



78 Avenue S.E. Project

Stakeholder Report Back: What we Heard

December 2017

About this What we Heard Report

This report is used to present a summary of the first round of engagement for the 78 Avenue S.E. Road Widening and Underpass Project. It outlines the project, the purpose of the public engagement, the activities we did, and a summary of what we heard at the events. A full list of comments received through public engagement is presented below.

This report does not outline what has happened as a result of the public engagement. The project team is reviewing the feedback we received and is exploring possible solutions to some of the ideas and issues raised. We will provide the community with an update on how we used your feedback and why we were or were not able to accommodate your ideas and concerns. We will provide another summary at the end of that process. Project overview

Project overview

In December 2016, the Federal and Provincial Government committed more than \$250 million to fund a series of Enabling Works construction projects for the Green Line LRT.

Projects such as utility relocations, land preparation, environmental remediation and transit improvements typically require long lead times, ample resources, and coordinated public engagement. Proactively completing these projects in advance of major Green Line construction will help manage project timelines and risks, and will allow future Green Line construction to occur more efficiently.

One of these construction projects is the 78 Avenue Road Widening and Underpass Project. This project proposes closing the 69 Avenue S.E. crossing at CP to support long-term CP plans of removing at-grade crossings. A number of options were evaluated to determine the most technically feasible option for providing an east-west access between Ogden Road and Ogden Dale Road S.E.; 78 Ave S.E. emerged as the most feasible option.

This project proposes to widen 78 Ave S.E. to three lanes (east of Ogden Road), and build an underpass to connect 78 Ave S.E. under the CP and future Green Line LRT tracks to Ogden Dale Road. Given 69 Ave S.E. is currently a truck route, it is anticipated that this truck route would need to be replaced, and so 78 Ave S.E. may need to become a designated truck route.

Engagement overview

The project team sought public input to better understand *how to complete this project while minimizing negative side-effects and maximizing benefit for adjacent and nearby residents*. The purpose of the public engagement was not to determine *if* the project should be completed, or *if* 78 Ave S.E. is the most appropriate route. The need for the project and the selection of 78 Ave S.E. were determined by technical, traffic and land considerations.

To help the project team understand how to make this project the best it could be for all impacted community residents and property owners, the following questions were asked:

1. Do you have any fears about this project? What makes you nervous?

"Fears" will help us to identify peoples' top concerns. The project team will review that input to see how they could address those issues in their design if the project proceeds. In early 2018, we will return to discuss your fears in more detail and look for ways to address them.






2. What do you hope will happen as a result of this project?

"Hopes" will help us understand your ideas for how this project could maximize public benefit and be the best it could be. The project team will review that input to see if some of those hopes can be addressed through their design if the project proceeds. In early 2018, we will return to discuss your hopes in more detail and look for ways to address them.

3. What are some important locations, gathering places, and travel routes we should know about?

Identifying locations helps us to better understand important local places and travel routes. They are reviewed by the project team to ensure they are considered as part of the project evaluation. Where possible, design changes can be made to better align with local needs and realities.

This first round of public engagement is part of a multi-phased approach as outlined below. Phase 3 will likely occur in February 2018 instead of January 2018 to allow more time for considering public input.

OCTOBER TO NOVEMBER 2017	NOVEMBER 2017 TO JANUARY 2018	JANUARY 2018	FEBRUARY TO MARCH 2018	ONGOING...
				
Phase 1 Public Engagement <ul style="list-style-type: none"> • Interview community leaders • Share project information • Gather public input on "hopes", "fears", and "locations" <p><i>Your input will be used to inform Phases 2 and 3</i></p>	Phase 2 Internal Review of Public Input <ul style="list-style-type: none"> • We will report back what we heard in Phase 1 • The project team will consider your input in evaluating the project and will look for opportunities to incorporate it • We will prepare for Phase 3 of public engagement 	Phase 3 Public Engagement <ul style="list-style-type: none"> • You will be invited to provide more input. Input will be focused on creating design solutions based on your input in Phase 1 • If you suggested things that we can't do, we will explain why <p><i>Your input will be used in Phase 4 and incorporated to the best of our ability</i></p>	Phase 4 Internal Review of Public Input <ul style="list-style-type: none"> • We will review your input from Phase 3 • The project team will consider your input and incorporate it to the best of our ability • The design will be refined to prepare for next steps such as construction or further communications • We will report back to explain how we were able to incorporate your input 	Phase 5 Ongoing Communications; Details to be determined



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Engagement Activities

Two in-person events were held in addition to online activities. Online activities were open from November 17 to December 7 2017.

Event One

WHEN: November 16, 2017

WHERE: Heated tent set up in basketball court at 27 Street and 78 Avenue S.E.

TIME: 4:00 – 8:00 P.M.

WHO: This event was targeted to residents living between 78 Avenue to 76 Avenue S.E., and Ogden Road to the CP tracks due to their proximity to the proposed project. Invitations were hand delivered to these residents.

This event focused on sharing information with adjacent residents as well as collecting public input as outlined above. Residents were greeted upon entering the heated tent and advised of the different stations for providing input. Subject matter experts were on-site to answer questions and explain the project. Facilitators were on-site to collect input and try to keep the conversations focused on the input being sought. Hot dinner was served to all attendees. Youth activities were also available, where children could identify important places on a map using stickers and indicate their hopes and fears by selecting a happy or sad face for their comment to be written on. 72 people attended this event which was a very good turnout considering the limited invitation and extreme weather conditions.

Event Two

WHEN: November 23, 2017

WHERE: The Glenmore Inn

TIME: 6:00 – 9:00 P.M.

WHO: Invitations were mailed out to residents of Millican-Ogden. Bold signs were posted in the area, and social media ads were also used.

This event focused on sharing information with area residents as well as collecting public input as outlined above.

Evaluative feedback received following the event shows that a number of participants were unclear with how their input will be used and the effectiveness of the method of collecting input. The project team will be using the input provided by citizens at the session to identify risks for the project and identify potential wins for the community.

