



South Shaganappi Study Design Ideas Workshop & CAG Meeting #2

Stakeholder Report Back: What we Heard
May 9, 2016

Design Ideas Workshop

The purpose of the workshop was to work with neighbouring communities and the public to create potential design ideas for the study area. The workshop included two sessions: one in the morning for the adjacent community residents of Montgomery, Parkdale and Point McKay, and an afternoon session that was open to all Calgarians.

Participants worked in groups of 5-7 people. Each group had three project team members assisting in the design process: a facilitator, a note-taker, and a technical illustrator. The workshop sessions produced eleven different design idea drawings. In addition, participants also provided comments on the design idea drawings noting what they liked or did not like and why. Notes were also captured detailing each group's thought process and their considerations in designing the study area.

What we asked

Workshop participants were asked to:

- Work with fellow community members and the project team to develop a design idea for the study area that would address the table's needs, interests, and concerns
- Comment on the design ideas produced, noting what they liked or did not like about the ideas and why

What we heard

The project team reviewed the eleven design idea drawings and comments provided by workshop participants. During this review, the project team identified that nearly all the design idea drawings contained [six common design elements](#). For example, many groups noted a desire to change the junction at Shaganappi Trail and 16th Avenue N.W., to address the way traffic flows along 16th Avenue N.W., and to create better connections for people who walk and bike.

Review the [six common design elements](#).

For this reason, the project team decided to focus on elements rather than on individual design ideas to ensure they were working with the best representation of the community's input. In addition, during the initial technical review of the ideas, the project team identified technical elements they wanted feedback on.

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



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Community Advisory Group (CAG) Meeting #2

At the end of April, the CAG met with the project team to review the design and technical elements and provide input on them.

What we asked

CAG members were asked to:

- Suggest changes to the design and technical elements identified by the team
- Confirm that the design elements accurately represented the design ideas developed during the workshop
- Suggest additional elements

What we heard

The project team presented all the elements to the CAG who reviewed and refined them. The group helped the project team finesse the wording of the elements, and confirmed that the design elements accurately represented the community's design ideas. They also created an additional technical element.

These confirmed design and technical elements will now be posted in an online survey for further public input.

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

Next steps

Next steps include:

- ▶ The input from the workshop and CAG will inform the online survey, May 11
- ▶ The input from the workshop, CAG and online survey will inform the creation of several preliminary concepts
- ▶ These design concepts will be presented to the public for feedback this fall
- ▶ The input from the open house will help the project team develop short- and long-term recommendations for the study area that will be presented to the public and then to Council in 2017

Summary of Input

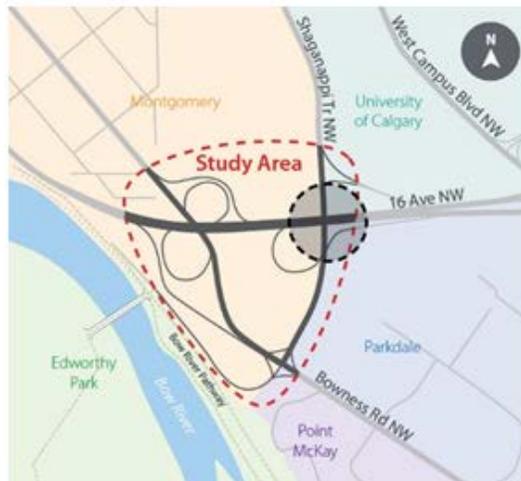
Design Elements

The project team noted six common design elements in the ideas that were generated during the workshop session.

Design Element 1

Change the design of the junction at Shaganappi Trail and 16th Avenue N.W. to improve safety and traffic flow for all modes of transportation.

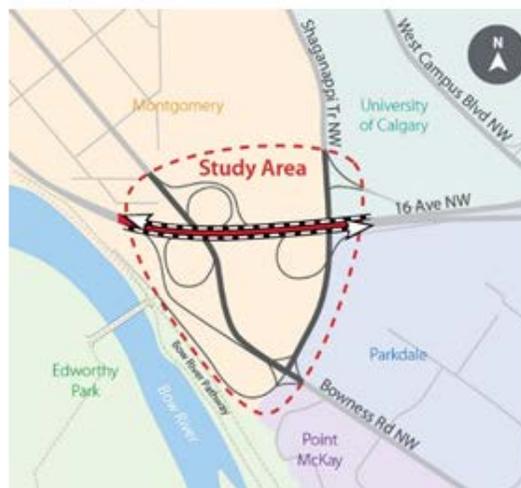
Modes of transportation supported by this element:



Design Element 2

Encourage people who drive to take 16th Avenue N.W. by revisiting the way the road functions within the study area.

Modes of transportation supported by this element:



Design Element 3

Improve access and reduce traffic volume and speed on Bowness Road to better accommodate people who walk, bike, and take transit.

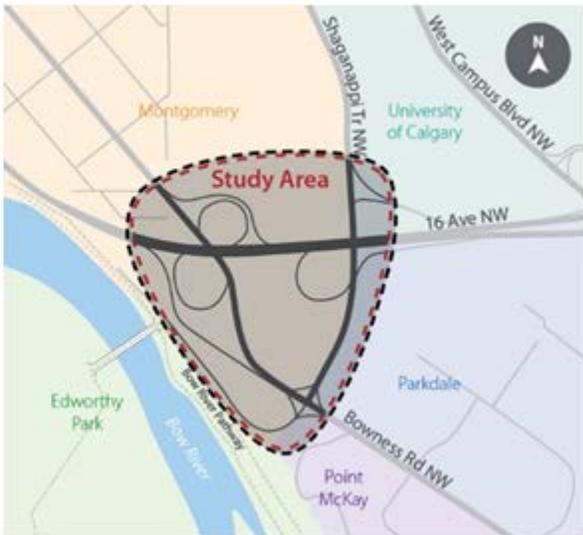
Modes of transportation supported by this element:



Design Element 4

Explore how land within the study area could be used to improve the area.

Modes of transportation supported by this element:



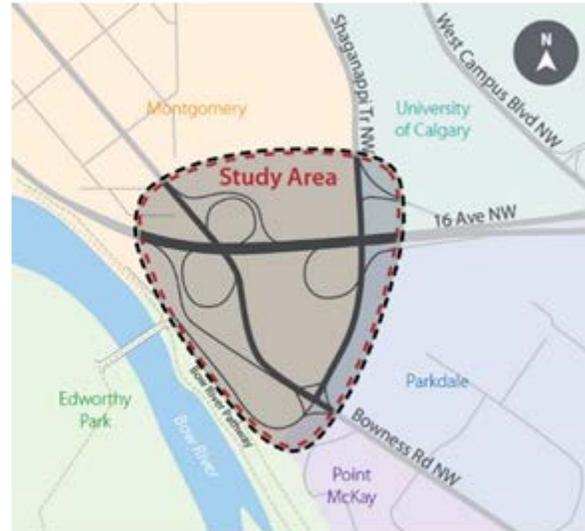
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Design Element 5

Design safe and efficient movement for all modes of transportation through any at-grade intersections that may be developed.

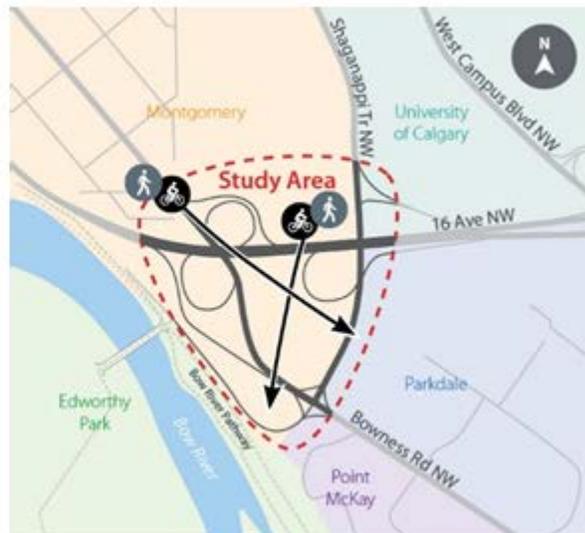
Modes of transportation supported by this element:



Design Element 6

Improve connections to surrounding communities, key destinations, and pathways for people who walk and bike.

Modes of transportation supported by this element:



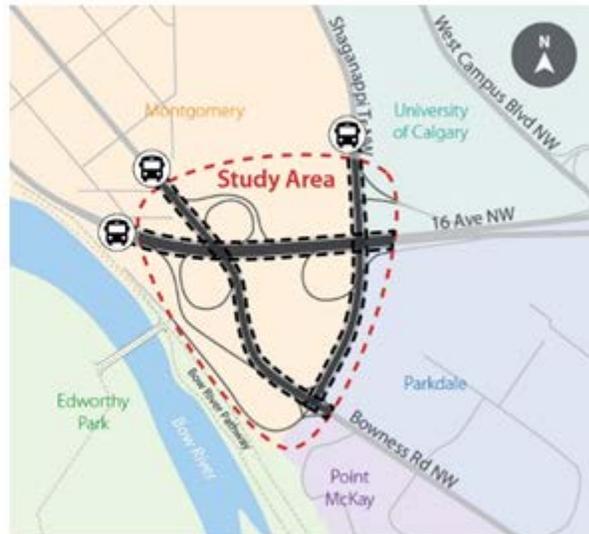
Technical Elements

After an initial technical review, the project team also identified four technical elements they wanted feedback on.

