



Crescent Road Master Plan

Phase Two Engagement – Verbatim Comments

July 21, 2022

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Executive Summary

The Crescent Road N.W. Master Plan is intended to guide future investment for the roadway and adjacent park spaces, including Crescent Heights Park and McHugh Bluff, by creating a cohesive vision for a safe, accessible street and public space for all users.

A first phase of public engagement for this project was conducted in August and September of 2021, in order to Listen and Learn about issues and opportunities related to the space and evaluate potential design interventions.

In the spring of 2022, three unique design options for the space were developed that presented different ways of addressing the issues and opportunities highlighted in phase one engagement. Phase two engagement was conducted in April and May of 2022, and this phase sought to consult on the various concepts, ideas, or elements found within the three design options and how aspects of the different designs could be combined into a final proposed option for the space.

Phase two engagement occurred between April 6 to May 4, 2022. This included:

- Online engagement through the City's engagement portal at <https://engage.calgary.ca/crescentroad>.
- Two on-site 'walk-shops' on April 9th, and
- Two online 'virtual-workshops' on April 11th and 13th, as well as
- Ongoing check-ins with local community associations.

Phase two engagement saw 1,044 online engagement visitors, as well as 34 participants at the on-site events and 43 participants at the virtual workshops, submit over 2,200 pieces of feedback through three areas of engagement questions:

1. Design options – Feedback on positive and negative first impressions and elements of each of the three potential design options.
2. Design elements – Feedback on how core engagement themes from Phase One engagement could be incorporated into the final design option.
3. Closure opportunities – Feedback on potential flexible closure opportunities.

Verbatim Overview

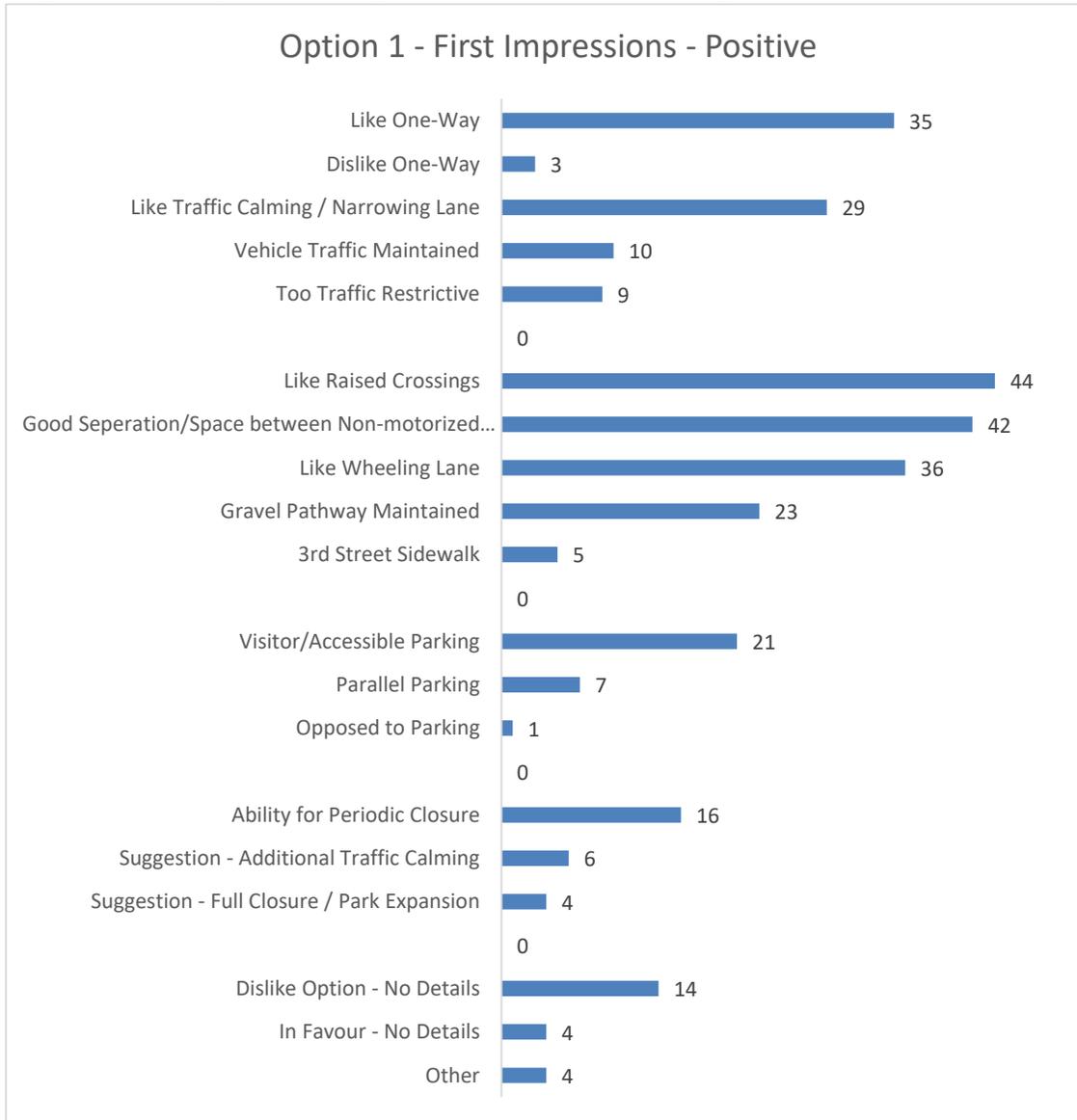
Verbatim comments presented here include all of the submissions and feedback that were collected during online and in-person engagement for the Crescent Road Master Plan Phase Two engagement.

Offensive words and personally identifying information have been removed; otherwise, comments here are un-edited.

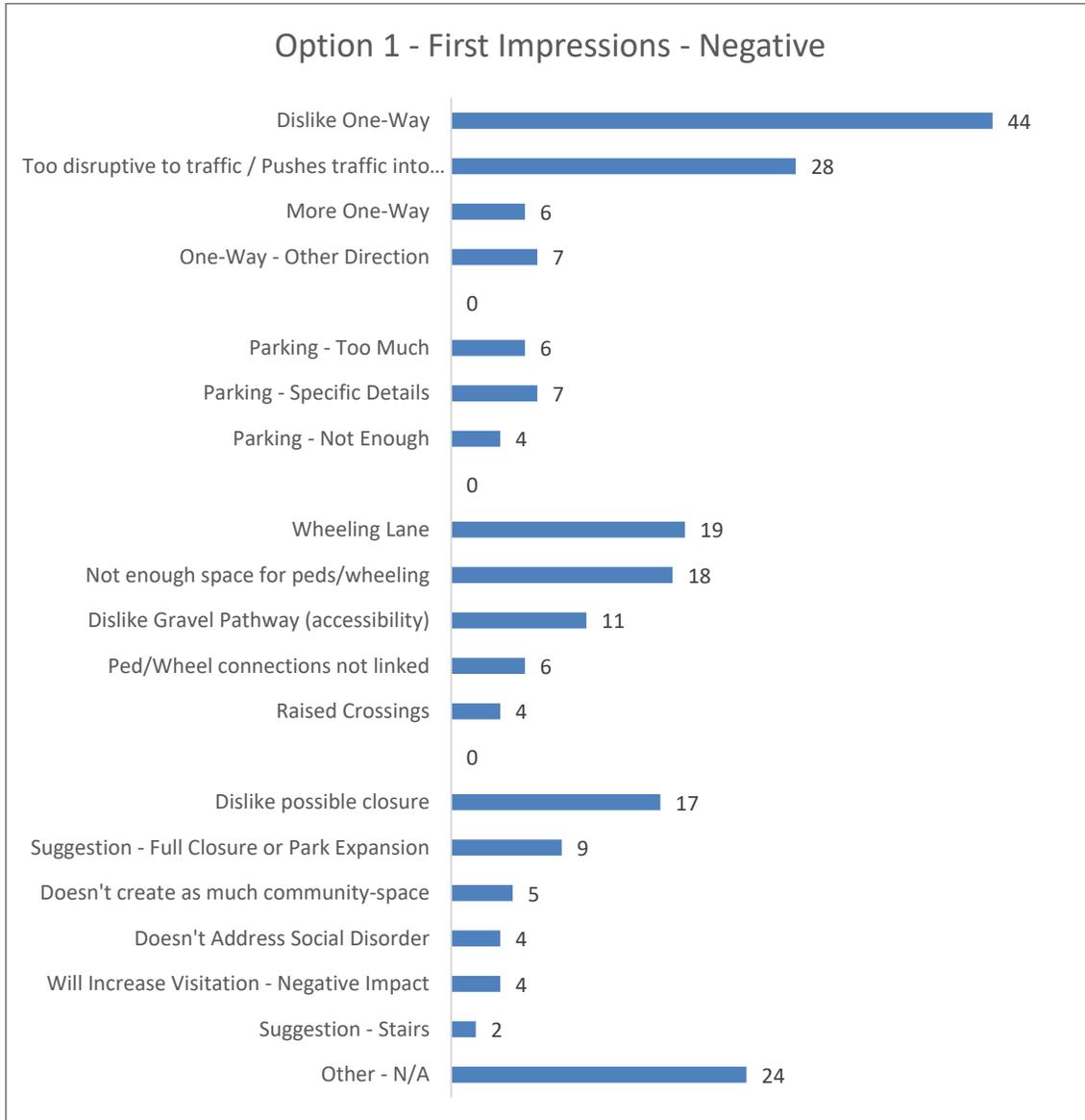
For a detailed review and analysis of the collected feedback please see the Phase Two Engagement – What We Heard report.

Design Option 1 - Themes

What did you see in Option 1 that you liked or found exciting?



What did you see in Option 1 that you disliked or found challenging?



Design Option 1 - Verbatim

What did you see in Option 1 that you liked or found exciting?

- I do not like option 1
- ABSOLUTELY NOTHING. Leave the area exactly the way it is now. I live in the community and I work at the school. What you are proposing has a negative impact on BOTH.

- One way traffic is good, raised wheeling lane also good
- "Please fully remove the Crescent Road vehicle lanes/carriageway in Area B (between 2 and 3 Streets) in all options; connect CH Park seamlessly with the escarpment.
-
- Terminate Crescent Road and 3 Street in cul-de-sacs adjacent to the parks parcel at 404 Crescent Road OR make 3 Street (south of 10 Avenue) and Crescent Road (east of 4 Street) 1-way SB and WB (clockwise loop).
-
- Ensure smooth and comfortable transitions between street and pathway at 2 Street/9 Avenue and Crescent Road/6 Avenue."
- I like that the bike lane is made permanent. The raised crossings are also a great idea. They will prevent people from flying through the area and will make it nicer for people using the park.
- I like the one way
- I liked how you can still get through (one way), but the raised pedestrian prevents people speeding or showboating through the area.
- OK but would prefer limited closure of Crescent Rd NW as per last year, as even with westbound traffic only there will be speeding and loud motorcycles and "hot' cars.
- Westbound only would likely limit motor vehicle traffic and would act as calming measure; also retains some vehicle parking.
- Reduction of traffic due to one way direction.
- I like the dedicated wheeling lane and less traffic. There is a limited space for pedestrians on the south side which concerns me. It is already crowded.
- "keeping the pedestrian pathway as is.
- keeping parallel parking on north side of roadway by the park"
- Create continual calming measures west of 6a Street. Alexander Crescent, 7a Street and the other streets have more traffic now because of the closure of Crescent Road. Without calming measures on these streets, they have become speedways for cars. It has become very unsafe.
- Raised wheeling lane, preservation of gravelled pathway, space for pedestrians
- " - With clear delineation of the wheeling lane it is less likely to be used by walkers & dogs.
- - Parking on both sides of Second Street accommodating more visitors to the area.
- - One way westbound with narrower lane from 1st St to 3rd St reduces cut-thru the neighbourhood traffic"
- All good options.
- flexible road closing for special events
- The speed and volume of vehicles should be decreased. There is the ability to close down the street. Large buses will likely not be able to access Crescent Road. The parking is away from the bluff in section b. I think the infrastructure will look nice. I really like being able to close the area in front of the park. I like to new cross walk infrastructure on 2 St NW at 8 Ave NW
- "The westbound only traffic would solve the issue of not enough room for parked cars and

- driving vehicles. I like the formalized bike lane on the bluff side"
- Accessible parking and increased green space
- While I would prefer crescent road closed to motor vehicles, westbound only motor vehicle traffic is second preference, and preferable over two-way motor vehicle travel. Like raised crossings at intersections and wheeling lane along travel lane.
- This option is great but I would want east and west bound traffic on crescent road. This is critical if 10th street is unavailable or 13 ave. Due to construction or other issues. As happened last week.
- One directional driving
- Bike lanes
- absolutely nothing!
- Dedicated cycling / wheeling space is a good idea.
- Nothing bad idea it is fine as it is we don't need to ruin any more of Calgary's great roads. A road is not accessible if you cannot drive on it.
- 0
- My preference would be widening the road for better car access, removing any bike lanes, and gates to keep non-residents (the poors) out. This is more than a fair trade for the tax dollars spent.
- "Neither, the idea that 2 murders took place on a highway is caused by a view of the Calgary core is ridiculous.
-
- The NIMBYism spewing from that neighborhood is sad to see. To gate off the community doesn't fix the issues that the people of crescent hills are complaining about.
-
- Living in the inner city will have inner city problems, but those issues are prevelant in various parts of Calgary as well. This is the rich trying to get what they want, while the poor people end up with nothing."
- Like the one-way portion of the street for cars
- Maintains parking on Crescent road, without blocking the view
- I appreciate the road space given to vulnerable road users.
- Amenities and flex space
- Nothing - only designed for a nice summer day. Useless in winter with all the elevation changes. It is a road that is an important conduit for the city while also a nice sight seeing drive
- "Splitting and reducing vehicle traffic.
- Adding/refreshing the pedestrian / wheeling corridor with trees etc."
- Wheeling lane and one way traffic throughout
- 0
- Better bike lane, limited traffic
- I like keeping the bluff existing pathway unpaved (gravel). I like the concept of the raised wheel lane

- I like the narrower roadway for cars and feel single direction traffic on the bluff is likely sufficient. Raised crossings will reduce use of the road for stunting/racing. I like the raised wheeling lane and expanded amenity space.
- "A & B-wheeling lane along travel lane; 2 mid-block crossings
- - Flexible road closures"
- Dedicated wheeling lane, raised crossings at intersections, one way vehicle traffic.
- Option 1 includes a great balance between transportation modes and still retains parking and green space buffers. Excellent.
- There is a lot of space for cyclists, pedestrians, and still allows for vehicles. Looks a lot safer.
- Dedicated wheeling lanes and raised crossings, conversion to one-way for traffic diversion
- Crescent Heights and Rosedale need to densify. These renderings are insulting to all the other communities that have had densification thrust upon them. DO YOUR JOB ROSEDALE AND CITY OF CALGARY.
- Dedicated wheeling lane.
- Wheeling lane seems appropriate.
- Many positive elements in all 3 options. I like the focus on the park area for the bulk of public traffic. Also like separate bike and pedestrian areas. Walking is care free while wheeling is a more focused activity. Mixing the two leads to safety concerns and accidents. Also support traffic calming measures listed
- Minimal wheeling lanes
- I very much like the idea of making a good portion of that street open to one way traffic only and creating more space for pedestrians, cyclists
- I like the raised crosswalks. Safer for pedestrians and slows traffic.
- I like the changes proposed for 3rd st (narrowing intersections to shorten crossing distance, adding raised crosswalks to slow traffic, adding sidewalk to east side). I liked the connection of the MUP in area A to the new raised wheeling lane removing that last section of gravel. I like that the MUP connects to 2nd st now as well from bluff. I liked that the wheeling lane is raised and that the guardrail is removed. Like that there are more raised crossings in area A helping to slow traffic.
- Increase of pedestrian space
- Cost-effective, improved use of the space without limiting access to public spaces for the general public.
- Overall, this seems to be an expansion of what already exists. The 'soft' landscape will help the park flow to the ridge and adds nice detail but...
- Raised pedestrian crossings, west bound travel on Crescent Road, option to close road.
- I am glad you'd maintain some parking.
- "More defined uses for driving , wheeling walking
- The whole area could use a face lift and more defined lines"
- That Cres. Rd remains open to traffic.
- Wheeling lanes

- You have maintained driving lanes and provided parking.
- "Mid Block Raised Crossings
- New multi-use Pathway Crescent Road to 9th Ave
- Narrowed Travel lane Width on the 100 Block
- Parallel Parking along the park"
- Support Option 1 with the option to further reduce parking between 2nd and 3rd St NW and in front of Crescent Rd residential homes between 1st and 4th St NW, allow parking in front of the church. I would add in the pathway within the park along 2nd St NW from 9th Ave to Crescent Rd and Crescent Rd 100 Block, narrow the road to only allow parking along the residential side.
- I liked the separation between vehicles and other users and the raised crossings.
- "Positive impression
- Where is the cross section for 2 st NW? Assume only northbound traffic and resident parking?"
- I like the bike and walking lanes.
- Added sidewalk, wheeling lane
- I just want a wide bike lane! Just for bikes.
- Optional gates for closing off sections for special events like stages, food trucks. Elevated crosswalks. Multi-use pathway.
- like the one way traffic to reduce traffic and the raised wheeling lane which reduces conflict with vehicles and pedestrians.
- I think this takes away a lot of the traffic.
- Anything that gives more space to people and less space to cars is a win. Sorry there is just ABC area should include more of the road above the bluff all the way to 10th.
- 0
- "I like the raised crossings. promote safety and slows down the traffic.
- I think a road should not be restricted to one way traffic for traffic calming."
- I like the raised wheeling lane.
- "Walking lane along the bluff remains gravel.
- Mid block raised crossings will slow traffic.
- Retain parking along the north side of the road.
- Separate the wheeling lane from the car lane with a barrier."
- The amount of road that was given to boulevard, pedestrians, and wheelers. The street lamps. The plantings on the boulevard areas. The raised road setting off the wheeling section from the cars. The separation of pedestrians and wheelers.
- seems reasonable , other than East bound traffic has to go somewhere , previous closures Rosedale Residents were driving through 400 block of 11 ave trough a Playground zone ,Eastbound . Needs a no entry from 4 st and 11 ave n.w. to prevent. 12 ave access is 70 meters left from Alexander Crescent. There is no need to travel thru the playground zone.
- One way traffic flow, which enhances safety. Room for wheeled use, allowing for separation from pedestrians. Optional road closure,

- I live in Crescent Heights. I pay taxes in Crescent Heights, and I enjoy the Crescent Bluff the way it is, except when Traffic enforcement says I cannot be there. I enjoy my early morning coffee on the ridge before work, but Calgary Parking Authority says I cannot be in my neighbourhood early in the morning. Please provide the option of leaving things as they are in this survey! This endeavour to change it is driven by personal gain of a fee in the neighbourhood.
- I like the biking lane and the boulevard areas. I also like how it is reduced to one lane of car traffic.
- Dedicated cycling space is a big plus. Significantly narrowed driving space will reduce speeds and reduce opportunities for stunting. Increased green space is nice too.
- NARROW roadway, WIDER amenity and flex space, KEEP GRAVEL PATH-in keeping with McHugh Bluff status as a natural park, RAISED MID-WAY crossings are a MUST! Suggest CLOSING CRESCENT RD MAY 1 TO NOV 1 ANNUALLY. Neighbourhood misses the elderly seniors & disabled individuals, young children w/ bicycles, mothers with baby carriages. They will return to a safe environment without fast cars, motorcycles, limos, party goers, idling cars. Motor vehicles are a worry to families regarding safety.
- I really like that Crescent Road would be one way westbound in the blocks shown and I am excited about the possibility of flexible road closures for the variety of reasons stated in the materials. I am also enthused about all of the raised crossings that would hopefully slow traffic down. I like that bike travel is provided for and the gravel path is continued for off leash dog walking as this is a popular dog walking path.
- I like the one way traffic, and parking on north side only. I also like the defined bike route. Having the optional gate for road closure makes a lot of sense for special events and summer weekends.
- Keeping the pathway granular.
- I like anything that increase pedestrian traffic and slows down vehicular traffic.
- Love the wheeling lane and raised crossings.
- I hate all of it. This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- I like the mix of walking, cycling and driving in the same or adjacent space. The traffic calming measures implemented along Crescent Rd should reduce cut through traffic and generally reduce vehicle speed as well. Access to parking may be attractive to some, but not a personal concern as I live in the neighbourhood
- I like the full time wheeling lane
- Nothing. Westbound traffic only is not acceptable. It doesn't stop boy racers and drugs. Don't like the amount of parking, and not enough pedestrian capacity and right of way
- I don't like option 1 because it is too restrictive for traffic. I also don't like the inclusion of flexible road closure.
- I think gates deserve consideration - would be useful to curtail the undesirable night time behaviour.
- "addition of sidewalk along 3rd street
- raised, mid-block crosswalks"
- liked the wheeling lane, liked the one-way travel on crescent road
- "One way traffic , raised crosswalks tall enough to slow the speeders.

- Please also make the park section of crescent rd. A No parking zone. The young men who congregate here are much better behaved when separated from their loud vehicles. We learned this when the road was closed as it should continue to be."
- That the Crescent Road would be kept open
- One-way vehicle traffic helps make cycling and walking safer. Separated walking and wheeling spaces are good.
- widening sidewalk on north side of Crescent Road
- "Area A – pedestrian scale lighting
- Area B – wider pedestrian section along escarpment
- Area B – 2000 north sidewalk"
- Traffic calming measures, one-way vehicle travel, and separation of vehicle from cyclists and other pedestrians were the primary improvements.
- "Narrower road to slow traffic
- One direction (west) for vehicles/north curb parking
- Natural pathway
- New amenities/flex space/softscape
- New sidewalk near park
- Flexible road closure opportunities
- Raised crossings"
- I'm finding the information hard to see/retain. My general comments - keeping the natural path and adding a wheeling lane=good. Make sure you have a wide sidewalk on the other side of the road and minimize driving lane width (whether you have 1 way or 2 way traffic).
- Liked the Area C option for 3 Street - 4 Street. See potential conflicts with parking on the Park side and kids/tennis/school users being hidden by parked cars.
- Reduced space for vehicle traffic, option to close road as needed, clear distinction between pedestrian and wheeling traffic, addition of flex areas for additional seating, greenery, etc.
- none of the above. if the initial problem was too much traffic and congestion why are you making changes which will encourage more people in the community???? crescent rd individuals may appreciate this since they will be protected but the rest of the community not only will suffer.....but will suffer more because you are encouraging more people to come. this is very disappointing as it seems you have had a plan regardless of how it changes the community.
- "Flexible road closure
- One way car traffic
- Separated wheeling lane
- Parking available"
- That Crescent Road is kept open from 1 street to third street for at least westbound traffic, with some parking. I like the other proposed upgrades.

- I like option 1 because it allows westbound traffic and parking, also maintaining the existing trail along the bluff unpaved as dog off lease friendly. We need to remain the existing unpaved trail along the bluff for dog off leash walking.
- "One way travel
- Raised crossings"
- I like the idea of separating pedestrian and bike traffic.
- Two way travel with parking on north side.
- First impression - I like it! Option to close with a gate is excellent. Not much room for parking for people who come to the area by car though.
- "Flexible road closure to respond to excessive traffic and noise.
- Maintaining westbound only on Crescent Road 100 block."
- Narrowing Crescent Road and adding more traffic calming measures is a step in the right direction. Making the road westbound only may help to reduce some of the issues, although this creates more problems in other parts of the neighborhood. Keeping the gravel walking path on the south side is a must.
- Not supporting option 1. We need two way traffic on crescent road for residents to easily move in and out of the neighborhood
- I like that there's flexible road closure options and one-way traffic being discussed
- I think the road should be blocked for motorized traffic all the way - it's being used for street racing and way too many extra red the speed limit and also drive in a very noisy way
- "Area A - 2 St NW-2 way travel & parking on east & west sides ensures accessibility for park patrons and vista viewers. Multiuse pathway will increase connectivity with new existing north asphalt path by school.
- Area B: Parallel parking and raised crossings at intersections.
- Area C- 3 St & 4 St: 2 way travel, raised crossings at intersections.
- Separation of uses on the Bluff side (walking and wheeling)."
- Good for pedestrians. Not great for people who live here to get in and out of community.
- the road is still open, but the traffic will be slowed by speed bumps. I'm fine with option 1
- Nothing at all. I do not want one way traffic only. The road needs to be open to vehicles in both directions.
- I liked seeing the narrower roadways, wider sidewalks, and the addition of the amenity/flex spaces.
- Raised cross walks are a good idea, parking on one side is good
- "Honestly, I had the thought of making Crescent Road one way before and I really like this execution - especially good having separation between modes. I actually prefer having the wheeling lane away from the bluff to minimize conflict with pedestrians.
- Going up 2nd street is a regular bike route for me so improving pathway connections there is great!
- Raised crossings are excellent. Can't have too many of those."
- Flexible road closure for events
- I like the fact of no road closures

- Traffic calming measures
- Area A looks quite nice with lots of greenery and pleasant walking space. Some trees making it feel more separate from the roadway would be a nice improvement!
- Westbound only traffic is ideal, however, I am confused why this is only limited to the study area rather than continued along the entire length of Crescent Road. This limited arrangement assumes traffic is not impacted in other areas. Additionally the raised "wheeled path" is excessive/unnecessary cost for aiding traffic calming and encouraging a pedestrian friendly environment. I am also confused why the bike infrastructure ends after the study area.
- 0
- A more landscaped south side is nice. Raised crossings are nice.
- I liked crescent road before the pile ons were put in. take those out so we can have a safer 2 way traffic to centre st. bridge. I live on 9th st. and it is hardly safe now and I walk 2 dogs during the day there. I liked it before all the construction trucks messed everything. just stop spending money, as there are so many tents below crescent road, maybe focus on that instead.
- Raised crossings
- Investment in boulevard. Speed bumps for traffic.
- " -Best option
- -Like that path remains unpaved
- -Raised bike lane good idea to keep on the street
- -Keeping parallel parking ideal"
- "It is good to keep the path along the hill unpaved. It is good to have more lighting.
- One way street might be a good idea. It would be wise to review how the one way is working for residents after a year, if that option is chosen."
- The one way traffic is a good idea. The problem is that it is the wrong way. The busiest time on Crescent Road is from 4 PM to 6 PM of suburban commuters cutting through the neighbourhood from east to west. If the Crescent Road is made one way the other way then this Cutthrough traffic will stop
- Not much here. I feel this complicates development, and does not increase accessibility to Crescent Road. A simple bike lane could suffice.
- The raised crossings are great to see. Hopefully this slows cars down
- I like that the pathway will remain granular. This path is used heavily by people walking their dogs. By paving the path, salt will be used in the winter to control ice which burns the pads of a dogs foot.
- Area A: 2 Street. no objections
- One way travel can control traffic flow and perhaps minimize traffic congestion.
- Reduced vehicle traffic on Crescent Road
- "like the parking at The Park on Crescent road.
- Like the crossings"
- 0

- Sorry nothing I live on Crescent road and would really like to see traffic continuing to be open both east and westbound.
- Separation of the wheeling lane from traffic. More emphasis on pedestrian/wheeling vs cars will mean more opportunity to recreate and enjoy outdoor time on the bluff.
- One way traffic only
- None
- "separation of walking lane and bike/traffic lanes
- more raised crossings
- softscapes"
- "Westbound only for vehicles
- Raised mid-block crossings
- Multi-use pathway"
- 0
- I didn't like it. Shut down the road fully
- Sorry, nothing exciting here at all.
- This is relatively simple and low cost solution to the issues at the ridge. The existing walking path is good, there is room to add a bike lane on the existing street, which narrows the car lanes and slows people down. There is no need to go to the expense of paving the walking lane - those who wish to walk on a paved surface have the option of walking on the sidewalk on the other side of the road
- 0
- Path stayed gravel. Bike lane is formalized.
- The westbound travel for vehicles with parallel parking on the north side is a great idea but should be extended to Area C as well.
- accessible amenities; enhanced lighting; variety of spaces; enhanced surface materials; raised crossings
- I like the idea of having only westbound traffic by the park with parking on the park side.
- "I like that the path is being kept gravel. This is an important dog-walking area. The gravel path also keeps high-speed scooters and bikes off this part.
-
- Raised bike area is fine, although I think the current separated area works fine."
- 0
- "(off-leash) gravel path maintained.
- wheelchair parking spots."
- I see very few positive points other than the allowance for some parking and some two-way travel.
- Separate permanent and paved wheeling path
- - Crescent Road remains open to vehicles but it should be two way traffic
- Separated spaces for pedestrian and wheeled vehicle use a strong positive, and the heavy use of raised crossing stresses importance of non-car users.
- The temporary cycling Lane being made into a permanent raised bikeway

- 0
- narrowing of Crescent Road
- Love option area A
- 0
- The road stays open as a road, not an exclusive gated neighbourhood. The cycle lane seems to be designed properly and not as currently (lethal cross slope in winter, hard sides)
- " -separated wheeling lane from pedestrian path
- -keeping the pedestrian path granular and dog friendly (though this is not listed as a use, it is important to the area)
- -parking available
- -vehicle access mixed with other uses
- -ability to do periodic road closures"
- I don't like much of what I see in Option 1, Area A or Area B. Raised crossings at intersections are about the only value here.
- Formalizing the wheeling lane, and keeping it near the road versus near pedestrians (feels safer all around) Delighted to see that parking remains adequate to accommodate visitors to our community. Like the raised crossings, in this restricted area.
- Like that you are keeping wheeling and pedestrian separate with a barrier. Like that pedestrian path is staying gravel. Keep off-leash path. Keep Area C along bluff as is. Best option. Had an out of town friend comment that they loved that the path was gravel and more natural.
- Best option of the 3. DO NOT pave the path. Keep as off leash. The people who use the path the most in all kinds of weather and all times of day are the ones walking their dogs. Please do not take this away.
- Still allows for vehicle and bike travel on road.
- I do not favour any road changes and I object to this use of a forced-choice format, with no option to say "no" categorically.
- Gates should be extended to include 100, 200 and 400 block of crescent road. Raised crosswalks should instead be speed bumps as the raised crosswalks that we have now does nothing to deter speeding. Eliminate parking all together and enforce permit parking. Multi use pathway on second should not eat into the park and green space, it should instead be extended onto the west side of the road to narrow the roadway and help deter speeding.
- Lower cost; maintain pedestrian on the ridge side; curbs on 2nd St.; more speed bumps; possible gate introduction; 1-way traffic between 1st and 3rd (but should be the other direction and for a longer stretch)
- do NOT make the adaptive lane permanent. It should be removed altogether.
- We have no problem with raising the road midway, or adding raised pedestrian crossings or speed bumps to encourage lower speeds of vehicles.
- Paralell parking on 3rd street.
- First Impression - no positives. Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial

feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate.

Irresponsible.

- Nothing
- speed bumps are a good idea - raised crossing?? currently if you observe visitors most park and then cross the road where they park to access the hill. Not many people currently walk to designated crossing to cross the road.
- " - Adding a sidewalk along the park
- - the on-street position of the bike lane
- - the bike lane being formalized into a raised wheeling lane along the street
- - the raised crossings at intersections
- - added sidewalk along 3rd street"
- I like the separation of bikes/wheels from the walking path. I think it's essential that the gravel path stays unpaved. I like reducing the traffic to one way, and I really like the raised crossings/speed bumps to reduce speed on the road. I also like the allowance for parking along the park on 2nd and 3rd streets.
- - Like that parking has been preserved on Crescent road & by park, that bike lane is adjacent to the road (not beside pedestrians), that two-way traffic is permitted on feeder streets to maintain good flow. Like the addition of a sidewalk on 3 St, west of the park! Also like the raised crossings for extra safety. Don't mind the 'flexible road closure' - could be interesting as long as it remains flexible and does not extend along Crescent Road beyond the park area (beyond 2nd or 3rd St.)
- I like that the pedestrian path and the cycling path is separate for safety, I like the raised crossings to slow traffic, I like the pedestrian path to stay permeable/gravel (there's no salt in winter, no fast "wheels", easier on dogs feet), I like the one way (but think it should be the other direction) I also like the parallel parking - it increases the number of parking spaces without increase the amount of road space needed for parking. It also helps narrow the streets to slow traffic.

What did you see in Option 1 that you disliked or found challenging?

- Too much space dedicated to vehicles
- Closing area B to eastbound traffic.
- "Existing bluff pathway needs upgrade from mud!
- Not usable in snow and gets icy!"
- Too much vehicle accommodation; please remove the carriageway and link the park and escarpment.
- It looks like the far west side has a spot where the bike lane ends for one block and then links back up? That is frustrating to see instead of connecting the whole system,.
- 0
- Concerned about getting out of the neighbourhood (Rosedale) if something happens on 4th ave/12th street, but more of a minor concern.
- "See previous answer.
- Would prefer road closure to 4th St NW. Residents with front garages, should have special access."