What we Heard

Both sessions generated conversation around hopes (opportunities) and fears (challenges or risks). The major and recurring themes from this input includes:

- **Traffic flow is a priority**
Traffic flow in and out of the residential area generated significant conversation. The public suggested a number of alternate roads that could complete the east-west connection and divert heavy truck traffic and improve traffic flow within the community.
 - **Heavy truck traffic is a community concern**
Residents expressed concerns around the additional traffic, and new truck traffic along 78 Ave S.E. which is currently not there, highlighting the impact it may have on traffic safety and safety to pedestrians and children.
 - **There is opportunity to improve pedestrian experience**
Many residents see this as an opportunity for The City to improve the pedestrian environment and crosswalks thereby improving the over all safety of the community. There is hope that this project will use natural pathways to increase recreational connections within the community
 - **Safety is important**
Participants shared different perspective on which intersections have the potential for accidents, and expressed their desire to have these locations improved with this project. Participants expressed concern over the large number of children living in the area, especially in regards to the increased traffic volume and proposed truck route along 78 Ave.
- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- ▶ **Engage report back to Project Team** – December 2017 to February 2018
During this time the public engagement consultant and the project team will review all input received. Through this process, the project team will identify concerns and suggestions they are able to address through design or other changes, as well as those concerns they will not be able to address due to various project constraints. Once this is determined the project team will share this information back with the community and explain why and how these decisions were made. From there the project will move toward refining “in-scope” solutions as outlined below.
- ▶ **Solution ideation** – January to February 2018
The project team will report back with any updates since the first engagement events. Public Engagement will be conducted to gather and further refine ideas for solutions on any in-scope issues that were previously identified by residents, or identified during the project team’s review.
- ▶ **What We Did Report** - April to May 2018
This report back to the community will explain what the project team is doing with the input citizens



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provided. This will continue to prepare citizens for the construction and pending changes in their neighbourhood

- ▶ **Ongoing monitoring and stakeholder relations** - June 2018 to construction completion
Once engagement is complete, the project team will continue regular check-ins with identified stakeholders including community leaders.

Summary of Input

Do you have any fears about this project? What makes you nervous?

Theme	
More Common	Increased traffic Reduction to safety of children in the community Increased heavy truck traffic in community
Less Common	Potential for increased car accidents and reduction of vehicular safety Feeling that the community is not being heard and the project is only of benefit to CP Rail Construction impacts and potential disruption to the neighbourhood

What do you hope will happen as a result of this project?

Theme	
More Common	Improved traffic flow in and out of the broader community Increased playground access More pedestrian crossings
Less Common	Increased access to parks and green space Improved safety for children Improved safety for community

What are some important locations, gathering places, and travel routes we should know about?

Location		Theme
Positive		
More Common	In green field south of 78 Ave S.E. (future Rec site)	Frequent play area and pedestrian route
Less Common	Ogden and 76 Ave S.E.	Identified bus stop
Negative		
More Common	Ogden Rd & 78 Ave S.E. Ogden Road (general) Proposed round about	Traffic flow concerns, high pedestrian and vehicle traffic area, signals requested Traffic flow concerns Not supportive of heavy trucks
Less Common	Ogden Hill at Glenmore 78 Ave S.E.	Safety concern area for heavy trucks due to grade Safety and parking concern area

Revolving conversation

Theme	
Positive	
More Common	General support of the Green Line Project Changes proposed are an opportunity to make the community better



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Less Common	Project is an opportunity to increase parking
Negative	
More Common	Concerned with effect increase in vehicle numbers will have on traffic flow Concerned with the impact increased heavy truck traffic will have on the community Does not feel heard or supported by The City
Less Common	Safety concerns for children, pedestrians, and motorists Concern over the loss of community/character Parking and aesthetic concerns
Neutral	
More Common	Comments suggesting alternate routes to avoid widening 78
Less Common	General questions to City Administration Citizens seeking other methods of voicing concerns

Verbatim Comments

Verbatim comments presented here include all of the hopes, fears, suggestions, comments, and messages that were collected at public sessions November 16 and 23, 2017.

Personally identifying information has been removed and replaced with [personal information removed], images drawn have been described [*in italics inside square brackets*]; otherwise, comments here are completely un-edited.

Revolving Conversation

Asking the question of the city – can they come back next time we have a meeting. Who will this tunnel serve? In my mind it will serve people east of the tracks. Widen 61st to 4 lanes, Barlow can bring you north, south east and west. Close 69th and no need to build the tunnel. In the next 2 weeks, the city will install traffic lights at 76. In future there will be lights at 78 ave. In future there will be more lights where the LRT station will be. Concern with bottleneck on Ogden road. Would like to see this addressed by The City.
There will be a lot of traffic backed up with lights at every intersection at Ogden Rd. Why do you have to bring it through our neighbourhood. What about 30 St. All you need is a Glenmore turnabout merge from 30 st. you are bringing traffic through our neighbourhood to access industrial lands.
It's dangerous. It doesn't need to be through our neighbourhood if it's to serve industrial area. Turn 69 into the underpass. Trucks already go down Ogden rd and they don't care about following the truck route. Concern with safety. People will park in front of our houses. Not fair to us so that people can get on the train. Put it on the foothills side where it's needed (train line).
People are concerned about their children's safety, and they are going to build a large wall to box us in. Is that what we're going to be looking at?
I live down 27 St – basically they are closing down the places where our kids play. The lacrosse field has not been built in 6-7 years, put the road there.
4 sets of traffic lights on Ogden will increase traffic on 18St. What happens at the resource centre – no parking at the front? Will they use the centre if there is no ease of access? When the 4 th lane comes to be, will our resource centre no longer exist? Funders don't provide \$\$ for rent and we may not be able to operate it.
Resource centre is vital to the area.
I live on 78 Ave and... concern that we will become shortcut for traffic. I've seen numerous car accidents in my area. What will they do about the traffic down 76 Ave and 78 Ave? we already have big problems with the traffic. What's the real plan? How will they slow traffic down?
Ogden during rush hour is insane. Bringing extra truck traffic will only make it worse. Keep the traffic on the industrial side.
There are issues getting across the street in a vehicle, sometimes you need your passenger to jump out and push the crossing signal so you can get across.
Banting and Best and other schools - concern with the children's safety. Who is this benefiting? Foothills industrial traffic to WB Glenmore?
Houses already experience vibrations.
Has the city considered any other accesses to the industrial park? Have they considered building another bridge closer to the canal? Is there any other option to get to the industrial park on the east side? How can we find out if that has been considered?