Technical Element 1

Improve access, amenities, and travel time within the study area for people who take transit and carpool.

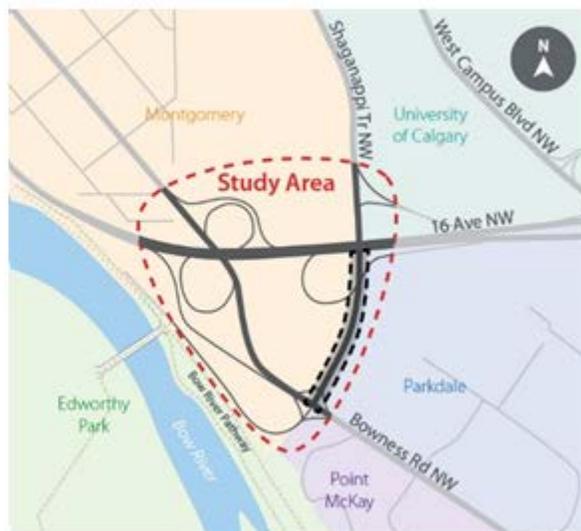
Modes of transportation supported by this element:



Technical Element 2

Change the role of Shaganappi Trail south of 16th Avenue N.W. to support local and community traffic on Bowness Road.

Modes of transportation supported by this element:



Technical Element 3

Change how the roads connect to draw the communities of Montgomery, Parkdale, and Point McKay together.

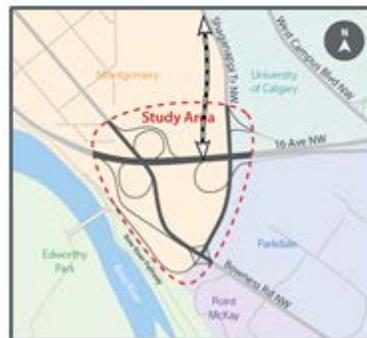
Modes of transportation supported by this element:



Technical Element 4

Realign Shaganappi Trail to reduce the footprint of the roadway and free land for other uses.

Modes of transportation supported by this element:

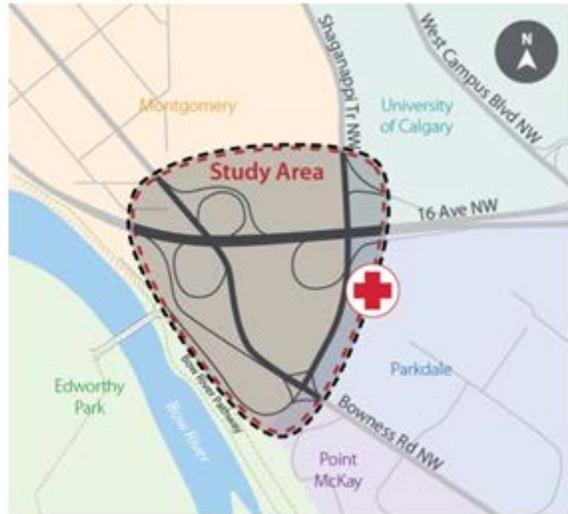


The CAG identified one additional technical element for inclusion in the online survey:

Technical Element 5

Provide easy access to all roads in the study area so emergency vehicles can get to their destinations efficiently.

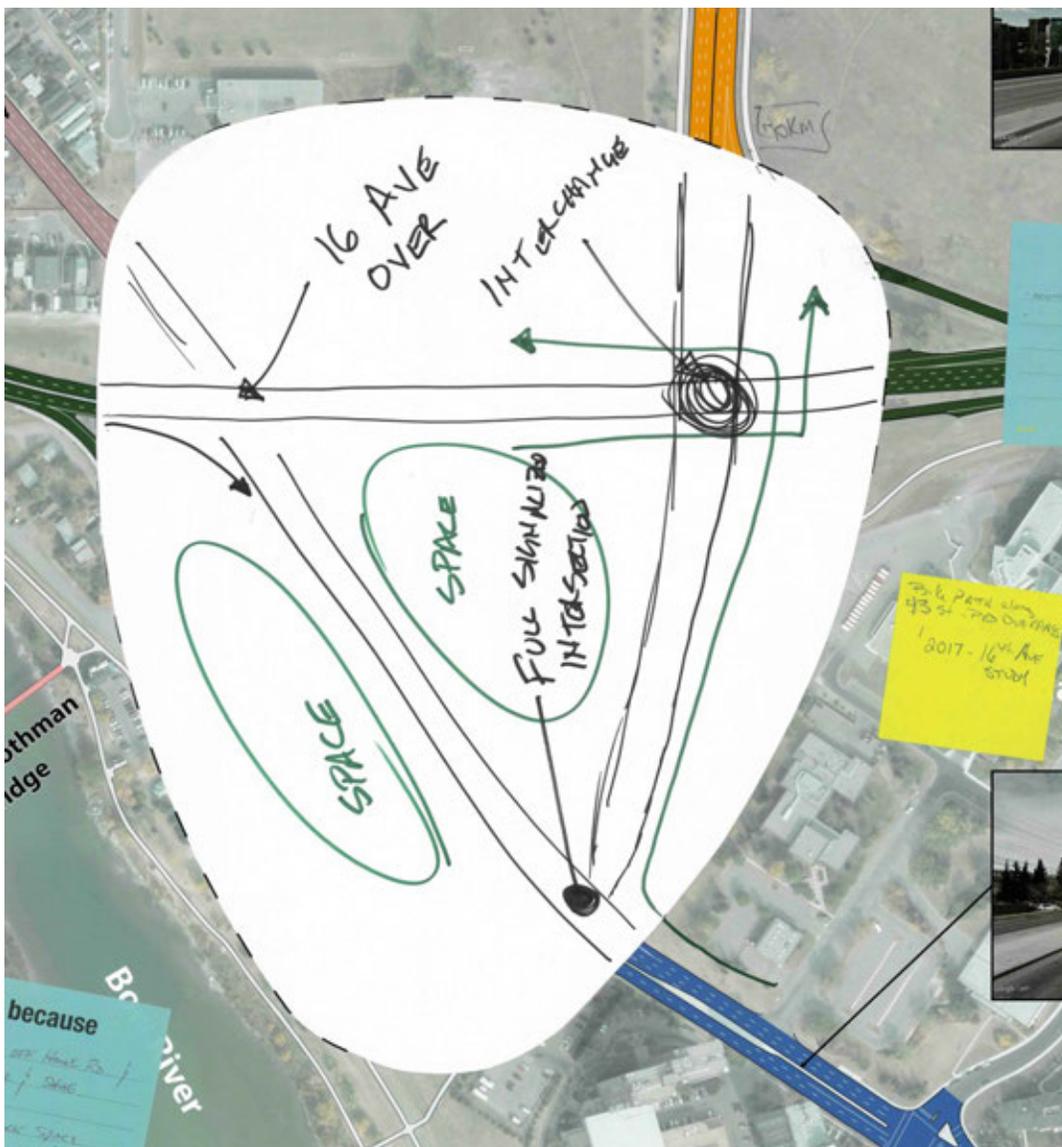
Modes of transportation supported by this element:



Verbatim comments

This section includes the original design idea drawings, group discussion notes, and participant comments from the workshop, in addition to charts developed by the project team that note which design elements were identified in each design idea drawing.

Map 1A





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Map 1A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Concern about the speed transition along 16th Avenue N.W. (80 km/h to 50 km/h to 80 km/h)
- Need for consistent/cohesive speed limits to be integrated into the design
- Better connection from 16th Avenue N.W. to Shaganappi Trail - difficult existing connection
- Integrating safe and effective cycling connections across major interchanges/ intersections
- Safe and effective transition between road classes/speeds (e.g. 16th Avenue N.W. west to Bowness Road)
- Take the pressure off Home Road
- 16th Avenue N.W. & 43rd Street pedestrian/cycling safe crossing (e.g. overpass)
- Preserving a Centre City connection from 16th Avenue N.W. (via Bowness Road/Parkdale Boulevard/Memorial Drive)
- Study on 16th Avenue N.W. not done in advance because it has repercussions
- Different speeds Bowness Road 60 km/h eastbound to 50 km/h westbound, 70 km/h southbound Shaganappi, need for better signage
- #1, 40 Bus Routes – 16th Avenue N.W. to Bowness Road north
- Assumption: 16th Avenue N.W. ramp is mostly eastbound to Memorial Drive traffic
- More space to make left turn east/north to Shaganappi Trail
- Pedestrian/bike overpass at 16th Avenue N.W. & 43rd Street



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Map 1A

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Bike path along 43rd Street

I like this because...

