for improved infrastructure.</p> <p>Sample comments:</p> <p><i>“As a pedestrian: it takes forever to get a turn to cross”</i></p> <p><i>“I want an opportunity for a safe pleasant walk across Mcleod trail and also from Erlton station to places like the Reader Rock garden.”</i></p> |

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|--|---|
| | <p><i>“Basically I'd like to increase the walking and cycling friendliness of the intersection/25th av/macleod to city centre.”</i></p> <p><i>“Needs to be safer and more pleasant for pedestrians”</i></p> <p><i>“Improve pedestrian safety”</i></p> |
| <p>Traffic is a concern for the community</p> | <p>Citizens are concerned with traffic in the area. This included comments referencing traffic flow, accessibility, traffic signals, congestion, speeding, shortcutting, etc.</p> <p>Sample comments:</p> <p><i>“Do not allow vehicles to cut through residential areas!!!”</i></p> <p><i>“Concern about vehicle speeds on Erlton St and especially 25 Ave. slow down residential area signs”</i></p> <p><i>“Traffic congestion due to LRT makes it a challenge to get groceries and acces other amenities”</i></p> <p><i>“Improve traffic flow so wait at signal is lower”</i></p> <p><i>“As a driver: the train messes up the rotation so often that it becomes frustrating waiting for your turn from any direction at that intersection.”</i></p> |
| <p>Development impacts are a concern for the community</p> | <p>Citizens are concerned with the impact of future development on existing infrastructure.</p> <p>Sample comments:</p> <p><i>“Anthem Development traffic must be re-thought”</i></p> <p><i>“Minimize parking at Anthem Devop as TOD.”</i></p> <p><i>“The commercial development will compound the traffic.”</i></p> <p><i>“This is a bad intersection and with plans for further development it is going to get worse.”</i></p> |
| <p>Citizens would like an underground option for the LRT</p> | <p>Citizens stated they would like to see the LRT moved underground</p> <p>Sample comments:</p> |

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|--|--|
| | <p><i>“Would prefer the LRT underground”</i></p> <p><i>“At 25 Avenue SE the LRT trains should be passing by in a tunnel so that it is not at grade with vehicles driving on 25 Avenue SE.”</i></p> |
| <p>Bicycling accommodations are important for the community</p> | <p>Citizens stated that they would like to see added/ improved bicycle accommodations</p> <p>Sample comments:</p> <p><i>“Provide room for cyclists on 25th Ave on both sides of MacLeod”</i></p> <p><i>“Improved cycling connectivity is important”</i></p> <p><i>“Bike path and pedestrian path made friendly for connection to mission”</i></p> |
| <p>Access to/ from the Repsol Sport Centre is important to the community</p> | <p>Citizens stated that they have concerns with the current access and egress to the Repsol Sport Centre and would like to see improvements.</p> <p>Sample comments:</p> <p><i>“Difficult for Ramsay residents to access Repsol”</i></p> <p><i>“Access in/out of Repsol challenging and can be confusing”</i></p> <p><i>“Can the exit out of Repsol be improved?”</i></p> <p><i>“Better bike access to Repsol”</i></p> |

b. Collected on the Study Area Map – in-person and online

Below is a summary of the high level themes of ideas and concerns that were provided to us on the study area map in-person and online. Themes are categorized by specific locations.



General (Non-Location Specific):

Ideas:

- Improve pedestrian and cycling connections
- Add bike paths and improve sidewalks
- Expand study area in all directions
- Improve traffic flow

Concerns:

- Traffic congestion
- Signal timings
- Pedestrian safety
- Community access
- Impacts of redevelopment

A. Repsol Sport Centre/ River Pathway

Ideas:

- Improve access to and from Repsol Sport Centre

Concerns:

- Pathway flooding

B. Erlton Station

Ideas:

- Improve connectivity to station

C. Anthem Development Site:

Ideas:

- Build pedestrian bridge sooner

Concerns:

- Increase in traffic volume from development
- 24 Avenue S. access to Macleod Trail

D. Erlton Community

Ideas:

- Traffic calming measures

Concerns:

- Traffic issues
 - o Short-cutting
 - o Congestion
 - o Speeding
- Community access (east to west)