- Does not appear to enhance Crescent Road NW between 2 Street NW and 3 Street NW for potential community activities during closure (ie. for hosting of pedestrian focused street festival activities and the like).
- Allowance of traffic.
- I am worried about the space afforded for pedestrians. The existing south side is already crowded even with the adaptive lane in place today.
- westbound traffic only by the park and block to the east
- I do not see any consideration for the rest of the community of Rosedale and parts of Crescent Heights. I cannot agree with this closure and calming measures associated with Crescent Road until I see something for the rest of the community. My street has become dangerous and it is not mention in your design.
- Lack of attention to accessibility and mixed use. No addition of spaces for arts or gatherings.
- " - Sidewalk on the north side of area A is too narrow. Not room for two families with strollers to meet without one having to go on the grass.
- - Gravel path doesn't get cleared in the winter making it inaccessible to pedestrians, resulting in crowding on the north sidewalk.
- - Parking on 3rd St should be consistent with 2nd St - either make parking on both sides of both streets or one side only on both streets. Better to have as much visitor parking as possible.
- -Need more accessible parking"
- 0
- not a fan of one way traffic
- Motorized vehicles are still prioritized. The flow of the wheeling lane is not optimal, I would not use it and would likely just ride on the street. I would prefer a woonerf design. The design does not address the curve at the north end of 2 St NW at 9 Ave NW where drivers go very fast southbound and northbound. There was a high speed crash there over the last couple of years
- The two way traffic may be better extended further to at least 4 street. A second stair would be beneficial
- N/a
- "Disliked motor vehicle access.
- Dislike vehicle parking. Remove parking, and add more trees.
- Dislike two-way travel for motor vehicles on 3rd street."
- Would want two way traffic.
- Road closure
- 0
- I find the entire concept quite repulsive. Leave it alone
- This area functioned well with the road closures that were present last year. The road closures should be permanent. Crescent park should be extended to meet the bluff.
- West bound traffic only. East bound is the direction everyone wants to drive down for the city views. The eastbound side of the street is the best place to park to enjoy the skyline at night put a useless bike path no one is going to use on the north side of the street if you have to
- No
- This interrupts the movement of cars, and is not viable for that reason

- How are normal people suppose to access this newly gated community?
- Do not like the raised bike paths. The one along 24th in Banff Trail is a mess
- Needs more overflow parking, eg at community center
- I saw a gate marked on the map. What is that for? I appreciate the idea of being able to activate the street for events, but a permanent gate sends an odd message.
- The challenges I see is getting recreational users to use the proper spaces, amenities lane, wheeled lane. Etc. That area, which I have used for recreation for years, draws people from all over. Even with how it is currently typically people there for photos and general hanging out wonder all over and do not pay attention to which lane or area they are walking in/crossing
- see previous comment
- Vehicle traffic is still prioritized in B & C.
- loss of parking near crescent park and concerns over bicycle access to 2nd street
- 0
- Gravel foot path and still has one one of traffic
- I dislike areas a and b only being one way traffic and believe it needs to be maintained as 2 way bi directional
- My preference would be a further reduction of space for cars, as the vibe was considerably improved during the closure pilot. A wheeling lane is more challenging for families riding bikes together than a closed street. There is very little safe space in the inner city for kiddos to learn to ride safely and the Crescent Road closure provided this.
- Nothing really
- Wheeling lane is too short for cycle commuters. Not useful. Gravel path for pedestrians will force more pedestrians into wheeling lane, which makes it less friendly to cyclists.
- In area C, Crescent road becomes 2-way travel and this could be extended as 1-way to 4th Street NW for more effect.
- 0
- More raised crossings should be used when the area is slow speed anyways - prioritise the space for pedestrians. North sidewalk and Area C sidewalks should be widened too.
- There is no mention of densification. DENSIFY like the rest of the North Hill communities
- Raised crossings are hell on a bike. They are at odds with trying to make the area more bike friendly.
- Road closure seems like overreach, single-direction travel seems like it will increase traffic issues.
- "Not sure this or the other options address some of the most fundamental issues. This area is limited in space and can only accommodate so many visitors at a time without disrupting the community for the residents. Inviting more people to the area will not solve current problems. Lack of enforcement will also not be addressed
-
- Would like to maintain 2 way traffic if possible. Current arrangement with the bike lane leaves insufficient space for 2 way traffic. Would like to see the paths paved"
- Way too much emphasis on making the area convenient for people to go to. All this plan will do is continue to make life hell for the poor residents who spent a lot of money to live there.

- I don't think parking should be allowed in Areas A and B. Not only could the space be put to better use for Calgarians using the areas but it also will create congestion. Keeping the bike lane next to the cars isn't the safest option. "Flexible road closure opportunity" what does that mean?! More details need to be provided here. This blanket statement is not transparent. Under what circumstances would the road be closed? Roads are a public good and should be accessible to all
- If you make the roads one way, all that does is funnel traffic heading the other direction onto other nearby streets.
- Still allows traffic in area A, was hoping to see the section permanently closed and improved connections between park and bluff. Disappointed that the existing sidewalk in area A is not widened - in winter the ridge is not plowed and often impassable. The existing sidewalk sees a lot of traffic and it is not wide enough to pass someone with a stroller.
- The gate
- 0
- Will traffic be calmer? What data supports this idea that one lane will temper the flow? There is no additional or innovative infrastructure here beyond what is already present.
- Plan is limited to park area but the problems extend beyond the park block. No plan for reducing parking/loitering/partying on 4 St north of Crescent Road. No plans to control traffic west of 4 St (e.g., racing, speeding) to increase safety.
- I don't find this option appealing due to the one-way traffic. I also continue to object to the presence of the adaptive lane/wheeling lane which narrows the road. Currently, it is impossible for two vehicles to safely pass one another in opposite directions.
- "Big trees in the soft scape blocking views
- The adaptive lane should have a harder boundary from traffic. It's scary right now
- I don't love 1 way traffic"
- That there is only one way traffic along Cres. Rd. It should be both ways to allow residence to be able to easily access their homes within the community.
- Flexible road closure opportunity. I feel that it will restrict access
- Bike lanes are adjacent to automobile lanes.
- Raised Wheeling lane- keep it the same level as the road
- I do not have any negative impressions overall.
- One way traffic
- 2 st should not have southbound parking. This is an area where cars idle for hours and play loud music, and all sorts of disruptive activities after hours.
- I do not think it is a good idea to have one way traffic and then two way a block later. I am concerned about offloading traffic onto neighbouring streets.
- Gates to close public space; less pedestrian space in some cross-sections
- 0
- I'm uncertain of effects of the one-way westbound travel on Crescent Road Area B and how that will affect flow of traffic.
- Not sure that it will adequately address racing or excessive speeds. Would have liked to see an option to close Crescent Road completely between 2nd and 3rd streets

- There are already a lot of 1 ways in the area, I don't understand how just area B can be one way, it really will just move this traffic to areas that are relatively traffic free at the time . I think there is too much space. If the issue is that there are too many people hanging around, I am not sure how this will help.
- That we are keeping the road at all. Should be no parking and no traffic. Those houses all have lanes with garages to park in.
- 0
- westbound only for vehicles.
- None
- Nothing
- 0
- seems reasonable , other than East bound traffic has to go somewhere , previous closures Rosedale Residents were driving through 400 block of 11 ave trough a Playground zone ,Eastbound . Needs a no entry from 4 st and 11 ave n.w. to prevent. 12 ave access is 70 meters left from Alexander Crescent. There is no need to travel thru the playground zone.
- One-way traffic on Crescent Rd. should extend to 3rd St.
- I feel this area of Calgary was an awesome place to visit precovid changes. I have gone there to have my early morning coffee before work and have had parking authority make me leave. I live in the neighbourhood, pay Crescent Heights West taxes and cannot enjoy the sunrise there before work. I feel those restrictions were unreasonable and any further restrictions will hurt those who live in Crescent Heights and those visiting Crescent Heights. Why is it that no changes isn't an option?
- I think there is too much space devoted to parking.
- The wheeling facility looks like it includes vertical deflection on the speed humps. It also looks interrupted at intersections. The wheeling facility should be a continuous level throughout. Speed humps do not actually slow people riding. They're just annoying. The wheeling facility needs a 90 degree curb to prevent parking on it. Rolled won't prevent this. Massive missed opportunity to extend the park all the way to the bluff. There is no need, whatsoever, for Crescent Rd to continue through.
- Option 1 provides the best options of all, it's also the cheaper route. Cannot fathom the City trying to please everyone when the problems are localized caused by insensitive actions by Council without Engagement by the residents, eg. fireworks on Canada Day, fundraising fitness events on commuter stairs which has discouraged commuters to use because they are overwhelmed by the crowds and traffic being created in such a small area. McHugh Bluff is deteriorating and Parks' budget is limited.
- The parallel parking on 3 street does not provide for wheel chair parking as far as I can tell and that is needed. It doesn't indicate how long people can park there and it would be good if there was a 2 hour limit and no parking after 10:00 pm as that is when drug use and selling, drinking and boom box playing often occurs. Perhaps part of this parking could also be a 20 minute loading zone. Sometimes people sleep in their cars on this street so time limited parking might limit this.
- I'd prefer the one way extended to Area C.
- We don't see that any of the offerings in Option 1 will address the problems that this area is experiencing, especially with traffic and parking. What we would like to see is permanent closure of

Crescent Road and extending the park to the bluff, and gates or speed bumps would not be needed at all.

- 0
- n/a
- I hate all of it. This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- The reduction of traffic flow along CR to westbound only makes no sense in the "winter" months when there is little to no traffic, other than local traffic entering or leaving the neighbourhood. There is an impact as diverted traffic uses other street - Alexander Cres for example
- 0
- It doesn't stop boy racers and drugs. Don't like the amount of parking, and not enough pedestrian capacity and right of way
- I don't like option 1 because it is too restrictive for traffic. I also don't like the inclusion of flexible road closure.
- One way traffic is disruptive to us residents that use crescent road to commute. Too much emphasis on the wheeling lane. The current adaptive lane is very under used. Most people still use the sidewalk or gravel path. Rather than just counting vehicle traffic, you should count users of the adaptive lane. It's not worth the effort to include it in these proposals.
- one way (west bound) traffic - concerned it will add to congestion and u-turning along side streets, limits travel by local home owners
- needs to be a lot of signs before turning on to that road that it's one-way. should be parking avail on side streets as well
- One way westbound will continue to encourage the loud vehicles coming into the neighbourhood from centre street. Please make it eastbound only if one way is going to happen. We would prefer crescent park to be expanded to meet McHugh bluff.
- Flexible road closure should not be an option, this is not a gated community for one street.
- Maintaining parking on both sides of Crescent Rd from 3 St - 4 St contributes to visual clutter of parked cars
- "Unclear what problem you are trying to solve.
- Don't like Crescent Rd being restricted to traffic one way. How will this design impact other streets within communities, how will impact emergency response: fire, ambulance if I need these services? The City has restricted emergency vehicle access to my residence and this design further reduces access.
- Please define the problem"
- "Offer activities & functions as a preeminent destination in Calgary (its attraction with views). Traffic is not a factor for its success as a destination.
- Make cross walks wide. This is a pedestrian first area.
- Enlarge areas at termination of intersection streets.
- Area A, pedestrian circulation is narrow; north side sidewalk too narrow; too wide travel lane; encourages speeding; separate wheeling from vehicle lane with planting buffer.
- Area B, add trees.
- Area C, sidewalk 2000; narrow travel lanes."

- 0
- Wheeling lane along travel lane on Crescent Road
- 0
- Areas A & B - Need two-way traffic for neighbourhood flow and movement. This option pushes traffic onto other streets within the community and creates new conflict areas.
- I would prefer to see even less space dedicated to vehicles and parking, ideally no parking at all or no vehicle access across the park area
- more people in the area and more traffic is the problem. no development is needed in this area. it is a residential area not a tourist site.
- None
- Still gravel on pathway. It becomes icy and cannot be swept or plowed so is dangerous to walk on. It is a mess.
- Narrower road for one way traffic and parking.
- One way travel - its better than two-way, but less good than closing the whole road to vehicles, at least seasonally
- I do not like the idea of the flexible road closure in any scenario. I understand the complaints of the people who live there and firmly believe they should be addressed, however, I believe that can be done without closing off one of the most beautiful roads in our city to everyone but the lucky few who live there (regardless of the time of day or year). That does not feel inclusive in any way, and I believe it sets a precedent that does not reflect the friendly city I was born and raised in.
- Flexible road closures. I am not convinced at all about the adaptive lane. I drive that road all the time & people are on the sidewalks or bluff. I understand it is for preventing parking & partying on that side. Doubt it is effective.
- First look - I like it. Concern is for east bound bicycles. I would like for the two way traffic to remain so I can ride on the road both ways on my bicycle. I do not like bike paths when the road has a 30 kph speed limit - I will ride the road.
- Westbound traffic on Crescent Road between 1st and 3rd streets exaggerates the current impact on surrounding neighborhood. The stats indicated that 60 % of the current traffic on Crescent Road is Westbound. This is clearly attributable to the limited access to the communities of Rosedale and Crescent Heights from the West, and the lack of access controls from the East (Centre Street). We would support one way Eastbound on Crescent Road between 1st Street and 4th Street NW. Keep Off leash area.
- Making the road Westbound will force almost all traffic coming to view Crescent Road to come off of Centre St. This will increase the volume of traffic on 8th Ave NW which is already facing way too much vehicle traffic. Traffic on 7th Ave NW will also increase. The issue of 'social disorder' on Crescent Road, particularly at night, has not been addressed. Parking on the north curb of Area A will allow social disorder activities to continue.
- One way traffic is not going to work here
- I think it would be confusing and potentially dangerous to have such a short section of one-way traffic. Many of the people who drive on Crescent road are not from this area and may pay more attention to the view/scenery than the road signs, and travel the wrong way down a one-way street.

It would be more sensible to have the entire road be one-way, for ease of travel to both locals and other Calgarians.

- No motorized traffic perhaps apart from local
- "Area A 2-3 St: W. bound ONLY travel on Cres Rd creates a lack of connectivity for 40% of E. bound traffic which uses the road. Rosedale & Cres. Hts daily commuters will be rerouted & timely access for emergency vehicles compromised. It redirects E. bound traffic thru a PLAYGROUND ZONE on 11 Ave & 3 St NW compromising children's safety & through now congested corridors; tripling daily carbon emissions.
- Area C 4 St & 11 Ave: requires a DO NOT ENTER sign to prevent cut thru (eastbound) traffic from Rosedale"
- Entrance and exit into Rosedale/Crescent Heights is already heavily restricted. One way traffic is a safety concern as it further restricts local residential traffic. Also, parking in front of homes should be by permit so homeowners can park in front of their own homes.
- one way traffic from 2 to 3 street may increase traffic on 4th street.
- One way traffic
- 0
- one way lane restricts Rosedale resident with easy access to centre st., the current bike lane is adequate for the current bike traffic
- None! Some overlap with parking stuff I'll mention later.
- Nothing
- Possibility of road closures not just for special events
- All streets and avenues should remain 2 way traffic. All that you will accomplish by one way traffic is increase the traffic volume away from crescent road and into the playground areas.
- Why have two way traffic along Crescent Road in Area C? I can't imagine why any car would need to go East/South on the one block when they can't go past 3 Street anyway and could more easily cut down 10 Ave. Why not make more space for walking/biking with nice greenery added here too??
- "Ooops, entered negative comments into the previous box.
- The raised wheeled infrastructure seems unnecessary and is likely to make the area feel crowded. I dislike how this lane is not continued along the whole roadway. This makes bike commuting difficult as cyclists will have merge with two-way traffic."
- I'm opposed to west bound traffic only. I live in Rosedale and expect traffic flow and parking will be impacted negatively. Also, no consideration on the impact of the North LRT (Centre Street) has been taken into account when construction begins and following the opening of the line.
- I find the restrictions to be challenging because it's at the request of a small number of highly privileged residents of Calgary. They are lucky to live in such a nice area and likely pay high property taxes. But the issues that are being addressed really seemed to become truly problematic during the pandemic lockdown. The city is a public place, restricting access to beautiful areas where recreation occurs is elitist and not what tax dollars should support. What's next after these changes?
- I just want the city to stop spending money, put 2 way traffic back please.
- All except for raised crossings

- Does not design for any mitigation of late night, loud, traffic northbound on Centre A St. (Area B). Concern it would create a "cruising loop" for late night traffic (albeit one way) just like at the beginning of the pandemic.
- " -Gate at 1st st is a terrible idea. its a public space and should not be restricted despite what the rich and entitled on the hill think
- -One-way traffic makes it difficult to navigate streets, not enough traffic to warrant one-way"
- "I do not like the idea of a raised bike lane.
- The most efficient way to have the road would be to have the bike lane and car lanes cleared of snow at the same time, even if that means waiting to do the bike lanes."
- One way is the wrong way
- Why one way? We should have vehicle access in both directions. There is plenty of room on the pathway and the North side sidewalks for pedestrians. The Bike lane need not be as wide, and certainly not raised. The winter maintenance would be complicated. This is overly - controlled.
- The one way vehicle flow is a very big concern! It's going to push cars into the side streets and create impacts with zero benefit overall. Cars will be racing around the one way section to get back on the Crescent. I fail to see the benefit of this setup given all the impacts that will come of it.
- I live in Rosedale and use crescent Road to exit my community. I would like to see two way vehicle travel remain.
- Crescent Rd. No to one way traffic, parallel parking OK if restricted to one hour, No wheeling lane, No to mid block crossings
- This still prioritizes car parking to see the view and does not prioritize people. We will still see the parking and partying around the ridge and along the streets on either side of the park.
- Does not address the key issues/problems of Crescent Road
- "don't like westbound only direction
- don't like the wheeling lane beside the roadway
- don't like that the pathway is gravel, should be paved as well as the wheeling lane and to be separated by a low fence similar to the existing fence at roadway. Cyclists like to view the city as well as the walkers, disabled, youngsters and the seniors living in the area. Keep the road for vehicles and parking AND use the very wide level area for walkers and cyclists as a paved route."
- 0
- One way traffic
- I think Option 1 is missing some elements that could further enhance the bluff experience such as adding more aesthetically pleasing outdoor furniture, and make this an "on-leash" only area for dogs. Also, I think vehicle traffic closures should be prescheduled for the summer and every weekend throughout the year.
- Gravel road for pedestrians as is. It's so used and all the gravel is basically gone and muddy
- All you will do is push traffic into other areas of Rosedale...specifically 12th Ave NW...this already an issue with people cutting through the neighborhood.
- It will increase eastbound traffic on 13th ave in Rosedale and 12th Ave for people driving to centre street. This would be increased traffic in a school zone.
- 0
- 0

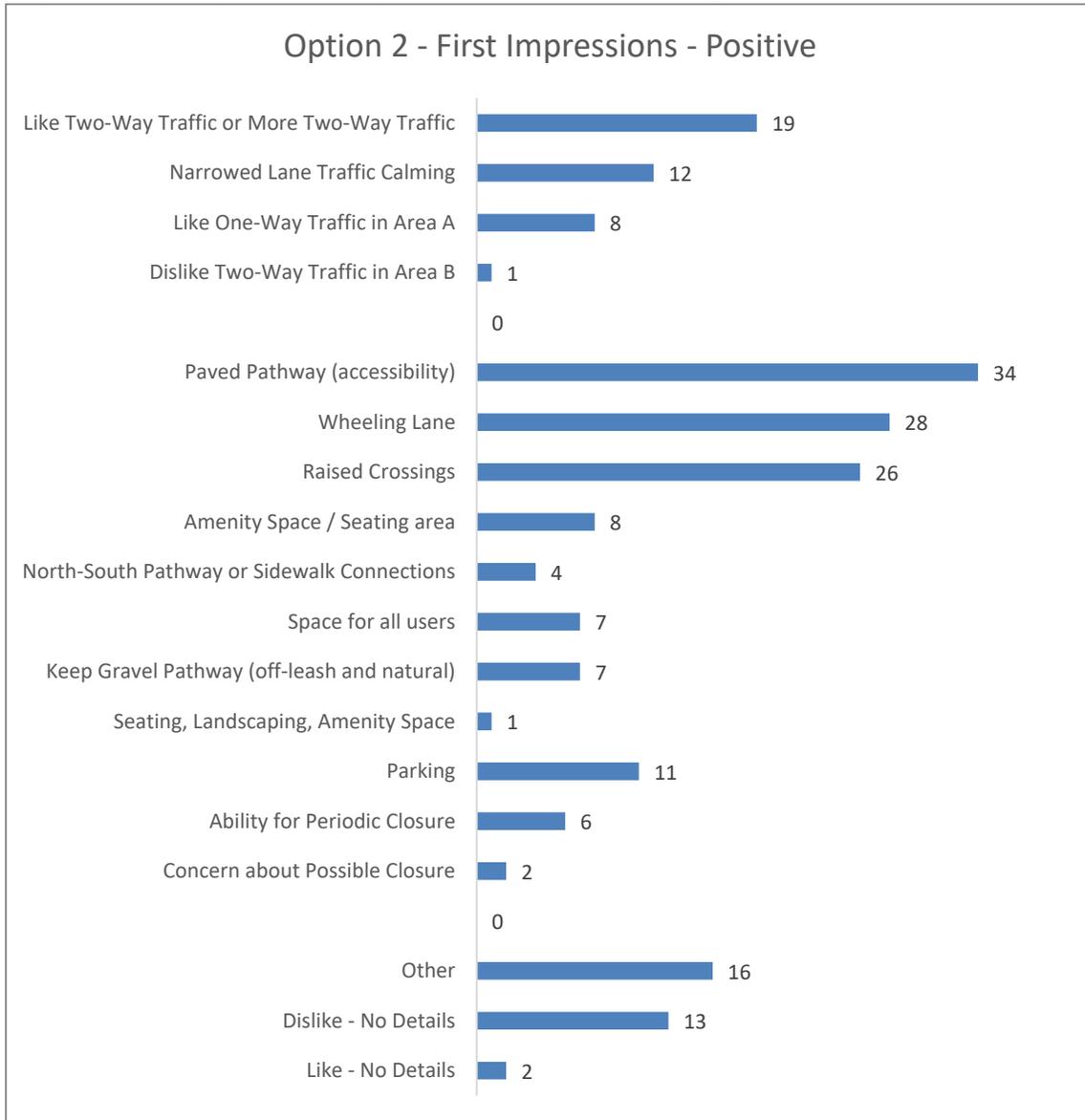
- Yes. Too much traffic
- "West bound only traffic? This will have a negative impact on the volume of vehicles this road was allocated to carry. ""On February 16,2003 the environmental guidelines of 1000 vehicles per day for Crescent Road, Alexander Crescent, 14th Ave. and 7th Street was increased to 1200 vehicles per day. The Inner City Transportation Study recommended an even higher number of 1500 vehicles per day. "" Where will this extra volume of traffic go?
- Benches in softscape area will be covered in dog"
- 0
- 0
- Not sure about one-way. I wonder about increased traffic along Creascent Road further west.
- Westbound traffic should be extended into Area C.
- one way travel
- nothing
- I disagree with making traffic one way. This encourages excess speed. The narrowing of the road and two-way traffic has worked well to slow down drivers.
- One way traffic decreases accessibility. Why is closure of the road still an option? Was it not made clear in the last engagement that the majority of residents did not want the road closed?
- "One-way westbound travel for vehicles will increase cut-thru traffic from Centre Street and 12th Avenue N. via 7, 8 and 9th Avenues and 1 St NW.
- Core challenge of disruptive behaviour at night is not addressed in any meaningful way. Closing during the evenings of the 6 warm months is the only solution. Best in class urban planning design cannot deter hooliganism."
- One-way restriction forces even more traffic to streets already carrying heavy loads. Narrowing the road for a wheeling lane is not necessary. The existing wheeling lanes are used by few people for 4 to 6 months of the year, it seems pointless to consider. Areas of the Memorial Drive path are shared by bikes and walkers. It can continue to work here. The view, that is what is special. Exploiting the area with party plans, fun and food trucks is frightening, other areas for that already exist.
- 0
- " - Crescent Road should remain open to two way traffic and more onsite parking for vehicles must be provided
- - Crescent Road is an iconic Calgary destination with wonderful views of the river valley, cityscape and mountains
- - on peak days hundreds of Calgarians gather to enjoy the area
- - like any popular attraction it requires adequate two way traffic flow and vehicle parking so that overflow does not congest adjacent residential streets
- - provide a PARKING LOT and TWO WAY traffic"
- Still leaves reserves far too much space for road vehicles. Would be better to use more space to create a running track, to enable different pedestrian speeds like we have on River Walk. Not clear why two way vehicle traffic on Crescent Road is necessary at all, all areas could easily be one-way only.
- Bikeway doesn't continue in area C

- I prefer that Crescent Road remain as a 2 way street and that any closure be for only special events (i.e. Canada Day).
- Should have one-way west traffic for all of Crescent Road
- Area C could be treated the same as area B
- "i like the boulevard on north side of street. like the various use lanes of the street with keeping bluff ridge natural pedestrian, and wheeling lanes.
- not sure about west bound travel on Crescent RD only. parking on north side of 200 block needs to be very restrictive to accommodate current residents."
- high planting would limit the view from the cycle lane
- The stairs down the bluff are an important part of the function of the area, yet they don't seem to be part of the plan. Not sure why there is not a raised crosswalk at that location. You have said that it is not part of this plan, but I think it needs to be. It is used heavily by commuters and exercisers and plans for the area should include a separation of these uses and addressing how they interplay with crescent road. If not now, into the future.
- I don't like the "westbound traffic" only option in Area A and Area B. Leave parking ONLY on north curb. Keep parking on north curb only in Area C as well if you are taking roadway for additional bike lane. Not crazy about the narrowed travel lane widths!
- I like this option best, so can't see the negative, other than - Would have liked a paved pedestrian path (to enable snow clearing in winter) however not at the expense of placing it next to the wheeling lane.
- May have problems with one-way traffic along crescent road 2str - 3 str. Signage may not be enough and may need some kind of warning lights which then is invasive. Also limit parking (ie. no parking 22:00- 6:00)
- 0
- 0
- road re-design and closure would each be required. I object to each.
- Gates should be extended to include 100, 200 and 400 block of crescent road. Raised crosswalks should instead be speed bumps as the raised crosswalks that we have now does nothing to deter speeding. Eliminate parking all together and enforce permit parking. Multi use pathway on second should not eat into the park and green space, it should be built onto west side of street. I feel as though the main issues we have been dealing with as residents aren't actually addressed in any of these changes.
- "Don't need to raise bike lane; 1-way traffic should be in the other direction between 1st & 3rd and should stretch longer; more speed bumps and they need to be real speed bumps; need better lighting, introduction of cameras;
- The project fails to meet all of the concerns raised by the residents: trash, speeding & stunting, late night partying, drug deals, vehicles idling, illegally parked vehicles, and many more."
- the adaptive lane is a nuisance
- "I didn't like that vehicles are restricted to one way or westbound.
- I didn't like that the walking path on the bluff is still a gravel path...makes it difficult for those using it during the winter months.

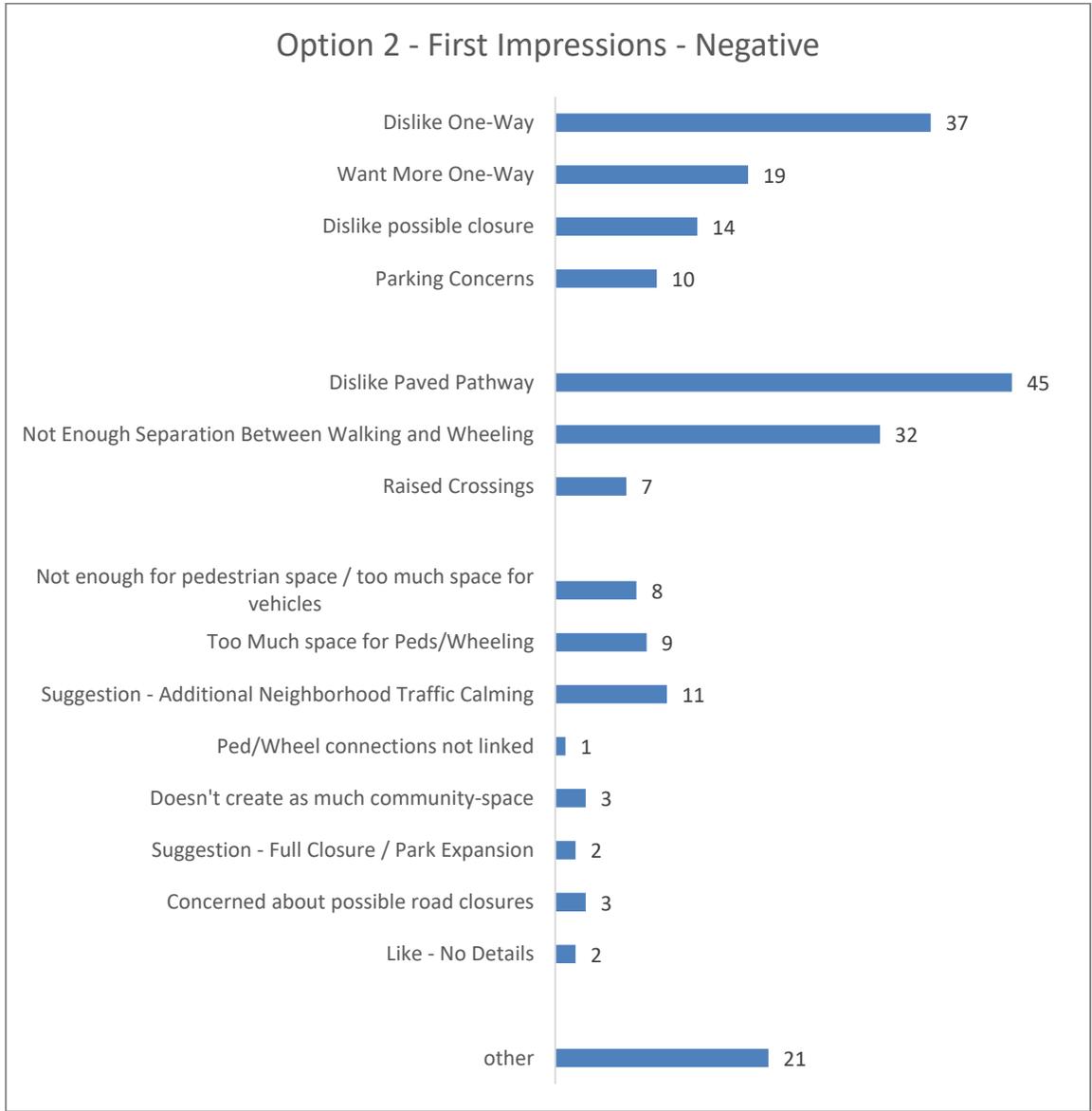
- The insertion of gates at any point on the road seems like it will bring about a permanent closure to vehicles in the near future which is not only scary but also seems to want to follow some alternative agenda."
- "Good effort. You've done some excellent thinking on this. However, while the ideas are interesting, Crescent road was fine before the pandemic and now we are returning to normalcy I cannot see an argument for doing anything. I think you should put it back to the way it was! But parallel parking on 3rd is good. and safer walking in winter conditions.
- For all 3 options, I see two issues which need different solutions:
 - 1) Strollers enjoying a walk
 - 2) anti-social behaviour (police matter)"
- Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- As 25 year residents with kids who use Cres Rd for dog walking, cycling & running, we think the road should remain open for 2 way traffic. Too few access roads in/out of Rosedale/Cres Hts. Plan will force more vehicle traffic onto narrower side streets where kids are present & will increase traffic on 13/12 Ave. The 30Km limit is sufficient to share the road with cyclists while allowing cars in both directions. Widen side walk & gravel path. We are surrounded by parks, no street park please.
- "one way travel for vehicles?? - based on experience from driving on the current road one way only will cause more speeding etc. currently when the area is busy having to navigate two way traffic slows vehicles down.
-
- layout has visitors park and cross the road, then the wheeling lane to access the hill - visitors are crossing traffic then wheeling."
- possibly the idea of leaving the crescent pedestrian path unpaved? - if paving it would result in better maintenance and snow removal during the winter
- I don't like the fact that the wheeling lane stops at the end of the planning area and doesn't continue along all of Crescent Road. I'm not sure westbound is the right direction for one-way. I think going eastbound would reduce cut-through traffic.
- Only that the pedestrian pathway won't be paved. It would be nice to have the city shovel this in winter - it can be quite a mess and sometimes very icy.
- I believe that traffic should be directed to the east for the one-way. It was stated that there is more traffic using the road going west - if the goal is to reduce traffic then it does not make sense to have the one-way direction favour the majority of traffic.

Design Option 2 - Themes

What did you see in Option 2 that you liked or found exciting?



What did you see in Option 2 that you disliked or found challenging?



Design Option 2 - Verbatim

What did you see in Option 2 that you liked or found exciting?

- The bluff path formalized and paved in high quality material
- Do not like this plan either! Leave the road the way it is!
- Much better design of bluff pathway than option 1! Can be cleared in winter of snow!