More questions than comments – how many people here are frustrated with people using ogden rd as alternative to Glenmore. **supported**
Big trucks travelling down and up ogden rd even though they're not supposed to. When tunnel gets built, it will probably increase flow of trucks in our neighbourhood. 30 st sounds like a great solution. There should be other possibilities that we need to explore. IF GL is built, will that mean there is less traffic on Ogden Rd due to people taking the train? The people I know in McKenzie towne use ogden rd to DT from McKenzie Towne. When Glenmore overpass construction was happening, they took alternate route to work due to construction delays. With more traffic lights, it may not be a bad thing.
Coming from DT and taking ogden rd – people avoid traffic lights by cutting down 24 st and turn right on 18 th . 24 th will become the alternate route for cut-through traffic.
How will you address cut-through issues in the community?
Is there other avenues/people we can speak to to express our concerns?
IF we don't like, we should get a hold of our Councillor and let him know. We would have liked to have the Councillor here.
I don't think GL is such a terrible thing, but it has to work WITH the community. Trucks throught the community are not a nice thing. IT would be nice to have city or community representation. IT would be nice to have some actual representation here and someone with actual answers. Also someone with decision making ability.
IS there a reason why 61st cannot be the access?
Councillor told me he visualizes our neighbourhood as another Quarry Park. Our quiet neighbourhood does not need to be industrial and residential togheter.
Who would use the GL? *support*
Having transport trucks in our neighbourhood is not what we are excited about. Kid safety is a concern – noise and pollution is a concern.
We do live near foothills industrial..but it's added pollution.
What is the overall cost of this project.
Is this a CP incentive? 69 Ave does not take you anywhere except CP. Nobody uses Ogden Dale road if they are in a hurry. CP should put a proper truck route into their yard. Quarry park has beautiful buildings without heavy industrial. There is a big difference between this and Foothills industrial.
Is that small area – low cost housing for people who are immigrants new to Calgary, habitat for humanity...why are you putting it here, this would wreck the area and is not necessary. The trucks are servicing FI and CP area and has nothing to do with Ogden.
Concern with trucks carrying dangerous goods/materials.
Used to live in Ramsay – will The City consider the parking problem that we might/will have in the area with the train?
It will be easy for parking lots to be built along CP – open space where parking lots can be built.
A solution to the parking could be to have a restricted parking area, with "Q" passes.
How often will this be monitored? Some people don't care.
I think it's a shame to wreck that little neighbourhood because it's a special area. I walk through there often, I drop my kids/grandkids through there. It is not a truck route. Can't wreck the last little vestige of affordable housing. We welcome it here in Ogden. Truck route would segregate the area. Sounds like ogden is disposable, we will slowly push them out. This is not fair. This area should be kept as is, if not improved.
What routes will the traffic be taking?

I'm disappointed in this evening – I came to get answers and you didn't know the answers to the questions. A lot of people wanted the questions answered.
Today there were a number of Volker Stevin trucks, it seems like their minds are already made up.
I would be interested in finding out why a full analysis wasn't done at 69 ave – we need to know where those vehicles are going. It seems like mostly CP, and if it's CP initiative, why are we giving them another access? This shouldn't be our problem. Community shouldn't be saturated by traffic just because of one stakeholder.
How many cars use 69 to get in – would be a good study to see. CP has given City a portion of track space for GL. Was there some kind of deal made for this access? It seems like this.
If there was no 78 Ave access, people would find another way to get to the industrial area.
Circle should have been set up before the people came in as you lost people during set up.
We are accommodating people from foothills industrial just to get to Glenmore tr. How are they getting to the intersection - 30 St would be the answer.
I've been in this neighbourhood for 26 years. These are all projects that are 10-15 years in the making. I have never heard of anything to do with 78 Ave – this is brand new, thrown at us. Even the green line – we were informed about this 3-4 years ago. This was just thrown at us.
It's an easy prey, low income housing, the majority are renters and they won't be there for a lifetime.
It is one of the last affordable housing areas and should be maintained.
How are we going to play safely/ how will we get to amenities/shops?
My bigger issue is – people who pass through ogden road (cut through) – I own a business, 38% of the traffic supports local business. There isn't community to support local business. I probably won't be here if you stop CP from being able to easily access this area. Don't see need for truck route, but need to allow access through 78 Ave.
Go to 72 Ave – tear down a few more houses and go straight there. Leave 78 ave as is. Use 72 ave right next to the CTrain. The houses have already been torn down. Long term vision is to build business/housing development. Why is the path in the residential area instead of in the business area?
Ogden is unique – we are stuck between river and industrial and railway. Small neighbourhood. There are not a lot of people who will rundown ogden road to use the businesses, but truck route will not help.
We already have a truck route – putting 78 ave and making it more attractive to trucks is just inviting more and more traffic.
Maps in next presentation – not clear what streets you are talking about. Please make the options really clear.
There is a lot of NIMBY – everyone wants their neighbourhood to be unchanged. We are making progress, we are going to have transit, we are going to have access to industrial area. Go ahead and build on 78 ave, I am all for it.
As somebody newer to the community – urban sprawl – ogden was attractive because it was central. Ogden has opportunity of remaining quaint and safe and clean, and supportive of businesses. Train station there could be good for local businesses. If we are providing and growing the community, making it cleaner and safer and more accessible, we are doing a favour to the community. There is going to be more discussion and I hope that our voices will be heard and there will be some alternative suggestions.
Has The City even considered alternate locations? Go down 30 th ? Show us alternate places that it could go so we can see.