E. 25 Avenue S.E./ Macleod Trail Intersection

Ideas:

- Dedicated turning lanes
- LRT underground
- Roundabout
- Improve sidewalks
- Improve east – west travel

Concerns:

- Signal timing and delays
- Congestion
- Maintaining access to Reader Rock Garden

2. Understanding Community Priorities

Citizens were asked to provide us with their top five priorities.

| Tell us what priorities are important to you. Your preferences will help inform the project evaluation criteria | | | |
|--|-----------|--------|-------|
| | In-person | Online | Total |
| Pedestrian Accommodation | 29 | 55 | 84 |
| Improve Vehicle Travel Times | 22 | 37 | 59 |
| Bicycle Accommodation | 20 | 33 | 53 |
| Public Transit | 12 | 40 | 52 |
| Traffic Safety | 13 | 33 | 46 |
| Community Connectivity | 19 | 22 | 41 |
| Urban Character/ Aesthetics | 16 | 23 | 39 |
| Emergency Access | 16 | 16 | 32 |
| Environmental Impacts | 11 | 13 | 24 |
| Universal Accessibility | 11 | 9 | 20 |
| Optimizing Redevelopment | 6 | 9 | 15 |
| Construction Costs | 2 | 10 | 12 |
| Improve Truck Travel Times | 0 | 3 | 3 |
| Other: Eliminate Erlton Cut-through traffic when cars seek to avoid dysfunctional 25th Ave Light | 3 | | 3 |
| Other: Shortcutting | 3 | | 3 |
| Business Access | 1 | 1 | 2 |
| Other: Connections to green spaces and parks | 1 | | 1 |
| Other: The Reader Rock Garden and Union Cemetery are of unique historic interest as well as areas of great beauty. | | 1 | 1 |
| Other: Traffic Signals Removed and LRT Signals all Removed and Separated | | 1 | 1 |

3. Communication and Engagement Preferences

Citizens were asked to provide us with their top five preferences.

| Tell us how you would like to provide feedback on the study and receive project information going forward | | | |
|--|-----------|--------|-------|
| | In-person | Online | Total |
| Open House | 30 | 33 | 63 |
| Online Survey | 3 | 45 | 48 |
| Website - Calgary.ca | 7 | 37 | 44 |
| Project Emails - City of Calgary | 11 | 26 | 37 |
| Attendance at Existing Event within Community | 18 | 14 | 32 |
| Community Association Newsletter | 12 | 18 | 30 |

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|--|----|----|----|
| Social Media - Facebook | 9 | 18 | 27 |
| Project Emails - Community Association | 15 | 8 | 23 |
| Pop-up event within community | 6 | 16 | 22 |
| Social Media - Twitter | 6 | 15 | 21 |
| Online Mapping Tool | 6 | 14 | 20 |
| Website - Community Association | 9 | 8 | 17 |
| Other: House to house consultation. | | 1 | 1 |

Verbatim comments

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

| In-person: Ideas and Concerns Board |
|--|
| Make it easier for pedestrians to get to the train! |
| concern with congestion caused by proposed traffic light for Anthem Development |
| encourage movement out of Erlton not in |
| Don't let cars cut through residential streets i.e. Erlton St is a raceway |
| Cycling & Ped access across Macleod should be fast and easy |
| no dedicated right turn on red from eastbound 25th to Macleod South |
| make sure there is safe access for pedestrians (??) the anthem bridge may never happen |
| Concern about vehicle speeds on Erlton St and especially 25 Ave. slow down residential area signs |
| Anthem Development traffic must be re-thought |
| Need pedestrian crossing |
| Yes ... and allow dedicated left turn to North bound Macleod at the same time |
| Minimize parking at Anthem Devolp as TOD. Light controlled intersection should be a traffic circle |
| Underpass 25 Ave below LRT and macleod |
| How will traffic heading west from Ramsay be impacted during construction, considering proposed changes and elimination of 8th Street and macdonald bridge |
| 25th Ave should be "buried" (tunneled) past bridge to past stampede so as to increase pedestrian bikes passage over 25th Avenue |
| Minimize delays for residents of Erlton/ Lindsay Park both pedestrians and motorists |
| Barrier to protect pedestrians from Macleod NB SB traffic in case of jumping curb |
| Do not allow vehicles to cut through residential areas!!! |
| Make it as beautiful as possible. We don't want a concrete monstrosity! |
| Cars over existing c-train rails/ tunnels |
| Deter traffic shortcuts in Erlton |
| Bike access and storage in Area (improve biking along macleod) |
| access to LRT station from south at 25 Ave |
| concern for access to Reader Rock Garden off (park) 25th Please Maintain! |