- 0
- This is my favourite option so far. I like that the wheeling lane is protected from car traffic by the park space. Raised crossings are great, as with option 1.
- 0
-
- 0
- More activity space within Area A.
- Same as for option 1
- Paving will make it easier to clear snow in the winter. Today the path is often treacherous so people walk in the adaptive lane instead of on the gravel.
- pedestrian and wheeling paths separated
- 0
- Love the amenity/flex space for what it could offer the community and that it separates wheeling lane from vehicle traffic. Raised crossings are nice
- "-Sidewalks on the north side are nice & wide
- -Paved path on the south side allows snow removal
- -Wider sidewalk on north side of Area B"
- Paved walkway!
- like the attention to the pedestrian area near the hillside and the sidewalk on the other side. Should be lots of room for pedestrians in this area, I think
- it may decrease vehicle speeds and volumes. The new infrastructure would look nice.
- That a designated bike lane still exists.
- I liked the bike and walking path area connected for family use. Not amazing for commuting
- Dislike two-way travel for vehicles.
- Two way travel required for whole path.
- Safer for bikes, activity areas/seating for visitors to use the space, enhanced lighting for more safety
- 0
- absolutely nothing
- The wheeling lane and raised crossings are good.
- Nope bad idea again the road is great the way it is. If it ain't broke don't fix it
- 0
- This isn't a great option, cars are still restricted, and cyclists (who are poor) still have priority access, as to non residents.
- "Neither, the idea that 2 murders took place on a highway is caused by a view of the Calgary core is ridiculous.
-
- The NIMBYism spewing from that neighborhood is sad to see. To gate off the community doesn't fix the issues that the people of crescent hills are complaining about.
-

- Living in the inner city will have inner city problems, but those issues are prevalent in various parts of Calgary as well. This is the rich trying to get what they want, while the poor people end up with nothing."
- Like paving the gravel pathway, in the winter the path becomes extremely icy
- Would be nice to have the walkway paved
- Further formalizing of active mode space along the bluff is good.
- Again nice to have separate lanes for different activities. I feel the wheeled lane should be completely separate, perhaps on the north side of crescent road, to have more separation from walkers, photo ops, joggers etc
- Option 2 is better than 1
- Better than option 1
- seating along boulevard in area A
- I like the pedestrian and wheeling lanes side by side and paved over separated and the pedestrian corridor kept as gravel.
- Great idea to pave the footpath, it gets way too much use for granular.
- I like the raised crossings at intersections
- Separation between wheelers and cars is attractive, though the speed of the wheeling lane might cause conflict between the amenity space and the pedestrian lane. I'm not sure this solution is better than option 1
- "A-2: mid-block raised crossings
- B & C: raised crossings at intersections
- C: wheeling lane along travel lane
- - Flexible road closures"
- paved pedestrian pathway will encourage pedestrians and slower wheeled pathway users to use that area rather than having these slower users in the same lane as bicycles.
- Paving the bluff pathway is a good idea considering the amount of use the pathway receives.
- Looks similar to plan except that it's one street of westbound traffic.
- Paved sidewalk is better and further separating the wheeling lanes from traffic is more comfortable. Raised crossings are also great but more would be better. Also like the wider sidewalk on the north side as well vs. Option 1
- 0
- Narrowed travel lane widths.
- Wheeling lane separated from road will likely encourage more use.
- Paths are paved. Walking and wheeling separate but next to each other. Traffic calming is a positive!
- Area continues to have street parking which I assume is for residents only!!!!
- Same as above re one way traffic. Also love that the bike lane is separate from the road for a safe, family friendly experience
- I like the wheeling lane being along the bluff.

- Like improvements to area C (narrowed intersections, raised crossings, east sidewalk). Like that there is separation in area A b/w wheeling lane and street. Like that the gravel pathway is being paved as that will allow for snow removal in winter., Like that the sidewalk in area A and B is being widened.
- The triangle road two way
- 0
- A paved lane for bikes and jogging strollers makes sense. 'Flex' space needs places to sit and lots of trees.
- Raised crossings
- I like the paving on the path(s) as the current gravel path gets muddy. Improved lighting is also good.
- Like the wheeling lane better probably. More separate from road
- That the existing path will be paved.
- Parking along both curbs! Keep it accessible. Let more people enjoy the area
- Liked that bike lanes were further from the automobile lanes.
- "New multi use pathway from Crescent Road to 9 Ave
- Raised Crossings at intersections
- Narrowed travel lanes on the 100 Block"
- Like the addition of the pathway within the park along 2nd St NW from 9 Ave to Crescent Rd
- Two-way travel on Crescent Road between 1 St and 2 St. Paved pathway.
- "Less positive
- Bluff path should not be paved
- Traffic calming seems less intensive overall"
- I think it should be two-way travel.
- Wheeling space next to pedestrian space, allows more flexibility
- Just give me a wide bike lane for just bikes!
- Flexible road closure for events and food trucks. Softscaping separating the wheel/walking lanes from traffic. Paved walkway is an excellent idea.
- westbound only restriction will reduce some traffic conflict issues
- I like having the benches and trees between the paths and the road.
- Liked having the wheeling space close to the park away from the road.
- 0
- dedicated wheeling lane, raised crossings,
- 0
- "Single lane, one way traffic.
- Parallel parking on north curb"
- The trees on both sides that have their canopy above the heads of drivers/wheelers/walkers. That could be nice in a place or two. I like the idea of picnic table in a place or two.
- 0

- Paved pathway works better for weather extremes -- less subject to flooding and erosion.
- I Live in yhe neighbourhood and wish I could enjoy this part of my neighbourhood like any other part of my neighbourhood. Please return to pre covid usage with access for Crescent Height's residence being allowed to park there and enjoy the sunrise without being chased away by parking authority.
- I like the wheeling lane along the bluff.
- Same feedback as Option 1.
- SO NOT SEE ANYTHING POSITIVE ABOUT OPTION 2.
- Same answer as my response to option 1re area C 3st NW. I love the flexible road closure.
- Not much, compared to Option one!
- Don't like it.
- I don't like the idea of paved pathway along crescent road as it's currently heavily used by people walking dogs and paving won't be good for dogs. Would like to keep the offleash designation along crescent road. Also don't like the idea of east/west traffic between 1 and 2 street.
- raised crossings (would love to see more throughout the city)
- The only good thing I see is paving the gravel pathway.
- Really dont see much difference between Option 1 and 2 - other than two way traffic in area B. See comments for Option 1, which largely apply here. Can see the utility in temporary shut down of CR from all traffic (E/B and W/B) for special events (eg, on weekends during the summer), but dont see any reason to shut road to cars for other 8 or 9 months of the year
- I like the separation for wheeling, pedestrian and auto use. Glad to see parking maintained to keep the public space open for all users
- None
- I like the 2 way traffic for vehicles.
- I like the 2 way travel as I use crescent road to commute everyday.
- "two mid-block raised crossings
- multi-use pathway
- two-way traffic along Crescent Road
- parking restricted to the north side of Crescent Road"
- There's not enough space for 2-way car traveling, better to have a bike lane. The gravel pathway is fine, blends in with McHugh Bluffs really well as a more natural area, does not need to be paved
- 0
- At least there would be traffic allowed on Crescent Road
- A multi-use pathway on 2 St NW would be a great connector for north-south biking into Crescent Hts, Tuxedo Park, and Mt Pleasant
- 0
- "• The adaptive on-street bike lane is formalized into a raised wheeling lane along the bluff.
- • The existing pathway along the bluff to be paved. (with a portion remaining granular)."
- 0
- "Wheeling area along bluff

- Separation of pedestrian/wheeling
- Mid-block raised crossings"
- 0
- Areas B and C are enhanced with traffic calming measures. Would be even better with boulevard landscaping treatment and canopy trees.
- reduced space for vehicle traffic in the park area
- negative. the community doesn't need more people, more traffic or events. originally the response from the community was to NOT have the path paved. why are you changing this? city planners idea who don't live here. softer surfaces are not as damaging to those using path - particularly for those exercising. more cost to the city for clearing if it is paved. why? why? where is all this money coming from. spend on other important things. waste of money. ruining community.
- "Separated wheeling lane
- Flexible closure"
- That the limits on travel on Crescent Road are only where the park is. That the pathway is paved. Present pathway is dangerous in winter with ice and paving will allow it to be plowed.
- Two ways traffic
- "At least some one way traffic
- Paving of bluff"
- Most of my impressions are positive (except for the road closure).
- Two way traffic. Ok with raised crossing at intersections to slow traffic. Parking on the north curb.
- I liked the first option better. No need to separate walking and wheeling lanes in the paved area. On almost all days people can do both. On my bicycle, I ride in the car lane because I can hold 30 kph, the speed limit. If walkers find the paved closed off area too busy with cyclists, then they can walk on the gravel path, which has a better view anyway. No need to overthink the segregation of cyclists and walkers for the few hot weekend days where it is very busy.
- Maintain Westbound travel on Crescent Road 100 block.
- Extending the pathway on 2 St NW is positive.
- 0
- 0
- Same comments
- "Area A - 2 St NW-2 way travel & parking on east & west sides ensures accessibility for park patrons and vista viewers. Multiuse pathway will increase connectivity with new existing north asphalt path by school.
- Area B: Parallel parking and raised crossings at intersections.
- Area C- 3 St & 4 St: 2 way travel, raised crossings at intersections."
- I like wheeling lane, gate closures, and raised crossings. I like 2-way travel in spots should be entire length.
- same comment as Option 1
- Nothing at all, crescent road needs to be open to two way traffic

- Like Option 1, I liked the wider sidewalks, narrower roadways, and flex/amenity zones.
- Nothing positive
- Easier access on the bluff side for all wheeled users, thinking especially of wheelchairs or other less rugged devices.
- Raised crossing at intersections
- No permanent road closures
- "traffic calming.
- Retaining some 2 way traffic"
- Could be nice to have the biking space closer to the walking space than the roadway perhaps.
- Paving the gravel path increases accessibility in the area.
- 0
- "Raised crossings.
- Two-way travel and parking along both curbs to allow use of park by those with vehicles who do not live in the neighbourhood."
- 0
- Raised crossings
- Like option one, I like the investment in trees, amenities like, benches etc.
- -Keeping parallel parking is ideal
- I do not like this option.
- I like the paved bike path idea
- I like the 2 way travel for vehicles.
- I like the crosswalks on 3rd street. These are definitely needed with the parks that are there and the fact that cars are constantly racing down that street
- The pathway remains granular. Many people walk their dogs along the pathway. By leaving it granular the city will not use salt in the winter to prevent it from getting icy. Salt burns the pads of dogs feet. Leaving it granular makes it safe for dogs and people.
- "Crescent Rd.: two way traffic OK; Parallel parking OK; wheeling lane - NO, Raised Crossings - NO.
- Crescent Rd 100 block: NO to all options - nothing suggested is positive."
- Raised crossings
- Reduced vehicle traffic
- "like the wheeling lane beside the bluff
- city is bound and determined to have the westbound lane only design"
- I like the 2 way traffic and parking on the north side only. The raised crossings at intersections is a great idea.
- Nothing
- I like Option 2 better than Option 1. Paving the walkway into a multi use pathway that is cleared of snow and ice in the winter is a great idea and will result increased (and safer) all-season use of the area by pedestrians.
- Paved walkway

- None
- Prefer paved, rather than gravel walkway. Gravel pathway cannot be cleaned and is very icy in the winter
- Difference from 1 is not immediately clear
- 0
- What is the point of this? This is worse than the first one. Why are you filling in softscape in the middle of the lanes? This just eats space. Absolutely terrible idea
- Another failure. Sorry. 500 characters does not even give enough space to start to address the issues with this plan or the previous one, so I will add the negative here. Placing a wheeling lane next to the pedestrian circulation lane is going to be a nightmare with the number of off leash dogs running free. Placing the trees and benches across the bike lane will encourage the dogs to cross the wheeling lane to sniff and pee.
- 0
- 0
- 0
- I only liked the idea of westbound travel for vehicles in Area A
- accessible amenities; enhanced lighting; enhanced soft-scape; variety of spaces; separation of uses; enhanced surface materials; 2 way traffic area B; wheeling lane along bluff
- nothing
- Narrowed travel lanes
- 0
- wheelchair parking spots.
- 0
- Like the raised and paved wheeling lane
- - Crescent Road is open to vehicle traffic, should be two way traffic all along Crescent Road
- Narrowed travel lanes are good here to increase complexity and reduce road speed, make crescent road unattractive to vehicle users.
- How the wheeling lane is separated from car traffic
- 0
- 0
- Liked the one way traffic
- 0
- The road stays open as a road, not an exclusive gated neighbourhood
- " -virtually no positive feedback on this option
- - like the raised crosswalk closer to top of existing stairs"
- I guess I am okay with the two mid-block raised crossings if that will have an affect on traffic calming. I like the two-way travel for vehicles.
- Do like the idea of paved pedestrian walkway, to permit easier winter snow clearing.

- No positive impressions - DO NOT pave gravel walk (DO NOT take off-leash away) nor place wheeling right beside (bad mix...refer to memorial drive where it is not separated); need barrier
- 0
- 0
- 0
- Nothing positive about this plan. Destroying more green space and eliminating the pathway that's used by dog owners as an off leash option. We want to encourage those people to come not deter them.
- Don't really care for option 2
- 0
- "We like the fact that this option provides for 2 way traffic along Crescent Road and along 2nd St and 3rd St. This allows people who can't park blocks away to navigate the Crescent Road views.
- We don't mind the raised roadway in front of Crescent Heights park, or addition of speed bumps in order to slow down vehicles.
- We like that the Bluff area is paved."
- I like the idea of paving the Bluff walk way...but only if the snow and ice is cleaned off in winter and it is made safe. That's not the case now.
- First Impression - no positives. Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- Raised crossings. Parallel parking on north curb.
- "new multi-use pathway
-
- more two way traffic to slow vehicles when busy
-
- more parking for visitors"
- " - In areas A and B: the enhanced lighting, softscape, seating for views, celebration, etc.
- - a paved pathway at the top of the bluff (if it would mean better maintenance during winter)
- - an option to temporarily close the block for special events
- - curb extensions in area C"
- I like one way and raised crossings to slow traffic down.
- I like the elements shared with option 1 (my preference) and that the pedestrian walkway is paved. Do appreciate the addition of a sidewalk west of the park.
- I like the one way (but it should go east) and I like the raised crossings as it slows traffic. I like the parallel parking on 2nd and 3rd as it helps narrow the street which helps slow traffic.

What did you see in Option 2 that you disliked or found challenging?

- Too much space dedicated to vehicles

- "As in Option 1 you are closing a section to one way traffic.
- The school and community voted 60% to leave it the way it was. Quit wasting taxpayers money on a project we do not want!"
- Prefer the one way traffic all along crescent road to at least 3rd St, not just one block
- Please remove the carriageway/vehicle lanes from Crescent Road between 2 and 3 Streets NW and allow the park and escarpment to be seamlessly connected.
- Not much. I really like this design.
- Don't like the paver walking path
- This seems to be worse than option 1 in all ways. I think paving the walkway is worse and having bikes with the pedestrians is worse.
- Is closure a part of this?
- Potential for more traffic along Area B with two way travel, concerns about increase traffic and undesirable activities along 2 Street NW between Crescent Road NW and 9 Avenue NW.
- Same as for option 1
- Wheels and walking so close to one another is concerning.
- "all pathways being paved.
- No need for curb extensions.
- Accessible amenities--what does that really mean??
- Accessible connections to the park--what would they look like?
- Cutting down shrubs/trees to make way for more pedestrian traffic."
- I do not see anything for streets west of 6a St. These streets need calming measures and I cannot agree with anything on Crescent Road until there is something for the streets west of 6a Street.
- Don't like the paving of pedestrian pathway along bluff, don't like two way traffic between 1st and 2nd street
- " -Location of wheeling lane is a disaster - locating it between the amenities space and the pedestrian space will result in pedestrians using the wheeling lane frequently & vice versa. Keep pedestrians and wheelers separate.
- - Two way street between 1st & 2nd. Either make 1st to 3rd one way, or make it all two way.
- -Need more than 2 accessible parking spaces immediately adjacent to the park. Add more on Crescent Rd or on 2nd St.
- -Allow parking on both sides of 3 St"
- "Need pedestrian lane and bike lane.
- No two way traffic please"
- 0
- This designed really prioritizes motorized vehicles. I want a design where motorized vehicles are guests.
- The 2 way traffic and parking is problematic
- The gate, this is not a welcoming community. I understand residences are worried with the people coming to "their" area. Move to a less park centric area. This is communal space and a gate creates divide and entitlement. I am upset the city is entertaining this option. It promotes elitism- not everyone can afford to live in crescent heights but all should be able to visit
- Dislike two-way travel for vehicles. Option 1 is preferable.

- Two way travel required for whole path based on location of my house.
- Road closures
- 0
- I disliked all of it. Clearly you have an agenda against vehicles
- Similar to option 1, option 2 retains space for motor vehicles unnecessarily. Particularly on the south side of Crescent Park.
- Same as option A bad idea
- No
- 0
- 0
- Would prefer a larger section of the road to be one-way for cars
- Don't like the lack of separation between walking and cycling
- "Having the wheeling lane in between the ped path and the activation space will cut off that space from those likely to use it.
- Why is there a gate? Sends the wrong message."
- I struggle with the amount of tax dollars going into this project. I feel it is a true reflexion of the influence home owners along crescent road have over the city and the tax bracket the home owners along crescent road are in. I live in capital hill and I would wager my pension if the negative activities going on on crescent road were happening on our street absolutely nothing would happen.
- Same concerns somewhat as 1
- Take away parking on north side crescent road, or restrict to zoned parking (residents only).
- "Closeness of wheeling area to pedestrian area is concerning due to conflict
- concerns over bicycle access to 2nd street
-
- confusion over why area B needs to be two way"
- 0
- Too much traffic
- Again - believe that all 3 areas need to be open to traffic in both directions.
- Not as much a fan of the two way traffic option. Seems there would be left hand (northbound) turning cars that would increase safety issues for pedestrians.
- A-B: paved wheeling lane along bluff
- Two way vehicle travel. Wheelway and pedestrian pathway do not appear to be well-separated, which will likely lead to mixing between them. Pedestrians will need to cross wheelway to use pedestrian pathway.
- The 1-way stretch of Crescent road is fairly short and Option 1 has greater effect. I prefer the separated bike lane as in Option 1.
- I street of single lane traffic.
- Raised crossings should be used at all crosswalks in the scope to give priority to peds. Area C still too catered to cars, sidewalks should be widened at the very least
- 0
- The segregated bike lane near the bluff sucks. It is too mixed in with pedestrians. When I'm going 35 km/h on my roadbike. Also I frequently bike with my family and we are usually 2-wide while biking

along the area on the road. We would still use the road so we can do this rather than use the single-file bike lane. Still don't like the raised crossings either, they're misery for biking.

- Same as previous - closure seems like overreach, single-direction travel increasing traffic issues.
- "for all options - given issues with cars, motorcycles and volumes of people does it make sense to add parking. Would reducing parking on top of the hill and increasing options off Memorial Drive be a better option.
- Would prefer two way traffic on crescent road for efficiency and to prevent moving traffic to surrounding streets"
- The street parking in the area does not indicate that it is for residents only which it should be.
- "Same as above re parking on street.
- ""Flexible road closure opportunity"" what does that mean?! More details need to be provided here. This blanket statement is not transparent. Under what circumstances would the road be closed? Roads are a public good and should be accessible to all"
- I prefer the walking path to be unpaved. It helps to clearly define walking vs. biking. I don't like the one way traffic along Crescent road between 3 & 4th Street.
- Dislike that area A is still open to traffic.
- Gate
- the bike lane should be next to the road not the walking lane.
- Does the bike lane extend beyond the parameters of this proposal? You can't offer a paved bike lane along part of the ridge, it's an idea that requires full commitment and execution all the way along Crescent Road and around Rosedale. Again, does a single lane for one section of this area really affect car traffic flow? How do we know this?
- Wheeling lane along bluff - please keep bikes and scooters away from the pedestrians, dog walkers and kids playing. Do not want bluff paved!
- I strongly object to one-way westbound traffic, or one-way traffic of any kind. I also dislike temporary road closure options.
- Are we just going to be increasing traffic along 2nd and 3rd street now. The speed going up 3rd from cres rd to 12 Ave can be scary. Right by kiddie park too
- That traffic on Cres. rd. is restricted to only one way. It should be open to two way traffic to allow residence easy access to and from their homes.
- The road blocks. I don't get why they're needed. It's not going to prevent crime
- Portion of road appears to be one way only.
- Don't like the raised wheeling lanes
- Do not like the wheeling lane along the bluff
- One-way travel
- "Bluff path should be natural not paved
- This option has less traffic calming"
- I prefer a separate bike path.
- 0
- 0
- 0

- Not convinced that the proposal for the pedestrian/wheeled pathway will reduce conflict. I think it likely to increase conflict with pedestrians basically wandering all over the space. Not sure what utility there is in having two-way traffic between 1st and 2nd street. I think that is just going to lead to pedestrian/veh/bike conflict especially at the intersection of 2nd street and crescent road.
- I think the parking spots should be on the south side of the road. This will prevent people from going to their cars to grab things for their picnic and having to cross a likely busy street. I don't like the idea of a gate. Essentially, what if the people who live in those houses have an elderly visitor and they can't even access the property. This is still where people live, not a park.
- Too many cars too much parking.
- 0
- no consideration for public washrooms
- 0
- "Paved walking space.
- Wheeling lane right next to walking space.
- Need to excavate existing road to replace with softscape."
- Putting the walkers and wheelers together on the a strip that is the same level. I'm a walker and wheelers are not the most restful to share space with. It is always immediately more relaxing when there is separation. Also, those picnic tables are in reality marooned between two fast flows: on the one side cars and exhaust, and on the other, the wheelers zipping by. I bet picnics would be much more appealing if the tables were worked into the Option 1 layout.
- seems reasonable , other than East bound traffic has to go somewhere , previous closures Rosedale Residents were driving through 400 block of 11 ave trough a Playground zone ,Eastbound . Needs a no entry from 4 st and 11 ave n.w. to prevent. 12 ave access is 70 meters left from Alexander Crescent. There is no need to travel thru the playground zone.
- Prefer longer segment of one-way traffic on Crescent Rd.
- Your changes take away the access to natural beauty of Calgary from everyone including those who live in Crescent Heights like myself. Please return this area to pre covid access with parking to watch the sunrise without harrassment from parking authority.
- I don't like how there is more two-way traffic for vehicles in comparison to option 1.
- Same feedback as Option 1.
- PAVING REQUIRES SNOW REMOVAL, WHEN CROSS COUNTRY SKIING PATHWAY WOULD BE WELCOMED. SOFTSCAPE, AN EXPENSE THAT WILL NOT CHANGE THE AREA TO DECREASE PROBLEMS. ADDING HARD SURFACES WILL CREATE WARMING OF THE AREA AND A CLIMATE CHANGE ISSUE.
- I dislike that the gravel pathway for off leash dog walking would be paved resulting in dogs needing to be on leash. I dislike the parallel parking along the north curb between 3 street and 4 street unless limited to permit parking. I have the same concerns about the parallel parking along the park side of 3 street sw as I have stated in option 1. I am concerned about the impact of one way traffic on just one block of Crescent Rd as it will have a negative impact on the feeder streets around it.
- Reducing traffic to one way on such a short stretch of the road will increase traffic on the other sections. Too much mixed use on the pathway. Bikes and scooters need a separate space, and are

more aligned with cars than people. Paving the path is NOT environmentally friendly, though I'm sure walkers will appreciate the ability to reduce ice build up during winter.

- See our response for Option 1.
- Said negative in positive section
- don't like paving the bluff path or making wheels/peds closer
- I hate all of it. This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- See comments for Option 1
- 0
- Paving the pathway is an unnecessary expense if the road is closed. It doesn't stop boy racers and drugs. Don't like the amount of parking, and not enough pedestrian capacity and right of way
- Don't like flexible road closure opportunity.
- "Wheeling lane" is a wasted effort - time and money. Hardly anybody uses it currently.
- westbound only travel for vehicles in area A
- not enough space for 2-way travel, not worth paving the gravel pathway
- I think the bluff path should remain granular to promote proper drainage and natural seepage of water into the ground. Also please keep the existing barricade along its entire length. Generations of dogs and kids have learned to respect this barricade even when it was just wire and timber. Keeps us safe.
- Don't like the wheel lane, bikes are not using the bike lane that is there now. Flexible road closure should not be happening at all.
- I'm not sure about paving the existing trail along the bluff - this tends to lead to higher-speed cycling and conflict between users
- "Building on comments from Option 1
- What is environmental impact of paving gravel path? With a gravel pathway, water is absorbed, with paving the water will run off. The Crescent Heights slope has existing stability issues - have these been considered?
- Food trucks will likely increase traffic: How will traffic get to, park and move around the communities?
- Do not support additional expenditures."
- "Area A – Park sidewalk needs to wider and offer amenity such as seating; travel lane is way too wide; encourages speeding.
- Area B – Carriageway to be realigned to north given over generous north boulevard; north Boulevard needs Boulevard trees
- Area C – Crescent Park walk adjacent walks should be boulevarded with boulevard trees."
- Placing the raised cycling path adjacent to the walking path will enable cyclists to detour onto the walking path, I would suggest that having the softscaping between the cyclists and pedestrian areas would be safer. Paving the existing trail is not necessary and would hinder off-leash access for local residents.
- "More limited westbound traffic
- Paved pedestrian pathway"
- 0

- Area A Crescent Road needs to be two-way travel for neighbour use and flow. The pedestrian measures will be sufficient to control traffic and speeds. Pathway paving is not going to help, if there are no dedicated maintenance staff. Park is also in need of professional landscaping staff.
- I would prefer less two way traffic and so preferred the longer one way lane in option 1. Might not be negative but I have mixed feelings on paving the pathway, the gravel is ideal for running as it is less harsh than nearby sidewalks, ideally there would continue to be a cushioned surface available for runners and walkers
- 'challenging' to see city pretending to get input when really it seems they had a plan and now are going to implement regardless of community's feelings about it. voted for no paved path several years ago. why are we revisiting? what is all this 'planning' costing the city? thought we had financial problems. transportation in the city might be a better place to spend money...or more affordable housing..many other important issues which are being neglected. sad to see the city's priorities.
- "Two way traffic on crescent road all areas
- Enhanced lighting
- Parking on both curbs crescent road 100 block"
- none
- Don't like the paved trail
- Its mostly two way traffic, not much one way, and no closure to vehicles, which is what I really want to see
- As I said in my previous answer, I do not like the idea of a road closure at all.
- Really don't like the amenity lane on top of the wheeling lane & road. We have enough green space. This road is our access.
- I do not see a need to have an extra lane to segregate walkers and cyclists. The segregated lane can accommodate both. Fast cyclists will ride on the road anyway. If walkers are fussy, they can walk on the gravel path. No need to over-think and over-design the paths. For the couple blocks, the paved pathway can be mixed use, like it is now, which is fine. Cyclists will ride on the road if the paved path is busy, no problem.
- Keep granular trail if this is necessary to keep the off leash dog park.
- Paving the walking path on the south side of Crescent Road is unacceptable. This impacts all the dog owners who use the bluff for off-leash time for their dogs. There is a perfectly good, formal sidewalk on the north side of Crescent Road that can be used by anyone. Making Crescent Road partially westbound will force traffic to come off Centre St., increasing the already heavily used 8th and 7th Aves. These changes do not address 'social disorder'.
- A paved pathway is NOT necessary.
- I think increasing the amount of paved space is likely to be detrimental to the water run-off in this area, and I really like having a gravel path when running, as this typically causes less stress on the body/joints. I feel that we run into the same issues with one-way traffic though, and that it is very silly to have such a restriction in place for only one block.
- Same
- "Area A 2-3 St: W. bound ONLY travel onCres Rd creates a lack of connectivity for 40% of E.bound traffic which uses the road. Rsdale & Cres.Hts daily commuters will be rerouted & timely access for

emergency vehicles compromised. It redirects E. bound traffic thru a PLAYGROUND ZONE on 11 Ave&3 St NW compromising children's safety & through now congested corridors;tripling daily carbon emissions.

- Area C 4 St & 11Ave: requires DO NOT ENTER sign to prevent cut thru(eastbound) traffic from Rosedale."
- Don't like picnic area on south side. There will be traffic conflict with bikes, scooters, runners and picnickers. Don't like one way traffic. Too difficult for local traffic to get in and out of community and will funnel traffic and unfairly burden/concentrate traffic onto other roads.
- same comment as option 1
- One way traffic
- I didn't like the wheeling lane being between the flex/amenity zones and pedestrian zones. I could see possible safety issues arising from that. I preferred how they were arranged in Option 1. I also have reservations about the pathway along the bluff being paved.
- Again restriction of access to downtown, additional expense to change the bike lane and pave the walking path. The traffic both on the road and the path and bike lane are much less than two years ago with the start of the pandemic.
- Not huge but there's more potential for conflict between pedestrian and wheeling users without more separation between the wheeling lane and bluff. Pedestrian users have quite a tendency to wander.
- Paving the gravelled area bc it will affect off leash for dogs
- The possibility of road closures
- "All streets and avenues to retain 2 way traffic.
- The introduction of one way traffic only densifies/increases volume away from crescent road and towards playground."
- Seems quite broken up with paved pathways for only a block with fewer improvements across the top. I prefer gravel for the walking space so that people can comfortably stop to chat or take in the nice views without feeling like they're in the way of people trying to whiz past like it's a freeway.
- Same comments as before. Additionally would like to ensure the area remains friendly to off-leash dogs. Dog walkers are a primary user in the area.
- Same answer as Option 1
- All of these plans are an attempt to reduce access to public spaces. Summer is short. The inconveniences are not all year long. The gates are questionable. Will all neighbourhoods have access to gates? One way roads can increase traffic on the 2-way roads, that may lead to further lane reductions and restrictions in the future. I'm concerned that the next step is making Crescent Heights a gated community that only residents/guests can access, and at the expense of the city's tax funds.
- just stop spending money. take out the pile ons and have 2 way traffic, please
- All are negative except for raising crossings
- Does paving the path mean we can't walk our dog off leash like we do now? If so, then that's something that I don't like.
- " -Gate at 1st st is a terrible idea. its a public space and should not be restricted despite what the rich and entitled on the hill think
- -No point of having one way traffic for only 1 block

- -No need to pave bluff pathway
- -Disagree with moving bike path off street and onto bluff"
- "Please do not pave the path along the bluff!
- I do not like raised bike lanes.
- The one way might be worth trying with a review after a year."
- Again, if the road is to be one way, it should be one way west to east to keep suburban cut through traffic out
- Again, we are looking at far too much control of an area which needs only a reduced speed zone for vehicular traffic, and a designated bike lane. The raised crossings and paving of the hillside pathway are unnecessary. Having a one-way traffic zone for the one block (2nd-3rd St) just seems goofy.
- The one-way traffic on any portion of Crescent Road is a terrible idea! It's going to divert traffic into areas that aren't intended and impact the safety of children. What is the benefit of this? Nothing from what I see. Please don't go down this path!
- I would appreciate Crescent Road remain open to two way traffic in its entirety. I use it everyday to access Centre Street, as 12th Ave can be very congested at certain times of day and can take 15 min vs 3 min to access Centre Street.
- "Area A:Crescent Rd: westbound travel only - NO; parallel parking OK if restricted; wheeling lane - NO, Mid block crossings - NO .
- Area B: Crescent Rd: wheeling lane NO; Raised crossings NO; Crescent Rd ; narrowed lane travel lane widths - NO.
- Area C: Crescent Rd: 3 St - 4 St: wheeling lane - NO; Raised crossings - NO
- 3 street - No objections"
- Still prioritizing cars by having parking along the ridge and side streets. Two way travel doesn't work in this area (especially with parking) and is dangerous when busy.
- Still too much vehicle traffic
- "don't agree with the westbound only
- no fence adjacent to the cycle and walking pathway route"
- 0
- I would like to see two way traffic continue on Crescent road parking made available on side streets.
- I don't see many significant negatives. I think the streetscape enhancements are critical to the success of this option, and I hope they are architecturally designed to be unique and aesthetically pleasing.
- Two way traffic
- All you will do is push traffic into other areas of Rosedale...specifically 12th Ave NW...this already an issue with people cutting through the neighborhood.
- No separation between bikes and pedestrians, will there be more accidents between the two?
- Two way traffic
- 0
- What is the point of this? This is worse than the first one. Why are you filling in softscape in the middle of the lanes? This just eats space. Absolutely terrible idea

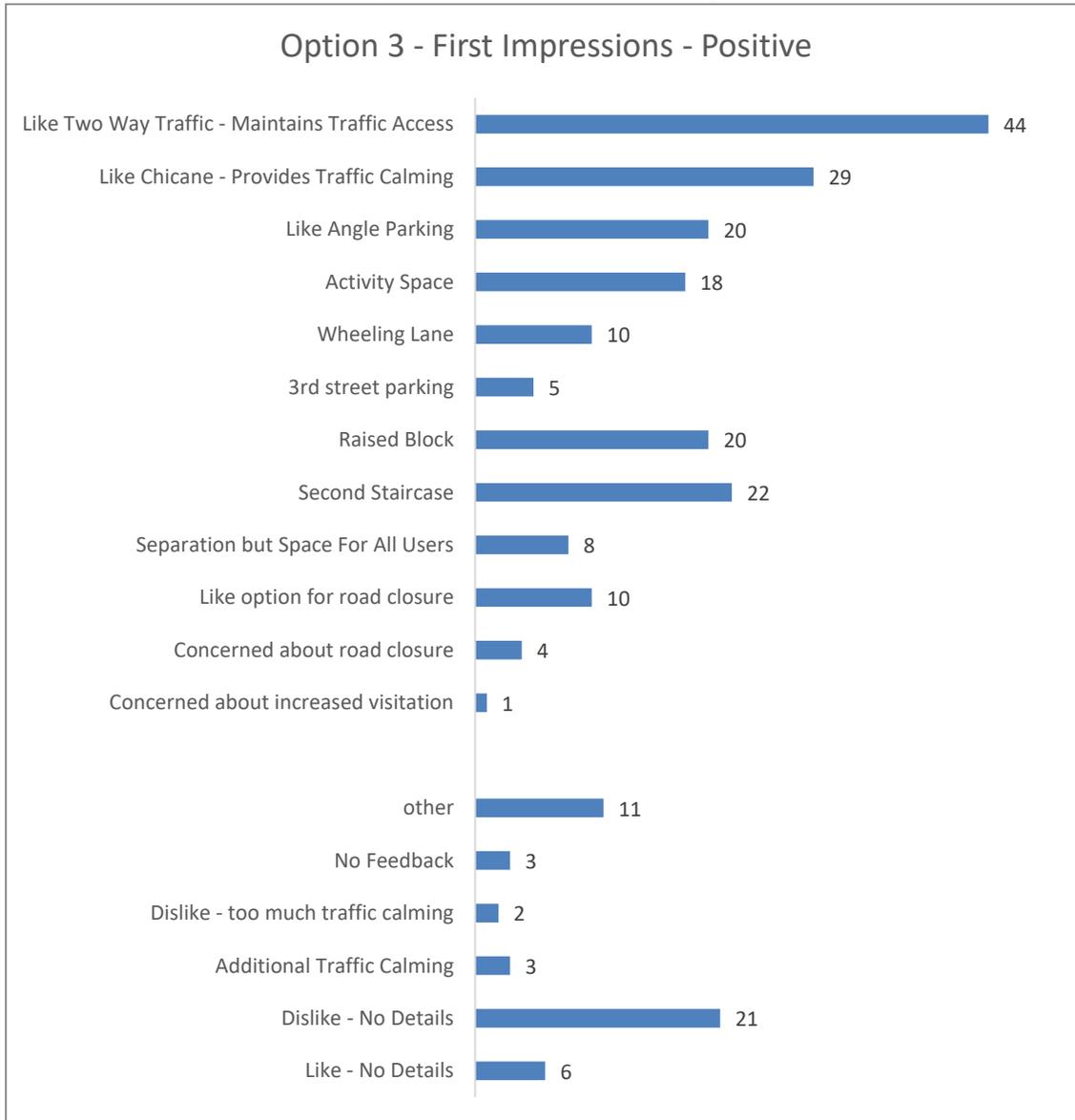
- Again. West bound only traffic? This will have a negative impact on the volume of vehicles this road was allocated to carry. To spread the volume of traffic thru the Rosedale neighborhood may I suggest that the restriction at 12th ave and 4th St N.W. be removed. This would allow westbound to use Crescent Rd and Alexander Rd. Closing Crescent Rd. in one direction will move more volume onto 13th Ave. The previous Rosedale traffic calming has already failed and this will make it worse.
- This option seems to prioritize street parking - don't agree that is a solution. There is ample public parking down by the curling rink for visitors, and of course there needs to be some parking up near the houses, but not this much - just perpetuates the problems
- 0
- Do not pave the path. It will become a scooter zone and destroy the strolling ambience. Also nice for dog walkers as is!!!
- I do not like the idea of two way traffic for vehicles in Area B and Area C
- one way traffic area A
- I don't support putting the pathway and wheeling lanes side by side. I also don't think the pathway should be paved.
- "I'm strongly against paving the gravel path.
- I disagree with one-way traffic. It encourages speed and messes up traffic flow in the area."
- one way traffic reduces accessibility.
- "(on-leash) paved walking space. No vertical buffer between walking and wheeling space. One-way westbound travel for vehicles will increase cut-thru traffic from Centre Street and 12th Avenue N. via 7, 8 and 9th Avenues and 1 St NW.
- Core challenge of disruptive behaviour at night is not addressed in any meaningful way. Closing during the evenings of the 6 warm months is the only solution. Best in class urban planning design cannot deter hooliganism."
- I don't see how any of this is necessary-the one-way traffic, the separate wheeling lane. Some people will still behave badly. The only thing that is being accomplished is the change to the landscape and forcing change on the neighbourhood. Everyone expects and can prepare for gridlock for hours after the Canada Day celebration. These plans indicate that the neighbourhood can expect to be impacted on a whim. Calgarians and visitors have used this area for the view. It is enough.
- Prefer chip path to paved
- " - Crescent Road should remain open to two way traffic and more onsite parking for vehicles must be provided
- - Crescent Road is an iconic Calgary destination with wonderful views of the river valley, cityscape and mountains
- - on peak days hundreds of Calgarians gather to enjoy the area
- - like any popular attraction it requires adequate two way traffic flow and vehicle parking so that overflow does not congest adjacent residential streets
- - provide a PARKING LOT and TWO WAY traffic"
- Spending more money to preserve two way traffic on Crescent Road is a waste, would be much better to make the whole survey area one way and give additional space over to pedestrian and wheeling users. Why is so much space reserved for parking??

