

Display Board Guide

Introduction

- A. Welcome
- B. Thank You
- C. Map of entire corridor





Ideas to be explored in Phase 4

- D. No-build scenario
- E. Improve parks and green spaces / Improve noise attenuation / Implement transportation measures
- F. Improve walking and cycling connections / Improve transit service along Crowchild Tr.

Ideas not continuing

- G. Intersection ideas
- H. City-wide ideas
- I. Tunnel under the river
- J. An elevated roadway over the river
- K. Widen all of Crowchild Tr. to provide 4 or 5 through-lanes in each direction
- L. All-turns interchange at Bow Tr. / 10 Ave. S.W. / Crowchild Tr.
- M. Basketweave ramps between 17 Ave. S.W. and Bow Tr.

Legend

-  Proposed road
-  Proposed bridge
-  Proposed tunnel
-  Proposed elevated roadway
-  Traffic signal
-  Potential intersection (roundabout or traffic signal)

Activity Boards

Entire Corridor

- 01. Banned lefts on Crowchild Tr. during rush hour at Kensington Rd., 5 Ave N.W., 23 Ave. N.W. and 24 Ave. N.W.

North Section







- 02. Right-turns only at 24 Ave. N.W. with restricted access at 23 Ave N.W.
- 03. All-turns interchange at 24 Ave. N.W.
- 04. Move Crowchild Tr. to the west, north of University Dr.
- 05. Interchanges at 24 Ave N.W. and 16 Ave. N.W. with frontage roads
- 06. All-turns interchange at 16 Ave. N.W.

Central Section

- 07. Right-turns only at 5 Ave. N.W. and Kensington Rd.
- 08. Interchange at Kensington Rd. with restricted access at 5 Ave. N.W.
- 09. Interchange at 5 Ave. N.W. with restricted access at Kensington Rd.
- 10. Interchanges at BOTH Kensington Rd. and 5 Ave. N.W.
- 11. Tunnel from Memorial Dr. to University Dr.
- 12. Elevated roadway from Memorial Dr. to University Dr.
- 13. All-turns interchange at Memorial Dr. (free flow)
- 14. All-turns interchange at Memorial Dr. (with roundabouts)

South Section

- 15. Widen Bow River bridge for more lanes and/or continuity of lanes
- 16. 17 Ave. S.W. dual left turns
- 17. 17 Ave. S.W. roundabouts

-  City-owned land
-  Road closures
-  Lane count and travel direction
-  Walking and cycling opportunities
-  Proposed pedestrian and cyclist overpass
-  Walking and cycling opportunities



Crowchild Trail Study

Phase 3: Concept identification - Open House

See the ideas. Give your input.

The City of Calgary is conducting a transportation study to identify short-, medium- and long-term upgrades for Crowchild Tr. between 24 Ave. N.W. and 17 Ave. S.W.

Crowchild Tr. is an important roadway within Calgary's overall transportation network. Its function is critical to both the land use and transportation needs of Calgary as it continues to grow and redevelop in the coming decades. Your feedback will help us make better decisions for the future of Crowchild Tr.

Ideas gathered from Calgarians in the fall of 2015 have undergone an initial technical review and are grouped into major topics and themes in each section of the study area.

North Section: Between 24 Ave. N.W. and University Dr. N.W. (near McMahon Stadium)

Central Section: Between University Dr. and Memorial Dr. N.W. (the 5 Ave. N.W./Kensington Rd. area).

South Section: Between Memorial Dr. and 17 Ave. S.W. (including the Bow River bridge)

Entire Corridor: Includes ideas for the Crowchild Trail corridor that extend beyond one specific section.

Instructions

1. Review the ideas and see what they look like when applied to the Crowchild Trail corridor.
2. Learn about why some ideas are not continuing after the initial technical review.
3. Review the remaining ideas, their benefits, constraints, impacts and trade-offs.
4. Using the post-its available, provide your comments on how well each remaining idea meets the three key principles (the key principles and associated goals are included in your handout).
5. Project team members are available at each section to help answer your questions.



Feedback received will help the project team identify concepts for further development and evaluation in Phase 4: Concept Evaluation of the study.

Project goals

Based on input received in Phase 2 (from June to September 2015), 11 project goals were developed to complement two City policy goals. Together, these goals will help guide the development and evaluation of preliminary concepts as the study progresses.

City policy goals

- Support community redevelopment by aligning the Crowchild Trail corridor with community planning policies including the Municipal Development Plan, Area Redevelopment Plans, and the Main Streets initiative.
- Support Crowchild Trail's role in the Calgary Transportation Plan as a critical network connection between north and south Calgary, and a vital link to east-west routes.

Key principle #1: Maintain and enhance bordering communities

Goals in key principle #1:

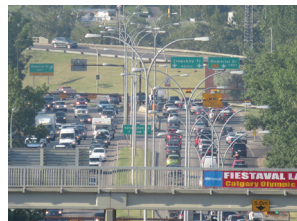
- Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property.
- Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.
- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.



Key principle #2: Improve travel along the corridor

Goals in key principle #2:

- Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.
- Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.
- Enhance the Crowchild Trail corridor to better fulfill its role as a primary route for delivery of emergency response and health services, and for connecting to major destinations.
- Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.