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| Long pedestrian connection from Erlton Station to Repsol. Sidewalks not always cleared. |
| More space for pedestrians and bikes to cross mcleod Trail |
| can sidewalks in area be upgraded to MUP for bike access? |
| consider pedestrian connectivity to LRT and tunnels. Bridges don't encourage pedestrian use or walking detours. Consider Chinook underpass and 2 bridges. |
| Traffic congestion due to LRT makes it a challenge to get groceries and acces other amenities |
| Groceries are in Mission |
| Travelling WB on 25 ave & turning SB onto Macleod Trail is easier than travelling EB on 25 Ave. Improve EB travel on 25 Avenue across Macleod Tr |
| IC option to be looked at |
| Raise macleod Trail to improve intersection |
| City wide transit safety issues at grade crossings are not safe |
| Tough place to cross for pedestrians and bikes during stampede |
| Left turns get stopped for no reason when LRT is there |
| Need to accommodate pedestrians |
| Pedestrian accessibility is important. Highly used ped corridor |
| Needs to be safer and more pleasant for pedestrians |
| Improve traffic flow so wait at signal is lower |
| Would like to travel along 25 Avenue to connect to the pathways via bicycle |
| Improve traffic operations at 25 Avenue and Macleod |
| Access to services in Anthem Development is important |
| Would be nice to have an overpass at 25 Avenue and Macleod Trail |
| Whatever solution is cheapest over or under doesn't matter |
| Most cost effective way to grade separate is the most important |
| Takes too long to cross Macleod Trail for pedestrians |
| Better traffic flow through the intersection |
| Would prefer pathways over onstreet bike facilities |
| Please fix this intersection before impacting other inglewood/ ramsay access points |
| Better bus access to Erlton Station more buses so station is used |
| Will they have a community shuttle from Mission to Erlton Station |
| Improved cycling connectivity is important |
| Lighting at night is bad at Erlton Station |
| Access to the community is important for Inglewood and Ramsay |
| Would prefer the LRT underground |
| Will there be a community bus to the Anthem Development |
| Prefer underground to improve the flow of traffic |
| Improve pedestrian safety |
| Difficult for Ramsay residents to access Repsol |
| Access and egress to Repsol is a concern and parking |
| Can the exit out of Repsol be improved? |
| Better access to Repsol for Ramsay residents |

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| Better bike access to Repsol |
| Would like to see cycle track on 1 Street SE |
| Access to Repsol NB on Macleod Trail slip road |
| Keep future connection between Anthem Development and LRT Station |
| Build the project earlier rather than later |
| Crossing to/ from Macleod Trail is very important |
| Put 25 Avenue over LRT and macleod trail put roundabouts at the connections on either side East and West |
| Bike connections East to West |
| Put it underground! Calgary cant be cheap anymore |
| Would be great if the LRT line is grade separated |
| Prefer LRT underground |
| This area should be fixed before the Blackfoot Connector is built |
| We avoid this mess via 12 Ave |
| Alternate route for 25 Ave is 12 ave |
| Access in/out of Repsol challenging and can be confusing |
| Underground is preferred... intersection via car crossing MacLeod is very challenging # of trains |
| Bike path and pedestrian path made friendly for connection to mission. 17 avenue |
| Keep but improve a North bound access from Repsol |
| More signs to inform peds about train crossing |
| Ped and bike connection along 25 Avenue |
| Above ground preferred |
| Underground is preferred |
| Below ground |
| Below ground is preferred |
| Underground is preferred |
| Above or below just do it! |
| Great job! Looking forward to see the project built |
| Any grade separation would work |
| 1. Concern about turning east on 25 Ave from Erlton Rd. At times there is a delay. We had heard there would be a light. The commercial development will compound the traffic. 2. I would suggest there be a dedicated right turn lane from eastbound 25 to southbound MacLeod. 3. Has the city considered controlling the trains with traffic signals like they do downtown? |
| Online: Ideas and Concerns |
| Any disruption at this intersection will force traffic elsewhere for the duration of the disruption. Will 3rd St. thru Stampede be used or will this be forced thru Spiller Road again? Open houses are not an effective way to get conversations started within a community. City collects info and it seems to fall into a hole somewhere. |
| As a pedestrian: it takes forever to get a turn to cross. As a driver: the train messes up the rotation so often that it becomes frustrating waiting for your turn from any direction at that intersection. |