- Too much in street parking
- 0
- Should have one-way west traffic for all of Crescent Road
- If the path is paved, we lose off-leash space.
- this option would create a traffic nightmare. two way car traffic on the 200 block then down to westbound only on the park/300 block. and then back to 2 way on the 400 block would be problem creating. i prefer west bound from 1 street to 4th street. also prefer the raised paved wheeling land along the bluff.
- The "wheeling lane" will be very annoying to use for anyone who is not just strolling along. As a commuting cyclist I would use the road in that case. Don't mix pedestrians and cyclists, it will be a pain for everyone and create conflicts for both parties
- " -dislike paved pedestrian pathway
- -dislike pedestrian and wheeled pathway next to one another and with both being paved, it will encourage bleeding onto both paths making it unsafe
- -same feedback as option 1 re: stairs down the bluff. Can't be ignored."
- Don't like Westbound travel only in Area A (will you build a road on north side of park for residents who need to travel east?). Since you have already removed road width, you should keep parking to only the north curb! Maybe that will help as there will be reduced parking for the looky-loos!
- Uncomfortable with idea of pedestrians walking alongside cyclists; A lot of people walk with pets, or children who can easily (unpredictably) stray off the designated path; Bikes/scooters can come along very quickly. It just feels safer to have them alongside the vehicles, especially as other measures will hopefully help slow speed overall.
- wheeling location along bluff > NO- should not be by gravel pathway (keep gravel)
- 0
- Don't need expensive new bike lane and paved pathway on bluff when there is a sidewalk on the north side of crescent road.
- 0
- I really feel that this option is a throwaway as it's identical to option one but worse.
- Don't like paved path for pedestrians (makes it on leash); more raised speed bumps required; 1-way traffic from 1st to 4th st inclusive; no parking between 2nd and 3rd St should be introduced, paid parking on 2nd and 3rd St.
- 0
- "I didn't like that vehicles are restricted to one way or westbound between 3rd St and 2nd St on Crescent Road.
- Still really dislike, the insertion of gates at any point on Crescent Road...it seems like it will bring about a permanent closure to vehicles in the near future which is not only scary but also seems to want to follow some alternative agenda. Also, gates restricts people with limitations and handicaps (who can't easily walk) to park their vehicles along the roadway and enjoy the view."
- "Please talk to your colleagues in Roads to keep walking areas safe and usable in the winter months. Park sidewalk is poorly cleaned. Make area winter safe: make crossing 3rd street safe for us older folks. I like your idea of a very wide speed bump structure which would make cars slow down and which would be easier to clear or drain off snow.

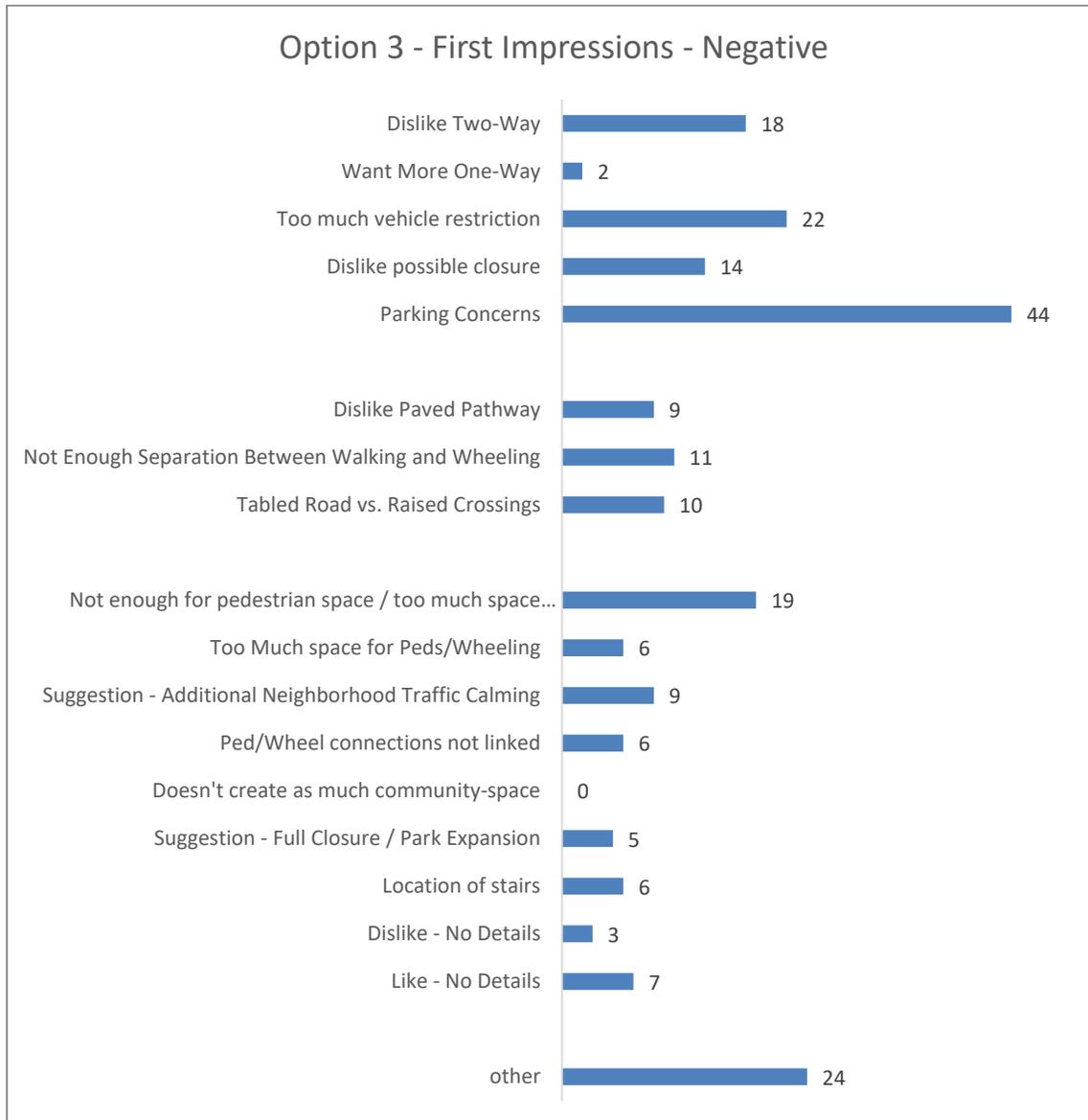
- Wheeling lane is under-used. It just gathers ice melt and runoff from the road camber. It's hard to keep it clean and safe. Dangerous in winter."
- Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- Same as option 1. Two way traffic should be maintained for the entire roadway. No park in the roadway please / no closures!
- "need more speed bumps
- need two way traffic the whole road"
- - Many people walk their dogs on the bluff, so having the cyclist lane next to pedestrian lane could be tricky or risky for either group to navigate
- I am strongly opposed to the wheeling and walking paths being beside each other and paving the current gravel walking path.
- Concerned that shared bike/pedestrian pathway may not be wide enough for safety - given the speed that people travel on bikes/scooters, and given that it is a very busy path especially in the summer. Prefer moving bikes adjacent to vehicles.
- I do not like that the pedestrian path and the cycling path are side by side - it is not safe. I don't like the the pedestrian path is paved - it should be permeable and free from salting in the winter months. Attention should be paid to which direction the angle parking is so that traffic flows around the park space looking for parking rather than through the community blocks (ie 3rd St to Crescent road to 2nd street)

Design Option 3 - Themes

What did you see in Option 3 that you liked or found exciting?



What did you see in Option 3 that you disliked or found challenging?



Design Option 3 - Verbatim

What did you see in Option 3 that you liked or found exciting?

- Secondary staircase
- If you have money to spend on a secondary staircase why don't you use it on the west end of mchugh bluff where the path has been closed for months!

- Angle parking on 3rd St is a good upgrade
- 0
- This option is fine. It's good that the bike lane is being made permanent.
- One way on 3rd street
- Two-way travel is nice to have on crescent road as getting out of Rosedale can be difficult at times.
- 0
- More activity spaces concentrated in Area A; more parking in Area C (3 Street NW).
- None.
- nice to slow traffic down
- "two way travel.
- wheeling lane"
- 0
- Love the prioritization of pedestrians and amount of flex space. Like the angled parking areas. Like the length of the wheeling lane and raised crossings
- "-Buffer between amenity and wheeling spaces
- -two way traffic on Crescent Road
- -tabled street design is fantastic
- -love the lookout & possible location for 2nd staircase
- -the angled parking on 3rd St
- -combined amenity and pedestrian space
- -wider sidewalk on north side of Area B"
- Not impressed
- 0
- This design will decrease the speed and volume of vehicles. The infrastructure will look nice. The parking is moved away from the bluff. The ability to close the area in front of the park to vehicles.
- Second staircase
- Green space area for connection, bike lanes on the road.
- "Raised blocks and intersections.
- Chicanes.
- Southbound travel only instead of two-way travel for motor vehicles.
- Limited parking."
- This is the best option. I would suggest a review of Bear Street in Banff. Mostly a pedestrian road, but cars can travel if needed in either direction.
- 0
- 0
- absolutely nothing
- Dedicated wheeling space is a good idea.
- Park and shared road access is good.
- Best option

- I still don't understand this option, residents have cars, and usually quite nice ones because they have money. The goal is to keep those who don't live here out, not make driving harder for residents
- "Neither, the idea that 2 murders took place on a highway is caused by a view of the Calgary core is ridiculous.
-
- The NIMBYism spewing from that neighborhood is sad to see. To gate off the community doesn't fix the issues that the people of crescent hills are complaining about.
-
- Living in the inner city will have inner city problems, but those issues are prevalent in various parts of Calgary as well. This is the rich trying to get what they want, while the poor people end up with nothing."
- No positives
- I don't like this one at all
- The flex space set up in Option A is good.
- 2nd staircase,
- Most universal option for multi uses but it still is a road. Hopefully the easiest to keep clean and maintain.
- Have angle parking on all north-south roadway in section C
- I like the increased shared space in area A as well as the provision for angled parking and chicanes in road
- This is the best of all the options!
- I don't like this one
- I like this option and that all of crescent road is entirely open to 2 way traffic. I'm also ok that area C (on 3rd street) has a small section one way traffic with angle parking)
- I find this option thrilling! The concept of cars as guests is exactly what is needed to shift to a positive visiting experience on the bluff. The ability to transform the space into an event plaza is wonderful. In big snow years there could even be the possibility of a ski track being set. This option is my strong preference.
- "A: angled parking along N curb, raised block, wheeling lane along travel lane, flexible road closures
- B: wheeling lane along travel lane, limited parking, raised crossings at intersections
- C: wheeling lane along travel lane, raised crossings at intersections, angled parking along
- park side"
- better separation of pedestrians from wheeled and car traffic. Traffic calming and limited parking frees more space for activities not involving cars.
- The reduced traffic speed in Area A is great and raising the block connects the area effectively between the park and the bluff.
- Seems quieter

- Chicanes and having the road at the same level as pedestrian traffic are good for signifying the area is a place for people not cars, would be better if it could be one way as well. Massive flex space is welcome as well
- 0
- None
- Two-way maintained.
- Two way travel maintained in this option. Bike and walking lanes separate but close in proximity. Traffic calming measures imperative!
- Brutal Option. Put it in the trash.
- I'm not sure I have anything I like about this option
- I like the two way travel along Crescent Road 2-3rd street.
- Just get rid of cars in area A and this option is great - checks all the boxes. Really like that the entire area A is raised to connect the bluff to the park and encourage use of the entire space by pedestrians. Like the idea of the one way in area C with angled parking
- Road looks cool
- 0
- Option C seems to maximize the amount of 'flex' space, and if you place amenities and trees along this area it might help the idea of expanding the park space. Slowed traffic makes sense even though it is two-way.
- Raised crossings, raised block concept
- I am in favour of two-way traffic on Crescent Road. Some of the expansions to allow for pullouts or viewing areas, plus extra parking, would be welcome. It would be nice to upgrade the pathway surface as well.
- The most dramatic and interesting option. Could be pretty cool
- That two way traffic will be allowed on Cres. Rd.
- Two way travel and parking is good! Raised crossings may be good.
- Nothing about this option was positive.
- "Two way travel for vehicles
- Angle parking along the north curb
- Limited Parking between 1st and 2nd streets"
- No comment
- Possible addition of new stairs. Two way travel maintained. Parking on 3 St. Raised block,
- Like the jogged street
- maintains multi use but is very complicated.
- 0
- Just want a wide bike lane just for bikes!
- Flexible road closure. Softscape separating road vehicles from walkway and wheeled paths. Raised crossings.

- Well this is lovely and seems to balance everyone's needs well. Really should create a space where functional vehicle traffic is merely permitted in an otherwise open multiuse space. I can see this encouraging a lot better use of the park and bluff, sort of as an extension of Prince's Island.
- I like the angle parking idea, most people can't parallel park anyway.
- I like the wiggle of the road. Would hopefully detour loud street racers that wake me up.
- 0
- dedicated wheeling lane, raised crossings
- This seems like the best approach.
- I don't like this option. See next box.
- I liked the idea of the possible new stairway. I liked the idea of a section that could be entirely blocked to traffic for a festival.
- East and West traffic flow prevent traffic on other sensitive streets
- "Traffic slowing measures on Crescent Rd.
- Angled parking on 3rd St. would take pressure off surrounding neighbourhood."
- This is far too restrictive for those of us who live in Crescent Heights and those who wish to visit the beauty Calgary has to offer. Please return the use of this area to pre covid access with allowance to watch the sun rise without being harrassed by parking authority. I enjoy my morning coffee watching the sun rise in my neighbourhood.
- I like the chicanes and the idea that cars are guests in area A
- No unique comments on this section.
- NOTHING POSITIVE ABOUT OPTION 3.
- I like the flexible road closure.
- I like the additional flex space in Area 1. It recognizes that not everyone wants to use the bike lane for commuting, that children and families often prefer the wider, permeable walking lanes. Treating cars " as guests" is a great idea!
- If the city doesn't consider the option of closing Crescent Road between 2nd and 3rd permanently, then Option 3 is a positive alternative. The idea of a winding plaza street with one-way traffic only and no speed bumps is the more people-friendly option. Crescent Road at the moment is a paved wasteland that encourages stunting, speeding, and partying. This plaza street should be extended along Crescent Road from 1st to 4th streets. We are impressed by the feel of Banff's Bear Street.
- 0
- I don't like anything better than the other options, seems like unnecessary \$\$\$
- This is so complicated. I hate all of it. This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- Really like the traffic calming ideas for CR. Like the two way traffic option and reduced parking
- 0
- Two way traffic and parking on both sides is a terrible idea. We must prioritise pedestrians and cycles

- I liked the 2 way travel where it is proposed.
- "I like the 2 way travel as I use crescent road to commute everyday.
- Limited parking is good to curtail the activities of the groups that tend to park , smoke drugs and leave garbage behind."
- "two-way traffic all along crescent road
- option for another set of stairs
- one level for pedestrians, bike, vehicle
- narrow traffic with curved road
- raised cross walks"
- like the second staircase idea, like the angled parking on park side
- The meandering roadway should slow down traffic. Raising the surface makes no sense to me.
- Keeping the Crescent Road open to traffic
- 0
- "2 way traffic and reduced parking.
- Interesting that the diagrams and plans presented for the 3 options show summer time. What would these look like in winter?"
- " - Merging the carriageway with the balance of the right-of-way by 'tabling'.
- - 3 Street NW southbound with parking.
- - Secondary access (should be much more than a staircase with an alternate alignment than that illustrated.)"
- The prioritization of pedestrian vs. vehicle traffic is more pronounced which is beneficial to local residents.
- "Extension of mid-block towards bluff for viewing opportunities/second staircase potential may reduce pressure on existing staircase.
- Raised crossings at intersections"
- 0
- Areas A & B Crescent Road (1 & 2 Street) - two-way traffic is acceptable with the traffic calming measures. Area C is acceptable with tree planting in the existing Boulevard.
- addition of angled parking on 3rd street, potential for additional staircase
- very difficult to absorb...tell differences, etc. perhaps that is your hope. i do not want crescent road permanently closed period. i do not want events and development which will bring more people into the community and cause traffic for the other roads in the community. you started this whole thing (so you say) because of traffic problems on the crescent. now you are encouraging more traffic (just not on crescent rd). you are speaking with forked-tongue.
- Wheeling lane
- Angled parking between 1 street and 2 street is a nice feathre. I like the expansiono for viewing sites along the bluff.
- Two way traffic
- "Chicanes

- Easy to close the road - do it."
- Most of the impressions are positive (other than the road closure and potentially the secondary staircase).
- Two way travel for vehicles. raised crossings at intersections to slow traffic.
- I say keep it simpler! The current spaced in the temporary barrier is mixed use - bikes, strollers, walkers. People can figure it out! Most bikes ride on the road (easy with 30 kph speed limit), most pedestrians prefer the gravel path and baby strollers, slow bikers, scooters can all get along in the current sectioned off area. It is only a few blocks!!!
- 3rd street southbound only with angled parking along park side sounds ideal. ...especially if combined with Eastbound only on Crescent Road and Northbound only on 2nd Street.
- Narrowing the roadway and making a curving travel path will slow traffic. Treating cars as guests in the space is very positive. Less parking will help with the disruptive social disorder at night.
- East and westbound traffic are maintained which is critical
- I like that there is more consistent two-way travel for vehicles (rather than having weird chunks of one-way traffic in the middle of the road along the ridge) and I really like the idea of having a gate for potential closures
- Same
- "Area A:2-3 St 2 way traffic will not exacerbate other existing congested corridors & maintain vehicle connectivity.
- All 2 St proposed changes good.
- Area B: 2 way travel raised crossings @ intersections.
- Area C:3St-4St 2 way travel, raised crossings @ intersections
- THIS OPTION SHOULD ONLY BE USED WITH OPTION 1 OR 2 FOR AREA C:3RD & 4THSTREETS"
- Nice in theory...
- I like the two traffic and narrow road which will slow traffic.
- Seems to be the best of three bad ideas
- Wider sidewalks, measures to slow vehicle traffic, addition of flex/amenity space
- Two way traffic, like the chicanes, angled parking
- "Absolutely ideal. I love so much about this design - the calmed feel of the space would enhance the area so much, and another staircase would definitely benefit the number of people (not me!) who like running them.
- Great separation to reduce conflict between users of different modes. More seating is always appreciated, especially accompanied by trees for shade!"
- More green space
- No permanent road closures
- Appears to retain two way traffic.
- The amount of flex space for walking and enjoying the ridge in Area A is quite attractive! I don't understand why this couldn't be extended to other areas/blocks as well.

- Enjoy the additional stair case as a feature to disburse the crowd. Would also enjoy outdoor fitness equipment either at the top or bottom of the stairs to further disburse the crowd. However, the proposed location of the second staircase seems too close to the existing one. Placing this on the opposite side of the park (i.e. 3rd Street) can create new demand. Angled/reduced parking on Crescent Rd is also a plus
- This is the Option I most favor
- The secondary staircase would be nice.
- 0
- None
- I like to see dogs allowed on the bluff path. The amenities look nice, as in all options (seating, nice spots for the views).
- -This plan is trash
- This option is interesting. I am not sure whether it would work or not (for residents), but it is creative.
- I like the idea because it would slow down traffic going both ways. Having said that, I think the best idea is to make Crescent Park go all the way to the bluff and stop all traffic from being able to go from first Street to 10th St. in Crescent Road
- If there are changes, I certainly prefer this option. The two-way traffic is much preferred.
- Having 2-way road travel is extremely important for anyone living in this area. It's nice to see this on Crescent road but 3rd street should be the same. The addition of raised crosswalks is excellent to see.
- This is my preferred option for two reasons: 1) Keeps the two way traffic on Crescent Road, while at the same time introducing traffic calming measures, and 2) Keeps the pathway granular which means no salt will be used and thus it is safer dogs. The pathway at the top of the bluff is heavily used by people to walk their dogs.
- "Area A : found nothing positive
- Area B: found nothing positive
- Area C: found nothing positive"
- Multiuse pathway on 2 street / Flexible road closure options/ raised crossings
- I don't like this option
- exciting are you kidding me
- 0
- Why do you think it's right to take away access from homeowners who have lived here for 25 years and turn their street into a controlled park area for just a few. There are so many days where very few are using the bike lanes pathways etc. why is it the city feels they should destroy what lovely access we previously had to our pathways and roadway.
- I love Option 3. I think it will be the most successful in making the space safer and attractive for pedestrians. I think it has a "European" pedestrian-oriented feel while still allowing limited traffic. This option maximizes the potential use of the area and will enhance our city.
- Raised block
- 0

- "The one-way traffic and amount of parking along 3rd street is great!
- 2 way traffic along Crescent road allows residents more than 1 way to drive downtown via Centre Street.
- Another exercise stairway is a great idea. Let's keep fit."
- Nothing
- 0
- Less cars is always better
- The two way traffic is a bit better but still restricts the volume so another failure. Sorry. You guys have missed the boat on this one. The majority of my neighbors have stated they do not want to see any changes. Please enforce the rules and laws that are already in place and this "problem" would go away. Quit making work. What is the backup plan when one of the great ideas is implemented and we still have issues?
- Not the idea in an ideal world... but a lot of potential for conflict among multiple users all on the road. Are we going to assume a policeman will be on hand every nice evening and weekend?
- 0
- I like the optional closure idea and it should never be used permanently. Two way traffic slows traffic. Keeping the bike lane is good. Not paving the walking trail is good. Building a second staircase is good (but not for exercisers to use). Keeping parking is good.
- Nothing positive
- separation of uses; enhanced surface materials; seating; enhanced lighting; accessible amenities; variety of spaces; raised crossings; 2 way travel
- I don't like this option
- Nothing positive about option 3
- alternating chicanes to discourage speeding - should be part of all options.
- "wheelchair parking spots.
- Both e/b and w/b vehicle travel on Crescent Rd.
- One-way s/b only vehicle travel on 3rd Street."
- 0
- Like the variety in the road which lessens speed for cars. Like the angle parking.
- " - vehicle traffic on Crescent Road
- - should be unrestricted two way traffic"
- Chicanes in the road are fantastic, particularly area A looks just amazing in this option. Very attractive to pedestrian/cyclist/scooter users. Limited parking makes it clear this is a space for people, not cars.
- Limited parking
- "Because Crescent Road retains its existing two
- way traffic, this would be my preferred option."
- like angle parking, curved road,
- Love the idea of a second staircase

- again changing the type of street flow on the different blocks is not a good idea. the idea to do the different two way restricted, "visitor" design on the 300 block/park street could be positive and should be done between 1st and 2nd street and also between 3rd street and 4th street. slow down the traffic considerable in this area but keep it moving. allow more for this area to be a walking and riding area. this was used for many blocks in Kelowna on Abbot St. and is productive and attractive.
- The road stays open as a road, not an exclusive gated neighbourhood
- " -two way traffic
- -optional location for second set of stairs in area a"
- I like the angle parking on 3 Street. It is viable as there is a way around the block for north bound traffic - unlike at the park - to make any of the one-way only options make any sense, there has to be an option for the opposite traffic to go; hence, a road on the north end of the park.
- The extension for a possible additional staircase is interesting - though I wonder why we would need one so close to the existing one?
- my taxes are going up!!!!
- 0
- 0
- 0
- The intention behind this option is good, to try and create more of a "park" feel but it will only encourage motorcyclists to come and stunt.
- possibility for road closure; curbs on 2nd & 3rd st; raised crossings (but there need to be more raised sections -- and truly raised throughout the stretch of CR road)
- 0
- "I like that this plan offers 2 way traffic for vehicles for all of Crescent Road and for those people who need to enjoy the views that can't easily walk and need to do so by driving.
- I don't mind that everything is one level on Crescent Road for drivers, wheeling and pedestrians."
- You don't really address winter safety, which is disappointing. However, two way travel is good as it is our main route to downtown across Centre St. Bridge. Raised blocks of sidewalk are good, hopefully ALSO across the other intersections - like 3rd street. Wouldn't it be nice to have ALL of Crescent Road as a raised walkway so get seniors can cross streets more safely? And it would slow down stunt drivers!
- First Impression - no positives. Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- At least 2 way traffic can proceed although very restricted.
- two way traffic to slow vehicles when busy
- 0

- I like the tabled approach - it provides an opportunity to really highlight the area as a pedestrian space. I think this would significantly slow traffic in the area. In this Option, I think the walking path should be kept as gravel.
- Appreciate only those features shared with Option 1 (my preference) or Option 2 - however do like the idea of adding a second staircase - however hopefully this idea doesn't rely on everything else in this option?
- I like the raised crossings, southbound/one-traffic on 3 Street could be beneficial, I like the angled parking as it will narrow roadways. Angled parking and one-way could be on 2nd street as well - narrowing the street and slowing traffic.

What did you see in Option 3 that you disliked or found challenging?

- Too much space dedicated to vehicles. Crescent Road should be pedestrian only
- This is the most expensive plan. There are other areas on mchugh bluff that require attention that the community would rather have addressed.
- DO NOT like two way traffic along all of Crescent Road!
- "Please remove the vehicle lanes/carriageway entirely between 2 and 3 Streets NW, allowing the park and escarpment to be seamlessly connected.
-
- Great example here: <https://goo.gl/maps/KJqeRQgkWwAvYfqr8>
- The softscape option is ok but less accessible to people with disabilities, strollers, etc. I also think it would be a missed opportunity to not do raised crossings.
- 0
- Way too much parking. Everything about this seems to be encouraging more problems in the area.
- Disappointed that traffic is planned from 1st to 4th St. This will not mitigate the motorcycles and loud cars as they will drive fast after clearing the one way parts of this plan. They will continue to be a danger and noise polluters. Why not focus on the pedestrians and self propelled transportation and allow access for people with disabilities.
- Continued two way traffic along Crescent Road NW. Prefer westbound only (option 1).
- Encouragement of vehicles with parking perpetuates all forms of unhealthy pollution.
- concerns about two-way (i.e. more) vehicle traffic on the road
- paving every path; raising the whole block; bringing in amenities; putting up a new fence; taking out parking spots; changing the present walking path along the park area to flex area with tables and new lighting and more congestion
- Please have a plan for the streets west of 6a Street.
- Not too sure about the two-way traffic.
- " -3rd St should be one-way northbound, not southbound to accommodate cars travelling from Crescent Rd
- -inadequate accessible parking spaces adjacent to the park. Add more on Crescent Rd or 2nd St
- -include designated motorcycle parking, preferably far from residences. Angled parking spaces identified could be ideal for this."
- "No two way traffic.
- Keep extra bike lane.

- No angle parking
- No extra stairs"
- 0
- Vehicles are prioritized, even with the shared street design. The wheeling lane is too small and I will ride my bike in the "vehicle" space. I would prefer a woonerf design. The curve on 2 St NW and 9 Ave NW where there was a high speed crash has not been addressed in this design. There is a lot of parking. There is already so much unoccupied parking at the high school, community centre, curling clubs (at the bottom of the bluff).
- 0
- The gates, this creates divide and entitlement. It is upsetting the city is entertaining the idea of a gate, the city should be accessible for all. If residents want peace and quiet living downtown isn't the local to live in. This opposes the idea of a vibrant and welcoming downtown. Not everyone can living in crescent heights but all calgarians should feel welcome to visit.
- "Still allows parking.
- Still allows two-way motor vehicle travel on crescent road."
- 0
- Limited parking, will place undue stress on surrounding areas for people visiting the bluff
- Not enough bike lanes
- "What garbage - it's like your ""designers"" were on mind-altering substances (not the good ones either) when they drew this entire plan up.
-
- LEAVE IT ALONE"
- This option also makes needless concessions to vehicle traffic, particularly on the south side of Crescent Park. The additional parking spaces are unnecessary.
- Gates closing off the road at anytime is an infringement on peoples access to a beautiful view of the skyline at night. We pay taxes for the roads and we should be able to drive on them
- Best option
- No good options here
- 0
- Looks like a mess.
- Traffic flow is convoluted and there isn't enough parking
- "The driving and parking situation in Option A seems non-intuitive. One way with parallel parking seems better.
-
- Why are there gates on the road?"
- How do all these plans effect the feeder roads, making one ways and funnelling people down certain routes. More traffic for other homeowners?
- Nothing
- This was best option
- "I think that the two way traffic would be cramming too much into the areas as well as the apparent need of extension of the top area
-

- I am confused over the placement of the second stairwell"
- Do not like that 3 St is Southbound only, this is problematic.
- Too much traffic
- Keep unpaved path along bluff
- There could be a learning curve for users as they learn to navigate this type of shared street but if it is designed right the upsides likely outweighs the downs.
- A & B - 2 way traffic for vehicles; maintain parking on both curbs
- wheeling/cycle lane is too short. It is not practical and would require road riding after the wheelway ends. Two way vehicle traffic will make crossing more difficult. parking enforcement would need to be very strict in order to stop people from occupying those spaces.
- The limited angled parking and slalom in Area A will cause confusion for drivers trying to manoeuvre. The 1-way Option 1 with some parallel parking spots is preferable.
- 0
- North side and Area C sidewalks need to be widened as well, take away road space
- Commit to densification first, then worry about how it looks. Be part of the city and not some leafy enclave. Every other community used to be a leafy enclave, and we have committed to densification.
- This seems like it caters only to the property owners in the area, not the thousands of Calgarians who use the area. Everything about it makes life more difficult for the users - non-continuous bike lanes and more serpentine travel paths and more parking scarcity. Overall not great and excessively expensive.
- Road closure again an issue.
- "Would like to see parking reduced. Adding parking on 3rd will significantly reduce the quality of life for the houses along there. The former Premier's residence (family still lives there) is at 3rd and Crescent Road.
-
- Traffic calming will help address some of the fundamental issues. Other issue will become worse if we invite more people and cannot enforce appropriate behavior"
- People who have expensive homes and pay a great deal of taxes may desire to have street parking in front of their homes. All homes in this area should always have street parking designated for residents only.
- "Least preferred option. Do not like the two way traffic, priority given to cars and parking.
-
- ""Flexible road closure opportunity"" what does that mean?! More details need to be provided here. This blanket statement is not transparent. Under what circumstances would the road be closed? Roads are a public good and should be accessible to all"
- I don't like the raised roadway. Less safer for pedestrians and cyclists. Southbound only on 3 Street will drive people to other nearby streets.
- Dislike the concept of putting more stairs in. McHugh bluff needs to be protected not developed. The existing gravel and paved paths plus stairs are sufficient. I also dislike that the wheeled path in area A weaves unnecessarily. Pedestrians and cyclists using these connections get from point A to B do not want to be weaving.
- Gate

- too costly
- None of these options completely shut down traffic. I would have liked to see this option. Using curves and green 'flex' space to calm traffic makes sense even though it is two-way. Angled parking shouldn't be necessary at the ridge if there's plenty along the side of the existing park.
- Southbound only on 3 St south of 10 Ave. Will this result in additional traffic on 4 St to exit the community? No planned controls or changes (or option for road closure) west of 4 St.
- I am not in favour of any one-way traffic, nor narrowed lanes. I am not in favour of the wheeling lanes if their presence means the traffic lanes will be narrowed.
- Get rid of the angle parking - that is a disaster waiting to happen and why it no longer exists across from the church. Got used as an all night party pad
- That traffic is restricted to only one way along 3rd St. Two way traffic needs to be allowed in order to provide residence with convenient access to and from their homes within the community.
- Narrowed lanes could be limiting for access
- One way streets, less parking, flex zone (not needed). There are large open spaces near by for people that want more flex space.
- 0
- Do not support angle parking. From past conversations with CPS have understood this is not ideal for general enforcement.
- Cost
- "Angled parking on ridge will have people backing in and partying...
- Parking along the ridge and one block face south adjacent to the park should be eliminated. Additional parking for the park should be consolidated around the high school, community centre and tennis courts. Park and ridge is for people not cars."
- Looks more expensive and overly complicated. I am concerned about offloading traffic onto neighbouring streets.
- No dedicated pedestrian space
- 0
- Perhaps too much aggregate parking on 3rd Street?
- The subordinate vehicle use will mostly be based on the effectiveness of the alternating chicanes. If that step is compromised then it could actually make the traffic situation worse. The attractiveness of the space will to some extent be determined by the types of materials and lighting, etc. so there may still be some barriers.
- I don't think there should be park space on the northside of the road. This would be annoying for the people living there. Imagine people having a picnic on your front yard, because this is what will happen on busy days.
- Too much space for parking too much road.
- 0
- elimination of two-way traffic.
- 0
- Don't understand adding all that asphalt to raise the block. Loss of parking is a big concern. No raised areas to slow the traffic.