I live by 76/78 ave and have 4 children. How do we as a community – if we want to stop this – how do we vote/stop it? I don't want this. I love the community. We already have speeding issues and 2 parks in the area. When that light at 78 is installed, and road is backed up, this will increase speeding and create an even more unsafe environment. I've had to personally shake people down because they're driving 80km/h down my street. We need to be able to say the people in this area – should have right to vote. If rugby people are no longer using this land, the city should build the road down there. To put it on the side street where there are tiny kids is dangerous.

There have been 3 businesses in this specific location along Ogden rd. one was there 12 years, one was a store. I don't disagree that it shouldn't be on 78th, and it definitely shouldn't be a truck route. Access road is one thing, not trucking route.

The only trucks coming into Ogden should be the trucks delivering stuff to Ogden.

69 ave or 72 Ave should be the route.

I do agree with the CTrain, good for community, good for property values. For the train, but not ok with people bringing in this plan.

The councilor should be here to represent our community. 78 ave is not the place to put the tunnel. The reason I know the city is not serious about listening to us is because nowhere online does it say you can say where you live – instead you take opinions from everyone in the city.

Before everything was written out and decided, should have been brought to the community.

Excited about the GL. The issues may not affect me, but I hear them. One thing I'd like to consider is eliminating the trucks on Ogden rd. It is a cut through for our community. The thing I heard about this is why not 30th st? this isn't a bad idea – why can't we accommodate traffic coming to Ogden from there?

Barlow, 61st, can be used.

Trucks aren't allowed on Ogden btwn 69th and - police don't do anything about it. What will happen when all the trucks go on to this new industrial road?

Truckers going north towards Highfield – closure of 69th Ave is inconvenient for goods movement north towards Highfield.

The people in the low income housing will be stuck in traffic. There will be back ups all the way to Bonnybrook bridge.

The consensus of most people here is that 78th is not the logical one.

They are still apparently building the lacrosse facility – that is approved for commercial building. Once that is built, that will add traffic and additional challenges with parking. It all fits the master plan that everyone is going to get a bike and switch the CTrain. You still need to accommodate cars.

GL will take cars off the road and will help limit traffic. Closing 69 ave is a good idea. CPR tracks are holding up traffic in many areas and would eliminate many issues.

Maybe they could do an overpass over 69 Ave.

How about an underpass at Millican road? 61st goes right to the railroad tracks. The lights are there – the road goes down 61st, put a set of lights there and you won't have the cost of overpass.

The trucks would not be allowed in the area – they could go down Barlow to 61st or to 30th. It's only the trucks that are going to the tiny industrial park. We are currently talking about spending \$\$\$\$ to build underpass.

How would this work with railroad tracks? They would have to make it work, there is no one around there. This would be an at grade crossing. And we wouldn't be spending millions on an expensive underpass. And there wouldn't be impact to people.

CPR crossings should be eliminated where we can.

Hopes

Allow the kids to use the big field. Create safe crossing to get there.
Kids bike area. Kids bike on the road here all the time. But they bike on the road.
Put up a fence so kids don't play chicken with traffic. Create <u>one</u> good opening.
Ped signals at 78 & 27th St.
Multi use pathway on the side of park (extra buffer for safety)
Wider sidewalks & bike lanes & greenery along road.
Wide pathway between 27th & 26th A
A fenced playground??
Playground should be for all ages. Now is more for toddlers. Teens need somewhere to go.
Kids love basketball here. Kids thrive on it. Can help keep kids off the streets.
Ped crossings @ 78 & 27 need to match bus stops.
Move the park from beside the road. Move it to green space off of 27.
Also adding lights @ 76th would help keep people from cutting through.
Something to slow traffic. People speed on all these streets all the time. > 30 + danger
[up arrow] police presence higher traffic [up arrow] crime
Getting a <u>bigger</u> playground (greenspace)
Plaground zone stays 30 km/h
Slow down traffic (signals, crosswalks)
Use the big field in a way that all kids can use.
Move park to green space on east side of 27th. Put b-ball court @ current park location with large fence on (?)
Fence on west side of LRT
More options for kids. Better quality.
Improved crosswalks & speed limits (30 km/h) at playground.
27th street & east keep at 50 km/h (going east)
Install stop lights & signal lights (pedestrian crosswalks)
Lets do something with this big field.
Make 78th Ave a safe place for pedestrians.
We need a dog park close by here.
Make the playground bigger, add more toys & overall space.
Get a better playground (4 swings) > circle slide
Keep bus stops as they are.
<u>How</u> do we bring the <u>community</u> together??
Traffic signals @ 78th Ave & 27th St
Better signage at the/near the playground.
<u>Safety</u> #1 for <u>all</u> playground & basketball users.