- Cleans up intersections Shaganappi Trail to 16th Avenue N.W. west and 16th Avenue N.W. to Shaganappi Trail
- Reduces cut-through traffic opportunities to increase park space and development
- No multi-lane roundabout
- Keep traffic flow off Home Road and move it to 16th Avenue N.W. to Shaganappi Trail
- Cloverleaf
- Provide more park space
- Less traffic on Bowness Road
- Fixes Shaganappi Trail/16th Avenue N.W. issues
- Decrease traffic on Bowness Road or Montgomery and Parkdale/Point McKay
- Additional park space
- Simpler, focused traffic flow
- Increased safety
- Reduced overall interchange footprint
- Avoids multi-lane roundabout



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Map 1A

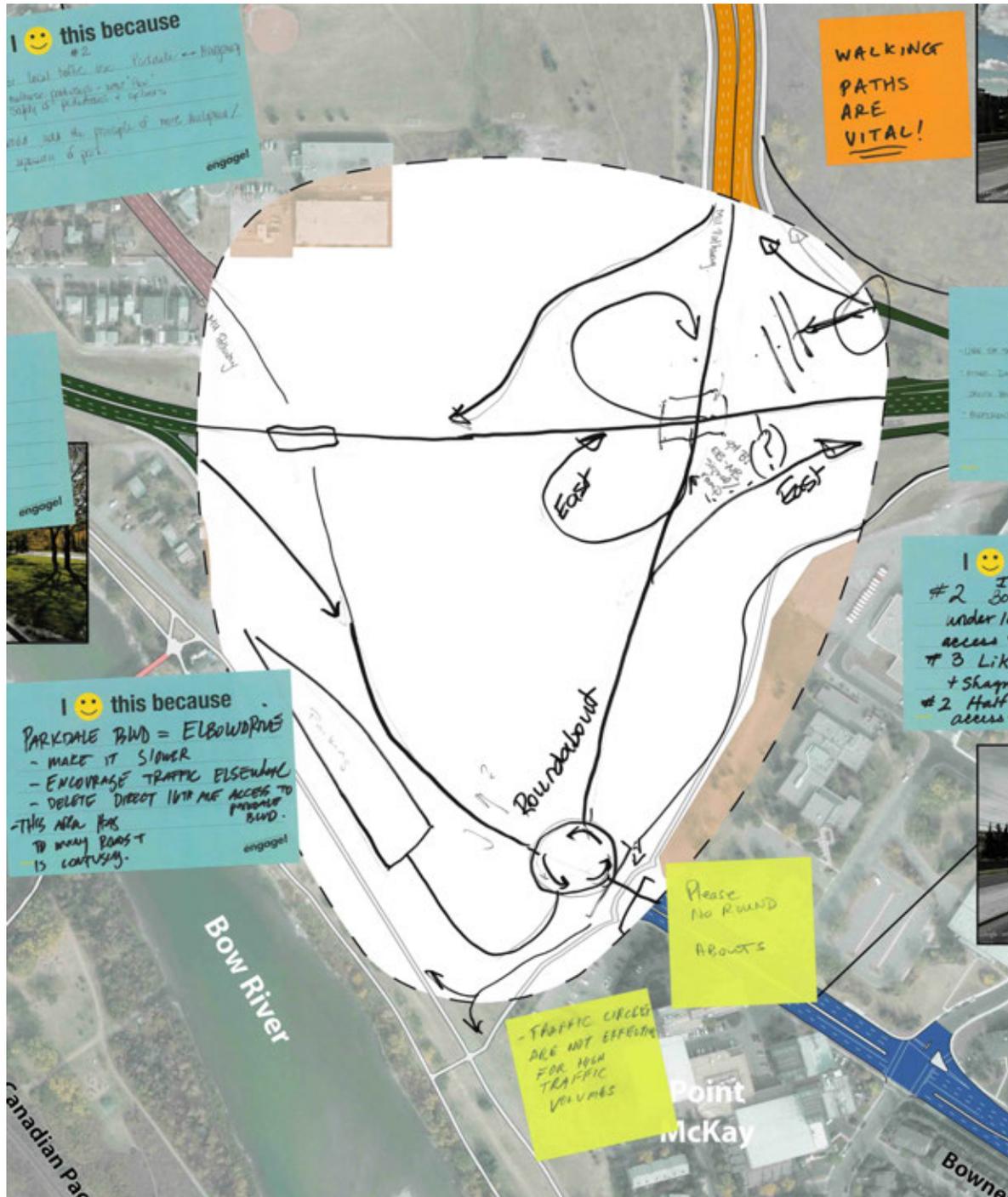
Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

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Map 2A





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Map 2A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Concerns about how the area of Shaganappi Trail and 16th Avenue N.W. will impact Bowness Road/Memorial Drive etc.
- Should we be diverting traffic to 16th Avenue N.W. instead of Memorial Drive?
- NO 6 lanes south of 16th Avenue N.W. to manage traffic
- Want safe pedestrian/cycle access from Shaganappi to Bow River pathways
- Better pedestrian access to cross Shaganappi Trail north of 16th Avenue N.W. (or closer to 16th Avenue N.W.)
- Prefer interchange at Shaganappi Trail and 16th Avenue N.W. to make a better east/west movement
- Create underpass for Bowness Road under 16th Avenue N.W. (no more interchange)
- Interchange from eastbound 16th Avenue N.W. to southbound Shaganappi Trail – current operation dangerous
- Roundabout suggested at Shaganappi Trail and Bowness Road because too many signals in area already
- Pedestrian overpasses preferred to connect people from north of 16th Avenue N.W. to Bow River pathways
- Ensuring that communities don't become cut-throughs by making 16th Avenue N.W. more attractive to use
- Make it safer, easier, more attractive to use multi-use pathways



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Map 2A

Participant feedback notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Better, safer pedestrian crossing overpass? 16th Avenue N.W. and 43rd Street
- Please no roundabouts
- Traffic circles are not effective for high traffic volumes
- Walking paths are vital
- Move main connectors interchange
- Free flow on 16th Avenue N.W.
- Cars can slow down
- Moved parking
- Increased park space

I like this because...

- Keeps Montgomery and Parkdale safe with less traffic
- Puts Shaganappi onto 16th Avenue N.W. as the two major highways
- Good pedestrian and bike access
- Motorized interchange focused on Shaganappi Trail/Hwy 1
- Reduce shortcut via Bowness Road
- Reduce traffic lights
- Make appropriate use of roundabouts
- Pedestrian/multi-use/bike access maintained/improved
- Keep 10 Avenue traffic on 16th Avenue N.W.
- Fixes Shaganappi Trail/16th Avenue N.W. issues
- Decreases traffic on Bowness Road on Montgomery and Parkdale/Point McKay
- Do not like traffic circles
- Flow through traffic
- Parkdale Boulevard = Elbow Drive
- Make it slower
- Encourage traffic elsewhere
- Delete direct 16th Avenue N.W. access to Parkdale Boulevard
- This area has too many roads and is confusing
- Use of traffic circle at Shaganappi Trail and Bowness Road



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- Fixes dangerous left hand turn from 16th Avenue N.W. to southbound Shaganappi Trail
- Preferential use of 16th Avenue N.W. vs Bowness Road
- I like Bowness Road continues under 16th Avenue N.W. but no access from 16th Avenue N.W.
- Like lights at 16th Avenue N.W. and Shaganappi Trail
- Half circles direct access from 16th Avenue N.W. and Shaganappi Trail

Map 2A

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

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Map 3A





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Map 3A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- 16th Avenue N.W. to South Shaganappi Trail is dangerous – must cross lanes
- No east/west bike lanes
- How tie in Shaganappi Trail bike/pedestrian lanes to river
- Yields are dangerous
- Do we want to limit access to any streets?
- Where is traffic going?
- Improve pedestrian access through study area
- Better signage when Bowness Road closed
- Better parking west of Point McKay
- Free flow and slow
- Move interchange diamond to one compact location
- Want free flow on 16th Avenue N.W. can slow down
- Don't mind slowing down on 16th Avenue N.W.
- Expand park space
- More parking
- Close Bowness Road access (?)
- Possibilities for Bowness Road west – End at new parking lot with mixed use development; connect to 16th Ave if space from ramps; underpass 16th Avenue N.W. to Bowness Road east
- Is traffic circle an option?
- Pedestrians need to safely get along Shaganappi Trail to the river
- Definitely want pedestrians
- Would like Edworthy Parking lot park space expanded
- Think outside the box! People and traffic movement
- 16th Avenue N.W. should be unimpeded
- Expand/create park space north of Harry Boothing Bridge
- Is navigating interchanges going to be a problem?



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Map 3A

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Bowness Road from Montgomery connections?
- Shaganappi Trail to connect Bowness Road - underpass at 16th Avenue N.W.
- Keep 16th Avenue N.W. as major free flow, but it can be slowed down as it enters Montgomery
- Increase park space at Edworthy
- Move parking, add parking
- Beautify the main routes with trees
- Move the interchange and tighten it up
- Keep it simple
- No multi-layered roads
- No traffic lights should be added to Shaganappi Trail
- Lots more park x 4
- Solve left from 16th Avenue N.W. onto south Shaganappi Trail
- Left turn at 29th crucial to reduce backlog on Memorial
- Simpler intersections
- Cloverleafs eliminated
- Better use of land
- It compacts the intersection to open up more park space
- It limits traffic on Bowness Road N.W.
- Lights slow down traffic
- Bowness Road is quieted

I like this because...

- Maximize park space
- Fixes Shaganappi Trail/ 16th Avenue N.W. issues
- Decrease traffic on Bowness Road in Montgomery and Parkdale/Point McKay

I don't like this because...