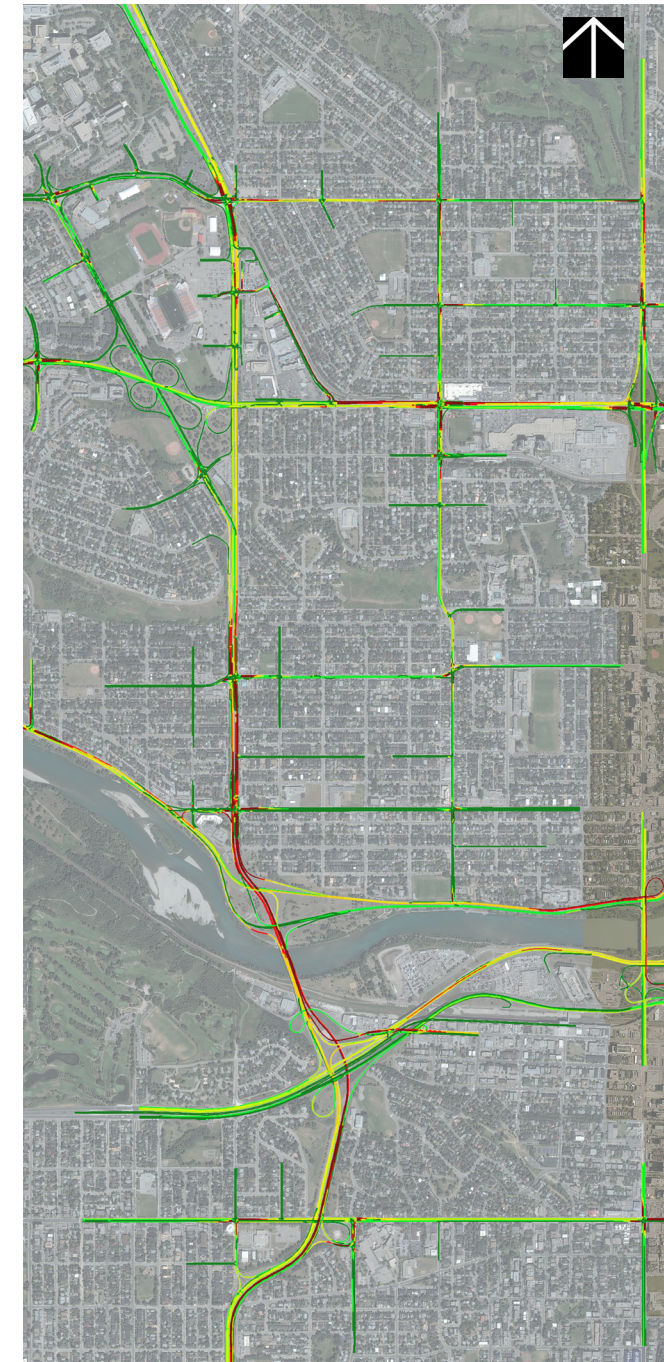
Key principle #3: Improve mobility across the corridor

Goals in key principle #3:

- Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.
- Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.
- Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.



Today's traffic (afternoon peak period)



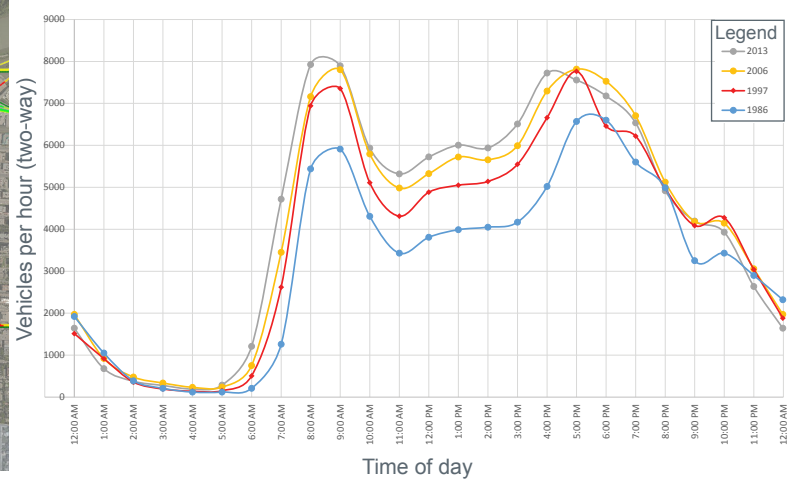
How to use this information:

The figure on the left is a plot of today's afternoon peak traffic density (or congestion) in the project area.

- These plots have been generated by an area-wide model that simulates the routing, movement and behaviour of all individual cars, trucks and buses over several hours through the peak weekday periods.
- The colour scale represents average traffic density (cars per lane per kilometer), which is an effective indicator of traffic flow, stop-and-go conditions, queuing and congestion. Green lines represent non-congested or low-volume flows. Yellow / orange lines represent normal peak conditions with heavier traffic and some minor stop-and-go conditions. Red lines represent traffic that is queued, stopped or moving in stop-and-go conditions.
- The traffic density plot represents one hour of the day.

The figure below is a plot of historical traffic growth on a typical weekday (24 hours). The morning and afternoon peak hours are the top of the curves and have changed over time both by increasing total volume and by spreading out over more hours each day.

Figure: 24 hour traffic count data 1986 - 2015
Crowchild Tr. on the Bow River bridge



Traffic density legend