Police presence [up arrow]
This change is better for the community & Ogden Road
Change the flow of traffic for CP & motorists for the better.
Set of traffic lights at Ogden & 78th.
Bus shelter for route 302 along Ogden Rd.
Grade large green space. Make it a useable field before lacrosse games.
No truck route on 78th
All impacted citizens be informed on time/well advanced info.
Fence along south side of 78th between houses & road.
All impacted properties that are losing garages will have a new space to park.
Signage, lights crosswalks need to be improved.
Try to keep kids from crossing 78 by giving them reasons to stay in community.
Would like to see a crosswalk across 26A Street SE on 78th Ave to access the playground.
Kids would like access south of 78th to play on hill behind the Glenmore Inn.
Hope of putting a large kid friendly area in the field to keep them off the street.
Would like to see a better basketball court. More nets, smooth floor with painted lines.
Would like to see an after school program, like the Boys & Girls Clubs.
Would like to see a soccer field south of 27th Street.
People run back & forth between the parks. Some of the older kids want to see a bigger/better park.
Bigger park so bigger kids can run around.
Noise attenuation along the LRT and CP Rail.
Make traffic go down Barlow.
Hope residents have bigger voice than industry.
Concerned about semis in the community.
Use 30 St SE
Need to sand Ogden Rd Hill
Keep Ogden Rd <u>non</u> truck route
Tunnel under 69th Ave or <u>over</u>
Tax payers rights over parks.
Really excited about greenline.
Recreation would allow the road to go through Lacrosse space.
Make the underpass 8 ft to keep trucks out.
30th St instead?
Take the road along the escarpment.
Look for somewhere that doesn't affect kids away from housing.
Create Rd at Milligan Rd.
Move the traffic north to Millican Rd. Eliminates short cuts.
Like to see improvements on hill @ Ogden Rd + 80th

That the proposed plan does not go over budget.
That the plan will make sense to our neighbourhood.
Hope it improves the traffic flow.
Closing 69th Ave is a good thing.
Use FIOR as a park for kids in affordable housing.
Keep industrial <u>off</u> Ogden Rd.
Zoned parking near LRT station.
24 hr Transit & businesses
Will help decrease rush hours!
Keep trucks on the other side.
Headed northbound on Ogden Rd, Before you reach the CN overpass tressle, there is an old road from a metal plant. There is a property called Bob's Wrecking <i>something (maybe: Buck's Auto Parts)</i> . If you could buy this property, you could have an overpass directly to the industrial area. Anyone who needs Ogden Dale would still have a direct route there. It seems like a perfect solution. It is ideal because it goes straight through. It shouldn't cost much more than what you have planned now.
Removing a lane from heavy users for light users. It caused major issues on 11th. It didn't work there. You will drive all business out
biggest fear is that with this 78 Ave underpass and widening we invite more heavy traffic into the community trucks should not be allowed
Ogden Road south of 69th already designated as no trucks, this will only increase traffic into the heart of our community.
Heavy trucks added to an intersection already busy with major buss routes (CT and school), pedestrians and commuters, is this safe?

Fears

of traffic [up arrow] with a station in Ogden, will we need a parking pass for residents?
- snow clearance (who would clean the snow)
- Ice
There are <u>lots</u> of kids here. They have been hit by cars before.
Keep kids off the tracks. Kids play there all the time.
Intesection @ 78 at Ogden will be very backed up. It's already backed up now.
You should be ashamed to put a major thoroughfare in a quiet residential place.
Why doesn't 30th St open up to glenmore anymore.
Speeding on 78th
I don't believe people will stop short - cutting through Ogden Road.
- Could Ogden Dale Rd continue south on east side of canal onto Glenmore Trail.
Closing of the back alley. Why does it need to be closed.
Speeding through traffic & neighbourhood.

Disruption to neighbourhood.
- housing impact?? What's the impact??
Truck route in residential area.
Increased traffic
Increased traffic x2
SB on Ogden Dale turning right on 78th. Concerned with site lines.
No small town feeling.
Accidents with bicycle riders and strollers.
Too much traffic.
- people impact, what is the impact??
- property loss
Car accidents
- higher traffic
- traffic [up arrow] near next too playground
- cars & trucks on the same road
- Road needs to be designed for all.
Increase crime, traffic [up arrow]
Adding light makes ppl use sidestreets (Ogden > 27A, 28B)
Impact children in having a <u>safe</u> play area.
Traffic exit to Ogden Road southbound = traffic problem.
Construcion impacts/noise/traffic during construction.
Not enough time to change living arrangements if I chose to move.
Issues with traffic congestion on Ogden Rd in the morning.
Kids playing on roads with truck drivers who have been on the road for 20+ hours, leaves concerns.
Maintain access to the field to keep kids off the road.
Kids have no fear, reported that they play chicken & play on the roads.
Along 26A is the busiest for kids, ambulance came for child who was hit by a car near 76th.
People with mobility issues won't be able to park in front of their house (?)
"Fear" that street parking will not be available to the residents after LRT comes in.
People are currently speeding along Ogden, in Alleys & 26A and 27 Street.
Would like to see the field stay, they are concerned that it could be taken away if Lacrosse facility goes ahead.
Is 78th going to be a dangerous goods route?
Would like to see the traffic held on 30th Street instead of having it come through Ogden. Worried about closure at 30th causing more traffic short cutting onto 78th.
Worried about extra traffic coming into parking area/road south of 78th.
Worried about U turns onto Ogden Rd. Short cutting and ensure traffic enforcement.
Kids running from playground into the street on 78th is worrisome.
Traffic brings noise & dust. One gentleman in the areas has COPD.

Concerns over cut through traffic on Ogden Road and 26th/alleyway
Overall congestion on Ogden Road
Increased traffic on 78 Ave
Concern over children crossing 78 Ave from the park.
Concerned that additional traffic will use 78 Ave.
Getting traffic out of the foothills industrial area.
Cut through traffic on 27 St.
Concern all trucks going up Ogden Rd?
Park. Memorial buried for young ones that died in canal.
Why would you bring this traffic into community?
Lacrosse plan timeline?
78th Ave West is not built for truck traffic
City not ploughing ally roads
More semi trucks coming down Ogden Rd.
Activity happens in 2 places instead of just one.
Why can't they extend 80th?
Kids + more traffic safety
Truck going by playground is not safe
What about the bus stops? Will they change?
How will large semi's make turns?
Ogden Rd is slippery on hill + it's dangerous at bus stop.
Could you tie in at 80th + not affect homes.
[drawing of frowny face] Increased traffic on 20A St as an alternate to avoid lights.
Concerns about safety on Ogden Rd + 78 Ave
Who is this for? CP?
When are we talking about Ogden Triange?
Why traffic circle & truck route?
Worry about cut throughs because of traffic conjection.
speed humps all down 24th St.
24th St Need to do something about cut through traffic.
Everything benefits CP Rail.
Not enough room for big trucks on 78th.
What about wildlife.
Excessive traffic + lacross traffic.
Does CPR control City's decisions.
Trucks on Ogden Rd
We don't need this - Glenmore interchange should address this.
Traffic will be more of a bottleneck.