- Parking along north of 16th Avenue N.W. should be south of 16th Avenue N.W. with access from some points as today
- Don't like Bowness Road ending



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Map 3A

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

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Map 4A





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Map 4A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Comment: If it isn't broken don't fix it – working well
- Future land use is a concern – what will happen to surplus land
- Concerned about future increases to traffic with all other development
- People driving down Shaganappi are mainly going downtown – don't go on 16th Avenue N.W. as connection to Crowchild Trail isn't great: they go on Bowness Road
- Parking lot by bridge is always full
- Want to maintain some green space and not spoil integrity of park/green space
- Clover leaf would be very close to tower at Point McKay
- Wouldn't want bus turnaround
- Grade separation required – 16th Avenue N.W. to southbound Shaganappi Trail
- No lights
- If there are lights need to be better timed – not hitting every light at midnight
- Eastbound 16th Avenue N.W. to Bowness Road – maintain
- Green space that is maintained could be used – e.g. dog park
- Overpasses will impact feel of area – height
- Parking lot used by park and bike commuters leaving no parking for park users – two hour parking for park users?
- Southbound Shaganappi Trail to eastbound 16th Avenue N.W. – fly-over
- Goal – move southbound Shaganappi traffic that is going downtown to eastbound 16th Avenue N.W.
- Unsure of roundabout



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Map 4A

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments

- Is there negative impact to Bowness Road to the east?
- Should have better lighting for bikes/pedestrians
- Need a way to get into park
- Why do we need a traffic circle? Can we put back the lights and not have to add back in the ½ cloverleaf?
- No roundabouts!
- Dangerous weave zone
- Southbound flyover to 16th Avenue N.W.
- Contingent on better access from 16th Avenue N.W. to Crowchild Trail
- Roundabouts are not effective for high volumes
- Traffic circle, drivers don't know how they work
- Busier than it is now
- ½ and ½ on roundabout
- Some people would rather keep it the same than have a roundabout
- Point McKay access. Don't want it to get too complicated to get around (to 16th Avenue N.W. to Shaganappi Trail)
- 29th Street is important. What will happen there? Dangerous to turn at Memorial Drive
- Lights have no left turn. Traffic backs up (used to have them)
- I don't like the traffic circle

I like this because...

- Begins to tackle larger flow issues.
- It increases park/parking space and attempts to move southbound Shaganappi Trail traffic to 16th Avenue N.W. eastbound to downtown.
- It addresses the issues of people living close to the proposed increased traffic, hopefully not impacting existing homes with noise. Also, it moves traffic flow mostly onto 16th Avenue N.W. which is a positive.



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Map 4A

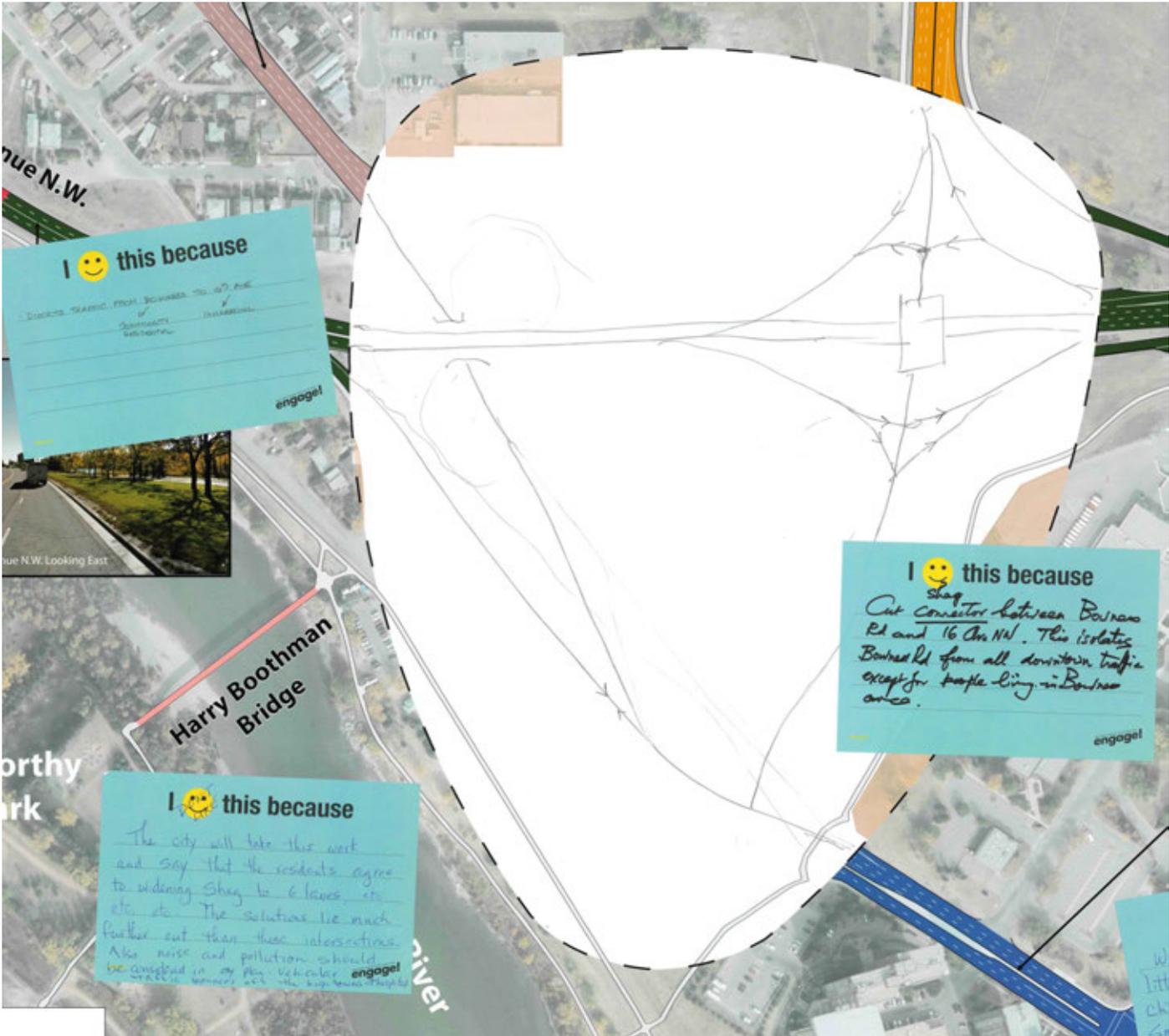
Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	

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Map 5A





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Map 5A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

Wants:

- Separate Bowness Road from the other three major roads
- Improve safety at Shaganappi Trail & 16th Avenue N.W. ramps
- Access to Riverside Club – improve it
- Improve Bowness Road and 37th Street intersection (left turns in AM back up traffic)
- Ban left turns at 37th Street in AM
- Potential advanced left turn arrow at 37th Street and Bowness Road and at 29th Street
 - o Improve Edworthy Parking lot – Bigger; Paved; More parking; Potential parking ; Restrictions so people don't park all day; Charge for parking?
- Free flow traffic on Bowness Road for commuters
- Six lane interchange at Shaganappi Trail & 16th Avenue N.W.
- Want Shaganappi Trail to connect to 16th Avenue N.W.
- Need traffic signals to assist pedestrians travelling in area and deter increase of traffic in area
- How will north Shaganappi Trail divert traffic away from this area?
- Don't want Bowness Road to be primary route to downtown, decrease vehicle volume

Concerns:

- How to go from 6 lanes to 3-4 lanes on Shaganappi Trail
- 16th Avenue N.W. bridge at Bowness Road was just rehabbed, don't waste money replacing in near future
- Safety of residents
- Don't want increase of cut-through traffic in Parkdale
- How do we safely connect all the major roads?
- People travelling through the area to the mountains
- Interchanges might be too close together
- Bowness Road is congested in PM
- Noise from increased traffic
- Need to provide accessible pedestrian infrastructure for those who walk in community
- Try to minimize impact on environment
- Minimize landscaping done – keep area as natural as possible is important
- Underground springs may have negative impact on any roadway that's built



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Map 5A

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Needs to solve further back
- Concerns about traffic circle
- Why not improve transit by having little shuttle buses from LRT to Children's, Foothills, etc., Much smarter use of our money

I like this because...

- It prioritizes traffic flow to 16th Avenue N.W. and moves the largest interchange northwards
- Diverts traffic from Bowness Road to 16th Avenue N.W. (community residential - commercial)
- The major movement is condensed to one intersection
- It keeps south of 16th Avenue N.W. as small road and not six lanes
- Fixes 16th Avenue N.W. and Shaganappi Trail connector issues
- Calms Bowness Road
- Cut Shaganappi Trail connector between Bowness Road and 16th Avenue N.W. This isolates Bowness Road from all downtown traffic except for people living in Bowness area
- It redirects traffic onto the existing major arterials that need revamping anyway. Also it enhances and increases park area

I don't like this because...