- This seems like a vision of a very "people" place. Isn't the site becoming too much of a late night people place and in ways that don't feel positive for residents what's causing this redesign? With this design could its late night vibe be lets meet up to drink, smoke, and shroom in this aspirational living setting of mansions and "king" of the city vista? The only people we can annoy are the undeserving rich. Guilty of such earlier behaviours--that's why I bring it up.
- seems reasonable , other than East bound traffic has to go somewhere , previous closures Rosedale Residents were driving through 400 block of 11 ave trough a Playground zone ,Eastbound . Needs a no entry from 4 st and 11 ave n.w. to prevent. 12 ave access is 70 meters left from Alexander Crescent. There is no need to travel thru the playground zone.
- One-way traffic on Crescent Rd. should extend through all three areas.
- I wish there was the option in your survey to leave the use of Crescent Road as is with allowance to watch the sun rise without being harrassed by Calgary Parking Authority. I live in Crescent Heights west and would like to enjoy the benefits of the neighbourhood without further restrictions. Who is trying to take this area away from Calgarians and Crescent Height's residents? Can they stop?
- I think this option still seems to favour vehicle traffic.
- You haven't actually proposed a shared space. The proposal still has separate facilities, so not sure why it's thought this is a shared space.
- Need urban cooling-must keep trees & grass on the North side. Move top half of existing commuter stairs to suggested location of added stairs. Addit'l stairs compound existing social disorder issues. Older trees must remain as they absorb CO2 by all the idling parked vehicles. Speeding & traffic are problems, need mid-block raised speed bumps on 2nd St. NO SEPARATION of uses, not required! NO to 2-way traffic.
- I am vehemently opposed to angle parking on the park side of 3 St. NW. This high crime area at night coupled with angle parking, overgrown caragana bushes and no enforcement will provide more privacy and increase the drug dealing, boom box playing, and partying that currently goes on there. There are also safety concerns with children running out between angle parked cars. South bound travel only after 10 street will be confusing for people and I foresee traffic jams and congestion as a result.
- Two way travel for cars.
- Definitely no parking allowed on the north side of Crescent Road. Again, closing the road and extending the park to the bluff would solve many problems, making the area people and bike friendly and eliminating problems that are occurring because of vehicular traffic. It would also be a cheaper option than the others.
- 0
- Don't see much benefit here; money could be much better spent elsewhere...like putting in a sidewalk curb ramp where the MUP meets crescent rd further west near 9 St. Or improving the 8 Ave cycleway heading east - how about a full traffic signal at Centre St that cyclists can activate without dismounting? Remove E-W stop signs and add traffic calming measures.
- I hate all of it. This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- None
- I do not like the idea of a shared space here. The rules around this use aren't Lear and I feel that vulnerable road users will be at risk

- Two way traffic and parking on both sides is a terrible idea. We must prioritise pedestrians and cycles. It doesn't stop boy racers and drugs. Don't like the amount of traffic and parking this encourages. There is not enough pedestrian capacity and right of way
- Would like to see 2 way travel on all roads and no limitations on parking.
- Again, too much emphasis on wheeling lane when the current adaptive lane is rarely used.
- "one way (south bound) traffic after 10th Ave
- angle parking along 3rd street"
- too expensive, not worth it. will be too many cars
- The raised or tabled roadway make no sense to me. At the very least speed bumps should be installed all along the dragstrip from 1st street to 4 th street.
- No need for a wheel lane
- To make cyclists coming from the north side (Crescent Heights Park etc.) cross two-way traffic is less friendly. Consider making vehicle travel westbound only, and even eliminating parking in some areas. No parking along Crescent Rd by the park would make for a more continuous leisure-oriented space, and improve the views from the park.
- "Build on Options 1&2 comments.
- Based on the information presented, this is an expensive build for a problem or objective that has not been defined.
- In addition, there is not any data that outlines the current traffic state and what the future traffic projections will be. This traffic data should include: volume of people, vehicles, pedestrian, parked vehicles (daytime, weekend, night time).
- It's concerning the resources that have been committed without any base line data or problem statement."
- Area A - travel lanes are way too wide; encourages speeding; need for boulevard planting between wheeling and driving lanes; escarpment walk to be wider for 2 couples to pass one another; north side boulevard to be narrowed; north sidewalk to be wider.
- With parking at the Crescent Heights curling rink (which is not used fully during the summer) as well as the High School lots, which are not busy during off-school hours, it is not apparent that more parking is necessary along 3rd Street. The parking here will also create an opportunity for congregation of groups near the residential area.
- "Two-way traffic although potential for chicanes to slow traffic
- Least amount of parking
- Wheeling lane along travel lane
- Most expensive"
- 0
- Area B Crescent Road 100 Block is unacceptable as two-way traffic is necessary for residents of Crescent Heights. Only traffic calming measures for two-way traffic are required here. Area C 3 Street NW with Southbound travel only is not adequate to handle resident travel. Two-way travel with the traffic calming is sufficient.
- too much emphasis on vehicle traffic, prioritizes cars and parking, additional flex space without dedicated pedestrian lane could make navigation more difficult for runners and walkers, would prefer a dedicated pedestrian lane separate from the wheeling lane and flex space

- all the plans are challenging to specifically figure out. you don't seem to give voice to those who do not want changes which will affect the whole community-particularly the entrances and exit roads to the community which will see big increases in traffic(though crescent road will be immune of course). i really feel most in the community would rather NOT see development. the only suggestion i have is to forget these fancy plans and just close crescent road in the summer when it is a problem.
- "Two way traffic on crescent road all areas
- Angled parking on crescent road"
- none
- It becomes a tourist attraction and lost its natural beauty. Paved trail becomes non off lease dog trail.
- There's still traffic. Better to close the road, at least seasonally
- As I said in my previous answers, I do not like the idea of the road closure at all. I'm also not sure how I feel about the secondary staircase - it seems like an unnecessary disruption of the bluff.
- What is the need to have flexible road closure? I understand parking on the north side only. I do not like the 'wheeling' lane - it is ugly & not used. See bikes on the road all the time- not in the 'wheeling' lane.
- This plan is over-thinking these few blocks. Just leave in the current sectioned off area, put in a few speed bumps or lower the speed limit to 20 kph for these couple blocks. People can figure it out!
- Solution appears to amplify the opportunity for gatherings and traffic congestion without adequate respect for proper controls to access and egress through the community.
- Not having a designated gravel pedestrian path on the south side of Crescent Road impacts the dog owners who want the space to remain off-leash. The proposed flex zone, if it remains off-leash, could lead to negative dog-wheeler interactions. Cost appears to be prohibitive. Social disorder issues may be lessened with this option, but not fully addressed.
- 0
- 0
- Same
- Area C(3St): southbound traffic ONLY after 10 Ave will redirect northbound travel through 3 St & PLAYGROUND ZONE on 11 Ave. West access from 4 ST onto 11 Ave MUST be eliminated for playground zone safety by installing a DO NOT ENTER sign, thereby preventing cut through traffic from Rosedale. This traffic should be forced to use the existing 4St access onto 12 Ave to travel east. Gate closure options are divisive, only benefit a minority & are elitist. Use vast Crescent Heights Park. No promenade!
- How would this work in winter? Seems hazardous. I also don't like angled parking. Cars backing into free-for-all mixed-use area seems like a hazard.
- I still have a problem with gates that can seal off road. Crescent road is for the public and not a select few.
- Not a fan of over engineering and paying consultants mounds of money to over complicate what is basically a road.
- I didn't like the two-way travel for vehicles in Areas A and B and the angled parking. In Area A, I have concerns about a semi-formal wheeling lane in the flex/amenity space, as this can cause safety issues.

- Don't think the cost of up grading path way or separation from traffic (current guard rail is fine) is necessary
- As a wedding photographer, one of my main concerns for all options is accessibility for large parties, especially thinking of ones arriving by limo. I believe a handful of loading areas for larger vehicles is key to preserving this.
- Not 2 way traffic, that is what causes the problems
- The possibility of permanent road closures
- Parking should remain at the park and crescent side. Pushing the parking into the neighborhood will only increase issues. Having the hangout occurring near residences is a major issue with noise
- Area C seems very unattractive and vehicle heavy. Would be nice for this block to have similar improvements with nice greenery and enjoyable walking space as Area A has amongst all the design options.
- Prefer this option but with westbound only traffic to help eliminate conflicts between pedestrians and vehicles.
- 0
- This option is even more restrictive to "outsiders" and could lead to more traffic on 2-way streets, making "insiders" living on those streets more upset. Flexible road closure opportunity is still too much and just one step closer to being a truly gated community in the middle of the city. Summer is short in this city, why put access restrictions to a nice area of the city?
- why spend this money - so the huge homes have seclusion?? stop spending taxpayers money. take out the pile ons, have 2 way traffic and stop the homeless from camping down below crescent road. keep the 2 way traffic so I can drive to centre street - and save gas.
- All are negative
- I'd rather shut down all traffic on Centre A street and do everything possible to avoid letting traffic show up at all hours, cruise up Centre A to park and party at the end of the road.
- " -Pretty much everything about this plan sucks
- -Gates on this road are a terrible idea. Its a public space and should not be restricted despite what the rich and entitled on the hill think"
- I found this option more interesting, as opposed to positive or negative.
- 0
- I don't see reason for differentiating the areas. The one-way use of 3rd street just causes difficulties in access. Not necessary, since it allows 2 way access to and from Crescent Rd to 12 Ave. Simple is better.
- There should be no one-way traffic roads in this area. It's a large impact to those living near these roads and serves no purpose other than to push cars into unwanted areas of the community.
PLEASE RECONSIDER
- This is the best option of the three. It addresses my concerns so I have nothing negative to say.
- "Area A: angled parking, wheeling lane, raised block crossings,
- Area B: wheeling lane, raised crossing at intersections,
- Area C: wheeling lane, raised crossings at intersections, angled parking along park side"
- Not sure why there is a consideration to add more parking. We have a problem with cars parking at all hours and partying especially in the summer months and adding angled parking will make this

worse. Having 2 way traffic and parking on Crescent does not work currently and we should prioritize people and bikes and not cars. More space for people, less for cars. It's a park not a parking lot

- Too much traffic
- "angle parking is just too much confusion in a small area and will not work well.
- wheeling lane should be off roadway routes.
- the turning radius at intersections appear to be too tight for moving vans, construction vehicles and large vehicles such as a fire truck"
- 0
- I don't want to see any changes made to crescent road other than return it to the way it was prior to COVID controls. People could access the view and pathways already . Why change things to really limit access.
- No negatives, but I think the delineation of the buffer is important to get right. I think with the right design details, Option 3 will be extremely successful.
- Parallel parking
- All you will do is push traffic into other areas of Rosedale...specifically 12th Ave NW...this already an issue with people cutting through the neighborhood.
- Take out parking along north side of Crescent road, there are so few spaces is it worth having them?
- This creates a destination. While public space should be available for all to enjoy, the redevelopment of existing residential neighbourhoods into entertainment destinations is inappropriate and unfair. Prince's Island is a more appropriate location to invest in and encourage public gathering space and is extremely close
- 0
- It's the best of the 3, but that isn't saying much. Shut it down fully
- Again , separate the wheeling and pedestrian areas. Maybe move the wheeling area to the north side of the road way. Come up with a plan for the softscape areas to prevent dogs from urinating on all the benches (and any other vertical surface) so that people can use them with out sitting in giant pet litter box. Has anyone calculated the volume of pet waste that is dumped daily along this stretch? What is the long term plan for that?
- Expensive and likely to increase conflicts between different users.
- "The proposed second staircase is located over a slide area on the slope.
- Most expensive option - not worth extra \$\$\$.
- Takes out too much parking."
- I worry there will be pressure to close this section permanently. No mention of park upgrades. Must be way better lighting to prevent area from becoming unpleasant.
- I do not like the two way traffic idea or the parking on both sides of the Road or the angled parking in one area but parallel parking in another area
- limited parking
- I don't support parallel parking.
- " - This is over-engineered and a waste of money.
- - Do not pave the path. This is an important dog walking area. Gravel also keeps high-speed scooters and bikes off the path.

- - Disagree with one-way traffic as it encourages speed and disrupts traffic flow, and creates short-cuts."
- Treating cars as guests? It's a road, built for cars
- (on-leash) paved walking space. Core challenge of disruptive behaviour at night is not addressed in any meaningful way. Closing during the evenings of the 6 warm months is the only solution. Best in class urban planning design cannot deter hooliganism. No buffer between north sidewalk and vehicle traffic? Splashes!
- I find nothing positive in this or any other option. Two stairs and separate areas for bikes are not necessary. There are peak times on the paths and the stairs. Most people are capable of common sense and are able to adjust their speed on the stairs or walk their bikes through congested areas or choose another time to be there. Chicanes will only increase the enjoyment of driving for some people as they do on racetracks. Crescent Road and area should be left in its historical form, not this.
- 0
- " - Crescent Road should remain open to two way traffic and more onsite parking for vehicles must be provided
- - Crescent Road is an iconic Calgary destination with wonderful views of the river valley, cityscape and mountains
- - on peak days hundreds of Calgarians gather to enjoy the area
- - like any popular attraction it requires adequate two way traffic flow and vehicle parking so that overflow does not congest adjacent residential streets
- - provide a PARKING LOT and TWO WAY traffic"
- I want the conditions for Area A extended to Area B and C as well. Not clear why road cannot be one way the entire length to reduce road width further.
- Two way travel for cars
- 0
- Should have one-way west traffic for all of Crescent Road
- I don't want to encourage parking.... How about more bike racks?
- 0
- Don't make chicanes for cyclists!
- " - no raised crosswalks in area a
- - pedestrian area is not defined as a set path and says ""enhanced surface materials"" - what does this mean? Will dogs be allowed off leash?
- - separation between wheeled and pedestrian is blurred
- - area b could offer more parking on north side - blvd is too large and unless landscaped and maintained (which homeowners do vs city) offers little value. People do not ""hang out"" there.
- -same feedback as option 1 re: stairs down the bluff. Can't be ignored."
- Don't like westbound only traffic unless you have an alternative for eastbound (build a road on north end of park). Don't like the raised roadway.
- Very concerned about the decreased parking with this option. We need to keep this area super accessible for visitors to our community. Can't really fathom how this design works, and what the advantages would be...? Also, feel that the extra \$\$\$ would be better spent elsewhere.

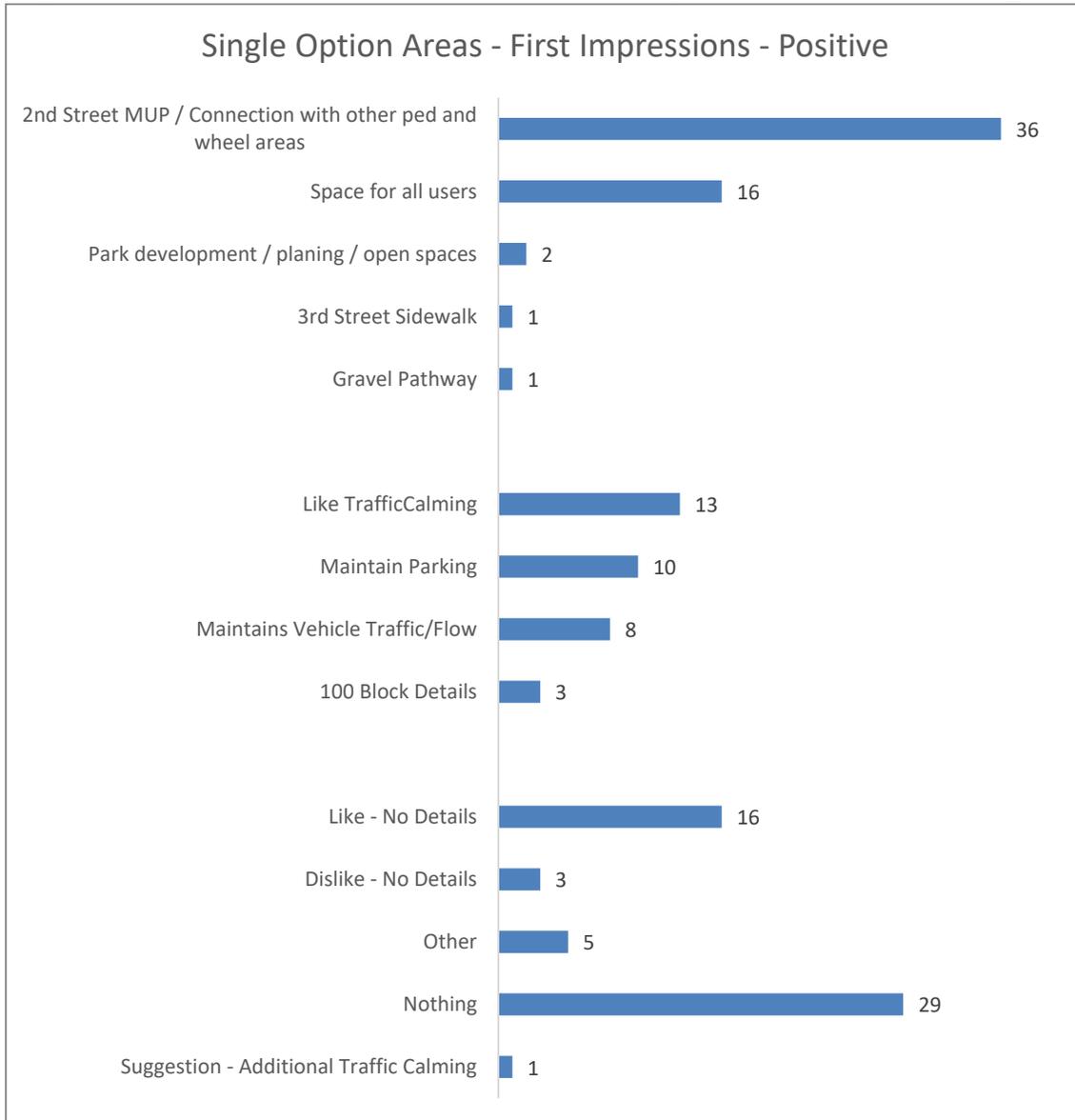
- Area C: No angled parking along 3 street. Keep 3 str. all the way as 2-way traffic otherwise you will push all traffic to 10 and 11 Avenues. Your plan is deceiving as you don't show how the traffic will be routed to the 10 avenue. Keep wheeling and ped path separate with a barrier. Do not pave gravel pedestrian path. Keep as off-leash. Too much money spent; creating more maintenance issues. Can't even get garage cans in park and path emptied now!
- 0
- No need for the extra amenity space when there is a park right there and plenty of space on the bluff. Too expensive and not necessary.
- 0
- Gates should be extended to include 100, 200 and 400 block of crescent road. Raised crosswalks should instead be speed bumps as the raised crosswalks that we have now does nothing to deter speeding. Eliminate parking all together and enforce permit parking. Multi use pathway on second should not eat into the park and green space, it should be put into west side of the road. I feel as though the main issues we have been dealing with as residents aren't actually addressed in any of these changes.
- Too expensive, don't care for raised road, don't like the angled parking idea; 2-way traffic; need more raised speed bumps - not just at intersections;
- 0
- "I don't like the chicane idea. Traffic calming can be achieved by adding pedestrian crossings & speed bumps.
- I don't like the angled parking on any part of Crescent Road, 2nd St or 3rd St. Backing out of angled parking has more opportunities for accidents than parallel parking. For example, parking on an angle between 2 larger or longer vehicles blocks your view.
- Still hate the gates...feels like there is an agenda to ultimately close the road off for longer periods of times or permanently."
- Ass previous.
- Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- "Two way traffic very restricted. Don't like the idea of closing off the road anytime. We need a well functioning roadway since 13 Ave is the only other 2 way east/west road in the community.
- Don't turn the street into a park, we are surrounded by parks!!!"
- "lack of parking for visitors
- cost\$\$\$
- wheeling lane does not need to be on road, lots of room for a wheeling lane closer to the bluff"
- " - The secondary staircase. It is extremely close to the location of the other one, but regardless, it feels to me like it would disrupt the natural landscape along the rest of McHugh Bluff.
- - Area A chicanes
- - angled parking and angled parking on 3rd street (would feel better about parallel)"
- I don't like paving the existing gravel walking path. Hard to tell if that would happen in this option. I don't like that there's not a plan to continue this along the entire ridge, but instead only address 3

blocks. I don't see amenities like public washroom space if you're going to encourage this as a gathering place.

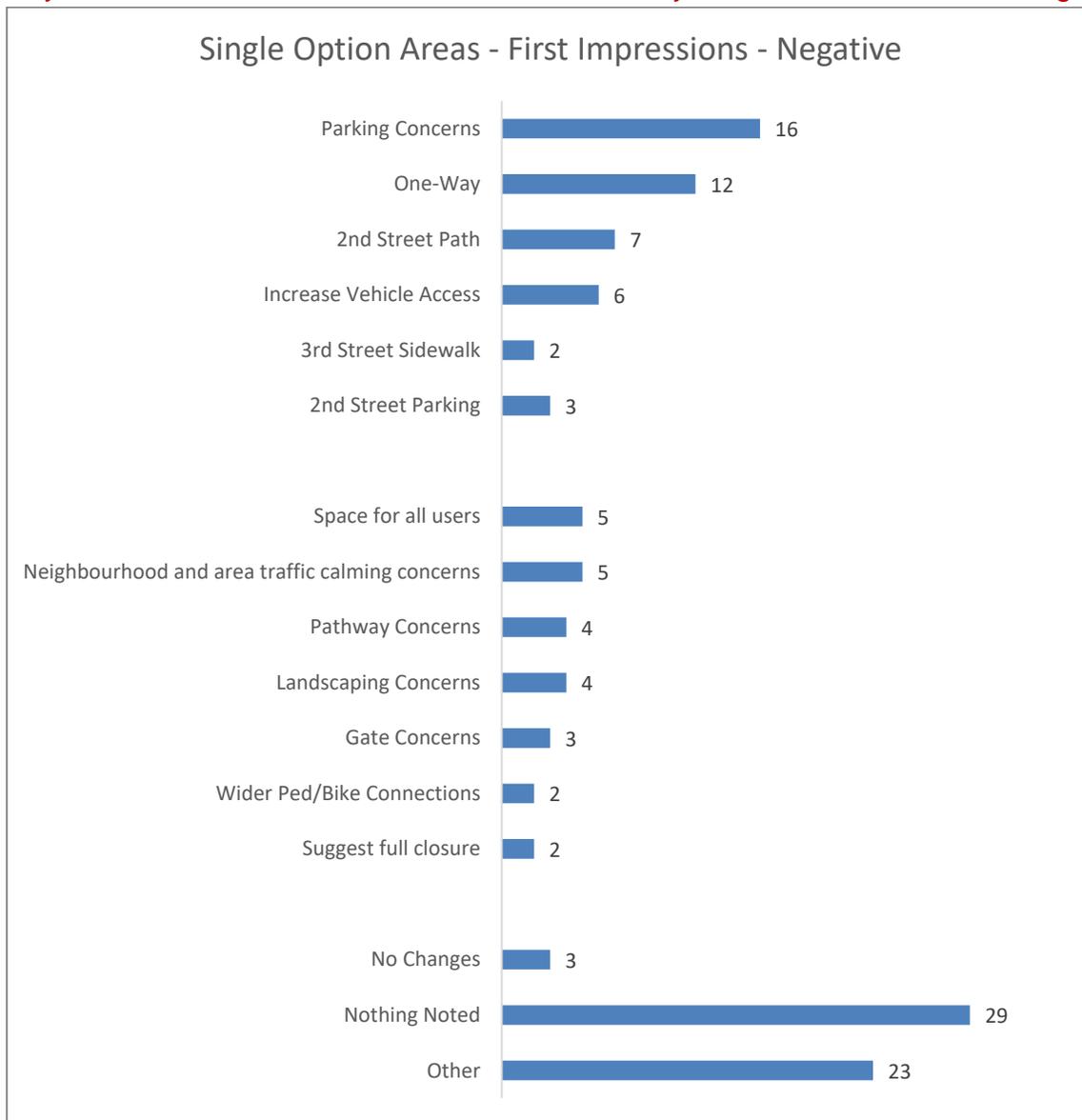
- Don't care for "Wheeling along the travel lane" - and don't see the advantages here, given the extra expense. Funds could be used for other enhancements, or police patrolling measures or cameras. Important to keep the road/ area open and welcoming to visitors and the reduced parking in this option is of most concern. Not sure of the need to extend the park in any way as it is still under-utilized.
- I do not like the pedestrian path and the cycling path side by side - safety hazard. I do not like the pedestrian pathway paved -it should be left permeable and should not be salted in winter. There is no connectivity - what happens at the end of the path going west? Does the path just end at Rosedale?

Single Option Areas - Themes

What did you see in the 2 Street or 100 block areas that you liked or found exciting?



What did you see in the 2 Street or 100 block areas that you disliked or found challenging?



Single Option Areas - Verbatim

What did you see in the 2 Street or 100 block areas that you liked or found exciting?

- Did not like
- Nothing
- This area generally works well, additional path upgrade is great!

- "Not sure if 2 Street NW needs a pathway; just do a sidewalk and have cycling on-street (maybe add some speed tables if needed).
-
- Consider a bit more hard surface area where the pathway meets Crescent Road NW to allow for slow-speed uphill turning movements to mix with other movements; it's a busy spot."
- I like any plan that adds more to Calgary's great pathway system!
- Minor changes. Looks good
- "****Your labels are wrong on the 100 block****"
- I like both of these changes. Right now getting from Crescent road to the playground for kids is difficult and can be dangerous as a result of kids walking on the street b/c of no sidewalk on the East side. I think you should also consider a sidewalk on 3rd street. Also, the 100 block currently seems like a rougher area because of how it's been left."
- 0
- Maintenance of status quo in 100 block Crescent Road NW.
- 0
- N/A
- 0
- 0
- Appreciate the maintenance of pedestrian areas and multi-use pathways
- " -Connectivity with the bike path behind the high school & in front of the community center
- -adds walkway on the east side of the park where none existed - that's great
- -like narrowing of road on 100 block and less parking
- -like the widening of the boulevard on the 100 block
- -like that the strange intersection of the 100 block of Crescent Rd & 6 Ave will be addressed"
- No problems
- keep the design optimal for pedestrians and dogs.
- There is a dedicated wheeling lane on 2 St NW. I like the crosswalk infrastructure at 8 Ave NW. The infrastructure will look very nice.
- I like that the path from 2 street bike lane farther north is connected to the bluff pathways without having to go on the road for small bikers, scooters, walking with less crossing the street
- 0
- multi-use pathway
- 0
- 0
- 0
- nothing...again....
- Extension of the multi-use pathway along 2 street is a good improvement. Better pedestrian crossings are also good.
- The ability to use the road for what a road is for and that is to drive on

- 0
- Wider roads for cars please
- 0
- Not much
- Lots of parking spots, which is good for those visiting from outside the community
- The MUP on 2 St is great added connectivity.
- 0
- good idea to tie with Crescent Road development
- "Extend sidewalk areas with soft scapesZ
- Enhanced pedestrian crossings ."
- I do like the addition of the multi-use path along 2nd street
- 0
- 0
- Not changing them
- Addition of a multi use pathway is positive
- 0
- single lane road would control driver speeds well.
- The reduced roadways and good connectivity of pathways are a great improvement for users of the bluff.
- Both looks nice, quiet, and allows for multiple ways of travel
- Reduction of road cross-section
- 0
- Improved multi-use paths.
- 0
- 0
- Lots of street parking - Ensure all parking is for residents only. Buy a house if you'd like to park there.
- Nothing to add
- Raised crosswalk. Two way traffic.
- Finally a finished product connecting everything with a paved path. Glad to see the area at the top of the hill opened up to improve accessibility
- Yes!
- 0
- 0
- Improved pedestrian access
- I like the extension of the pathway along 2nd Street. I also like the fact that the road will continue to accommodate two-way traffic.
- With CH closed the last 2 summers . The party , hang out ppl pushed to this block and Parked all over the place. Angle parked on south side where there is no angled parking. Nuts

- 0
- I like the multi use aspect
- Nothing really.
- "Narrowing of the Street on the 100 Block
- Use of raised walkways
- addition of a pathway on 2nd street"
- "Pathway within park. Fully support the raised crosswalks and narrowing of corners. Need to slow down vehicles and minimize the rolling stops at corners or full speed corners like 1st NW on to Crescent Rd driving west.
- Short History of way use of Crescent Rd has changed:
- Flood 2013 - View point was used by the media and more people became aware of the road.
- 2014 - started to see more users
- Canada Day Fireworks from Centre St Bridge
- Increase every year pandemic closure - crowds"
- Widened boulevard
- Multi use pathway is good on 2 st
- 0
- Pathway on 2 Street
- 0
- 0
- multiuse pathway is a welcome upgrade so that bike traffic is off the street
- I thought they were simple solutions to the problem.
- I like the wiggles in the road. Can we make those crosswalks raised.
- nothing to add
- this looks ok
- 0
- Maintain parking along both curbs
- reducing the traffic lanes, increased "green"
- 0
- 0
- I am not a supporter of this change. I live in Crescent Heights west and feel this change limits the beauty of living here.
- 0
- It's fine.
- Extending & addition of the pathway should be moved onto the 2nd St road way to decrease the roadway width. The suggested pathway will eliminate and SHOULD NOT eliminate ANY EXISTING TREES! We have concern for CLIMATE CHANGE & URBAN COOLING. Narrowing 2nd St roadway is necessary to decrease the speeding/traffic currently taking place and reminds drivers that the pathway and narrowed roadway places pedestrian FIRST.

- 0
- Addition of multi use pathway on 2nd st, connection to 9th Ave path, and improved accessibility
- We like the multi-use pathway that connects to the one behind CHHS.
- 0
- Love the N-S MUP.
- 0
- No comments
- Additional space for walking
- Doesn't limit traffic enough
- 0
- 0
- "two-way traffic
- raised cross walk"
- more space
- Turn this entire section into pedestrian park. Too much of a hangout for criminals as a roadway.
- Keeping the road open
- 0
- clean up to increase green space.
- 0
- 0
- "Widened boulevard
- Pathway connection to 9th Avenue"
- 0
- The 2 Street option will be an improvement with High School traffic and picnic area users.
- addition of the walkway along the park, reduction of parking in the 100 block to make way for additional boulevard space
- this is ridiculous.i have spent nearly an hour so far on this survey and i still don't really comprehend fully all the differences.you would have to spend hours looking at all the 'pretty' diagrams, etc.don't feel this is at all user friendly. perhaps this is what you want.obviously i am very frustrated by this whole thing. just leave the space the way it is and just close crescent rd in the summer when there is a problem.there has not been a problem here since the road was opened in the fall.
- Added multiuse pathway
- Some parking still allowed.
- Minimal disturbance. Trail remains unpaved.
- Don't care
- The option seems great.
- No impressions
- No comments here. I am not a traffic engineer.
- "Liked the multi-use walkway on 2nd Street (parkside).