More traffic lights on Ogden Rd?
Kids safety - playground
No benefits. Only for CP.
Not fear - just cannot comprehend such stupidity > agreement made with the devil <u>CP</u> and only for CP & sacrificing residents.
Why is CP not here to talk about this?
This will be chaos.
Ogden Rd. Slippery road uphill in winter - lots of lights
I don't see any "wins" for the neighbourhood.
Why not through the green field?
Parking - in my area during construction - especially once train station is completed
<u>Wow</u> Cater to CP at all cost to Ogden residents especially those in low cost housing > WOW > lousy planning
Transit impact + changes to schedule/flow
Traffic impacts - during construction - after it's done - increased traffic usage
Purchase the rest of the properties on the south side of 78th
Connect through 61st
Not safe on pathway - too secluded
Low income people live in community they don't follow the rules.
Noise from trucks stopping at intersection.
Traffic calming devices force driver to use alternate routes.
Children dart across the road (78th) this is dangerous.
Why isn't CP Rail here?
A lot of people who moved here, or whose families are from here, they love the district because of its quietness. People love the park the way it is. Ogden only has a few ways in and out of the Ogden Flats area. So people are very concerned about the traffic that will accumulate around 78. People from Douglasdale etc already cut through there and make it very difficult for us to get through the area we actually live in. I believe the real concern people were expressing at that meeting was about traffic impact. Traffic lights. A staff member told me all the new traffic lights will deter people from coming through Ogden Rd. But now people will cut through on Millican Hill. There is a fork in the road at 24 St and George Moss Park and people are speeding through around 74 Ave and 23 Street. Believe me, I've almost been hit by one of these characters. This will get worse with more lights on Ogden Rd.
Removing a lane from heavy users for light users. It caused major issues on 11th. It didn't work there. You will drive all business out
biggest fear is that with this 78 Ave underpass and widening we invite more heavy traffic into the community trucks should not be allowed
Ogden Road south of 69th already designated as no trucks, this will only increase traffic into the heart of our community.
Heavy trucks added to an intersection already busy with major bus routes (CT and school), pedestrians and commuters, is this safe?

Map Comments

Location (if specified)	Comment
24 st	Cut through traffic on 24th is a concern
25 st & 72 ave	Cut through traffic. Should be 4-way/traffic circle
25 st & 74 ave	Cut through traffic. Should be 4-way/traffic circle
25 st N of 72 ave	This part should be closed
26 Street	Kids are always running around
26A to 76 ave to 78 ave to 78 ave	like a race track for kids
27 Street	10 kids
27 street S 78ave	loss of street parking
69 ave closure	Can this be located North of Ogden?
78 ave	Do not like widening west of ogden on 78th (parking issues)
78 ave	Barrier around playground. Safety of kids. Speed zone for playground?
78 ave	What will parking restrictions look like on 78th (west of ogden)
78 ave	Will 78th ave be connecting to 18th street?
78 Ave @ proposed tracks	Kids might get further away from homes. :-(
78 ave South	We need a fence to keep the kids off the road? (78th)
79 ave	This should be the chance to eliminate truck traffic from ogden all together
80 ave	where will transit users park? No lots. My roadway?
80 ave	concern for kids in area
bend in 78 Ave	How will I access my shop & bring large trailers through the alley with access cut?
corner of unnamed road & Ogden road	Yellow bus stops here.
Field S of 78ave	C Train Station should ge here
Field S of 78ave	road for CP + Foothills so keep access <u>road</u> on <u>east side</u> -> outside of <u>ogden</u> community
GL crossing @ 78ave	No crossing required
In green field	Kids run across the street, everywhere.
In green field	Hill area is every kids favourite spot - tobogganning - rolling
In green field	Swimming pool
In green field	Maybe a library here
Not specified	Will this be a designated truck route <u>and</u> dangerous goods route?
Not specified	Keep foothills traffic in foothills.
Not specified	Cars will cut through 27,26,26A street when 78 Ave gets backed up. And it will.

Not specified	Not many people need the train to go downtown from Ogden. Why is the train here? Why do people need to come to Ogden? For 7-11?!
Not specified	The land has been set aside for recreation for very long time. It would preserve our community. It would be safer for kids.
Not specified	How does the lacrosse facility benefit the whole community?
Not specified	Because it will be most safe for children. :-)
Not specified	I love you wrld :-)
Not specified	The people who drive will have an opportunity to use another road. :-)
Not specified	I am so excited for the rod. :-)
Not specified	Maybe we can make a new park, or a pool, or a library. :-)
Not specified	- Good for space to rollerblade & bike - Can you make sidewalk bigger or add bike lane. :-)
Not specified	More roads for trucks and cars. So there can be an extra way [personal information removed] :-)
Not specified	[personal information removed] Happy for new road :-)
Not specified	The thrift store so kids can buy toy stores :-)
Not specified	Close 69 nothing else built
Not specified	Should use 80th Ave of use 30th street
Not specified	Concern 3 sets of lights in 2 blocks
Not specified	send heavy trucks to Barlow Trail
Not specified	No vehicles over 4500kg. (10 foot clearance so you cant have heavy trucks)
Not specified	Why cant there be access from East over the canal
Not specified	Sacraficing the community to accommodate 5? Businesses?
Not specified	Will there be parking restrictions on residential areas?
Not specified	What impact will this have on bus routes?
Not specified	concern for pushing trucks to bl / Barlow as grade for hill in winter is difficult. Lots of trucks spin out.
Not specified	What cant 61st be the only access?
Not specified	I am a truck driver about to drive to Manitoba why am I taking a short cut?
Not specified	<i>[drawing of alternate connection running East from Ogden Road (south of lacrosse field and north of 80 ave), swinging north just before GL track and connecting to proposed round about location. Proposed connection eliminates 80 ave east of Ogden and connects into Glenmore Inn for the above new intersection]</i>