- The city will take this work and say that the residents agree to widening Shaganappi Trail to six lanes, etc. The solutions lie much further out than these intersections. Also noise and pollution should be considered in any plan. Vehicular traffic bounces off the high towers at hospital



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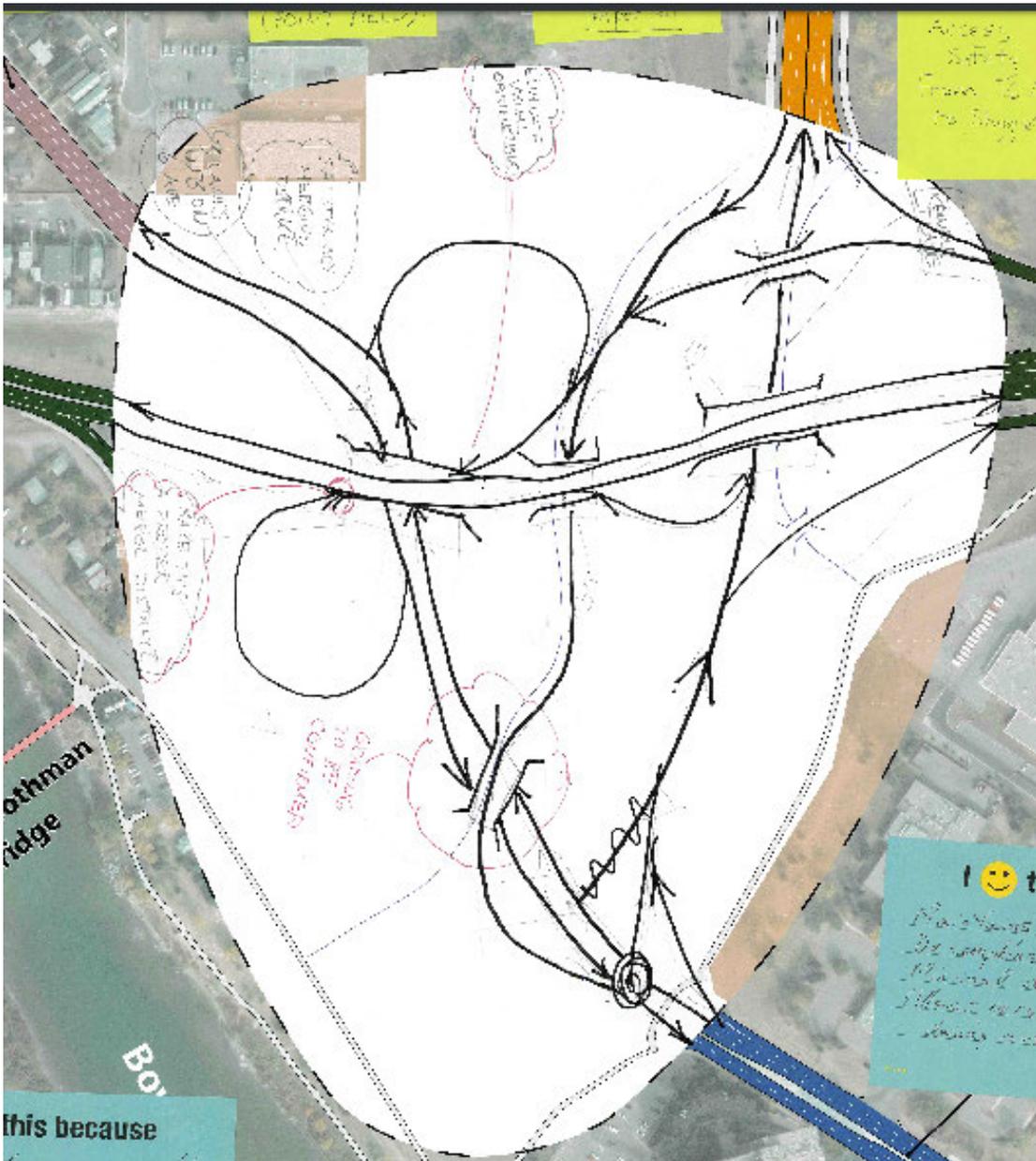
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Map 5A

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

Map 6A





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Map 6A

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- 37th Street and Glenmore Trail
 - o Don't create something similar
 - o Don't like and dangerous
- No merge from Bowness Road to 16th Avenue N.W.
 - o Would like access from Shaganappi Trail to 16th Avenue N.W.
- Shaganappi Trail is an overflow from Crowchild Trail - concerned about 6 lanes north being narrowed down by Memorial Drive
- Don't necessarily need to connect Shaganappi Trail to Bowness Road
- Bowness Road to Shaganappi Trail northbound is an important movement
- Bike path to hospital is a nightmare
- Southbound Shaganappi Trail to Bowness Road do not need access eastbound. All traffic onto 16th Avenue N.W. Traffic eastbound on 16th Avenue N.W. can then connect over Bowness Road
- Left turn lane intersection at Shaganappi Trail southbound and 16th Avenue N.W. gone – everyone in group agrees
- 16th Avenue N.W. should be the primary road, not Bowness Road
- A lot of bikers park in Edworthy
- Need to elevate intersection so it's free flow from 16th Avenue N.W. to Shaganappi Trail
- We want to keep the connection between Bowness Road and 16th Avenue N.W.
- G rails cause visual obstruction
- Need easy way from Shaganappi Trail to northbound 16th Avenue N.W. – unsafe so people take side roads
- Loops are a yield and need to be merge
- Access from Bowness Road to 16th Avenue N.W. Eliminate loop ramp, create larger loop to allow for merge and access to Shaganappi Trail
- Eliminate lights at Bowness Road and Shaganappi Trail
- Bow River pathway up to university – how do they get across Bow? – Under Bow
- Bowness Road alignment is good for servicing Montgomery
- Need arrow signal onto 29th Street
- Westbound Bowness Road traffic is too heavy, need left turning lane on 37th Street
- Eastbound Bowness Road to 16th Avenue N.W. eastbound – keep the off ramp
- Hard to get safely out of the co-op without using side streets



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Map 6A

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Desire for free flow from 16th Avenue N.W. eastbound to Shaganappi Trail northbound
- Important to have merge lanes
- Left turn light to get on to 37th Street
- 37th Street and Glenmore Trail - don't like this idea
- Safety/speeding on Bowness Road
- Access from Bowness Road WE to 16th Avenue N.W. WB improved (point yield)
- Shaganappi Trail southbound to 16th Avenue N.W. westbound important
- Concern: traffic on six lanes on Shaganappi Trail
- 29th Street - needs a left turn signal
- Access safety from 16th Avenue N.W. to Shaganappi Trail
- Dislike traffic signals on Bowness Road
- Doesn't do enough to calm Bowness Road

I like this because...

- Separates with minimal construction impact and allows for six lane plan
- This plan eases traffic congestion and adds safety to vehicle and pedestrian traffic flow
- It is a safer design by changing yields to merges and minimizes traffic lights
- Bike paths have been accounted for
- Smooth traffic flow
- It limits implication on traffic construction
- Utilizes fair amount of existing infrastructure
- Discourages use/access of Bowness Road for non-residents/non-local traffic
- No additional traffic lights (slows traffic)
- Best assessment to handle six lanes of traffic volume
- Only small changes
- Flow on safety
- Constructability
- Keeps traffic flowing without stoplights
- Well thought out intersections and bicycle/pedestrian paths



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- Good flow and discourages use of Bowness Road
- No roundabouts!
- Eliminate current problem areas such as westbound TCH to southbound Shaganappi Trail
- Fixes Shaganappi Trail /16th Avenue N.W. issue
- Focus on traffic flow
- Maintains same traffic flow
- De-emphasizes Bowness Road
- Minimal disruption
- Allows rerouting traffic during construction phasing

Map 6A

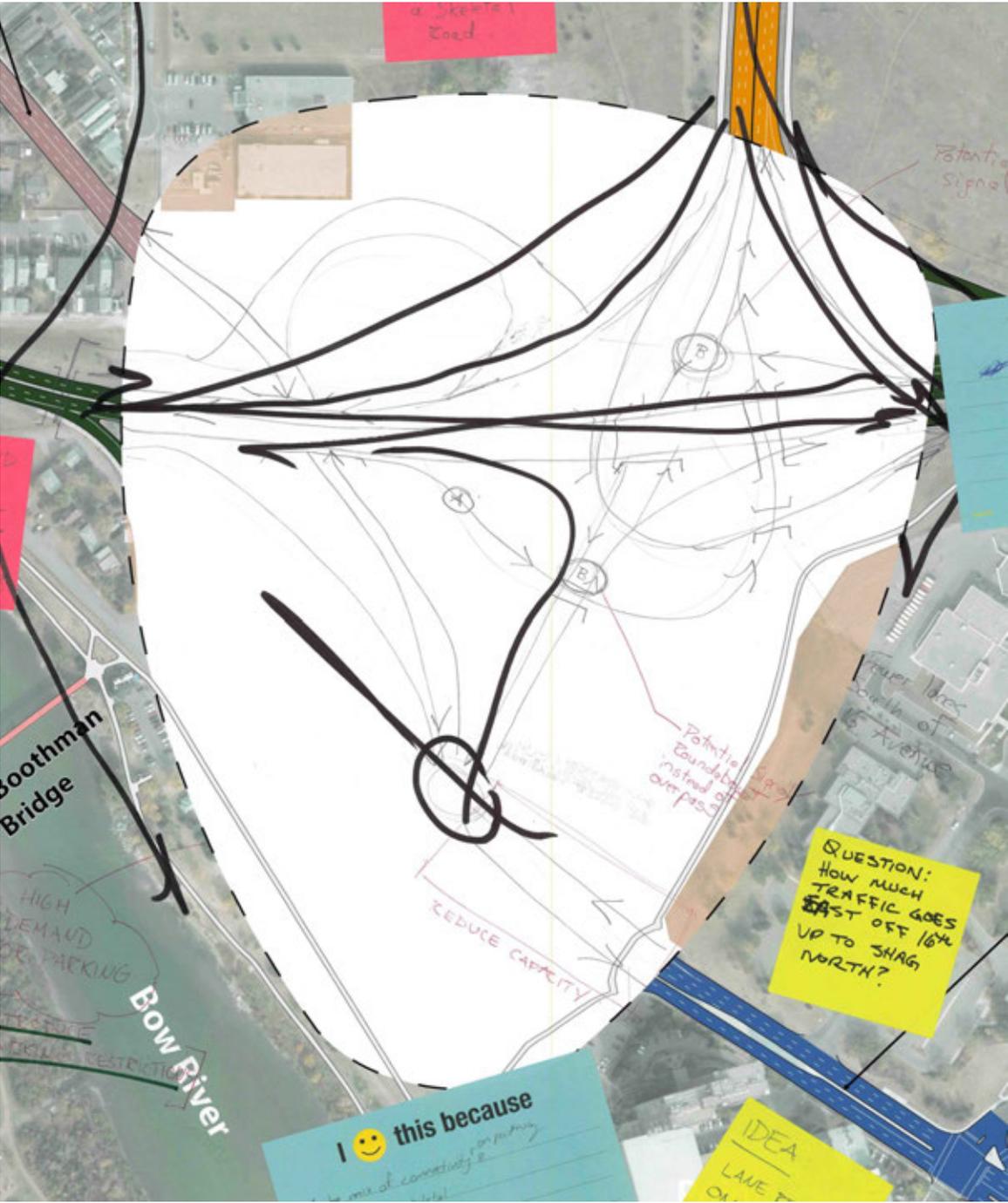
Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