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| At 25 Avenue SE the LRT trains should be passing by in a tunnel so that it is not at grade with vehicles driving on 25 Avenue SE. |
| At the moment crossing Macleod by foot at the 25 AV intersection feels very precarious. Cars wizzing by with no protection should someone jump the curb. Some form of barrier would be welcomed. I'd like to see this site maintain it's street access friendliness. Unless you take the bus going to the main building w/ escalator access to/from the West/Mission Area isn't very convenient. The street level access at the south end is lovely. Basically I'd like to increase the walking and cycling friendliness of the intersection/25th av/macleod to city centre. |
| Bike lanes and or cycle tracks. Redevelopment of surface lots. Better pedestrian connections. |
| Biking access across Macleod Trail is dangerous and difficult. Many busy biking trails in area (Elbow River pathway) but no access provided across Macleod. Need a bike lane along 25 ave and demarcated crossings at Macleod. Bike lane should start on West where Elbow River Pathway meets 25 ave and continue East up 25 ave to link with Elbow River Pathway East of Stampede access road. Need to improve pathways on Elbow River Pathway North of Repsol. Currently paths are flooded quite often and the only detour is to head North to 17 ave where there is a crosswalk. This is 250 m in each direction! |
| Concerns: pedestrian connectivity and safety. Idea - buy the lot at 25th and Macleod for a space allowance for intersection expansion. Long waits for traffic at any times near peak. Traffic sometimes backed into LRT tracks at the lights going westbound. |
| currently pedestrian access is not ideal as light takes too long to change in favour of the pedestrian and then it turns back to red too quickly. |
| dscdcd |
| Ensure LRT travel times are improved or maintained. Access to station by customers should be improved. Remember that traffic signal choices delay pedestrians at intersection of 25 Ave SE and MacLeod, not LRT. Pedestrian, cyclist and transit priority should be the focus of the project. Slow down traffic and reduce priority for traffic to accomplish this. MacLeod volumes have been decreasing for years. Residents and visitors to the area come here by walk, bike, transit. This study should be combined with the Stampede Station study to the north for efficiencies and coordination. |
| Hilarious, if anyone requires further evidence how this fake-consultation is skewed to promote council's agenda, note what is in brackets in this question. THIS is the written form of what is more commonly objected to in courtroom: leading question. Obviously, and most Calgarians (those who aren't actually responding to this fake-consultation) would say that north-sound Macleod trail congestion is the primary problem and the obvious solution is overpass for 25th ave. |
| I drive Macleod Tr north into downtown everyday. The only concern I have regarding this crossing would be when one train goes through stopping the east/west traffic, then the bars go up and allow traffic and within seconds it seems another train goes through stopping traffic. Going into downtown this is great as the north south lights are often green for long periods of time. I understand train times couldn't be exact but could a sensor not tell if another train is coming within a number of seconds and just leave the bars down? |
| I want an opportunity for a safe pleasant walk across Mcleod trail and also from Erlton station to places like the Reader Rock garden. |