- Liked the enhanced softscape, widened boulevard and reduction in parking to one side of the street in the 100 block of Crescent Road."
- Extension of the pathway is positive; it's currently a well travelled dirt path. Curb extensions should help with traffic speed.
- Nothing
- 0
- Same
- Nothing
- I like this design. Seems efficient and good use of space.
- no comment
- Great idea to extend the paved pathway North, I presume to connect to the one at crescent heights high school
- I liked the addition of the multi-use pathway and the widened boulevard along the 100 block - this can allow for rewilding the space.
- 0
- Connecting to the pathway behind the school is great.
- Nothing
- Not sure
- "2 way traffic on 2 street
- Traffic calming"
- 0
- Enjoy the increase of high visibility pedestrian areas. This helps reinforce to motorists that pedestrians are prioritized in the area.
- 0
- Additional lighting
- nothing. do not want this.
- None
- I like the enhanced pedestrian sections.
- -like the change to bluff
- It looks interesting.
- It's good to have a bike path and sidewalk
- The pathway on the bluff is a bit wider.
- NA
- What is proposed here does not address my main concerns and goes directly against accessibility. I have nothing positive to say about what is proposed.
- new pathways OK,
- I like a multiuse pathway but don't like that nothing has been done to address the parking late into the night / prioritizing cars on 2nd street.
- 0

- nil
- 0
- Norhing
- I think these areas are far less important than A, B and C. I'm glad the resources are being poured into A, B and C, rather than these areas.
- 0
- Nothing
- 0
- don't get it
- 2nd street option is weak. Multi use lane is good but should be incorporated into both the park edge and a portion of the existing roadway and eliminate the south facing parking along 2nd st
- None
- This area is too far from me to understand their issues.
- 0
- 0
- 0
- Seems okay at first glance
- "2nd St. - multiuse path; improved parking for park; accessible walking and wheeling space.
- 100 block - widened boulevard; enhanced soft-scape"
- 0
- 0
- addition of multi use pathway
- "widened boulevard and narrowed roadway.
- addition of multi-use pathway and curb extensions to shorten crossings."
- 0
- 0
- " - vehicle traffic on Crescent Road
- - should be unrestricted two way traffic"
- Rounded curbs and raised pedestrian crossings look very good.
- Curb extensions and narrow roadway
- 0
- 0
- Good
- 0
- 0
- Comment applies to all 3 options above (out of space above): it seems that the uses of the park in area b or the bluff in all 3 options are not considered. I really encourage the city to be working with parks to be developing an overall vision for these important green spaces in concert with the road

changes proposed. Uses in and around the road area are important to its functionality and should be explored in more depth - passive vs active uses, dog walking, etc...

- Nothing really, doesn't appear as it will change substantially.
- "Enhanced multi-use pathway on 2 st.... however any pathway needs to be cleared in winter. Currently the recently re-paved
- pathway that runs behind the high school is rarely cleared of snow so is sometimes too treacherous to use."
- it certainly limits traffic on this section of road
- 0
- 0
- I found nothing about this to be "exciting".
- I like the idea of a multi use path on second but it makes no sense to have it eat up valuable green space. Instead use existing road space and eliminate parking.
- 0
- 0
- "2nd Street proposal seems fine as long as parking on the park side is still parallel parking and traffic is still 2 way for vehicles.
- 100 block area proposal...I can't find a positive for this option...waste of money to do something here."
- "Better thought out parking. Raised crosswalks for seniors that should be more free of snow and ice.
- Maybe put a seniors jungle gym in the park."
- First Impression - no positives. Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- 0
- 0
- "In the 2 Street area:
- - improved parking and parking accessibility"
- I'm glad to see parking maintained so that people from all over Calgary can enjoy the space.
- Maintaining vehicle flow is important; appreciate that parking is maintained here - as this will be important if/as any closures are put in effect for events in the park.
- 0

What did you see in the 2 Street or 100 block areas that you disliked or found challenging?

- Should be closed to vehicle traffic
- Please leave the roads the way they are right now!
- nothing noted
- 0

- I am worried that the 2 Street area will have a weird, disconnected transition from the multi use pathway to the bluff pathway and wheeling lane
- 0
- None, but as mentioned before, a sidewalk down the East side of 3rd street would also be nice as a way to safely get kids to the playground from Crescent Road.
- 0
- Concerns about increased traffic and well as problems on 2 Street NW.
- 0
- N/A
- 0
- 0
- I don't like that some natural landscaping appears to be lost on the south side
- " -inconsistent parking on 2nd St compared to 3rd St (make both parking on both sides or one side)
- -no accessible parking on east side of the park
- -nothing is planned to stop the angle parking at the intersection of Crescent Rd and Centre A St that occurs frequently"
- None
- 0
- The curve at 2 St NW and 9 Ave NW has not been addressed. The transitions for wheelers and walkers at 2 St NW to Crescent Rd are circuitous and awkward. Vehicles are still prioritized
- 0
- 0
- too much motor vehicle access and parking.
- 0
- 0
- 0
- "OMG - how much time and taxpayer's money did you waste on this drive!?"
- Dislike the entire concept (I live in the area)"
- The biggest negative is that the project area is too small. It should consider how users arrive at the area in addition the park itself. The local active transportation network should be considered in the plan.
- Gates limiting access
- 0
- Wider roads for cars please
- "Neither, the idea that 2 murders took place on a highway is caused by a view of the Calgary core is ridiculous.
-
- The NIMBYism spewing from that neighborhood is sad to see. To gate off the community doesn't fix the issues that the people of crescent hills are complaining about.
-

- Living in the inner city will have inner city problems, but those issues are prevalent in various parts of Calgary as well. This is the rich trying to get what they want, while the poor people end up with nothing."
- Nothing
- One way is not great, but it is what it is
- "The existing and proposed labels are backwards for 100 block.
-
- For 100 block, why replace the parking lane with a boulevard only? Why not provide a pathway or similar?"
- 0
- Nothing
- "Doesn't extend sidewalk adjacent to the park.
- Doesn't tie in with design of park"
- Maps don't quite make it clear how well the multi use trails would interact with the cycling routes heading north on first and east on 9th ave
- 0
- 0
- Nothing
- It would be nice to widen the 2 street sidewalk while we are at it. This section is awkward in the winter.
- 0
- parallel parking.
- None
- I think drivers will be challenged the most
- Sidewalks should be widened, use continuous sidewalks to signify it is a place for peds not vehicles
- Densification not considered.
- Lighting - the area doesn't need more light pollution, part of the reason you go there is to be in the dark and see the lights of the city. Hasn't the city declared a climate emergency? Doesn't this mean we should be lowering and not raising energy usage?
- 0
- 0
- Lots of parking. Ensure it's for the residents.
- Nothing to add
- Nothing
- Nothing
- Gate
- 0
- 0
- 0
- this was fine
- 0

- 0
- Lack of access via cars
- Reduced parking.
- 0
- None
- Reduced parking
- Southbound parking on 2 st should be eliminated south of 8th ave. This where many cars park and idle, play music, have street parties, group fights, drug dealing etc. The attraction is they can sit in their cars and see downtown. Pushing back the parking at least one block would help eliminate this. Also the parking that is reclaimed should be landscaped with a combination of low and tall trees to further reduce the view opportunity from a parked car. Parks are for people not cars!
- I don't support making it one-way traffic.
- Lack of pedestrian space on south side of 100 block
- 0
- 0
- 0
- 0
- 0
- With 2nd street it is not clear if there has been a significant change . With the 100 block of Cres Rd allowing parking on both sides of road could lead to it becoming a parking lot for visitors to the further west of Cres Rd
- n/a
- 0
- 0
- The current street layout
- 0
- 0
- These changes limit the access for local residents from enjoying their neighbourhood. And those who would like to enjoy the beauty of Calgary's NW
- The sidewalks need to be wider. Vehicle lanes should be narrowed.
- Funding should be directed to the main portion of Crescent Rd. Very wealthy residents should not receive special upgrades on their residential streets.
- Extending and addition of a pathway by taking away the trees and grassy area is NOT DESIRED OR FAVOURABLE. LEAVE AS IS and add the pathway onto the current parking/roadway, reducing the width of the roadway.
- 0
- I don't live on these streets, but if I did, I think I'd be worried about increased parking and noise, especially at night
- None.
- 0
- n/a
- 0

- No comments
- Beyond increasing the width of the sidewalk, I don't see any issues on this street as auto traffic is low volume and low speed
- Doesn't limit traffic enough
- Do not like to see one way traffic, prefer 2 way.
- 0
- one way traffic
- not enough space for parking
- 0
- 0
- 0
- 0
- Need for sidewalk and tree planting on escarpment side
- Does the pathway have to parallel the road, or could it meander on the other side of the existing trees? This would give the pathway a more natural feel.
- Multi-purpose pathway may present conflicts
- 0
- The 100 block area is totally ridiculous with one way Westbound traffic only. This change negatively impacts other Crescent Heights streets and will necessitate additional traffic calming measures as traffic circles back to Centre Street. Additional summer traffic monitoring, outside of the study area, should be required if this option is used.
- 0
- got tired of trying to figure it all out so i have no opinion except don't change anything. guess my opinions will be ignored.
- None
- none
- None
- Still don't care
- None.
- 0
- No comments here from me.
- Curious if the option to add angle parking on the park side of 2nd street was considered combined with one-way Northbound traffic.
- If the paved pathway is extended, the city must make an effort to clear ice and snow in the winter months.
- Lack of access in and out of the neighborhood for residents is concerning
- I dislike that we're considering complicating the whole picture by having sections of the road that are different from other areas, and worry that this would be confusing.
- Same
- One way traffic reduces vehicle connectivity and east bound access to downtown. It will redirect east bound traffic through a PLAYGROUND ZONE on 11 Ave and 3 St NW compromising children's

safety and through already congested corridors; doubling, tripling daily travelling times thereby increasing carbon emissions.

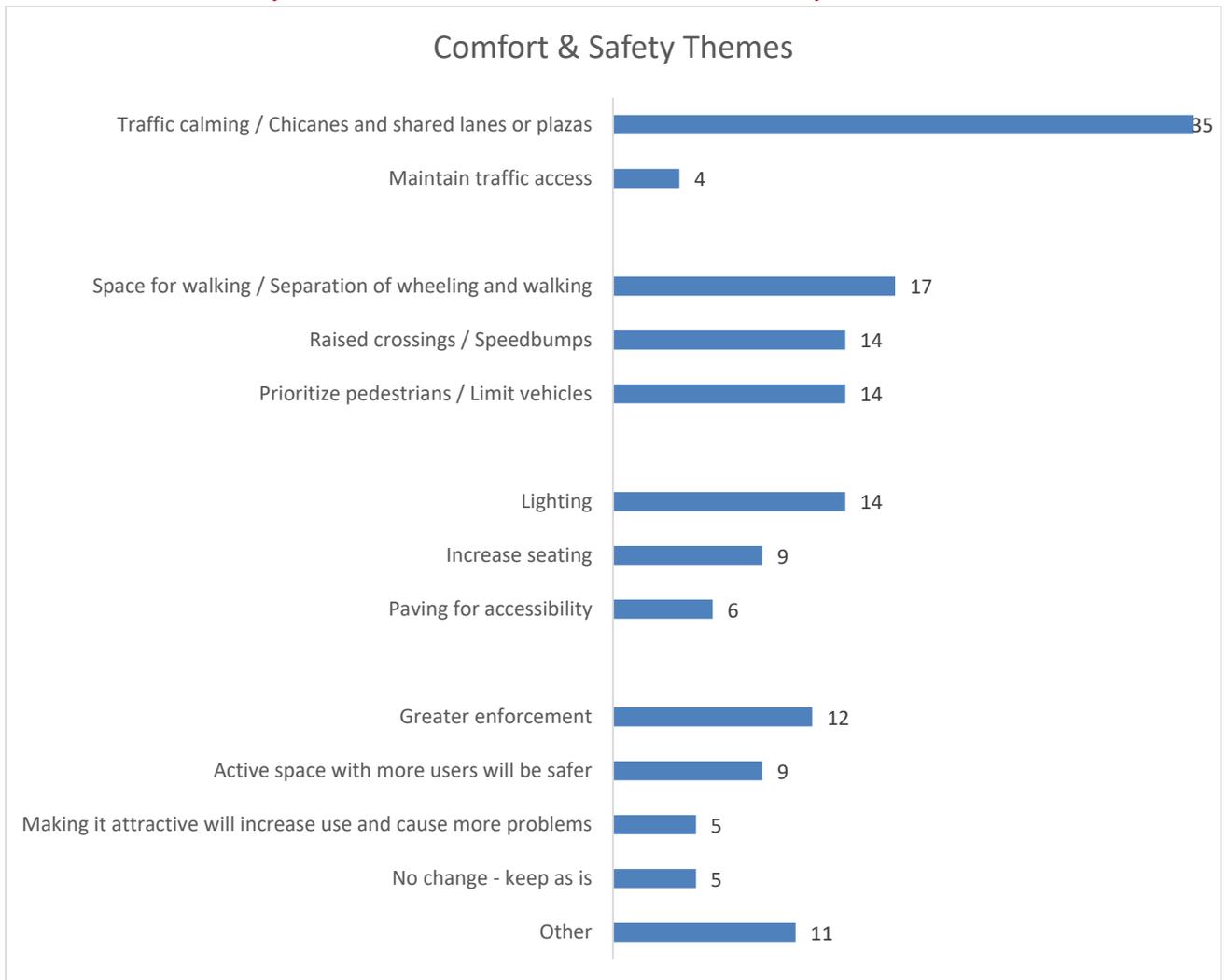
- Nothing negative.
- no comment
- 0
- 0
- 0
- Unclear in drawings whether opened car doors will go into pathway on 2 st. To be avoided if possible.
- Nothing
- Any possibility of road closures
- no comment
- 0
- One-way streets would help to, again, eliminate conflicts between different modal types. For example, south-bound only on 2nd Street from 9th to Crescent Rd creates efficient flow for both park visitors and residents.
- 0
- Restriction to one-way traffic.
- stop spending my tax money. leave this area as is. just keep things simple and have 2 way traffic on crescent rd. take out the pile ons so it is safer.
- All
- I don't like loud cars cruising southbound on Centre A at all hours to find a place to park and party.
- -seems fine
- Did not really see anything necessarily negative.
- 0
- I am very much against narrowing the roadway. We need two-way traffic, and we need enforcement of 30 km/h speeds.
- Two way traffic should be maintained
- "I live in Rosedale. Rosedale has Limited driving access into and out of the community. One of my main exit routes is using Crescent Road to go to Centre Street. The one-way proposed on this section of road inhibits access to Centre Street.
- It appears that this small very wealthy, influential and vocal group of residents has the power to impact the accessibility of everyone else in the two communities. There should be an option that keeps tCrescent Road as two way traffic."
- raised crosswalks, and traffic calming bulb outs - NO
- 2 way traffic and parking - nothing has been done to address the traffic / parking concerns
- 0
- "did not like the westbound driving lane
- the access to Crescent Road will be a big issue
- with the entry houses to Crescent Road"
- 0
- Leave my street alone.

- No negative impressions. As long as these areas are seamlessly tied into the prime A, B and C areas, then I think they've served their purpose. I'd rather see funding for Option 3 in A, B and C than further enhancements to the single option areas.
- 0
- All you will do is push traffic into other areas of Rosedale...specifically 12th Ave NW...this already a issue with people cutting through the neighborhood.
- 0
- don't get it
- 2 street option does nothing to address the significant negative behaviours that occur with partying parked cars/parties/drugs/etc at all hours of the night. There should be no southbound parking within a block of crescent road and a landscape island at the 8th Ave intersection to prevent views from cars north of 8th ave. Strong consideration should be given to making 2nd st one way from crescent road to 8th Ave with no public parking in that section.
- Shut it down fully
- This area is too far from me to understand their issues.
- 0
- 0
- 0
- Nothing negative
- 0
- 0
- "I don't want parking along the bluff. Cars sit and idle their engines for long periods making walking uncomfortable.
- In the past, people would gather and party next to the bluff.
- I would recommend short-term parking on the park side only, with added lighting and a no idle rule.
- This also increases the amount of garbage on the hill."
- one way traffic
- Not much; tree clearing is dislikeable, but if new trees are planted...
- This closure has never made sense and will obviously remain as a starting point of the campaign to close Crescent Road.
- 0
- " - Crescent Road should remain open to two way traffic and more onsite parking for vehicles must be provided
- - Crescent Road is an iconic Calgary destination with wonderful views of the river valley, cityscape and mountains
- - on peak days hundreds of Calgarians gather to enjoy the area
- - like any popular attraction it requires adequate two way traffic flow and vehicle parking so that overflow does not congest adjacent residential streets
- - provide a PARKING LOT and TWO WAY traffic"
- Nothing really, the access ways are pretty boring which I think is probably fine.
- The addition of southbound parking
- 0

- 0
- 0
- 0
- 0
- " -not sure why you would eliminate parking on both sides of 2nd street
- - not including moving picnic areas to south side of park for views and reduce impact on neighbouring homes
- -100 block does not need significant changes imo"
- Nothing really, appears that it is pretty much status quo.
- Reduced parking!
- Your plan should show how the traffic will get here. I think a "loop" around 6 ave and Centre A street will develop. More thought required on traffic pattern.
- 0
- 0
- I favour absolutely minimal change, if any. this is based on my favouring no closure and no development to attract "tourism" by other city residents.
- Again, it makes no sense to have a pathway on second ruin valuable green space. Instead use existing road space and eliminate parking.
- 100 block should have reduced parking on s.side,
- 0
- "2 Street proposal no negatives as long as 2 way traffic is maintained and parallel parking on the side of park remains.
- 100 block area proposal...really dislike proposing 1 way traffic in this block. You can still have 2 way traffic with raised speed bumps and pedestrian crossings to slow down vehicles.
- Also, dislike widening the bluff on this road...again seems to want to appease the home owners of that block to have a private space for them to enjoy Crescent Road on their terms."
- 0
- First Impression - no positives. Restricting traffic flow on Crescent Road will push vehicle traffic onto adjacent streets. No traffic management proposal for adjacent residential areas. Prior substantial feedback from surrounding residents has been ignored in the design. Provision of only a few street parking spaces will push parking onto adjacent residential streets with no plan mitigate. Irresponsible.
- 0
- maximum parking should be provide for visitors
- - I like the idea of a clearer pathway along 2nd street beside the park, but not necessarily a "multi-use pathway" or a paved pathway. The existing pathway could perhaps be widened or its surface evened out while maintaining its organic appearance?
- 0
- Not sure about the multi-use pathway to the east of the park; I appreciate the choice of sidewalk to the east, or a 'natural' stroll through the park on the west side. Unless the pathway could remain more gravel / natural?
- It should be one way on 2nd street with angled parking to help narrow the road/slow traffic.

Comfort and Safety - Themes

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best increase comfort and safety?



Comfort and Safety - Verbatim

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best increase comfort and safety?

- The removal of vehicle traffic would be the single biggest change that would increase the safety and comfort of visitors to the bluff

- I believe the current sidewalks, roads and pathways provide safety and a sense of community that is navigable. People of ALL ages can access and utilize the space. Leave it alone!
- Please fully remove the carriageway/vehicle lanes on Crescent Road NW entirely, between 2 and 3 Streets NW. Replace these with hard surfaces and crush and a pathway to allow for a seamless connection between the park and the escarpment.
- Force cars to slow down! Raised crossings, narrow the lanes, and more. Provide places for people to use the park, benches, etc.
- 0
- I like the raised pedestrian crossings as a way to slow down traffic.
- 0
- Walking spaces.
- Regular pedestrian and cycling activities (ie. more pedestrians and cyclists using the area spread out over the course of the day so that there is effective safety in numbers/eyes about). Also encourage activities that see people leave their motor vehicles (i.e. not park and sit in vehicles for long periods of time). This discourages litter (dumping of litter outside of parked vehicles) and may discourage anti-social behaviour.
- Shared streets with no clear distinction between vehicle and pedestrian space. Use of planters and trees to slow the movement of traffic. Multiple ways to use the space that value many abilities and needs: accessible seating, impromptu stages and gathering spots, amenities like food and water
- " - A physical buffer is needed to separate walking and wheeling spaces - options that provide this are safest
- - the tabled street increases comfort significantly"
- "No through traffic.
- Local access only"
- Wide open spaces, proper lighting
- "Plaza for more people, plants, open space, and seating.
- Chicanes for increased space away from motor vehicles (if any allowed). Wide sidewalks."
- 0
- Bear street in banff is a good example, like the seattle option too.
- Lighting, multitude of options for people from around the city to access this area, including walking/ bike paths and parking
- Encouraging active uses, and high maintenance standards.
- Speed bumps not gates
- Ongoing maintenance is key. The garbage cans can fill up and when they do litter can become a problem. City needs to visit often.
- Option 3 - two way traffic is needed. Very easy to maintain (keep clean) and hopefully the city wont spoil the view with the endless signage everywhere. When street is closed for events there are no elevation changes which make space planning and walking safety difficult
- The raised crosswalks and other traffic calming features are great for safety.

- I am very intrigued by the shared street concept
- More lighting
- Animating the space, slowing down and discouraging car use, increasing space for enjoyable use
- reduce entry for cars, closure options for events, Consideration for multiple use types (walking, running, cycling, picnics, etc)
- Wide sidewalk and plaza spaces make pedestrians feel like they belong, and that the car is the guest in its space
- There is no talk of densification. That must be considered first before anything else.
- Plaza space and wide open walk ways are wonderful. Especially if cafes are able to use some plaza space. Kids like plazas too. Chicanes are absolutely terrible and cause pedestrian-cyclist collisions. They cause people to wander and move randomly in a way that also causes pedestrian-pedestrian confusion. Go to any busy european city and you'll see the headache they cause.
- "Traffic calming measures - two way traffic with chicanes. Speed control and enforcement.
-
- Separating pedestrian and wheeling traffic. Making sure sufficient space exists for vehicle traffic. Current bike lane is too large and makes two way traffic problematic"
- None. They are all horrible. This is a residential area with very expensive homes.
- Sitting areas (benches, Adirondack chairs, picnic tables), grassy areas to sit and lounge, food trucks (maybe reserved to one small portion of the road), water fountains
- "I like the plantings.
- The others seem to encourage more people to come to an area that you are saying is already too busy."
- Raised crossing and raised wheeling lane. Removal of guardrail b/w wheeling lane and ridge. Widened sidewalk in area A and B. New paved MUP connecting existing 2nd MUP and ones coming up hill. Narrowed driving lane will help achieve 30km speed limit.
- For safety of speeding and stunning lower speed limit and add speed humps through out the street.
- "Separate spaces for cars and ppl
- Obstacles to reduce speed"
- Chicanes help with traffic, patios with tables help draw people in but concern would be keeping these free of late-night parties...
- Wide sidewalks. Places for resting. Pedestrian-only streets.
- The biggest issue with comfort and safety is motor vehicle traffic in the space which basically makes every other user feel unsafe. In that regard, chicanes and other measures which limit the impact of motor vehicles is the most important design element.
- Extensive soft scaping, greenery, caters primarily to foot traffic and separates wheeled vehicles and cars with soft barriers.
- Keep people away from cars
- Westbound only traffic should lessen the desire to keep driving in a small area. It will also disrupt the current driving loop that includes exiting at 7 Ave NW to Ctr St to downtown to 10 St NW & up 10 St

to Cres Rd. The Rd closure gates will also make a difference by allowing activities to be planned in the area when the gates are closed.

- Separation of bike lane from cars, raised areas to slow traffic, one way traffic.
- Food trucks and people walking
- Reducing traffic via one-way, reducing availability of parking, forcing people to get out of their cars and walk can increase safety and discourage drive by visitors, and those who want to sit smoking in idling vehicles.
- Although this had not been offered as an option, we like the idea of a people and bike friendly area, extending Crescent Park out to bluff and closing Crescent Road permanently.
- The city is tasked with resolving the problematic issues on Crescent Road but those involved do not understand the issues, and will not be able in residents' opinion resolve by the design options that are shown. The area has become a HANGOUT and the design option the city is proposing will only increase the HANGOUT atmosphere currently in play and not decrease. The root causes have not be defined and remedied with the design.
- I like less traffic, one way traffic and more opportunities for visitors and residents to walk/sit in the area between 1st and 3rd street. I also want to keep the offleash area.
- Design looks fantastic. Traffic calming looks great as well
- I like food trucks. What I want to avoid is the idea that this area is solely the domain of the rich people in the area with the multimillion dollar houses who want to keep the lower classes out.
- "chicanes style of street
- a large paved pedestrian walkway"
- it's nice and wheelchair accessible, the paved pathways and wide boardwalks allow for people with strollers, disabled or elderly people walking to be able to use those pathways
- Have the area monitored better by police to curb speeding and bad behavior. Have the Crescent Road open allows families to come and enjoy the area and keep crime down.
- "chicanes style of street
- a large paved pedestrian walkway"
- "While the design elements could impact comfort and safety perceptions - how big is the problem?"
- Do you have a baseline?"
- "This is the city's most important visiting street for its views to the skyline, the river and the Rockies, for visitors and residents. It's a destination place.
- Need for diversity of gathering & seating opportunities for both large & small groups & individuals, both as part of the circulation & separated, within Crescent Road & extending into the park.
- Offer seating that is fixed and movable.
- Lighting that celebrates the long winter nights without compromising the 'dark' of the downtown skyline"
- The traffic calming and reduction measure improve pedestrian safety. Increased lighting and separation of pedestrians from other types of movement also makes for more comfort and safety.
- The primary thing I would like to be achieved in terms of increasing comfort and safety would be introducing design elements which reduce vehicle traffic overall and when vehicles do use the space

reduces their speed or ability to maneuver the space with too much ease. I would love to see elements which require drivers to have a higher degree of focus while maintaining safety for others using the space, particularly those walking, wheeling or relaxing

- NOT ENCOURAGING PEOPLE TO THE AREA! you are fooling yourself if you think people can really remember all the options you have presented and thus be able to comment in an intelligent way.
- chicanes and built up flower beds
- I think a lot of those options are great - a multi-use space that allows for walking, cycling, dogs, and cars is great.
- Speed bumps, maybe consider a 20 kph speed limit for the few blocks here, allow the paved path to be mixed use and have two way traffic remain. Most bicycles will go on the street with cars as they do now. People can go slow for a few blocks and be safe with two way traffic.
- "Departed wheeling lane
- Sitting areas some with tables
- Limited traffic"
- All of these drive more traffic into the area. Create more traffic, more pedestrians, squatters etc too close to private homes.
- I like flexible design to allow for road closures as appropriate, increased bylaw presence to control the amount of disruptive behaviour (i.e., loud noises into the evening or late into the night), and designs that would minimize speeding or stunt-driving.
- Option 3 for Crescent Road is the only reasonable option because it considers the needs of the Community as a whole. A shared space for 2 way traffic and pedestrians. We are a residential community with 2 huge public parks, 2 tennis courts, skating rinks and 10 min walk to Prince's Island and the Bow river pathway. We have ample special event spaces & do not need a gated community for a handful of aging, elitist's who do not value the diversity & colorful features on a true inner city community.
- it seems to me that the residents are complaining about too many people and partying. The designed shown seem that it would attract people because it is made into a park area. This is still a residential area
- Measures to slow/calm vehicle traffic, adding the flex/amenity spaces to make the area more walkable
- Improve approach to maintenance. Perhaps start with increasing the availability of garbage containers. I support Safety as a number one priority...but, I don't see anything that addresses the volumes and speed of traffic on 7th and 8th Avenues NW (West of Centre Street). With parking on both sides of the street, the volume of non-local traffic is really a concern for us with the young children on our block.
- Increase in raised crosswalks and traffic chicanes are good
- The curving road in Design 3 - Area A seems great to minimize traffic speeds. Lots of walking and flex space with trees and other greenery added would be great. Having this design stretch further across all 3 areas would be wonderful rather than just for a small stretch.

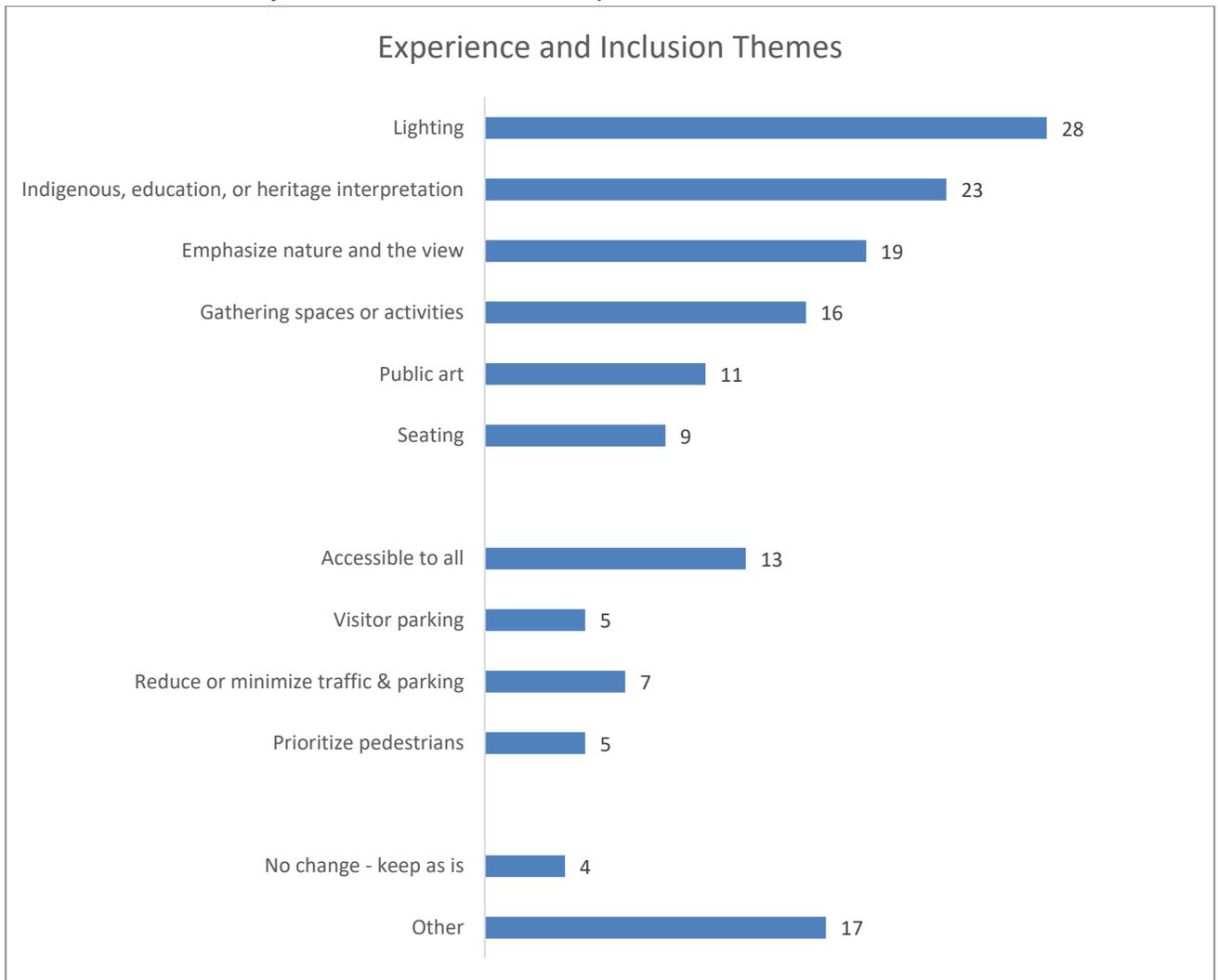
- Better Lighting at night; better maintenance (garbage & litter removal); restrict afterhours parking; improved policing after hours
- Enforcement by design? Not sure how exactly. Cameras?
- " -People regularly using the area for its intended purposes will limit issues
- -Keeping area clean and nice looking
- -Availability and ease of access is important"
- "Please do not pave the bluff path.
- Police enforcement would really help."
-
- Use a 2-way vehicular traffic model with enforced 30 km/h speed. Enhance the pedestrian pathway along the bluff. Have a narrow designated bike lane along the 3 zones.
- Raised crosswalks and the implementation of new crosswalks in some areas. People race through this area with no consequences. This has major impacts on the safety of kids who play outside
- I believe lighting, seating and groomed lower height plants increases comfort and safety.
- Paving the existing pathway along the south side of Crescent Rd provides comfort and safety. Removal of the proposed wheeling lane from the travel lanes of crescent rd.
- Better lighting and enforcement of by-laws
- Wide sidewalks, lighting, places for sitting, plantings (not too high as to impact visibility)
- The photos all show a heavy populated area and this is not downtown Seattle
- No entry driving East bound on 11 ave and 4 STREET NW. . There is no need for the Rosedale traffic travel east bound thru a playground zone, when Crescent Road eastbound is not allowed.
- "1 - Paving the gravel walkway for 2 reasons: (a) It can be cleared of ice and snow in the winter for a safer pedestrian experience and four-season use. (b) when the wind picks up on the bluff, the dust from the gravel blows in your face and makes it a very unpleasant experience.
-
- Planters, attractive street furniture, pedestrian-friendly lighting will all make this area worth staying awhile. I think that's important for this beautiful asset.
-
- Robust and timely maintenance is key."
- The paved walkway over the gravel would be much nicer. One way traffic would also be better as right now it's too narrow.
- Plaza space followed by chicanes
- None..
- "reducing traffic and tourism
- - enforce bylaws (really actually enforce them)
- - minimize late night disruption - stunting/motorcycles with engine revving/drug dealing/street racing and loud music"
- Daily road closure in the evening from 1st to 3rd street. Need to eliminate the negative vehicular behaviour. Proper lighting. Regular patrol to clear out negative behaviours.

