



Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here using “redacted”. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

1. What do you like about the proposed concept?

Wider bike and pedestrian areas are good - but not on the east side of 12 Street! Where are all the people living? - on the west side! Don't waste money doing the wrong side of the street. This is supposed to add convenience for the people living here, not just to fit the concept of your design team!
Improvements to multi use pathways on east and west sides of 12 st
I think these are great ideas
Roundabouts replacing the lights is a great idea and much needed. There is far too much queuing for lights while the intersection sat empty.
The roundabout and ability to turn right from the zoo into Bridgeland would be great. Itâ€™s years too late for the illegal turns I made hike my kids were little and we went to the zoo but better late then never.
Single lane traffic circle within community
It corrects mistakes made with the past changes -- likely because of surveys like this where you present people with the answers you want to hear.
I like the use of a roundabout, and thinking of improvements to pedestrians and cyclists
It's a good step forward to improve usage for cars and non-car travellers.
Item 7: the double left hand turn allow merge onto Memorial is good. It was there years ago and should never have been removed.
Roundabouts are more efficient and safer than lights and stop signs. Extensions to the 5a network are great.
I think that both roundabouts are an excellent concept to improve traffic flow and HOPEFULLY pedestrian and bicycle traffic.
Improves the flow of traffic, as well improves active mobility and connections.

I like that it allows traffic to flow better, especially on Saturdays and Sundays when the zoo traffic is significant
Adding back the dual left turn to east bound memorial
I fully support the implementation of points 3, 4 and 5. I do beleive a roundabout (5) will improve traffic flow in that the traffic light is now removed
It should reduce the traffic backups on southbound 12 Street NE.
looks great. balances all needs.
Everything. Adding more bike lanes to connect existing lines is absolutely brilliant. memorial drive
I like the change of two of the intersections to roundabouts to reduce traffic build-up. Allowing drivers to leave the zoo and actually have a way to access Bridgeland from a roundabout is a great plan. I also like the addition of multi-use paths on either side of 12th.
On paper, this looks like the problem would be solved. Does this also mean that we would now be able to access Bridgeland turning nw off the traffic circle from zoo road? That would be great.
5# The roundabout 5 should have been built years ago. It's prefect. 6# Would be nice 7# Bridge expansion would be nice, but not as necessary.
The roundabout is a good idea, although what is there now already works fine.
Proposed new multi- use pathway on west side of 12 Street
-that the right lane will return to dual left and right turns. This should not have been changed in the first place and is the primary reason traffic congestion got worse on this stretch of road.
As a regular commuter by both bike and vehicle, these intersections are not working well. This proposal looks like it could smooth out flow users. These intersections are complicated to navigate as they are right now. This simplifies the crossings for pedestrians and cyclists.
The traffic circle will help keep the flow of traffic going as well as the dual turn lane
Curb extensions, accessable ramps, reduced traffic speed, roundabout for pedestrian/ bike/wheeled +safety for non motorized travellers: senior w cane(myself), strollers, cyclists, scooters, bird/ neuron rental users (no helmet) wheelchairs etc.
It's all about traffic efficiency so the City and Planning Dept. will get a high mark for that. But unfortunately this development will put a further burden on the residential folks who live here. So good for you and all the cut-through drivers. Too bad for us. There was great promise of better things to come when I bought my condo here 10 years ago.
Nothing. This will not ease traffic, as it is too heavily dominated with traffic coming out of Inglewood to access Memorial.
Safer cross walks- especially around that Islamic school is needed - ideally with lights
Everything about this looks great. I really hope you can make this happen!
I like that you're increasing accessibility for walking and biking in this area. I also like that you will now be able to turn onto 12 st from St George's Drive heading westbound now. However, the large roundabout looks confusing and I'm anticipating traffic jams.