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| I would like to see the free fare zone extended to this area, and perhaps build a pedestrian overpass at Erlton station to get into the mission area. |
| I would love for this area to be more pedestrian friendly. Crossing McLeod from the train is scary on foot! And you better be fast! I wish the sidewalks were bigger and there was more to do in that empty lot. |
| I'd like to see the east part of 25th ave closed off from Macleod trail to 2a st SE. The grade separation of the LRT could be achieved this way very affordably. You just need the political will. |
| improve bike access across macleod trail and area; improve traffic wait times at the intersection of 25 ave and macleod trail; maybe make the cars a priority to the lights, not the train; improve access into the stampede grounds, you walk a long way around to get into an entrance sometimes; |
| It can be very dangerous for a pedestrian to cross Macleod trail while the signal lite for a pedestrian to cross. This is especially if one crosses and vehicle drivers are turning left. The speed of many vehicles is very high. |
| LRT crossing, no crosswalk/pavement along 25th ave towards Dartmouth Road |
| LRT needs to go below grade or above grade from traffic. Pedestrian and bike pathways need to seemlesly transition and grade separation following, as they currently are, through their own ROW in an uninterrupted manner. This means no added crossings , lights, delays. The pathway should pass through the area unobstructed. |
| Need a grade seperation at Macleod tr / 25th Avenue |
| Pedestrian access to Ramsay. Better bicycle access. More aesthetically pleasing. Not a concrete jungle. Greenspace wherever possible. |
| Pedestrian access. LRT crossing. Environmental impact |
| Pedestrian safety crossing McLeod trail on 25Av |
| Pedestrian safety, smooth traffic flow |
| Pedestrian safety: the 25th Ave / Macleod Trail intersection is daunting for pedestrians to cross at any time, but more so during peak travel times when vehicles use Macleod Trail like a freeway. It would be great to see the area redeveloped with improved safety for bikes and pedestrians, and more business/residential in the large empty blocks might create a sense of community continuity, eliminating the giant dead zone that separates Erlton/Mission and Ramsay. |
| Please consider the extra time required for seniors with walkers or canes to cross the intersections. |
| Please don't rely on the Ramsay Community Association to engage the residents of Ramsay. The Board of the Community is only concerned with keeping all info to themselves without consulting the association members. |
| Right now nothing flows and no one (car, pedestrian, transit user, reader rock park user) can access anything easily or flow well |
| Safe pedestrian access, reduced pedestrian wait time, reduced vehicle wait time |
| The intersection of MacLeod and 25 Avenue SE is a nightmare. LRT and road traffic AT THE SAME GRADE = crazy. (One should go above or below the other.) |

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| <p>Pedestrian access should be via a bridge over MacLeod to eliminate pedestrian/road traffic/LRT conflicts.</p> |
| <p>The key multi-user infrastructure needs to still function during the Calgary Stampede. Currently, the river pathway on the Elbow is shut down for weeks in July, necessitating using the narrow sidewalk on 25th beside loud traffic, and waiting FOREVER to be able to cross MacLeod Trail safely.</p> <p>A MUP on the south side of 25th Av. would enhance access to Reader plus provide an alternate safe bicycle passageway directly into Ramsay. Currently 25 Av. is a speedway between the Dartmouth Rd. roundabout and McLeod Tr., with challenging connections for anything other than a car.</p> <p>If the LRT could be cut and covered, the Stampede could be better integrated into the community rather than being the virtual fortress that it is currently.</p> |
| <p>The LRT crossing being so close to Macleod trail leaves cars stranded on the train tracks from time to time, or rushes cars to get into the turn lane to head north on Macleod trail, which puts pedestrians at risk.</p> |
| <p>The LRT is underground and comes up to grade for the Erlton and Victoria Park stations, then goes underground again to go downtown. It would make sense to consider making it stay underground over those two stops. The cost should be considered against avoiding the significant damage experienced in June 2013 in case of a future flood.</p> |
| <p>The LRT tracks and station must be put underground in order to maintain the aesthetics of the area (Reader Rock Garden and Union Cemetery). The owners of the Stampede Grounds have a golden opportunity to do something special for the area.</p> |
| <p>The terrible lights and crossings at 25th and Macleod that make rush hour hell for bike, car, and pedestrian traffic. Absolutely the WORST intersection in Calgary. Something has to be done about it, especially as one of the main entrances into Ramsay/Inglewood.</p> |
| <p>The traffic delays caused by the train LRT tracks cross over 25 Avenue S.E. Nothing but problems.</p> |
| <p>The traffic flow around relying station is terrible. I'm not sure why the tunnel was not extended a few hundred feet. I waited 7 minutes the other morning to go easy on 25th across Macleod. Only enough time for a few cars Each turn.</p> <p>Pedestrian environment is terrible. Not nearly enough time to cross east west. It is impossible to know when which pedestrian signal will change to let you cross.</p> <p>The whole area is devoid of human life. I'm not sure why calgary insists on so many one way streets. It's really a disaster. I hate Macleod.</p> |
| <p>The train should still be the priority! I don't want the train to go slow. I hate crossing Macleod. It's way to wide and takes forever to walk across. The project should consider removing travel lanes, for a transit only lane or a bike lane.</p> |
| <p>There are safety concerns regarding vehicles queuing over the LRT tracks while pedestrians are crossing. There are also delay issues in all directions at 25 Ave & Macleod Tr.</p> |