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Map 1P





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Map 1P

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- 16th Avenue N.W. does not operate like a skeletal road currently
- Make 16th Avenue N.W. a viable option to go west to Centre City
- Connect Shaganappi Trail and 16th Avenue N.W.
- Consider fly-overs instead of clover leafs
- Maintain a connection to Market Mall from Point McKay
- Consider lane reversal along Bowness Road/ Parkdale Boulevard/ Memorial Drive
- Create free flow connection between 16th Avenue N.W. and Shaganappi Trail
- Maintain movement even if it's slower so that users feel like they are getting to where they're going
- Explore all options including multi-level interchanges
- Create multi-use pathway connection to the river and regional pathway
- Potential "Bike n' Ride"
- Limit time of parking along the river



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Map 1P

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Ensure we understand broader origin and destination requirements
- 16th Avenue N.W. does not seem to operate as a skeletal road
- Desire lane to Sarcee Trail
- Should the traffic flow be improved on 16th Avenue N.W. west?
- Eastbound 16th Avenue N.W. decision point
 - o Memorial Drive/Parkdale Boulevard
 - o 16th Avenue N.W. eastbound
- Use 29th Street to get into Parkdale?
- Important to have Crowchild Trail upgrades
- How much traffic goes east off 16th Avenue N.W. up to Shaganappi Trail north?
- Idea - lane reversal on Bowness Road
- Review parking restrictions in Parkdale
- Desire to maintain the crosswalks

I like this because...

- It fixes connection issues at 16th Avenue N.W. and Shaganappi Trail, calms Bowness Road, addresses parking
- Free flow of commuting traffic northwest to centre/south
- Good traffic flow
- It has good traffic flow
- Like mix of connectivity on pathway
- Free flow on skeletal



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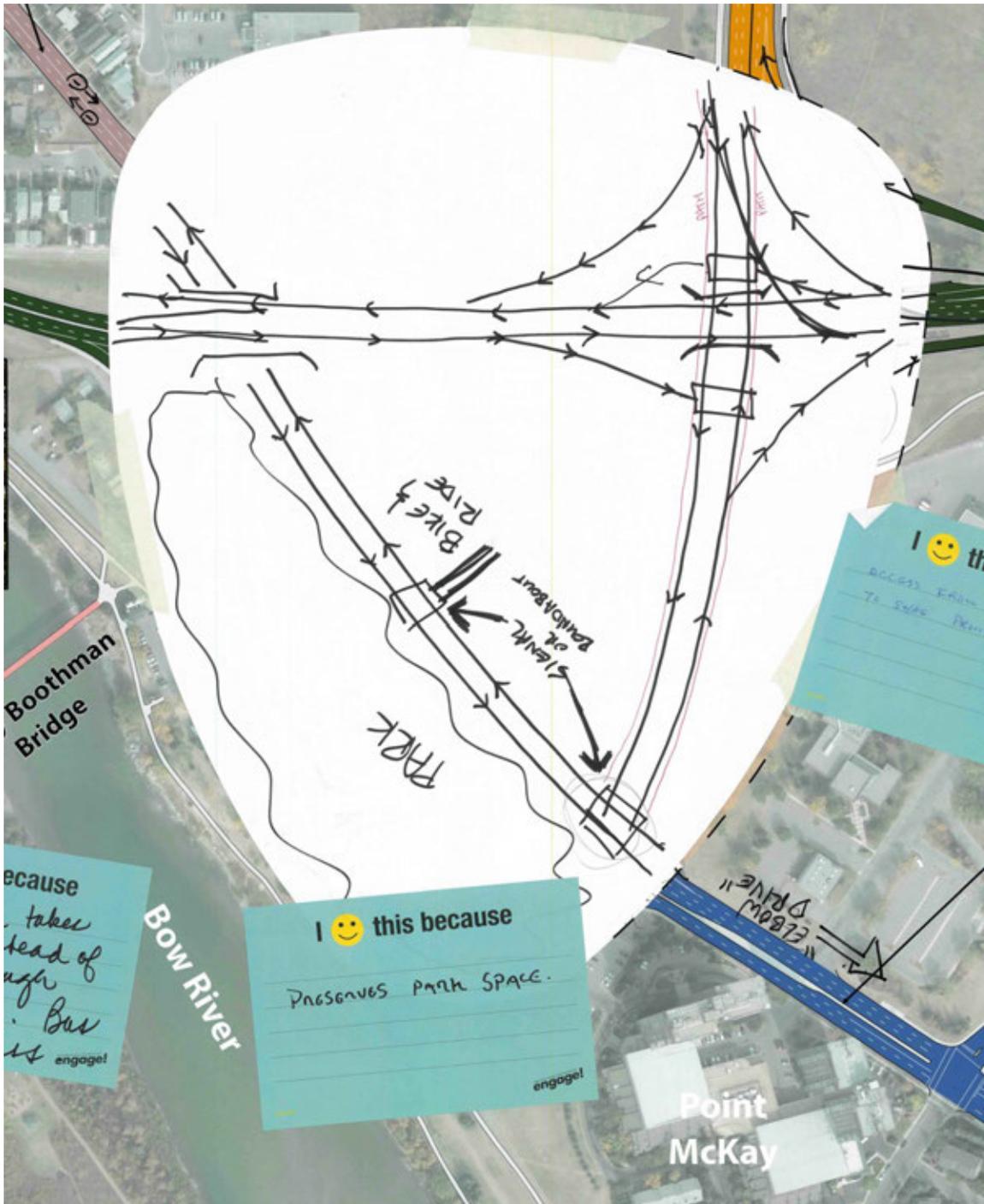
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Map 1P

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

Map 2P





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Map 2P

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Explore the option of maintaining more park space closer to the river
- Fewer traffic signals
- Fix access from eastbound 16th Avenue N.W. to southbound Shaganappi Trail
- Discussion on pros and cons of cloverleaves: why not full cloverleaves?
 - o Space issues
 - o Pedestrian/cycle concerns
 - o Cost
- Traffic calming on Bowness Road near Shaganappi Trail
- Bowness Road is an important bike connection
- How do we integrate bikes and pedestrians in a seamless way?
- Free flow movement from Shaganappi Trail to eastbound 16th Avenue N.W. to connect to better downtown routes than Parkdale Boulevard
- Fast/free flow traffic on 16th Avenue N.W. . important
- Addition of good use of multi-use paths
- Connect Bowness Road through Shaganappi Trail to optimize green space
- Want Bowness Road to be more like Elbow Drive
- Improve Bowness Road for pedestrian and cycle usage
- Use the land for green space, commercial, residential etc. just not roads
- Do not add traffic on Parkdale Boulevard
- Use roundabouts on Bowness Road



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Map 2P

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Concerned that pressure on roads will increase
- Need better sidewalks
- Bike lanes on Bowness Road west of 16th Avenue N.W.

I like this because...

- It fixes connection issues at 16th Avenue N.W. and Shaganappi Trail and calms Bowness Road
- Increases parking and park space
- Emphasize 16th Avenue N.W. and Shaganappi Trail as main artery
- Turns Bowness Road into community connector
- Allows Bowness Road to Parkdale to be pedestrian/bike friendly and human-scaled for residents
- Emphasizes traffic flow - Shaganappi to 16th Avenue N.W. Deemphasizes traffic flow onto Bowness Road
- Like bike path access to help increase use/safety to park
- Considers transportation other than single driver in a car
- Considers welfare of surrounding community residents
- The concern for pedestrians/bike safety as a priority
- Focus of Shaganappi Trail and 16th Avenue N.W.
- Access from 16th Avenue N.W. to eastbound to Shaganappi Trail provided
- Southbound takes 16th Avenue N.W. instead of driving through Parkdale. Bus still has access
- Preserves park space