Seems reasonable
I like the fact multiple modes of transportation are being considered. That's a priority as I use this are not only with a vehicle, but bike, walk, and run along the available paths and infrastructure.
It addresses the problem
Dual lanes for turning.
Pathway upgrades and pedestrian safety
I love the traffic circles which will eliminate having to wait at the traffic light even though no one else is there.
I like how it will control the flow and speed of traffic.
I appreciate all of these ideas and they will assist greatly with accessibility and traffic ease. The roundabout at St. George's will be particularly welcome.
I like the plan to put a roundabout at #5. I hope it will help to keep traffic moving. Going back to 2 lanes for eastbound traffic should also help.
The roundabouts and the dedicated pedestrian pathways.
Finally returning the double left turn onto Memorial!
Number six and seven seem like a good solution.
#3, #6, #7
I like the focus on slowing traffic and managing congestion. I think the roundabouts will be a great solution. The double lane turning will also help traffic.
Adding roundabouts helps unnecessary waiting for cars during slower times. Widened sidewalks does also allow for bikes/scooters to travel with pedestrians safely on the sidewalk.
I think having 2-lane access to East Bound Memorial will improve the flow significantly, as long as the traffic lights are better synchronized than at present. I agree with being able to turn Right onto 12 Street from St George's Drive.
I like the improvements to the sidewalks, larger and more pedestrian friendly. Dual left turn lanes on the bridge to memorial eastbound are badly needed (as they were in the past). Roundabouts have potential to speed up traffic flow.
I love the two roundabouts and the memorial lane in the middle of the park. Turning right onto the bridge from memorial westbound is a hazard and all of this combined will make it much nicer and safer. Overall great concept
This all sounds great. At the very least our concerns have been heard and this addresses multiple bottlenecks and accessibility concerns. It's certainly worth a try!
Bridge widening would make more sense.

The duel lane round about is great so that we can now access bridgeland from the science center/zoo. The the east side pathway is also great- I always thought that was a miss. We absolutely need two lanes turning onto east bound memorial. The outside lane (west lane) should have the ability to turn both east to memorial drive, and west to Baaines bridge. This was the original design before all the recent modifications were made. The intersection previously worked great with no issues, but reducing the east bound turning onto memorial to one lane has created a massive bottleneck at the intersection. I believe this would be an easy modification as we already have a merging lane, all we would need is some road paint, and a modified stop light.

The roundabouts and extended multi use pathways

Both roundabouts are good ideas. The new light and lane configuration has been a disaster compared to previous arrangement.

Two dedicated left turn lanes into eastbound memorial drive are a huge improvement. I also like the proposed roundabouts.

The improvements will allow smoother traffic flow. The traffic light at the T intersection should the right lane just be a yield

The widening of the bridge for better traffic flow. Additional pedestrian options.

I think it's a great idea. I would love to see a solution to the stop sign intersection at the school like a 1 lane roundabout as it would help traffic and safety, especially as you almost have to pull out into the intersection to even see oncoming traffic as a driver.

All I see is an unwarranted expense

McDougall Rd active modes lane only has ~ 3 bike or scooter users per hour during ~ peak times. (8-9:30 am and 4:30-6 pm). Maybe this will make better connections for cyclists to use it and justify tax dollars that were spent on changes to the infrastructure.

I like that if i leave the zoo and live in Bridgeland, i do not have to go on Memorial Drive to enter Bridgeland. The current situation of no right turn to 12th is very inconvenient and causes us to go on Memorial for a short time but for also a dangerous manoeuvre.

Change to dual left turns onto memorial drive. Updates to pathways on west side of roadway. Traffic circles to improve traffic flow.

the roundabouts, and 2 left hand lanes to memorial, and pathways

I like that there is finally a proposal to return the dual left turn lanes coming from the bridge to eastbound memorial. The fact this was taken out in the first place was a huge mistake and the main cause for the constant back ups during times of congestion. There was no reason to remove the dual turn in the first place since you cannot make a right turn on red anyway.

points 1-4

Re: #7, dual lanes at St George's are a must!! The single turning lane was a major step backwards from the community's perspective that did not improve safety due to road rage and people not following the rules. Traffic gets incredibly backed up (as far as #1!) when there is heavier traffic coming to or from the zoo, Telus Spark or the nearby churches. It can often take 10 minutes to get onto Memorial and, absent changes, I expect this will be much worse once the large condos are developed at CNIB.

Double left turn onto memorial eastbound
Roundabout is good. Dual lane turning onto east memorial.
All of it. 1 & 2 are especially needed as it's dangerous crossing there as a pedestrian, and also turning onto 12 from McDougall as you can't easily see southbound cars due to the parked cars and plants. Connecting the bike paths both sides is great so don't have to ride with the cars. The roundabouts sound like they can keep the traffic flowing, and widening the bridge for 2 lanes turning onto east bound memorial will help the flow plus people who turn left from the right hand lane now.
Providing the new dual lane roundabout to replace the existing traffic-signal intersection and modified dual lane access ramp should relieve a lot of the congestion caused by the traffic light on the north end on the bridge.
I like the proposed widening to allow dual left turns onto Memorial as currently traffic backs up on 12th. Appreciate the discouragement of cars trying to cut through the neighborhood as 1st can't handle the additional cars
Pathway, additional lane coming to and from Memorial Dr. I don't use this intersection often but the traffic backing up and poor design is an issue.
I like that you will be widening the bridge to allow dual turning onto Memorial Drive east. I also think the multi-use paths are a good idea.
The roundabout.
The implication that there are issues related to cut-through traffic which need to be addressed.
Design concepts 5, 6 & 7 are critically required. Trying to drive out through this area is very difficult and forces traffic from Bridgeland to take alternate routes that are much more residential/pedestrian heavy.
Dual left turn lanes onto memorial
Nothing about the concept seems needed there is never much pedestrian traffic there also a larger traffic issue near Riverside school an extra stop sign in that area would be great!
I really like the curb widening, connection to existing bike lanes, and the extension of multi-use pathways to connect to the existing cycle/multiuse pathway network. I think that will make this section of the neighbourhood much friendlier to non-car travel, and would make it much safer to connect to places like the zoo or Telus Spark or the Bow river pathways, especially if this is meant to connect to the cycle network along 1st ave. I currently ride my bicycle along this area about once per week, and I find that the current traffic light and merge lanes are an area where I feel less safe and more exposed to high-speed vehicles. I would love for this connection to be lower speed, have dedicated cycle and pedestrian spaces, and be safer, and I like that this design incorporates elements that facilitate that.