78 Avenue S.E. Project

Stakeholder Report Back: What we Heard

December 2017

Not specified	<i>[alternate proposed route from Ogden and 80 ave cutting across SE end of Lacrosse field to proposed round about]</i> Doesn't want trucks cutting through at all
Ogden	Where will LRT riders park for Ogden station?
Ogden	Can we stop big trucks in the Ogden Area. What about trucks before underpass is built?
Ogden	North Bound Ogden is a parking lot at AM peaks (0700 - 0900) and vice versa in PM (3pm - 5pm)
Ogden	Can one of the lights on Ogden be a traffic circle (76th?)
Ogden	Why does traffic have to come into Ogden? Who is driving this decision?
Ogden	Need to do something about people using Ogden as alternate to Deerfoot
Ogden	What are the limits of the truck ban on Ogden Road?
Ogden & 76 Ave	bus stop for kids [NE corner]
Ogden & 76 Ave	high school stop [NW corner]
Ogden & 80ave	with steep grades and ice in winter on Ogden Road, trucks have a hard time stopping
Ogden & 80ave	Pedestrian only lights at 80th ave
Ogden & Glenmore	Why does industrial traffic have to enter the community at all? Why can't the use Glenmore, Barlow, and or 30 st?
Ogden & Glenmore	We were told that the Glenmore / Ogden interchange would create less traffic, we live on 19th st and it seems there is more traffic cutting through.
Ogden and 78 ave	10 minute wait to turn right (North bound) onto Ogden rd from 78th in the morning
Ogden and 78 ave	72 + 302 bus users...how badly will transit schedule be impacted during const? After it's all complete?
Ogden and 78 ave	There have been pedestrian/vehicle accidents in this area, can we have a pedestrian overpass at Ogden & 78th
Ogden Rd & 78 Ave	A lot of people walk along here to use the daycare up the hill.
Ogden Rd & 78 Ave	Signal or crosswalk here :-)
Ogden to Glenmore	Will trucks even be able to get up this hill in winter?
Parks lot on south side of 78	Parks lot on south side of 78 -dual purpose lot? Rec ib wknds, Paid Mon-Fri
Proposed N extension	No big trucks
Proposed round about	Why not a bend in the road? Instead of roundabout.
Proposed round about	No trucks cars ONLY

Proposed round about	can and should be trucks be going around a round about? (big trucks w/2 trailers) even 53ft & super B
Proposed round about	Can Glenmore be accessed by going directly south of the Roundabout?
Ogden Rd & 78 Ave	Busy crossing and a blind left turn when the bus is stopped on the north side
Playground	Playground and lots of kids playing on the road

Additional Comments

Lots of kids running
Why not connecting through the green field?
Traffic queing on Ogden
30th street not considered?
Thru 27 St & green field
More kids on 26A St
More traffic on 27 st & 26A St
Trucks come on Ogden Road past 69th Ave
People cross 78th, from the Glenmore Inn using "(?) trails" in empty field & the space between the houses.
26A & 78th always have a lot of kids around & they would like to see fences along the north side of 78th Ave.
Living on 26A Street, LH turns onto Ogden Rd in AM peak is difficult. People head North to go South now.
Smily face where kids play basketball
Asked a few times about crossing the CP tracks through the Lacrosse.
Can we include a single point of access for the kids to cross 78th Street.
More traffic & kids on 26A then on 27th Street.
Main trails through Lacrosse for cuttng through are marked.
Cutting the grass on the hill & Lacross sites.
Maintain single access south of 78th to prevent people passing through parking areas south of 78th. Particularly on side of the street with MUP.
Additional park space to the south of 78 Ave
What is the benefit to the community
Additional park space in the lacrosse site.
Dangerous goods route?
Access to alleyway behind 27 St.
Avoid truck traffic on 78 Ave.
Need to go back and review ability to make a connection at 79/80 Ave.
When we report back can we provide the raw comments/notes back to the community.
Can we make a connection over the canal from east industrial area for trucks.
How can we improve the truck access at 61 Ave/Barlow Tr?

What about a connection north of 69 Ave?
Can the foot print of the rec facility be changed to accommodate the connection.
Traffic on Ogden Road has quadrupled since the Ogden interchange opened.
Currently all of Ogden Road North of Glenmore is prohibited for trucks, will this mean that Glenmore to 78th will now become a truck route.
Why isn't there 24 hr train now?
Why replace 69th access when they can already access through 50th Ave, Barlow and 31st.
I don't see the point in allowing commercial vehicle access into the community carrying commodities that we don't want.
Worried about community cut throughs (18 & 18A Street), & people who avoid Deerfoot by using Ogden Road. With the station, what happens to the snow routes in the area?
This seems very costly considering Ogden Dale is not a really busy road and there are alternative accesses.
Why can't the access to the foothills industrial area just stay on 30th Street SE instead of come through the quiet community of Ogden.
No truck traffic should be allowed South of 69th Ave > used to not be allowed at all between 69th and Glenmore Trail (Someone took down the signs)
Can we give the properties on the South Side of 78th the option to be purchased.
MOCA = Millican Ogden Community Association
Close 69th, don't provide alternative access.
Trucks going North from 69th are currently travelling a route which has large set backs from houses, we allow trucks on 78th because it's too close to people.
New East-West connection should be just North of the CP headquarters, not at 78th Ave SE.
Residents are worried that tunnel under Ogden Road could affect the ground stability of the nearby houses. How will this be addressed and communicated to us
In this neighbourhood, we consider ourselves a small town with place for everyone. How are we treating our low income people at the pleasure of a large corporation. What happens to those displaced. What deal did the City sign with CP? What hold did CP have over the City? This benefits CP and does nothing for the residents except negatives.
We would like to see greater traffic enforcement in the area (speeding, cutting through alley). We don't want people cutting up 27th or 26A St. How are trucks going to stop when a kid darts out in front of them on 78th Ave. Lots of new Canadians live here, many have language barriers and difficulties with signs.
There is an after school program up Millican. Can something like that come here to keep these kids off the streets?
People looking to go North bound to Ogden Rd from Ogden Dale will be encouraged to cut through the neighbourhood & out 76th instead of using 78th Ave.
Will the people on the South side of 78th be given the option to be bought out so they don't have to be bought out later, when 78th Ave SE is a truck route and the property values tank?