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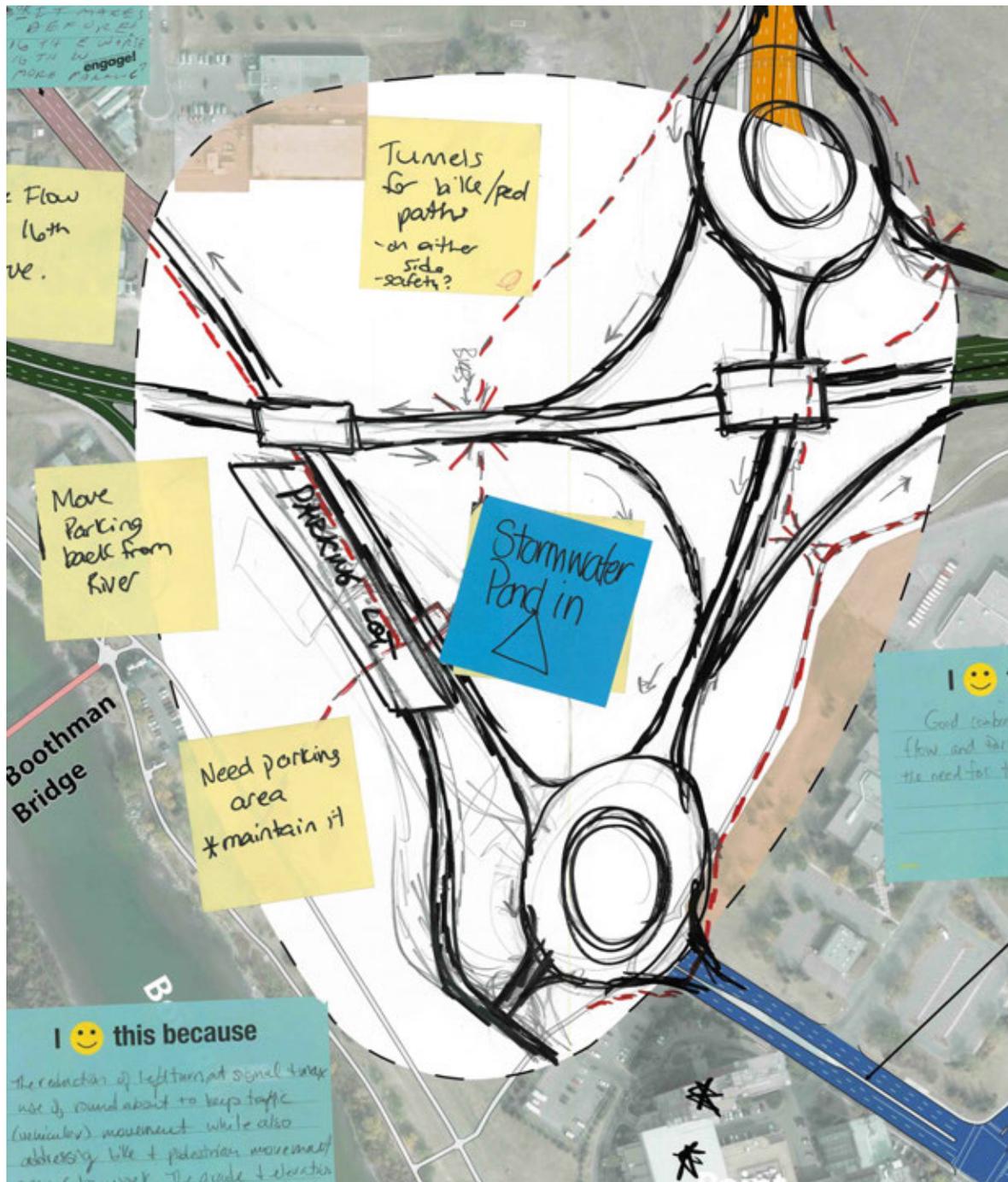
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Map 2P

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

Map 3P





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Map 3P

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Safety concerns at Shaganappi Trail and Bowness Road
- Re-designate 16th Avenue N.W. as no heavy goods (because of Ring Road)
- Reduce speed changes along Bowness Road (more consistent)
- Lights on Bowness Road should have sensors (not timers)
- Shouldn't reroute onto 16th Avenue N.W. exclusively because there's no way to get off
- Additional intersections and development on north leg of Shaganappi Trail are going to increase traffic
- Maintain free flow on 16th Avenue N.W. – should be main route east
- Left turn on Home Road for Montgomery residents
- No left turns; traffic circles
- System should allow for access to all roads (with no left turns)
- Circles work!
- Will need to be well signed
- Will be confusing at first
- Constraint: Shaganappi Trail to 16th Avenue N.W. access is longer but no stopping
- Move parking back from river
- Paths should support bikes and pedestrians
- Demotivate people from taking Bowness Road / improve flow
- Still need parking by Edworthy
- Eliminate lights
- Extra space should be green and support bikes and pedestrians
- Include stormwater pond – ties to City of Calgary water quality plans



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Map 3P

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Better left turn off 16th Avenue N.W. into Montgomery. By study area
- Free flow on 16th Avenue N.W.
- Tunnels for bike/pedestrian paths - on either side, safety?
- Move parking back from river
- Stormwater pond in area
- Need parking area - maintain it
- More parking?

I like this because...

- Provides opportunities for more green space and stormwater treatment; no stop lights - keeps traffic flowing; accommodates through traffic and local traffic needs
- Roundabouts encourage flow
- Good bike connection
- It seems well thought out and considers everyone's concerns
- It fixes connection issues at 16th Avenue N.W. and Shaganappi Trail and decreases traffic on Bowness Road
- I love the storm pond!
- This has no left turns and got rid of a light and did not add any. This makes everything better OR it makes an "equal to before" eg. Shaganappi Trail south to 16th Avenue N.W. east worse but Shaganappi south to 16th Avenue N.W. west a lot better.
- Accommodates throughput as well as nearby residents
- No lights
- Promotes using Crowchild Trail instead of Bowness Road
- Moves traffic through the area, but it may create short cutting through Montgomery
- This prevents juggernauts at Bowness Road and Shaganappi Trail
- Traffic circles are the best idea to keep traffic flowing
- This provides incentive for people to use 16th Avenue N.W. not Bowness Road /Parkdale Boulevard /Memorial Drive to go downtown
- Like separation of high volume – Shaganappi Trail /16th Avenue N.W. vs. Bowness Road/Parkdale Boulevard
- Addresses traffic flow



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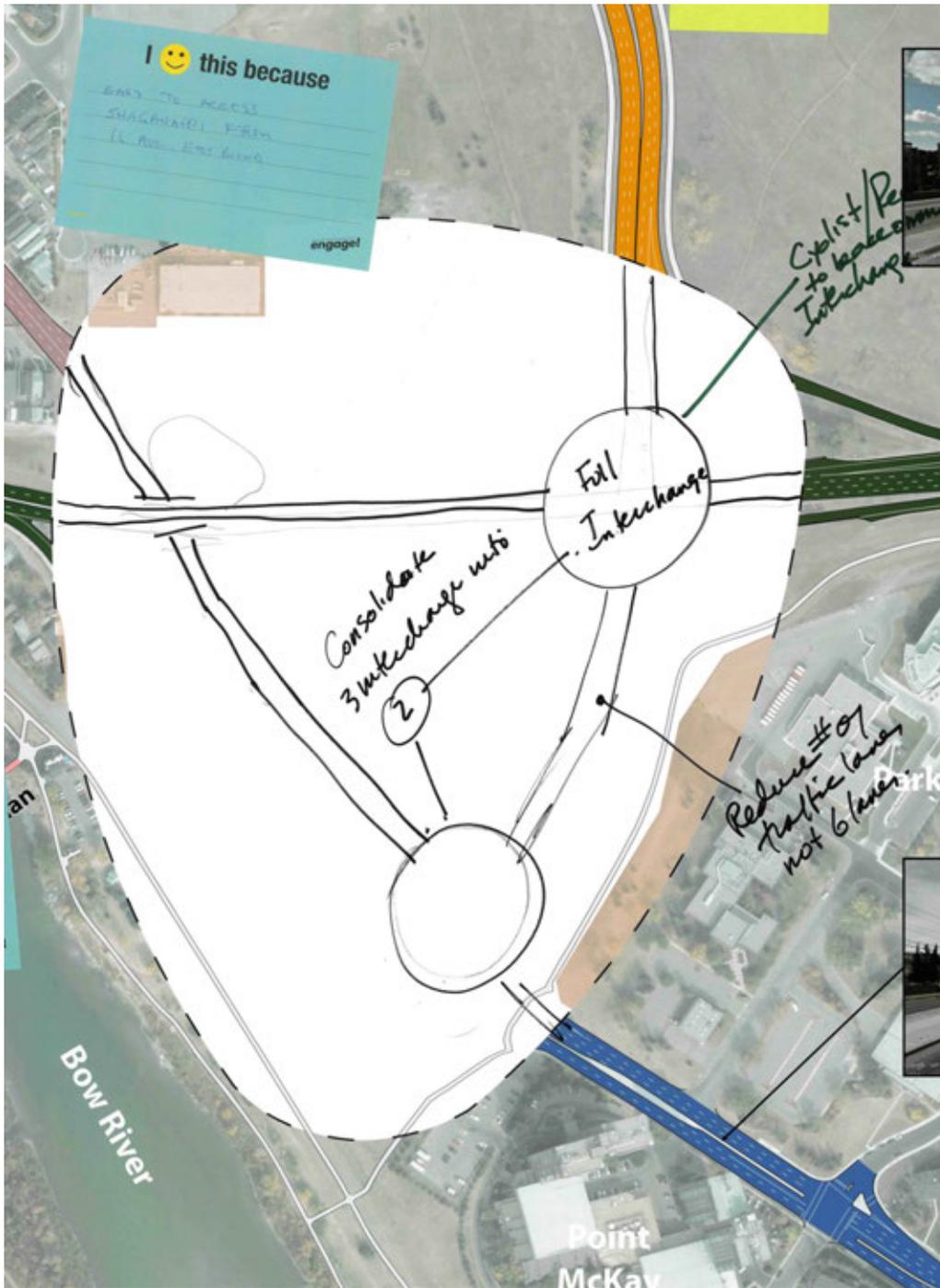
- Use of roundabouts
- The reduction of left turn at signal and max use of roundabout to keep traffic (vehicular) movement while also addressing bike and pedestrian movement appears to work. The grade and elevation of through fares should be considered
- Good combination of traffic flow and park space. Eliminates the need for traffic lights
- This is the best plan because traffic will move
- No left turns x 3