- You need to shut down the road fully. It is too loud and dangerous at night if you let a number of cars park up there. The safest me and my small children have ever felt is when you shut down the road fully, so it was for pedestrian traffic only
- Why do designers only show designers for the summer months? How will the area look and be used in the winter months? Where will people sit on a cold and windy, sunny day? Great southern exposure would mean a lot of sunlight. Many options exist out of the wind and in the sun for a great day out if set up correctly. Where will the snow be piled? How will the road/ paths be cleared? Lots of little details, but it helps to plan for the full 12 months.
- Regular bylaw and police patrol. Area is a prime drug dealing site.
- Narrowing the road for car traffic, keeping path gravel, keeping the separate bike lane, making it difficult to "cruise" in a car.
- Flexible design
- wide, well maintained walks and landscaping; enhanced lighting; raised crossings to curb speed; regular enforcement of laws/bylaws
- The gates lend themselves to less disruptive nighttime behaviour, but who controls the opening and closing of them?
- Alternating Chicanes, places for resting & walking, well lit
- Other than "gate location for optional closure", I do not think that anything that I've seen in options 1-3 or the precedent images in the previous slide will decrease the late-night disruptive activities, vehicle speeding and stunting by hooligans that will ignore these efforts /chicanes will just give them sport.
- I do not see how any of them have anything in common with Crescent Road or the surrounding neighbourhood. I would not like to see any of it on Crescent Road.
- " - Closing or limiting two way vehicle traffic on Crescent Rd. creates dead space just like the Stephen Ave. mall downtown
- - a barren street environment that facilitates vagrant activities and socially disruptive behaviour
- - maintain two way vehicle traffic, adequate onsite parking
- - good maintenance, enforcement need to follow good planning and design"
- The raised pedestrian crossings and chicanes in the road way will be great for adding complexity and slowing car traffic.
- Vehicle calming measures and making spaces more welcoming to pedestrians and cyclists
- Ensuring pedestrian and child safety by having well identified pedestrian vs vehicle (including bikes, e-scooters) traffic lanes and enforced speed limits.
- "Elevated crosswalks and chicanes which slow traffic and amount of traffic.
- Adding more trees, shrubs and seating areas will make it more comfortable."
- Love the plaza idea but hate the hard surfacing of the total space. A "plaza" with actual gardens and grass integrated into the space producing little "rooms" to encourage social group interactions but still allows a long view.
- " -separated wheeled and pedestrian pathways
- -raised crosswalks

- -reducing opportunity for speeding vehicles"
- From a resident's perspective - none
-
- Safety in numbers! Let's keep the area open and welcoming to visitors; appreciate option 1 & 2 for the generous parking that facilitates this. If we save \$ by not going with option 3, perhaps we can install CCTV cameras, and otherwise boost police patrols especially over the summer months. General comfort comes through enhanced community meeting/ activity / viewing spaces and maintaining lots of greenery.
- Proper lighting and wide pathways
- "Allow vehicle access is important. Vehicle access allows seniors and mobility challenged to visit.
- Maintain the proper street width for vehicle allows safety and comfort. If must, could make Crescent Road into a one way street from east to west, and/or eliminate on street parking.
- The pedestrian lane craved off the road is not necessary post-COVID, and the lane is not well used after the first year it was put in place."
- I do not favour any road closure or development at all. So, this question forces an opinion on what sorts of development plans I would be comfortable with. So, police presence, and not simply by law enforcement officers.
- "More lighting for safety along Crescent Road is always a plus.
- Natural plantings are fine but should be limited to the Bluff and/or park areas & not an extension to the road.
- Food trucks are great as long as people can access them via the park-space or high school parking lot. We don't want them impeding vehicular access on Cresc Rd. It seems like there is an agenda to want to close the road to allow for things that can be done elsewhere like the park or school or even Princess Island Park."
-
- Making sure the area has people and traffic. The safety factor goes down if "no one is around". Walking on the bluff late at night when other people are out (walking / parked in cars / driving past) keeps things open and safe. It also makes it easy for police to drive through
- Slowing traffic down definitely increases safety, as does separating pedestrians from wheelers.
- Slowing traffic by narrowing roads with parallel parking, raised crossings and one-way streets. Keeping cyclists separate from pedestrian pathways.
- Firstly, thank you for all the thought you've put into this! Welcoming more people - through periodic closures /special events and features will hopefully bring more 'eyes' to the area, increasing one's overall sense of safety. Could we increase patrols? Add emergency call buttons & CCTV cameras?

Experience and Inclusion - Themes

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best elevate experience and inclusion?



Experience and Inclusion - Verbatim

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best elevate experience and inclusion?

- Removal of vehicle traffic. This should be a pedestrian promenade overlooking the city without the noise and danger posed by speeding cars

- The cityscape and view of the river and mountains and sunsets are already experienced. Leave the area the way it is!
-
- It would be great to have some unique lighting along the pathway at night. A plaza with room for outdoor games like the ping pong table would also be great if there is room.
-
- Some of the items in option 3 make a lot of sense in terms of creating a space that is available to more people, but that should extend to 1st street as that's where the path comes up from Sunnyside and that block is just as busy as 2nd to 3rd. Also, something needs to be done with the flow of Crescent Heights Park then because the way they have two rows of trees, cuts off most of the area from Crescent Road and makes it a little sketchier of an area (particularly the playground).
-
-
- If McHugh Bluff and Crescent Heights has significance to the Indigenous Peoples, that this be recognized through means agreed to by said peoples.
- Indigenous art and indigenous learning opportunities, creative lighting approaches, access to a beautiful vantage point
- Lighting is key - it is difficult to see from the material made available
- "Walking friendly.
- Family friendly"
- View sheds, seating
- views of skyline and places to play.
- I love how people use these spaces for gathering, meeting and fostering community. I see the local schools using the area, preschoolers, fitness, family gatherings and would love if these kinds of experiences are included in the design moving forward.
-
- Lighting, inclusion of all people to this area. The residents of this street do not get to claim it for their own private front yards and should include spaces and amenities for all to enjoy
- Additional lighting to make the safe feel space in evenings would be a great addition.
- Removal of gates from the plans. Gates are designed to lock out the common man from enjoying the cities beauty at night. Reserving it only for the rich.
- Minimizing conflict is important. Bikes and cars and people should be kept separate
- Option 3 - Simple clean lines. Focus should be on the view and someplace that the city is proud of to show case Calgary to visitors. City maintenance has been very poor along the bluff for too long
- Educational plaques and public art would elevate this area. The views are what bring people there - no need for major activities, etc. Just things that augment the view.
- "the integrated art and lighting feels interesting but I do have questions how this might impact light pollution.
- rather than relying on signage would it be possible to integrate public art with treaty seven history."

- Lighting as part of public art installation
- Space for all to enjoy (not just home owners on the street), good lighting for evening safety (I want to feel that this road is an option for a solo evening walk), park-like feel
- Reducing conflict, using lighting as practical public art, acknowledging indigenous peoples
- Publicly available activities and rest areas to make it a destination (table tennis, tables, seating)
- Have multi-First Nations only housing in Rosedale. That is the greatest tribute you can pay.
- Plaza and public activity space. Maintaining the relatively dark (unlit) view of the city is what should be prioritized on crescent drive.
- There is a trade off here. The space available on the bluff is quite small. While inclusion is always important, this area will not support large numbers of people. The residents in this neighborhood need to be given some priority
- None. This is a residential area with expensive homes that pay a great deal of property taxes. Opinions on these projects should be heavily weighted to what residents want.
- Plaques, art, temporary art installation/murals and/or online experience using QR codes. Well placed enhanced lights to illuminate the paths at night without being disruptive for the view experience
- The lighting is nice. The others are taking a natural area and adding less natural elements.
- Variety of lighting. Permanent outdoor activities (ping pong). Signage discussing history of area
- Adding bench's and trees along the ridge for people to rest and have a snack. Even install a bench permitted for alcohol use
- "Better lighting
- Please don't junk up this natural area with public art.
- Or stuff that just gets vandalized"
- Art as lighting is a great idea and incorporating historical plaques help build a sense of space and place.
- Access to the public. Please do not gate off the bluff to pedestrians. It's the traffic that needs to go.
- I think most of the activities will focus on the wonderful vistas and free range outdoor space. So I don't see a need for a lot of activity specific elements. As long as there is some varied seating (including some table top surfaces), lighting to address evening use, and elements to ensure safety of users then I think most of the space should remain somewhat undedicated.
- Public art, artistic lighting, attractive paving, inclusion of areas / equipment for physical activity.
- Add work out equipment
- "The reduction in parking on Cres Rd will reduce the gathering of large groups which may deter other groups such as new Cdn families from coming to the area for activities such as picnics.
- Allowing the gates to be closed at times will make it easier to plan events for large groups of all types."
- Need to ensure there is ample parking for visitors to the area to enjoy the space.
- Wide side walks with well maintained planters and plazas
- More space for people to relax and enjoy the view, to ride/run/walk. We don't need ping pong to attract people. Some public art and additional (subtle) lighting would be nice, as this is a place to

show off our city to visitors. Definitely some inclusion of indigenous history, and a way to welcome our newcomers. This is a place where many newcomers and immigrants come to spend time with friends and families. It's the best selfie location in Calgary. Take advantage of that

- The popularity of Crescent Road has increased dramatically in the last 10 years, because of the exposure it's received by the Canada Day fireworks and the 2013 flood, among other things. It feels like the area is turning into the Stampede Midway, with partying, gathering, disrespectful and disruptive behaviour, littering, noise. Getting rid of traffic and allowing people to walk or bike to admire the view would give a more natural and safer feel to the area, and lessen the noise and pollution.
- The design proposed will not solve the social disorders that the residents having been faced on a day to day basis for the last 10+ years. The city is increasing the activities by design but they are naive to think the design will resolve the conflicts of residential living and increased usage and visibility by the general public. The activities proposed may lead to other disorders and how will that be dealt with?
- like the lighting and games section. Also seating.
- Opportunity for temporary closure of CR - perhaps weekends between 8am and 10pm - is an attractive option
- I like public art and informational plaques.
- "educational signage
- good pedestrian lighting
- benches/sitting areas
- public art"
- the outdoor games and ping pong does not really work in Calgary, wasted space and people don't use the ping pong tables in the bounce park at East Village
- Having better lighting at night would go a long way as people would feel safer and it would cut down on crime. Parking is another issue, the church on the corner of Crescent Road pays no taxes, so why not let tax payers use the lot except on Sunday.
- "educational signage
- good pedestrian lighting
- benches/sitting areas
- public art"
-
- "What's missing is creating the experience of being on and over the edge of the sky, special to being at the lip of the escarpment/bluff.
- Most critical experiences include making it a great place for people watching.
- Through street design, motorists know they move slowly within a pedestrian realm throughout.
- It's a great opportunity for interpreting the downtown skyline, the mountains, river, & unique ecology of the escarpment & their history.
- Create inviting entrances to bluff informal walks."
-

- Accessible design is very important to me for this project, it would be great to see Calgary leading the way in reducing barriers for people of all abilities. Public art in the area would also be greatly appreciated, the city has done a great job at prioritizing public art and I think that practice should continue with this project.
- really not interested in creating a tourist spot to 'elevate experience and inclusion.'
- lighting, historical plaques
- Again, I like all of the above - increased lighting, similar to the River Walk seems like a great idea for safety and potentially deterring negative behaviours.
- Is there an option for expanding parking? Crescent Heights school parking lot on weekends? Food trucks only during the day. Increased lighting and security cameras as a deterrent at night?
- "Flexible blockades for special events
- Maintaining some naturalness
- Unique lighting at night but not enhanced so city lights can still be enjoyed"
- Again these ideas drive too much traffic into the neighborhood, too close to residents. This can increase pedestrian crime. This area already has many transients/pedestrians scoping out properties for quick theft
- Accessibility and acknowledgement of the rich indigenous history of this area
- Visitors and residents already appreciate the special and unique features of Crescent Rd. A small minority want it closed or gated it off to preserve and enjoy it for themselves. These affluent residents are NOT inclusive, not POC and do not represent the cultural diversity of the rest of Crescent Heights. It will only be a matter of time before they advocate to close the gates permanently. Adding more benches, lighting and trees on the boulevard would be inviting and appealing.
- same comment
- I loved all the elements you included in the previous slide. I think there's exciting potential to make Crescent Road a vibrant space for people to gather and celebrate. I appreciate the recognition that Indigenous peoples' connection to the land should be honoured and shared with people who use the space. When designing the space, I also want to highlight that the needs of people with disabilities or mobility challenges should be integrated so that they can also access and fully use the space.
- I support raising awareness of the first nations presence and history. I always advocate for public art. The lit pathway was an engaging idea. I'm somewhat against amplifying the draw to this location until issues such as traffic flow and parking are solidly addressed. How about encouraging parking at the bottom of the hill on memorial drive, encouraging foot traffic up the path or perhaps providing an alternate stair case. How about a funicular that would add the intrigue of taking the ride up!
- like the lighting idea but may detract the night time view of the houses on crescent
- Keeping gravel in place for the walking area and/or planters and seating to encourage a meandering pace rather than rushing thoroughfare
- Add plaque/stations to display points of interest highlighting the historical significance & physical (geology; flora & fauna) history of the Bow River, City of Calgary and surrounding hinterland.
- Love the lighting and public art ideas, as well as honouring the First Nations legacy of the bluff.

- all of the above
- Try to leave the area as natural as possible. I would discourage adding outdoor games. Eventually, a second staircase up the hill would likely help.
- Public art
- Allow access to Crescent Road, and keep the road wide enough for 2-way vehicular traffic. Limit hours of parking in later hours. Maintain sidewalks and hillside pathway for pedestrians.
- The idea of creating an area where people can drop in and play games is very appealing. New lighting, if not too bright, sounds great as well.
- I would like to caution increasing the use of concrete, pavement, plazas. Crescent Road is full of nature - green, soft and welcoming. Adding these harder surfaces will make the area cold and unwelcoming. I like the recognition plaques informing about important places and people.
- No comment. Have no idea what you are trying to accomplish.
- no opinion
- Games idea is fun if maintained, people can access the view but don't have to park to look at it
- U say to minimize impacts yet you want to have the wheeling lane adjacent to the roadway while there is very wide and available walking path which must have the cycle and walking path incorporated with an elevated cycle path and a low fence to delineate the cycle path . Pave the gravel area as the current gravel path started at 1.2 meters and is now a 3.0 meter wide mud and gravel route with no delineation
-
- "I love the lit public art installation. I know public art always divides the citizenry, but the investment in something modern, warmly-lit, like the example shown in the photo would be beautiful. Attractive, warm pedestrian-oriented lighting features would differentiate this public space and make it feel safe and welcoming.
-
- Also, I love that outdoor ping pong table! What about incorporating an outdoor gym at the bottom of the bluff stairs?"
-
- All would be helpful
- None
- public art
- Provide parking away from ridge views and increase pathway, bikeways and pedestrian accessibility. There should be no opportunity to park in a car and stare at the city view. Prioritize people and activity not sitting and driving.
- None
- Inclusion? Experience? How about my experience having to live with this? How can you make me feel included? Limos/cars driving past my house with their music blaring late into the night. Leave the area as it is. Allow everyone to enjoy it. Enforce the present rules and laws that are in place to solve the problems. Use the money from fines/tickets given out to pay the wages of a full time

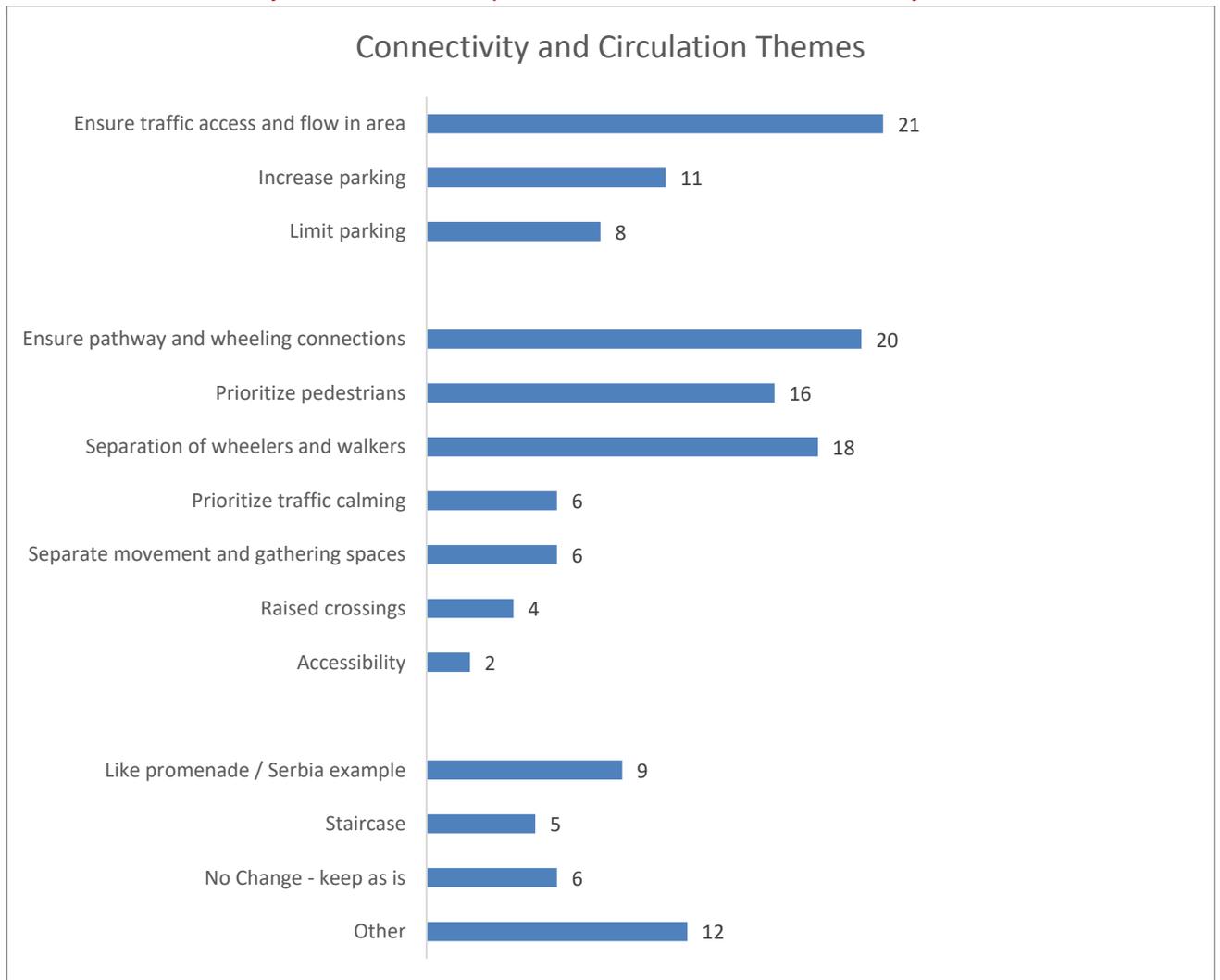
enforcement officer. When the problem goes away we can remove the enforcement until the problem r

- Installing plaques to explain natural and human history is a good idea. There are opportunities all the way from 10th St to Centre St for a self-guided walk.
- good lighting, elimination of dark park areas, inviting park area (Crescent Park). lots of benches, lots of garbage bins, access points from road to benches, greenery, public art.
- The view
- accessible pathways; seating areas; multi use spaces; public art; historical acknowledgements
- Keeping the road open and allowing people to access the view. They're coming for the view of the city, not for artwork, so why bother with that..
-
- Only option 1 maintained the (off-leash) gravel path for the most prolific year-round users (rain or shine or blizzard) - The dogs.
- The view, only the view. It is all about the history of Calgarians and visitors coming to see the view, take their photos-just being in that place. It is all about the skyline, river and mountains. It has not been made to try to please and entertain people with multiple or conflicting interests. Once you have walked the bluff, or sat for a while, there are many other local areas providing other activities and services. It has not been made to bear statements or someone's interpretation of art.
- " - Crescent Road has a wonderful drive-by view that has been enjoyed by generations of Calgarians
- - design that limits two way vehicle traffic and parking excludes anyone who is not a ""woke"", cyclist, jogger or upscale pedestrian
- - the proposed Crescent Rd design options are exclusionary and a fair weather fantasy
- - Calgary is a winter city and for many days there are very few Crescent Road cyclists and upscale pedestrians using the area"
-
- I like the public ping-pong tables
- People come to this area to enjoy being outside, picnic, visit, enjoy the view, stroll, walk dogs, and exercise. Any design elements that support these activities and decrease nuisance behaviours are desirable.
- "Adding another set of stairs allows more people to exercise without causing further damage to the embankment. Designated bike lanes will be safer than shared biking/walking lane.
- Last year a few street games were set out on the closed roadway and were enjoyed by some people. Large checkers and/or a large chess game would be enjoyed by people of different backgrounds, there are certainly indigenous games that could be enjoyed helping us in learning more about them and their history."
- "•Keep the view clear and clean, any additional interpretation or art to be secondary to the view.
- •Interpretation to be upgradable to be kept current. Information to be interesting and factually and seasonally driven
- •Art would be fabulous! Actual ART that is planned, designed and constructed of materials to be in place for a long time.

- Interpretation and art to be produced by local talent - celebrate Calgary"
- " - providing options for use (passive vs active)
- access for all (parking and vehicular will remain important)"
- This is a natural park space along with a route in and out of the community for people who live here, why can't we just leave it that way? Put in some bike racks and build another staircase if you want. The issues a very few people claim to experience can be fixed with better lighting and/or police presence. It's not like the existing path and park is overrun with visitors on any kind of regularity!!!!
- keep it natural
- Love all these ideas, especially warm, colourful, well-designed lighting (maybe lanterns?), public art and periodic special events, fairs, festivals, held by /in the park (+ coffee/food trucks.) How about combining land recognition & installation of a fountain or gazebo in the park as a place of gathering / memory / tribute? Again prefer option 1 (or 2) for the parking that keeps this all accessible for those outside our community or those with mobility issues.
- Keep area simple and respect heritage of area.
- The view of the city skyline and the Rocky Mountains is the best that anyone could wish for on Crescent Road. There is nothing to add, and nothing should take away or distract from this view of the Calgary Skyline and the Rocky Mountains.
- I do not favour any development of the area and do not favour any road closures to assist in development. Therefore, the question forces an opinion on a matter that I fundamentally oppose.
- "More lighting is always great...is it prudent to spend extra money to make it artistic.
- Playing games like ping pong or other activities should be limited to within the park space only (not closing road space for such activities) since I've seen that this park (i.e. Crescent Heights Park), in the last 32 years has been grossly underutilized. Limiting access to Crescent Road and the views to those with limitations is not inclusionary...seems very elitist and exclusionary to citizens of this city."
- Please do not deface the wonderful natural view of the river valley, cityscape and mountains with City sponsored public art. The City of Calgary has a long track record of unsuccessful public art displays (the blue hoop, Poppy Plaza, Winsport).
- The view from crescent road is amazing. Providing ready access for all (including disability) should be a priority. More seating and tables along the hill so people can enjoy.
- If you can make it look as good as your examples look, then the experience will be elevated. My concern is that there won't be budget beyond adjusting the road, and there won't be any money to truly invest in design elements.
- Ensuring that parking spaces are available is inviting to people from outside the community.
- Gathering places that bring people together/ enhance sense of community - focal points, using colourful lights, fountains, statues, art. Weekend and/or summer visits by food trucks, maybe a pop-up tent or gazebo that serves coffee? How about a band stand for live music? Places to share history and heritage of the community?

Connectivity and Circulation - Themes

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best improve circulation and connectivity?



Connectivity and Circulation - Verbatim

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best improve circulation and connectivity?

- Make this a pedestrian only space.
- Currently on Crescent road the circulation and connectivity is great. Your ideas will only create problems for the community and users.

- The images that don't have a road open to vehicles are best. Please remove the carriageway/vehicle lanes entirely and replace with a mix of hardscape and pathway to seamlessly link the park and the escarpment.
- Connections with the pathways and wheeling lanes. Calgary has lots of great pathways! But they sometimes feel disconnected or disjointed.
- I like the use of the no parking road markings in the riverfront photo
- Feels like the focus has been on East/West traffic and has not focused on the North/South traffic, particularly in respect to pedestrians. The idea of having people wanting to cross to the North side of Crescent Road only makes sense if we fix Crescent Heights Park to be more accessible.
-
- Option 2 with walking and bike lanes.
- Prioritize use by pedestrians and cyclists. Aside from use by residents, encourage limited motor vehicle recreational use. Vehicles may park for users to engage in recreational activities outside of their vehicles (to walk, jog, ride a bicycle, picnics and the like) but discourage "recreational" driving (i.e. strictly to cruise along Crescent Road NW or to park along Crescent Road NW without leaving the vehicle to idle, eat inside vehicle, etc).
- a wheeling lane is very nice, especially when it is separated from vehicle traffic. maintained natural elements (as native as possible) are an asset.
- " - a two-way street provides best circulation and connectivity (Option 3)
- - Option one provides the best traffic calming by reducing circulation"
- "No traffic.
- Park offsite and walk"
- Directness
- Promenade type experience
- This area provides a vital connection for our family with young children to move east west and north south for fitness, for travel to school, library, parks, pathways. Increasing the safety of people who walk and wheel as their main form of transportation is at least equally important to the roadways for vehicles
- Belgrade serbia looks good
- Keeping the bike lanes separate from the roadway (with plants/median) but then also separate from walking paths so that all can feel comfortable/safe
- Prioritization of pedestrian and cycling traffic is essential. The design options presented in the previous survey still make too much space for cars.
- No gates two way or East bound traffic.
- Connections are key. This is a key hub for pedestrian traffic heading to and from downtown
- Option 3 - maintains slow moving traffic for strolling and sight seeing
- The surrounding neighbourhood is not the easiest to get around. Making sure good quality, safe pedestrian and cycling connections are available is key. That will keep the traffic issues from being too concentrated.

- the multi use bike path could help with connectivity I think the use of the multi-use area along the park would be beneficial to pedestrian circulation with the shared area with vehicles allowing movement through the area
- Maintaining traffic flow
- A wide wheeling lane, separate natural surface (unpaved) walking lane, chicanes and raised surfaces.
- Connections for walking and wheeling that do not conflict with cars or other users. Hopping off a wheelway and onto a road is intimidating for many, a wheelway that connects Crescent Road with 10th ST using an overpass would increase safety and usage.
- Separated cycle and walking infrastructure is good
- This area is the most ideal place in Calgary for densification. That must be considered first with connectivity in mind.
- Keep bikes separate from pedestrians. Mixing them is the best way to make an area more dangerous. Design bike paths so that people can ride double-wide. Single-wide paths are for commuting paths, not for families. It's more peaceful for pedestrians to be separate as well, that way the Karen's don't need to spend their afternoons yelling at cyclists who don't ring their bell the perfect amount.
- Maintaining 2 way traffic. Streets sufficiently wide enough to support traffic flow. Enforcement of speed and noise laws.
- MAINTAIN PARKING FOR RESIDENTS AND THEIR VISITORS.
- Walking and biking together separated from street by grassy and tree area. Clear and many crossing paths for priority to pedestrians
- I think it should be accessible to all. Walking, cycling, driving. Keeping people separate from vehicles with barriers or raised walkways is good.
- Connecting the MUP, raised wheeling lane, widened sidewalks, new sidewalks on 3rd st and raised crossings. Removal of guardrail.
- Adding another set of stairs for circulation. In the summer months it gets super busy with people working out
- Parking is the real hot button here. Letting ppl park and party isn't great. Parking in the pm weekend should be at CH school and walk the block to enjoy the view. Not have the options to race up and down Cres rd
- I guess when it comes to cars the key word is flow, keeping them moving through the space rather than clogging it.
- Intuitive links.
- Fundamentally, I do not believe the area requires or is conducive to a motor vehicle thorough fare. Option 3 describes probably the realistic maximum requirement for vehicle traffic. Crescent road principally serves only as an access point to the park/ridge for visitors or as an inefficient route for local residents. Therefore connectivity is best served with some reasonable parking opportunities (especially accessible ones) and local pathway connections which may include a second staircase.

- Areas for people to gather and connect, benches, covered gazebos or shading, flowers in planters, extensive plants and vegetation
- Raised sidewalks
- Not really sure.
- Same comment re parking.
-
- not sure
- Get rid of the cars and motorcycles, buses and limos. Let people walk or bike to enjoy the view.
- Pedestrians and active motorized vehicles do not complement one another. Given the popularity of the area to hangout, how do you disable the vehicles as they are known to be a danger to pedestrians. Circulation and connectivity are successful if the motorized vehicles are eliminated in public spaces being created to improve circulation and connectivity.
- like crosswalks to be raised and very visible.
- I like the pedestrian and cycling space that has been added along the Bow River in the Eau Claire and East Village areas. See similar opportunity to incorporate some of these elements along CR
- I was happy with how traffic flow was before the residents in the area started raising issues. I like the idea of speed bumps to control speeding in the area.
- "separate walking and wheeling pathways
- parallel parking
- two way streets"
- love the covered seating areas, but may not be worth it in Calgary's weather. Lots of benches at Crescent Road is great, used a lot throughout the year currently
- Have all roads open and accessible to parking. This cuts down on people cutting thru other areas and parking there.
- "separate walking and wheeling pathways
- parallel parking
- two way streets"
- "The designs presented appear to reduce connectivity and circulation for access to the communities in the area of Centre St, 16 Ave, 10 St & the escarpment.
- The designs are very focused and do not consider or discuss the impact of traffic moving to other areas of the communities. This has been observed during the COVID closing of Crescent Rd"
- "Entrance to paths to Memorial Dr & Centre St are an opportunity for a lookout with seating & interpretation.
- Alignment to potential second escarpment access to integrate with 3 St NW.
- Stairs to be generous for two couples to easily pass one another; bicycle gutters & lighting with places to relax, take in views.
- Given popularity of Crescent Road as destination, walks leading to Crescent Rd should be min 2 m for improved pedestrian safety.
- Encourage people to park in parking off Memorial Drive."

- the separation of the different modes of traffic makes for more dedicated infrastructure that improves safety will improving options for wheeled commuters. Additional crosswalks that slow down traffic also improve connectivity for pedestrians.
- Connection to other pathways so wheeling and walking users can get to other areas of the city with ease is important to me. Although there may be concerns about moving vehicle problems to other areas there are very few residents in this area. I would still prefer to reduce vehicle traffic wherever possible even if that means some minimal disruption to residents of the immediately affected streets.
- where is the money coming from to create this plan? can't believe it is being spent on this development when there are so many other basic and important issues which the city is facing.
- mmm
- They all seem great - I like the picture from Belgrade, but not sure how something like that can happen with all of the residential on one side of the street.
- Parking and traffic congestion along Crescent Road can be a concern. Need to keep it open for limos, sight seeing senior home buses, etc. The only idea I have is more alternative parking, such as the Crescent Heights High School, and maybe pay parking at the Church lot on the corner except for Sundays.
- "Limited parking on crescent road
- Preferred parking on side street
- Multi-use pathway on 2St to link walk/bike way"
- This will only serve to accommodate MORE traffic into our community. No upgrades to existing infrastructure is required! Save our critical resources
- Limit available parking to encourage that people get out of their cars and experience the area in person (rather than from their vehicle, while blasting music). Route main through traffic through the community (specifically 13th ave) and keep the space and road along the ridge for enjoyment (so enforcement of slower traffic speeds, design which limits parking, and more space allotted for outdoor activities)
- Provide access for 2 way vehicles, have parking for visitors and connectivity and crosswalks for pedestrians and seniors. Option 3 only for Crescent Road. Crosswalks for 3rd St Playground zone and 4 St and 11 Ave interection.
- same comment
- I like the addition of a wheeling lane, since it can make the area more bikeable and encourage people to cycle more.
- This still appears to be addressing the destination non connectivity and circulation in the neighborhood.
- keep the separate bike lane
- There are plenty of other options for vehicles to move through the neighbourhood away from Crescent Road. Minimizing cars both driving and parking along here makes the stretch much more attractive and enjoyable for people to have a break from city bustle.
- Improved wheelchair access and for those with other disabilities
- Love the look and feel of the promenade from Serbia example.