Seems like a massive project for the volume of traffic and helping a few businesses that can be access from Barlow.
Keep Ogden Road for cars only, don't allow trucks and don't make it a truck route.
More enforcement of truck routes on Ogden Road now (can that be photo enforced)
Skateboard Park @ Millican Station would help activate the space.
Concerned about too many traffic lights on Ogden Road - bottom of hill, top of hill, Glenmore then another to go South. Concerned about truck traffic in community. Good to try to align with Greenline. IN favour of access to Ogdendale Rd.
Would like to see 61st Avenue option explored. Would go West to lower portion (currently unused) of Lynnview Rd (between Millican Road and CNR). Would cross over main CP line, Ogden Rd and likely over the Green Line. Is Lacrosse facility still planned for area?
Why is a round about required? Why not just a bend in the road? Why not use grassy area between Glenmore Inn & residences rather than 78th ave? Why do trucks need to use 78th ave & Ogden Road they already have Barlow Trail.
What about the landowners? I have not been contacted so not sure about the impact it will have upon me if I have to relocate? Resale value? It's a quiet area, the reroute of trucks will make it unsafe, noisy, and polluted. Are we looking at the safety & health risks?
The homes on south side of 78th should be brought out, move Ogdendale access road where they are and create green space where 78 Ave is now.
Concerned re increased traffic on 20A St or an alternate route for cut through traffic when more lights installed on Ogden Rd (make it less attractive, 4 way stops, calming measures...)
Keep industrial trucks etc on 30 St or Barlow. Leave Ogden Rd alone especially 78 Ave. I live on Ogden Rd just down from North of 78 Ave. I do not want or need to lose the front of my lawn/trees do I then have lower property taxes. Maximize our community not make our community a traffic zone. Truck zone. <u>Think</u> how long has Ogden been a part of Calgary.
You have already turned Ogden Rd into a fareway/del route/major trucking RT. We are already creating fumes and will only GET WORSE! <u>No ind traffic in the community</u> air pollution, noise, dirt congestion not safe not healthy. Mr No-[personal information removed] does not care.
the information we got was very good, but I agree with no trucks on 78th, but my wife and I feel that the tunnel for cars and bikes is a must (just no truck) there is a cement plant on Ogdendale road that will use the tunnel because it is easier than going up the steep hill on 61 ave to Barlow
we are looking forward to this project despite what some are telling you
Yes, 69 Ave CPR use over/under pass. Why 78 Ave - no use existing 69 Ave not our community.
Circle & the microphone is not for me. Some residents were very "opiniated". Not a good use of time.
Would like to see the underpass not located in the neighbourhood! - North of the CPR would be a better idea - Too many lights on Ogden Rd - Should maybe a calming circle instead of lights on 76 Ave.

We recently moved to Ogden because of the proposed Green Line. We are excited about this opportunity, but now feel somewhat saddened by the proposal that encroach on a fantastic, historic, vibrant neighbourhood. I hope that the voices of the people that make this community great will be taken into consideration. The decision seems to be made already by CPR. :(

The majority have seem focused on car traffic. Please keep cyclists, pedestrians, and transit commuters in mind as well. Plan for easy access in all weather.

Put stop to such a ridiculous project with aim to negatively impact a Calgary residential community! Have City stand up to CP to let them know that business will not prevail over resident needs in an established, small town city community.

Add road names to maps please.

Please consider blocking access to 24 St, off Ogden Road South. It is currently used to avoid Ogden Road - this will get worse (ten fold) when traffic lights added as it completely avoids all lights w/ direct/easy access to Glenmore. 24th goes by a huge park & multiple homes w/ kids playing in front yards (balls > street). I live on [personal information removed] corner - the number of near miss potential pedestrian fatalities are shocking. Can someone please update me on discussion of Ogden Triangle? [personal information removed] we have heard nothing. Pls consider 30th for big truck traffic, not through our community. CP traffic or maybe foothills industrial traffic trying to get to Glenmore off Barlow trail, not the ability to cut through our quiet neighbourhood for work access/Glenmore Trail.

Everything looks good to me.

Leave 78th alone!! You're making it too dangerous for our children to go outside and play and taking away their play spaces.

You should survey the community then make decisions based on residents wants.

Look at alternate roads idea at base of Glenmore Inn.

Truck seem to be the greatest concern frustrating residents. I must agree they are concerning!

Millican-Ogden is a district.

Millican is also a very historic place.

Ogden Road is an old Wagon Trail. Lots of family history in the area. Established George Moss Park.

There was a lot of controversy. 78 Ave at Ogden Rd, in the middle of where the field is, there is an old sewer line there. The person I was talking to suggested you would stop the CP trains from coming through. We would remove the utility etc. Sounds crazy. Would cost millions of dollars.

It's strange to me that The City is buying houses by the impacted area. Yet you say it's not "official" yet. This is what upset people the most. The following day a few of us talked some more. Do you realize there is a real correct alternative to this plan? We (friend) and I have the same idea. It still requires you to buy land but shouldn't cost much more.

How are they gonna do this tunnel under Ogden Rd without hitting the water table. Near Pop Davies. I do believe I saw a vent their once by Pop Davies. Near the trees. When the river rises so does the water table. Can the tunnel cause sinkholes?