This is a bad intersection and with plans for further development it is going to get worse. The biggest problem is for traffic trying to leave Mission and Erlton being blocked by the train for long periods of time.

However, I am most worried that improvements to the intersection will lead to more traffic onto 25th avenue leading to more cutting through and traffic through the residential neighborhoods.

This can't all be about making cars move faster. The residential character of the Erton and Mission neighborhoods needs to be protected, no I'd go further and say it needs to be remediated as it's already been damaged by the addition of multiple traffic lights that speed traffic through which harms the neighborhood. Any proposal must have measures to limit access to Erlton Street and to 25th ave west of the bridge.

The Anthem development that is going to go here must be factored into the equation. Not to get cars in and out of it faster, but to manage most of the traffic on and off McLeod so that it does not impinge on the residential parts.

There would be a better solution to manage traffic on and off McLeod Trail to Repsol and Anthem if they worked together. Multiple access points for these adjacent facilities in this congested area does not make sense.

Unfortunately whoever designed this area did not do the obvious when the LRT line was built, that was to continue to tunnel under 25th Avenue. It still needs to be done, of course at a much greater expense. If you are coming from the west wanting to turn north onto Macleod Trail the wait times are ridiculous - for those coming from the east on 25 Ave. the light stays green often for about a minute even though there are no cars. This should be an easy fix using traffic actuated lights. It is time for Calgary to take a long term view of projects, the green line should be underground most of the way. Vancouver did it with their line to the airport, Calgary needs to do these things right the first time.

Would love to see a better way for pedestrians to get from Repsol centre to the LRT station. An overpass for cyclists and pedestrians would be great. Also, do not like how the part of the pathway is shut down during Stampede week.

In-person: Comment Form

If/ when there's construction that our house on 27 Avenue is easily accessible, that there's little disruption

Progress info appreciated

Contact through email is easiest

Traffic circles (minimize lights) - subway from MCL to mission road - new stations at Alberta Trade Centre, Mission Road and 50 Avenue (Latter 2 as replacement for 39 Street)

Traffic circles > lights. Subway > elevated > at grade. Prioritize pedestrians, cyclists and transit (in that order)

Is there any advice that you can provide? 1. Successfully bid on the Olympics. 2. Use billions of federal funding, to complete the above, Green Line, CalgaryNEXT and additional projects

Keep me in the loop

Do a Charette

Perhaps some effort could be made to synchronize C train with N-South traffic lights?? Perhaps during non-rush hours??