- " -Ease of access
- -Multipurpose space"
- I am not sure. None of those photos would suit Crescent Road.
- Maintain traffic routes and parking for residents . This is a residential neighborhood and so many of your ideas want to turn it into a park . We have enough noise issues already without more visitors coming to this neighborhood.
- Keep roads open to vehicular traffic. Do not disrupt with one-way sections. Maintain a designated bike lane.
- Ensuring traffic circulation is extremely important. Going to one-way traffic flows makes no sense and will lead to many many new issues for the city to deal with.
- Crosswalks, wayfinding.
- Pathway along Crescent Rd already provides connectivity and circulation - has done so for many decades. Does not need to be changed.
- We need to reduce vehicle traffic. That will significantly reduce the number of issues currently in the area.
- River promenade in Serbia is great - it focuses on people not in cars! That looks wonderful. I love the wide bike path in the BC picture as well that accommodates bikes in both directions (some pulling chariots), kids learning to bike ride - need space. Walking or biking past parked cars is NOT a way to improve circulation of people in a park
- "1. the crossing areas are OK but should be elevated and wide
- 2. the Serbia photo is a stretch don't you think!!!"
- No entry driving East bound on 11 ave and 4 STREET NW. . There is no need for the Rosedale traffic travel east bound thru a playground zone, when Crescent Road eastbound is not allowed. More emphasis should be put on the long standing foot traffic corridor from Alexander Crescent to the Crescent Heights park
- That riverfront promenade in Serbia is beautiful - would love to see this style integrated into Option 3.
-
- I like the look of the riverfront promenade in Serbia. Many of its elements could work for Crescent Road although I would suggest one way might be a better option.
- None
- walking with parked vehicles
- Riverfront promenade image from Serbia is strong. Note that there are no spaces for cars to park in the view corridors. Cars can move through the area but. Use park away from promenade out of sight.
- We don't need more parking or circulation, we need less! Shut it all down!
- Leave the area as it is. How will larger construction type vehicles/fire trucks access the areas around these changes? Changing the traffic flow on the one area has a large impact on surrounding areas. This can be seen in the Rosedale area where the city close all the entrances

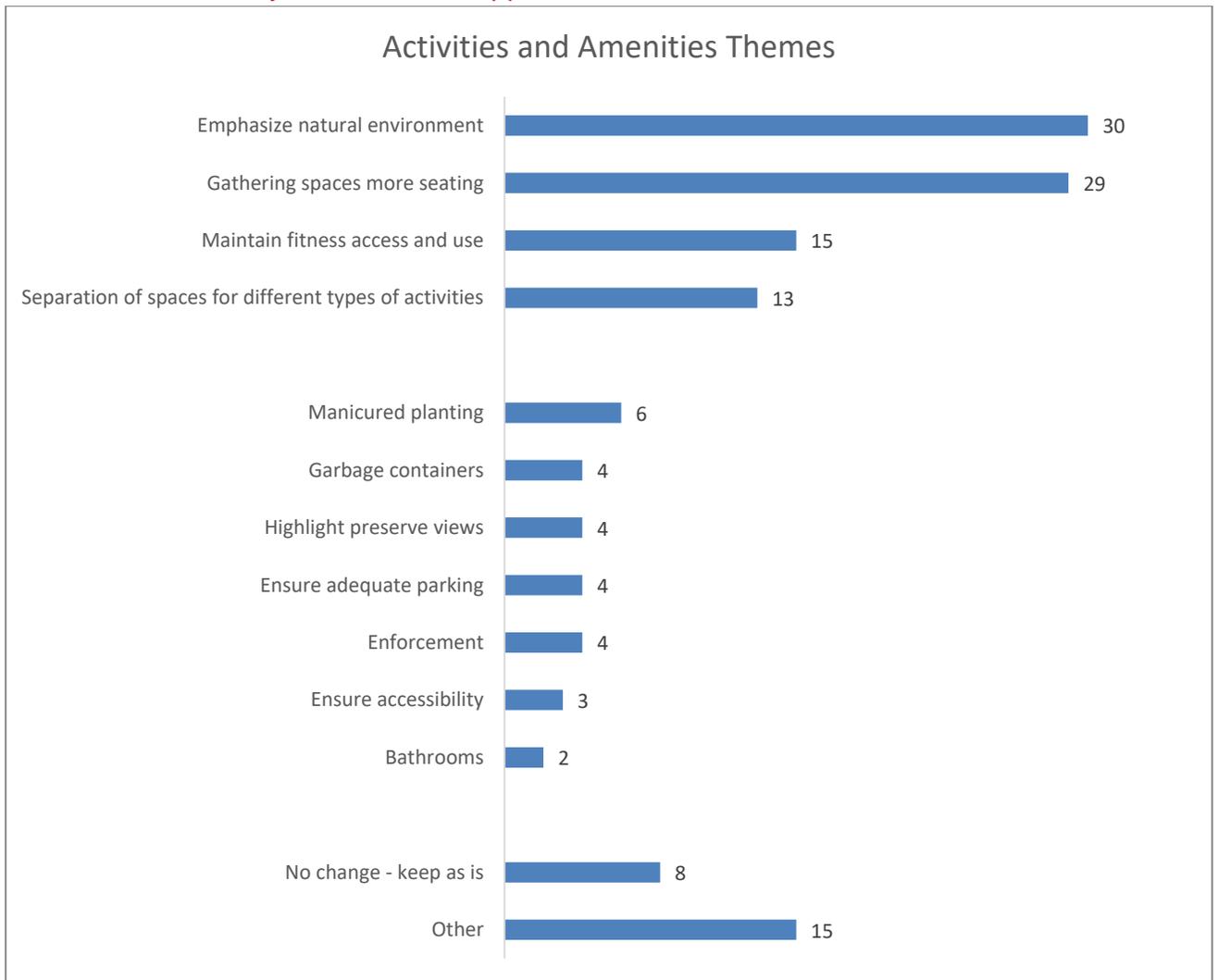
along 16th Ave. The city traffic calming plan is a miserable fail that I have to live with each day. Who is responsible for such a failure? Is there no accountability with such poor work?

- "Critical to maintain sufficient parking for visitors. As a Rosedale resident, the west-bound only traffic restricts my access to Centre St to Downtown.
- Tour buses and limos are a major user of Crescent Road. Need to right size parking for them."
- paths, good lighting, a mix of "wild" or natural areas with manicured sections, paths that go somewhere (destinations), ability to use stairs and not get "run" over.
- Increase pedestrian and wheeling opportunities and reduce passing traffic
- pathways that enhance both the recreational user and commuter - includes ease of use (accessibility) and safety (e.g. lighting, separation from vehicular traffic); bike path linkages; traffic calming but need to incorporate vehicular traffic as well.
- I tend to think it's fine as is. There's a sidewalk on one side and a wide, packed gravel path on the other. I think the on street bikelane is a waste of space. It is ill used.
- Vehicles travelling in both directions, plenty of available parking. Wide open spaces to walk and/or rest
- Only option 3 maintained both e/b and w/b vehicle traffic on Crescent Rd. to avoid an increase in the current cut-thru traffic from Centre Street and 12th Avenue N. via 7, 8 and 9th Avenues and 1 St NW.
- Winter seems to be excluded from the planning. Separate bike lanes are there all year, they are used by a very small minority. Areas supporting the changes have already been made to bear heavy traffic, parking and difficulties navigating. 13 Av, 4A St and 5 St appear to expect more. The traffic circles here fail to calm traffic. There have been more than 29 vehicles hitting the circles or curbs, some worse than others. Vehicles enter pedestrian area to navigate the circle. Playground zones!
- " - maintain two way traffic on Crescent Road so traffic is not diverted onto adjacent residential streets
- - provide adequate vehicle parking so it does not congest adjacent residential streets
- - a parking lot with landscaped boulevards
- - parking not just for cars, but for the many limousines, buses and RVs that bring visitors to the area to enjoy the iconic view of the river valley, cityscape and mountains"
- Permanent separated path for wheeling looks like a big improvement.
- Trying to connect bike paths to as many other bike paths as possible
- Large walkways so people can move freely without encumbering each other. Seating /gathering areas away from pedestrian traffic flow, so people are not impeding foot traffic while gathering and socializing.
- Parking will be an issue, making 3rd street one way with angled parking might offer the most parking for the area
- "•The Belgrade image is much closer to what we need on Crescent Rd. The connectivity is easy access across the road not defined by the road. It looks like people have value.
- • Emphasis on human scale pedestrian activity.

- The park, road, bluff, river configuration in Belgrade appears to be a celebration not a putative development. You are invited to a party instead of being handed by a list of unacceptable activity."
- "-providing vehicular access
- "-separate wheeled pathway"
- Build the secondary staircase, it's all you need. We don't need more pavement & concrete!!! There are parks in close proximity for all who want that - Prince's Island is just down the hill!!!
-
- Difficult to visualize them in action, but prefer Option 1 (secondarily option 2) as it feels safer in terms of flow as described earlier (keeping cyclists/scooters a safe distance away from pedestrians with children and pets). Not sure about advantages of Westbound only lanes, however for periodic road closure (for special events) this is obviously easier, and so it seems logical / helpful and may be easier / safer for cyclists.
- Separate on-street bike lane. Walkway along bluff.
- There are limited space available on Crescent Road for parking, may as well do away with public and residents parking, in order to better promote circulation. There is a need and desire to allow for loading zones for vehicles to drop off and pick up passengers.
- I favour no road closure and no development. therefore, this question suggests that a decision has already been made: the development and some closure will happen. I oppose each.
- "Connectivity and circulation as proposed appears to accommodate only those people without handicaps and limitations. The option showing the people walking alongside parked cars was already available and sadly removed from Crescent Road...would love to see it back.
- The option of the shared space in Victoria, is nice if you have room for it, without losing 2 way vehicular access and roadway parking on Cresc Rd.
- The Belgrade option shows no vehicle access which has zero appeal for us."
- Number 2. Do not block or restrict vehicle traffic flow on Crescent Road and force traffic onto adjacent residential streets. Please provide adequate parking (a Parking lot) for peak visitor volumes. Include parking for buses, limousines, and RVs that frequently bring visitors to Crescent Road to enjoy the view. Please do not allow overflow parking on adjacent residential streets.
- maintaining traffic flow
- I like the raised crossings (or tabled approach) to introduce pedestrians mid-block. I also like the separation of wheelers and walkers. I definitely would like it if the connections could continue beyond the borders of the study area. Right now the wheeling lane seems to just "stop" at the edge of the study area, and I think it should continue along the entire bluff.
-
- Grateful these options maintain traffic flow on feeder streets. One of the biggest problem with the long term closures of Crescent road, was that no one was allowed to enter or park on these streets; Thanks for figuring out solutions to this, so if periodic closure takes place, the traffic can still move!

Activities and Amenities - Themes

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best support activities and amenities?



Activities and Amenities - Verbatim

Based on what you've seen in options 1, 2, & 3, or the precedent images in the previous slide, what elements or ideas do you think best support activities and amenities?

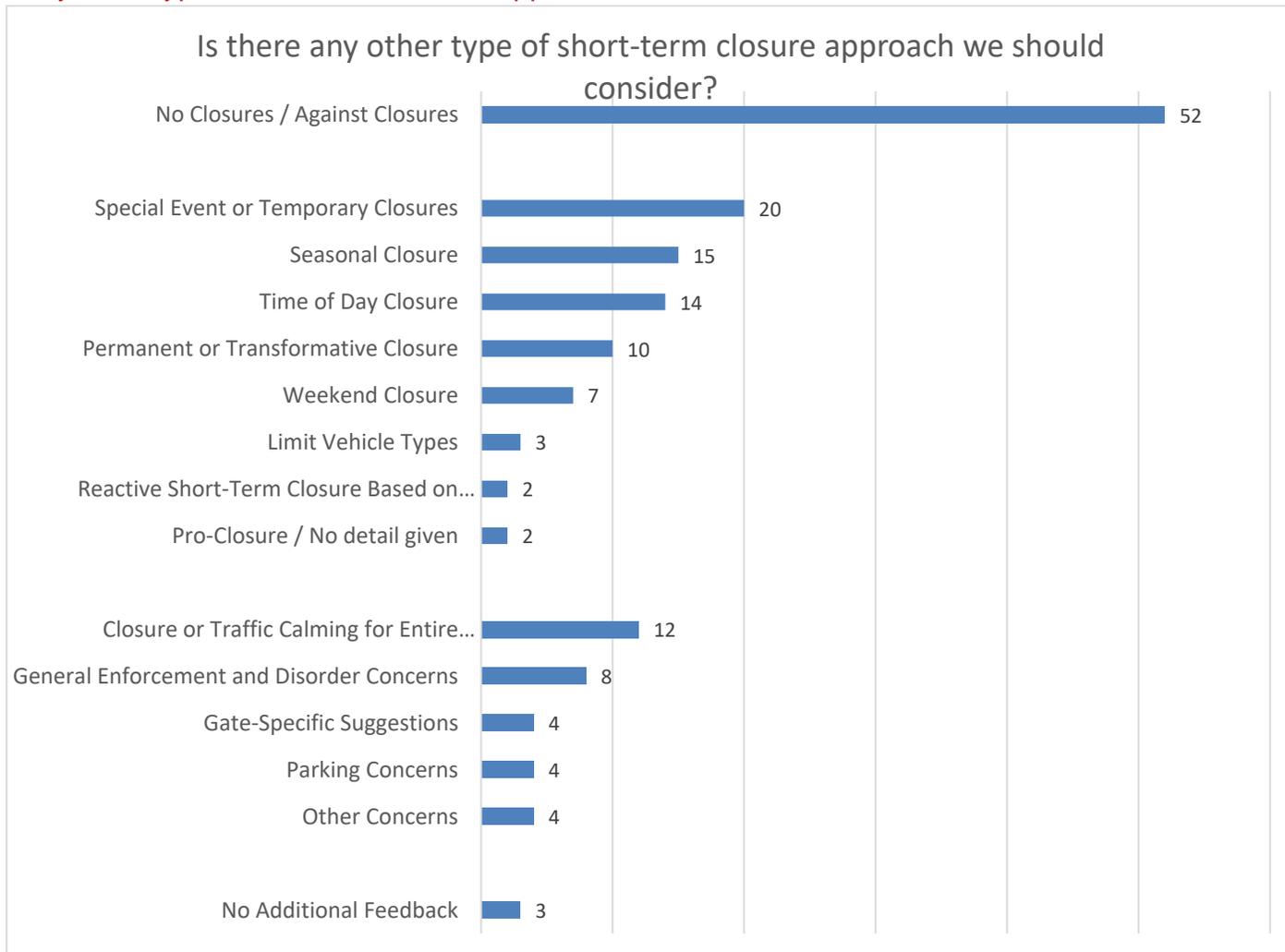
- Native plant species are great with a mix of short and tall species, as well as gathering spaces that accommodate different groups and abilities and that can facilitate enjoyment of art and nature
- Benches, well-maintained plantings, good quality paths.

- Native plants would provide some interest in the area and benches seem like a decent idea
- Connecting with nature by maintaining a access to the park in section a while maintaining the natural aspects of the bluff
- Environment and Nature
- Native plants, fitness opportunities
- Native plantings and signage describing why there were planted. Weekend road closures coupled with scheduled activities (outdoor yoga, etc).
- Provide multiple spaces to sit and a variety of seating, not just benches. Make the ridge a green space with patches of trees and plants, reinforcing the beautiful older trees that already exist along the ridge.
- Emphasize the natural environment without excessive change to what is already there. Maybe provide a separate lane for joggers as they are really quite irritating.
- Retain the gravel path along the bluff. Important for groundwater flow and as part of the natural character of the area.
- Raised planting beds with native plants and trees, with the edges capable of functioning as seating.
- Use indigenous plantings to merge the bluff with this space, and educate people regarding the importance of this natural area. Enhance variety of rest areas, seating.
- Extending the park south to the bluff and closing the road would be a lovely way to enhance the natural beauty of the area.
- Fitness should not be encouraged as McHugh Bluff has over time, is overrun and native plants are being eroded. The once beautiful natural area in the central core is slowly being decimated by people who have taken the area for granted. Parks have limited monies and I have found a foundation to help remediate the area. Unfortunately this may not happen if McHugh Bluff is not protected from fitness users who have been given a free hand in the area.
- "Bring the nature of the escarpment up and into Crescent Road, emphasizing a predominance of planting.
- Emphasize the distinction between the single-family homes street side and the amenity rich bluff and park sides with formal boulevard planting on the former and informal on the latter.
- Create opportunities for recreation, passive and recreation, in classes, groups, individuals, located in the park.
- Should be an inviting place to come and enjoy a picnic, or food truck meals."
- I like the idea of integrating additional nature elements, whether that be additional greenery or some other solution. I do hesitate to integrate too much more fitness equipment to the area since the stairs in summer do seem to be overloaded as it is and this may draw more people to the area exclusively for fitness. This is a great use of the space if it can be accommodated but capacity would need to be increased somehow
- I loved all the ideas shown on the previous slide. There's a lot of potential for Crescent Road to be a space for community to gather and connect. I would love to see it become a space people can use to host events or activities that encourage people to move around and explore the area. I also really support rewilding the area and making it a space where people can connect with nature.

- Greenery with variety makes spaces like this very enjoyable!
- Improve the biodiversity of McHugh Bluff and slope by planting more native trees and shrubs in keeping with the Calgary's climate.
- Love the planting beds, nature enhancements. Don't love fitness classes that show up with powered loudspeakers. If you want house music with your workout go home, to a gym or a club.
- Environment and nature ... again we do not need more visitors coming into this small neighborhood.
- A combination of hard and naturalized surfaces for pedestrians/cyclists are needed.
- "Don't build high maintenance mini-gardens in green space. Too expensive to maintain.
- As a resident, I support fitness activities in park. Maybe on a permit basis.
- Leave natural; don't need amenities"
- Strong interface between natural environment and planted areas
- Flowers would be nice. I don't really think much needs to Be done otherwise. The green space is wide open for recreation and fitness. No other real use for it.
- "Adding trees and soft scapes are critical to making this comfortable, increases green space for environmental benefits and can be relaxing and refreshing for people using the space. Another set of stairs will allow for more foot traffic and exercisers.
- Multi-use ideas (streets can be blocked) allows for a greater variety of activities. There must be adequate garbage/recycling as in the past 2 years excessive garbage from food containers was a problem."
- "Lots of indigenous trees and planting - re-wild some areas (problem is this area was originally bald prairie) and we're talking vertical growth. Bring back some cotton wood. There are a few old ones still in the park.
- •Contrary to popular belief, a hard flat surface is not always complimentary for mobility issues - a lumpy soft surface is much better for bad knees (and natural drainage for the new plantings)
- •"
- keep it natural as it will not be maintained
- environment is important - the area should be used for personal use and gatherings (not business or for profit classes)
- Like the idea of separating areas for different activities.... for families, for exercise buffs, for those wanting to quietly enjoy the view. Appreciate attention to maintaining and enhancing greenery and this will help create physical separation, thank you!

Closure Feedback - Themes

Is there any other type of short-term closure approach we should consider?



Closure Feedback - Verbatim

Is there any other type of short-term closure approach we should consider?

- Short term closure is not enough. This is an opportunity to truly transform the space and make a destination by closing the road full-time. Covid closures over the past two years have demonstrated that this is a viable option. Very disappointing that the city is not considering a full closure.
- No, closure should be very limited in consideration of members of the community that use the road YEAR ROUND.
-

- Absolutely not. This is a road. It is a corridor that connects Centre Street and 10th Street and should remain open at all times.
- Remove the carriageway/vehicle lanes permanently and replace them with a pathway, allowing a seamless connection between Crescent Heights Park and the escarpment.
- Prefer closure for all of summer
- If you are considering an option to add more parking , I think we should consider closing more of the road. It's likely going to create more traffic, not less and that's not good for the hundreds of people who currently use the road with bikes/scooters/skateboards/etc.
-
- If there is variable closure there should be good signage to indicate when the street is closed or else will be frustrating especially for residents.
- I have no recommendations.
-
- The only closure should be a community wide closure. The closure of Crescent Road creates traffic congestion on the streets within the community of Rosedale and Crescent Heights.
-
- Year around weekend closures (perhaps with food trucks and seasonal activities)
- Evenings from May long weekend to Thanksgiving - close the road the same hours that there is currently no parking on Crescent Road between 2nd and 3rd Streets
-
-
- No. I used to live on Crescent Road and it is fine open all the time. People who live on that road understood what they were buying into. If they don't like it they are free to move but restricting public access is wrong
-
-
- Perhaps similar to Stephen Avenue, where it is closed during certain hours
- I do not agree with any type of closure. Two way traffic through the whole route should be maintained. I am onboard with any traffic calming or speed reduction options to achieve that result. As I mentioned before Bear Street in Banff is a great example.
- No. This is a public park and should be available to all. Rich don't get to decide they have the priveledge of owning land without paying for it. There are other options to ensure safety- like address policing/drug addiction/homelessness overall.
- None at all. Consider spending resources on issues that affect a larger scope of people, even if they have less wealth.
- It is a public space, funded with public dollars. Not just a place for the millionaires that decided to gentrify the place. They moved there fully knowing it is a space where the public can enjoy the view of downtown, and we shouldn't be making it into a place ONLY they can enjoy

- None. Any closure diverts additional traffic onto already well-used side streets. Closure during 2020/21 resulted in a measurable increase in traffic, particularly on 13th Ave. I personally saw many senior pedestrians put at-risk by speeding or inattentive drivers.
- year after year the city spends 100's of thousands of dollars to keep a handful of rich people happy and the rest of the scum out.
- This is a public thorough fare and must be maintained as such versus pandering to a few elite. This sets a terrible precedent and will cause a domino effect of other communities rightly expecting such considerations. Classic Slippery slope.
- The road adjacent to Crescent Park should be permanently closed. The park should be extended to join the bluff. Be brave!
- No closures. Public roads payed for with public taxes should be open to the public
- No, there should be no closures of this road.
-
-
- No closures
- No. Public infrastructure means open to public. No closure.
-
- No, keep the road open. People who live in Crescent Heights aren't special. This city council is a hammer, constantly looking for nails.
- Keep the public road open to everyone all the time. Can I pick and choose who drives by my house? No. Why do these people get special treatment? Remember council, you're all about equality now. Closing the road goes against your ideology.
-
- Make it feel a way where the rich people of crescent hills get what they want while excluding Everyone else.
- Short-term closure approaches must consider the impact of parking and residential traffic on Rosedale and Crescent Heights. If a short-term closure is implemented, appropriate parking changes and restrictions must be made in the surrounding community area.
- No. Property owners should not buy inner city overlooking a public park and get upset that people want to use the park. This sets a terrible image on the power dynamics of the wealthy in Calgary, speaking from a high income earner's point of view.
- No closure these people knew what they getting when they bought there, that view and walking path is for all Calgarians
- No
- The road and park should be open for all. Closures create division. The people bought their houses with the benefit of the views and downside of the road, now they want to have both view and no road to the detrimite of the rest of calgary
- Festival only is best. People from outside the community need to park in order to enjoy the park. Closing the road is a roundabout way to keep outsiders away.
- I don't think the permanent gates are necessary, but the overall concept is good.

- The area is an iconic part of the city where people spend time on health and wellness. Let's not close off the street and slowly shut that down. It starts with temporary closure. Eventually a permanent gate; members only.
- Consider the community as a whole, not just the houses in zone B. They knew the street when they bought their house.
- Extend the closure area to have full closure in the area highlighted and reduced (single lane) closure for the length of the bluff and open to local (residents) traffic only to enhance the area for multi-use.
- I'm open to making it a permanent pedestrian only space, but it bothers me that million dollar homes are deserving of safety but nearby parts of the neighborhood are not. Let the rich deal with what the rest of us do.
- If we allow this, we open the door for every other street in town to demand gates. This is plain an simple the rich homeowners trying to keep the riffraff out and it's pathetic it's even being considered
- No closures should be considered. This restricts access for the disabled, infirm, elderly, or anyone who does not already live in the area. This favours only those who live in the area and discriminated against most Calgarians.
-
-
-
- In general, you can't close a public park, close to the inner city because people who bought property near a public park, close to the inner city because it comes with inner city problems. This is public land that every calgarian enjoys and they do not have a right to these spaces.
-
- July 1st Canada Day fireworks
- No. I have plenty of crime happening in my neighborhood, more so. Where's my private gate?? Just because millionaires want it doesn't mean it should happen.
-
- None
-
-
-
-
- Nightly after 9 or 10pm...
-
- Full closure approach is good to make a large welcoming space for peds
-
- NO! This city must move away from closing roads for the rich, and must move away from leafy enclaves!
- This is Calgary, let us enjoy it.
- No, the city should not be closing this road short term or otherwise. It's exclusionary to those not wealthy enough to live there. The road is public so the public should be able to use it.

- Do not let the residents of the area control the closures - the people who live there feel completely entitled to their right to enjoy the view at the cost of the public being able to access public spaces.
- No...keep it open. Seems elitist otherwise.
-
- Perhaps weekend evenings when most of the problems occur. Enforcement would also go a long way to addressing the problems
- How do residents get around their community if streets are closed? Closing streets in no way benefits residents who pay a great deal of taxes.
- There are lots of other streets that get busy during the summer and weekends. Unless you plan to offer the closure for all of them the same, this is preferential for a wealthy neighbourhood and exclusionary. They moved there knowing what is there. Now they complain about it being there.
- All options are mentioned. I don't believe there should be closures other than during special events. I do believe that city needs to crack down on loud vehicles for the comfort of the neighbours. The amount of loud vehicles circulating in the area is obnoxious and will severely decrease enjoyment
- no
- At minimum closed for weekends and holidays. Ideally closed all summer
-
- If this was a poor community we all know the city wouldn't for a second be wasting time on this.
- enhanced police presence in the area
- At a minimum, regular and predictable Sunday closures of the entire south-facing stretch of Crescent Road from Victoria Day to Labour Day ... incorporate food trucks and it is an incredible summer destination.
- When the high school is open (i.e Sept - June) Cres. Rd needs to be open. When the high school is closed (i.e. weekends and July-August) Cres. Rd can be closed. The closure issue is the inconvenience to residence in accessing their homes and is exacerbated when the high school traffic is high.
- Closed at 11PM to 7AM
-
- Policing and one way
- No
- Close the road off to vehicle traffic in the summer. But please keep it open for pedestrians.
-
- No, it is a public road and should remain open as such.
-
-
- Close it always! I walk there in the winter too.
- "Gates: 10pm to 5am weekends ok
- As a Crescent Road homeowner I need safe access to my work commute year round. Do not close MY road."

- none
-
- Close it!!
- Closing the road restricts access to people who drive to see the bluff. This makes the space exclusive to those living nearby.
- Bowness park does a skating strip. I propose skating strip on Crescent Road and food trucks as a January break.
- If there is to be closure for permitted special events only, it becomes difficult for the community to have ownership. We "lose" our space. I think both Rosedale and CHCA should have some say in what events are permitted.
- No. We think the permanent closure of Crescent Road and extending the park to the bluff would solve many of the problems and would enhance the quality of the area.
- Close Crescent Road from May 1 to Nov 1 on an annual basis. Advertise as such and those who want to enjoy the space will come including the elderly, disable, young children and mothers with strollers/prams. These individuals will only come if there are NO motorized vehicles, then it will be SAFE.
-
-
- No! This is a ROAD, please keep it as such— cars should be able to travel in both directions, get rid of the adaptive lane, there's both a path AND a sidewalk, enough already!
- Nothing to add
- I do not understand why a short term closure is even an option. If it is a safety issue then the road above Scottmans' hill would also be under consideration. This is elitism. The previous closure made it VERY difficult to get to and enjoy - no parking in neighbourhood so limited access for others
- No short term closures should be considered. This is a public space and it should stay that way. I would like to see the demographics of the complainants, because if it is JUST from that community it comes from a VERY privileged view & anything to obstruct people from enjoying that space is elitism.
-
- no
-
- only close road for community festivals or specific events
-
-
- Not sure if feasible but have the ability to close it if activity was out of hand.eg. summer evening when undesirables tend to congregate - police could come in, clear the area and close gates for a certain amt of time 24-48 hrs. Would prefer it closed for the whole summer tho.Only closed for summer
-

- If the City chooses to close Crescent Rd, how will it provide residents with confidence that emergency services will not be impacted?
- School hour closures during the school year. There seems to be quite a high amount of vehicle traffic generated by students and staff of crescent heights high in this area
- to be honest we don't see the need for this expense. The park is there for events and seating. If there would be a need, allow food trucks, etc, on 3 st. Temporary blockades can be used. Making the road more narrow will cause more unsafe congestion for everyday life for folk in the community
-
- Make it not short-term but long-term
- I live at 1307 - 6A Street NW and am a runner/walker/cyclist. No need to close the road except for special permitted events. It should be open 350+ days per year for all to enjoy.
- No
-
-
- I understand potentially closing it for special events (i.e. fireworks), however, I do feel very strongly that more than that feels very exclusionary.
- If closures happen there needs to be signage on other streets notifying drivers that they can't access 16th Ave, or other streets that have existing traffic calming measures in place. I've witnessed lost drivers speeding through streets out of frustration - lots of children in the neighbourhood.
-
- Crescent Road should be open to all citizens and not a select few.
-
- No
-
-
- Any closure restricts Rosedale residents easy access to downtown
-
-
- Comfortable with Special Events (e.g. Canada Day, Stampede fireworks etc).
-
- Close during spring, summertime
- By application / survey for events outside of the options listed before. Why not a "block heater" or winter carnival outside with music and fire pits for example?
- -Need to differentiate between total closure and motor-vehicle closure. I bike that route everyday and if my access is restricted or impacted (detour) I would not be happy
- This topic has been very divisive for the communities. Ideally, police enforcement of the laws would help the most. If seasonal closure is chosen, kindly consider not re-opening until after Hallowe'en. In other words, a seasonal closure from about May 1 to November 1.
- Gates seem like they'd work great!

- Closing the road at night because it's the partying (related to cars) car racing, congestion and driving that are the main problems. Not allowing parking (actually reinforced) after 10
- Crescent Road should be primarily for pedestrians and bicycles. Unwanted and harmful activities will be greatly reduced if vehicle traffic is substantially reduced.
- they use gates off crescent road at the 9th street alley way so should work here. Design must be very robust and active
- no
- Closed for the full summer and weekends year-round.
- Summer closures would be great. Cars were always speeding down there and with the amount of kids that bike/use the area it was not safe. Night activity wasn't also ideal in a family neighbourhood.
-
-
- None
- Closure should be for a Larger section of crescent road not just between 2nd and 3rd streets.
- "Have you thought of gates that are locked at 10:00 pm and opened at 6:00 Am .
- Most of the issues happen during these hours ... not so much during the day !"
- Closed to motorcycles - they race through revving engines every night. From April to September. This is a newer phenomenon.
- The core issue is vehicle noise. The solution is serious fines for noisy vehicles. They are bullies. I bet there hasn't been a single noise ticket issued in years. Fines are too low to dissuade anyone. FIX the root problem, not give special treatment to the rich people with a voice.
- Special events. We could have a group of annual events to celebrate the communities near this area, and to invite other Calgarians to share these activities.
- Yes, shut it down all the time. Keep it safe and quiet. Encourage bikes and pedestrian traffic.
- Special events only makes sense. Canada Day, Remembrance Day, etc will be enhanced with this approach. All normal days should not be impacted.
- no comment
- In the summer, the days are quiet but the evenings can be busy if the weather is nice. You could consider closure in the summer from 7 pm to Midnight.
- with the proposed enhancements to the pathways and cycling lanes, perhaps only occasional closures would be needed (e.g. special events) if at all.
- City does a horrible job for July 1st fireworks traffic control. City reps visit community boards promising control of traffic and then do nothing. I have no confidence City could manage Crescent Road. This event is the major traffic closure issue in area.
- Closures work well during the day but as downtown 8th Ave proved in the past, they can attract a dubious crowd at night when there is no traffic flow. Maybe consider open roads after a certain time at night if there are seasonal closures????
- "Close the area to Limos, tour buses, etc. Similar to Scotchman's Hill.

- Crescent is one of the few access points to Rosedale. Residents living south of 13th avenue, entering from the east side are forced into a rush hour congestion headed north on 4th St. N.W. Having to use 14th Ave. or illegal 13"
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- All evenings (9pm-6am, for example) - 6 warmest months of the year (mid-April to mid-October). That is when most of the disruptive behaviour occurs.
- The Canada Day closure is acceptable, it can be planned for and anticipated. Residents know to be home well before visitors arrive. For 2 or more hours after the fireworks you can not get home or leave. It is something everyone can celebrate, it is not for special interest groups.
- "No closures! Maintain two way traffic on Crescent Road. Provide adequate parking with a well planned parking lot
- - a supervised, landscaped, well lit, gated, day use lot for the many cars, buses, RV, limousines Do not divert traffic and vehicle parking onto adjacent residential streets!"
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- The gates are in the wrong place. They should be at 1st Street instead. Where they're proposed will add more traffic to the adjacent roads because cars will be able to drive on Crescent until 2nd St and then they'll start to circle the adjacent roads looking for parking Mitigation needs to be in plan
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- Half road closures... Allow only wear bound traffic.
- I like the gate approach. It's too bad this is even a discussion. I've lived in the neighborhood for over twenty years and it has only been the last few years that disrespectful behaviour has made these changes necessary.
- Short term closure should only be considered for special events.
- NO!!
- Could close the park area during the day only but open at night. At night is when people in their cars park on the street and closing it just pushes all the traffic down to the 10 street side where they congregate in front of houses.
- "Summer season close roadway after a certain time (ie 6 pm) when work traffic have returned home.
- Also if 3rd street is one way with parking; and Crescent Road is closed 4th street will have increased traffic as people leave area."
- "•During the Folk Festival on Prince's Island.
- •During Canada Day fireworks when they are shot from the Centre Street Bridge
- •When the bad behaviour over runs a safe environment - like a time out
- •During Stampede to provide an alternate Calgary experience"
- nights? when a lot of inappropriate behaviour happens - 10 or 11pm until 6 am
- With closure will come with parking issues. People park here and walk to princes island, downtown to other events.

- Thank you so much for not making this a 'long term' closure question! We found that very unfair, elitist & shameful actually. Appreciate the ideas you have and - as it seems to involve ONLY the area S. of the park, we are open and excited at the possibilities, closing for special events especially!
- I already said no closures of any kind. So, to ask again with variation on the theme, leaves me with the impression that you are not really considering option A.
- Please do not impose short or long term closure. Residents and visitors like to have access to the view and a closure takes away a huge of the Calgary attractiveness.
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- No closures whatsoever. Closures were originally done on Cres Rd in order to control gatherings during Covid. It seems the agenda of a small handful of area residents (with louder voices), have been pushing for a private, exclusionary lifestyle (a gated community) excluding access for others.
- Please no closures. Do not push traffic and parking onto adjacent residential streets without a clear mitigation plan.
- We have a large park, not sure what would justify closing the road. Current closure for center street firework excepted. If a group wants to close the road they should have to justify why they cannot use the park and the number of attendees should be audited to justify the closure.
- Just special events. Closing the street also impacts bike traffic!
- Not that I can think of, but thank you for considering short-term/ temporary closures rather than permanent ones!
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- I think you should consider time-of-day closure, like closing the road off between 10 pm and 6 am. That would help address the late-night joy riding that causes aggravation to residents.