Map 3P

Design elements noted in this idea

Design Element	Present in this design idea
1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X

Map 4P





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Map 4P

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Traffic from Shaganappi Trail to 16th Avenue N.W. to reduce impact on Montgomery (lots of current short-cutting)
- Access in and out of communities are important
- Need to address parking issues at Edworthy Park
- 16th Avenue N.W. should be continuous
- Need to improve connection between 16th Avenue N.W. and Shaganappi Trail (eastbound 16th Ave. to northbound Shaganappi – future residents need this connection)
- Maintain connection to Bowness Road
- Full interchange at 16th Avenue N.W. and Shaganappi Trail all directions/ movements of traffic
- Need to include pedestrian and cyclist connections
 - o Connection at Bowness Road and Shaganappi Trail is dangerous for cyclists, needs to be safer
 - o Pedestrian connection on east side of 16th Avenue N.W. need to be built for safety reasons, connections from West Campus Development to Bowness Road
- Need connection from Bowness Road to 16th Avenue N.W.
- Consolidate area used for interchanges so doesn't take up too much space
- Efficient way to move people from eastbound 16th Avenue N.W. onto Bowness Road
- Any solution has to have minimal impact on neighbouring communities, should try to prevent short-cutting not encourage it
- 16th Avenue N.W. and Bowness Road is pinch-point, need to maintain movements on Bowness Road but improve 16th Ave.
- Space taken up by interchanges should be minimal and not sprawl out through study area
- No access to Bowness Road from 16th Avenue N.W. just grade separation
- Consolidate from three intersections/interchanges into two



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Map 4P

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

Comments:

- Can we simplify or focus the traffic movements so we can remove spread out traffic lanes that seem inefficient?
- Off of 16th Avenue N.W. on to Shaganappi Trail without shortcuts through the community
- Intersection at Bowness Road a dangerous point for pedestrians
- Major pedestrian corridor
- Pedestrian and cyclists need to be incorporated into the interchange
- More efficient flow without upstream community short-cutting
- There is an east-west problem if you funnel people to 16th Avenue N.W without easterly access to downtown no one will take it
- 16th Avenue N.W. widened out so traffic coming into dedicated lane not a yield
- Allow for easy N-S and E-W movements with full pathway

I like this because...

- Easy to access Shaganappi Trail from 16th Avenue N.W. eastbound
- Doesn't like all arteries
- It fixes connectivity at 16th Avenue N.W. and Shaganappi Trail and calms Bowness Road (not the best option though)



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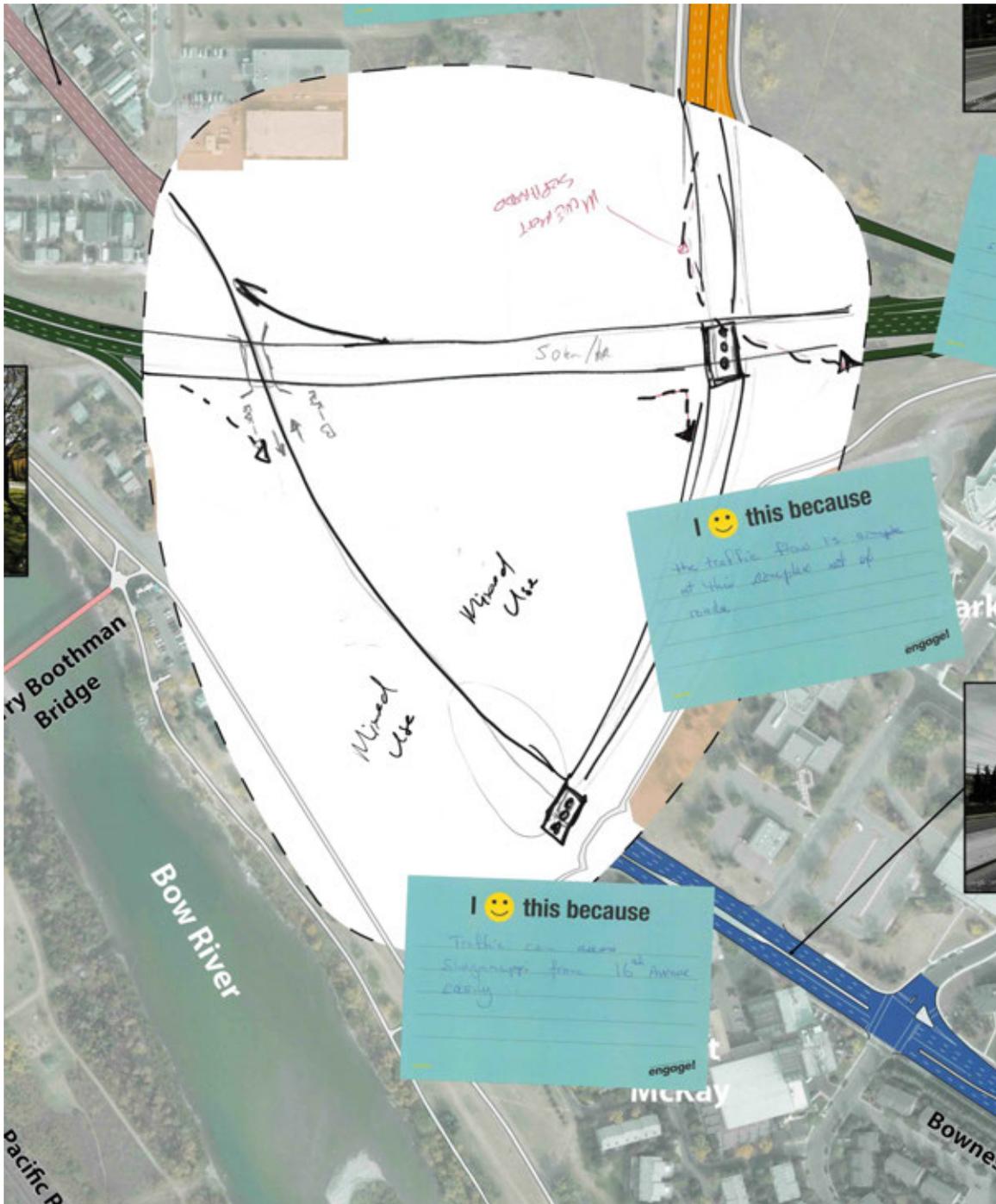
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Map 4P

Design elements noted in this idea

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1. Change the design of the junction at Shaganappi Trail and 16th Avenue N.W.	X
2. Revisit the function of 16th Avenue N.W.	X
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	
6. Improve connections for pedestrians and cyclists	X

Map 5P





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Map 5P

Group discussion notes

These notes were captured over the course of the workshop as the group discussed the possibilities and worked to create a new design for the study area.

- Question: is the intent to keep people off of Bowness Road? Yes for some
- Several developments will feed traffic increase
- A lot of back-up getting on to 16th Avenue N.W.
- Bus – route to Northland Mall – meanders
- Question: what are the traffic patterns? Stats?
- Move people – car bus, bike, walk
- Park – gorgeous – need to ensure good access
- Purpose of roadway – funnel people downtown? (the purpose is an important consideration)
- The more lanes you put in the more they fill up
- Frustrations
 - o Best way around is car
 - o Need more parking by river
 - o Expand beautification
 - o More bike access, bike connectivity
 - o Transit connection – west to 16th Ave.
 - o Inefficient land use
 - o Inefficient east direction traffic flow (Bowness Road)
 - o 7 minute drive = 1 hour bus
- Opportunity/solution
 - o Remove vehicles from Bowness Road east of Shaganappi Trail (bikes only)
 - o Increase transit, cycle traffic (not currently transit friendly)
 - o Roundabouts (can be more efficient) three lanes
 - Elevate cycle and pedestrian (cheapest to construct)
 - o Shaganappi Trail south to Bowness Road east- focus there:
 - Make sure traffic doesn't funnel to Home Road
 - Make sure no short-cutting through Montgomery
 - o Use land for mixed-use development, green space, increased transit
 - o 16th Avenue N.W. – 50 km/h speed limit
 - o Lights at Shaganappi and 16th Avenue N.W. – what differences does it make?
 - o Move cyclists and pedestrians away from intersections – that is where they get hit
 - o Agree – we want traffic, cycle, pedestrian flow



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- Increase HOV on Bowness Road
- Streets – less highway, more urban
- 16th Avenue N.W. and Shaganappi Trail – access below grade
- Bus terminal needed
- Bowness Road – residential right through to Parkdale – minimize traffic

Map 5P

Participant feedback sticky notes

These notes were posted to the design idea maps by participants and relate to what participants liked or did not like about the study area's design.

I like this because...

- It is the simplest
- It fixes connection issues at 16th Avenue N.W. and Shaganappi Trail and calms Bowness Road
- The traffic flow is simple at this complex set of roads
- Traffic can access Shaganappi Trail from 16th Avenue N.W. easily

I don't like this because...

- Lights at 16th Avenue N.W. and Shaganappi - bad idea as it backs up traffic on major roads



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Map 5P

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2. Revisit the function of 16th Avenue N.W.	
3. Reduce speed and volume on Bowness Road	X
4. Explore how land is used in study area	X
5. Create safe/efficient movement through at-grade intersections	X
6. Improve connections for pedestrians and cyclists	X