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| The intersection is on the flood plain; was flooded in 2013. How does that work with a tunnel for cars E - W? W to E on 25th Ave should have a right turn only lane. |
| Online: Study Area Map (Ideas and Concerns) |
| Build another intersection here for access to Erlton and LRT Station. Will slow traffic (a good thing btw, your engineers need reminder) |
| Macleod is too wide, overbuilt and dangerous to cross. Narrow lanes and remove as part of project. |
| DONT TEAR DOWN HOUSES FOR ROADS. That makes no sense. We've already lost enough of our inner city to cater to drivers. |
| Remove 25th east of Macleod. Add signal intersection here to allow for access to be replaced at fraction of cost or destruction of houses |
| Why do you need a crossing here with LRT at all? 25th overbuilt east of Macleod, send traffic N through stampede or S to 34 Ave SE |
| How are improvements being coordinated with Athem Properties development? Large influx of residents/shoppers coming. |
| Eastbound congestion often past Erlton St. Can the signal lights be altered to allow left turns when trains cross 25th Ave ? |
| Will traffic be directed to 3rd St on Stampede grounds or forced into residential area on Spiller Rd? |
| walkability/accessibility/connectivity |
| Pedestrian crosswalk only needed here because can't cross on south side of 25 @ Macleod. Walkways on both sides of bridge disrupts traffic. |
| Pedestrian crosswalk across Macleod Trail on the south side of 25th = less disruptive to traffic further west on 25th Ave and safer for peds |
| It's too bad this whole area is dead to human life. |
| When will something lively happen with this wasteland? And not just more condos with nothing at street level |
| The signal change cycle makes no sense. It appears there is no system as to how and when the lights change |
| Needs to be more clearly marked about how many cars can sit in front of tracks while waiting for light to change |
| Pedestrian signals take way too long to change and is poorly lit. Not enough time to cross road if elderly or disabled |
| Waited 7 minutes the other day for light to change to go east bound in the morning |
| Why was this not buried when the LRT was first built? The tunnel is so close. These tracks are a huge disruption at all times of day. |
| "SR" doesn't speak for majority. He/she like the one cyclist who might use it |
| Go back to old plan. Much better idea. New plan won't work |
| No wasteful bike lanes. Will never get any use. |
| Overpass for traffic desperately required. Anything less is a joke |
| Provide room for cyclists on 25th Ave on both sides of MacLeod |

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| Pathway underpass is closed due to flooding many times per year. Only detour is an extra 500 m (N to 17 ave & S back to trail). |
| Provide bike lane or MUP along 25 Ave. Missing E/W connection between Mission & Stampede/Erlton/Ramsay. Currently long detour around Repsol |
| Recommend a dedicated right turn lane to improve traffic flow and reduce the constant shortcutting on residential streets to the south. |
| When peds are crossing Macleod on the north leg, cars turning right onto Macleod (to head northbound) often become queued over the tracks. |
| Reader Rock Garden is legally protected by the City and the Province. |
| Easier and more aesthetically pleasing access for biking and pedestrians. |
| Better pathway detours when flooded. |
| Better connection and wayfinding from road to pathways and vice versa |
| Please have Anthem to build the pedestrian access between Erlton and the station at the beginning of the project, not at the end as planned |
| please don't open 24 Av to McLeod Trail as requested for the Anthem Development! It will make traffic worst |
| Having access through the Stampede towards Memorial would reduce the # of vehicles from the south driving through DT to get to Deerfoot |
| Sure would be nice if I didn't have to wait for 3 light cycles to be able to cross MacLeod... even better if I had sufficient time to cross. |
| The Stampede grounds are a virtual fortress, with limited access points. This makes east-west traversing from Mission or 17th Av. tough. |
| Adding a multi-user pathway on the south side of 25th would improve access to Reader and allow safe bicycle passage on 25th into Ramsay. |
| The key multi-user infrastructure needs to be designed to still function during the Calgary Stampede rather than being closed down. |
| When 25th is backed up impossible to exit this community to the east. |
| People leaving Talisman centre try to cross MacLeod tr to this u-turn. Very dangerous. Not many other options to get north. |
| EB 25th ave is the last in the traffic light cycle. Full cycle doesn't happen before LRT comes again. Have been here 25mins + (am rush hr) |
| Pedestrian access between Mission and Erlton to the LRT station should be more direct. |
| Improve pathway quality and width. Also enhance connections to C-train, and other bike infrastructure nearby. |
| ...and turning the top into a pedestrian/bike boardwalk/boulevard with retail/restaurants/culture destinations on one or both sides? 2/2 |
| What is the feasibility of cut and covering Erlton and Stampede stations (25 Ave tunnel to 12 Ave tunnel) 1/2 |
| Improve station connection from 25 Avenue. More bike parking and more attractive entrance area. |
| Improve station connection from River path. More bike parking. |
| Prime redevelopment land. Wasted as surface lot. |
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| Improve walking connection to Reader Rock. |
| Prime land for redevelopment. Should not be wasted as surface lot. |
| Cycle track or bike lanes on 25 Avenue S. |
| 5 Street SW cycle track extend to Elbow River. |
| Bike lanes on 2 Street SW |
| Cycle track on 1 Street SE to Bow River/Chinatown. |
| Vastly improved pedestrian and cycling infrastructure in the general vicinity of the project area. More connections, improved connections. |
| Future subway station, to service intensifying Victoria Park |
| Build station at 50th, eventually. |
| Extend project area south. Build subway station at mission road as replacement for 39th. |
| Complete rebuild as subway station (designed with flood events in mind). |
| Narrow this road as much as possible, improve cycling and pedestrian amenities |
| Roundabout at this intersection for traffic calming and in anticipation for further development (a light would make existing problems worse) |
| Expand the project Area north to include a Subway replacement for Victoria Park - Stampede |
| The lights are terrible. Long waits at times near peak. Hazards to pedestrians from traffic. |
| Grade separation can be achieved by trenching the station like how 45 st sw was done |
| I love someone else's idea to have bike lane access to downtown worked into the redevelopment plan. |
| I am sure that you have developed some options and have thought about what this intersection could possibly look like. c'mon now.. |
| Do something to ease the cutting through the residential streets in Erlton and Mission. |
| Bridges are very hard to ascend/descend when needing wheeled access (I.e. Knee Scooter or Wheelchair), especially in winter. |
| Would like to see bike lane intended for city centre access |
| I would suggest that build a bridge to and from at a Erlton Stampede station |
| Stampede Grandstand |
| Study area should include 25 Av west to Elbow River and east to Spiller Rd. Avenue is extremely unfriendly to cyclists and pedestrians. |
| In-person: Study Area Map (Ideas and Concerns) |
| Aligning 25 th Avenue along with river will impact the park/ pathway along the river. |
| Through traffic on 25 Avenue high priority for Ramsay / Erlton residents |
| Access into Repsol / Anthem Development from Macleod to be coordinated & discourage shortcutting through Erlton |
| Pathway needs repair work |
| Improve sidewalks |
| Priority for residents in area to minimize construction traffic as much as possible. Any 4 grade seperation ok! |
| Bridge underpass closed when water is high. Possible to provide accommodation that doesn't include a 450 m detour? Jaywalking across Macleod |

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| Westbound access from East of Macleod on 25 Avenue and travelling to Repsol Area is very difficult - very limited access |
| Train going from underground (south of Erlton) to elevated and back to underground (at 12 Ave) doesn't make sense. Keep train underground. |
| Area aesthetics are important |
| Important to protect Riverbank setback (Honor the legislated requirement for river protection from top of the riverbank) |
| Ped/ cyclist: path should be fixed frp, Spiller Road all the way to Macleod - dangerous with lack of snow removal and ice |
| Need to prioritize peds/ cyclists in this area particularly during stamped events |
| Realigning 25 Ave to connect further North will present traffic issues |
| Lets have some beautification here |
| Make more pleasant fir bikes and pedestrians |
| impacts of redevelopment |
| Left turn signal from 25th Avenue to Northbound Macleod when train gates are down (YES) |
| Provide a designated right turn lane from 25th to southbound Macleod |
| How about a traffic circle? |
| Speed in this area is ridiculous |
| Major parking concerns currently with Anthem going in. it will be even worse (Erlton Road) |
| If 25 Avenue (east side) is realigned it will start outside of the study area. |
| train below grade |
| Recommend not closing Spiller Rod since it will increase traffic @ 25 Avenue |
| Wider ped and cycle access |
| Stop traffic using 27 Ave as shortcut |
| I utilize the intersection as pedestrian, cyclist and a driver in Ramsay! |
| Short term improvements suggestion: Restrooms at Stampede/ Erlton Station. |
| Long term: it seems geology and hydrology constrain solutions |
| Improve connectivity between residential west of Macleod and park (Reader Rock Garden) |
| Should withstand 1:100 flood |
| Train should be in tunnel |
| Can we put a pathway in to connect pedestrians to 3rd Street |