The roundabout at 12th St NE and McDougall is probably a good idea. Restoring the dual left turn onto Memorial Eastbound taken away by the ill-conceived changes to the bridge a couple of years ago doesn't actually require any changes, but wasting more money to make yourself feel better about the money you previously wasted taking away the turn seems to be the plan so just go with it.
I love the expansion of the multi-use pathways, as well as the curb extensions and access ramps.
I am generally in favour of enhancing pedestrian safety .
I appreciate, as a cyclist, having better and safer flow down 12th and not ending up on the wrong side by McDougall.
Restoring the right turn from St.George's to 12th Street
With a school zone there that EVERYONE speeds through (check police radar activity just on one side of the street to confirm), the roundabout might help slow people down.
The traffic circles should improve traffic flow, and the pedestrian design is an improvement
I often use this intersection as a biker and pedestrian, and am relieved to see it fixed to a safer intersection.
There will be more continuous movement and less stop/go. Also, like that the turn at the lights is being addressed.
bike lanes, 2 turning lanes onto memorial drive roundabout for traffic as they approach st georges bridge
I like that it keeps traffic moving and allows for when traffic is busy and slow. It allows for people to move no matter which lane they need to be in once they're on the bridge going to either memorial or continuing towards inglewood
Love a roundabout, it helps keep things moving
This is a major improvement. As a Bridgeland resident it has been disappointing to see Zoo patrons be prioritized over residents when changes were previously made to the intersection. A traffic circle resolves that issue by providing easier access to the left turn on to eastbound memorial. Returning to the dual left will also allow Bridgeland residents to exit the community as Zoo patrons would often block the intersection and consistently fill up the left lane.
I like this. It should make the current confusing intersections more pedestrian friendly and allow better traffic flow. I like the additional pedestrian crossings and side walk connections, which are currently missing. I also like the roundabout number 5, as the current intersection is odd with lots of cars unnecessarily lined up, and few and unsafe pedestrian crossings to access the bridge to cross Memorial.
You've added what looks like a pedestrian crosswalk just to the north of the new dual lane roundabout (item number five). At the moment, it's very difficult to cross at that junction.
Putting back the dual turning lane to memorial east.
It focuses on traffic flowing

I really like these improvement, including increased pedestrian access and connectivity. Roundabouts will also streamline traffic - I'm a supporter of roundabouts.
The bike lane improvements allow for safer movement.
I really like all of them especially number 7, I think that one lane going into inglewood gets very congested as well. Also, the one lane coming out of inglewood you either turn left to go to the bridge or go straight onto memorial gets congested.
Dual lane to access Memorial drive east.
Nothing. My screen reader is stuck. It cant read descriptions of photos that dont have alt text behind them. It may be good to make the sidewalk blind friendly by not allowing bikes on them, and yellow tactile strips on the curb cuts.
It looks great all around!
Roundabouts and pathways
I live in Bridgeland and support all of the proposed improvements. The two roundabouts and proposed multi-use pathways will hopefully support better traffic flow and safer biking and walking.
Looks great. Addresses several existing issues.
I love the single-lane roundabout, curb extensions and multi-use pathways. I'm also excited about the double-lane roundabout. I love biking and walking to Inglewood and downtown and it can be hard without the proposed multi-use pathways. I hope these pathways are wider than normal sidewalks and allow for both bikes and walking separated from the cars exiting the highway. Vehicles sometimes speeds through the playground zone, north of the proposed single lane roundabout, and hopefully the roundabout and maybe even an elevated crosswalk would slow traffic and help people access Tom Campbell's Hill Natural Park. There're multiple senior living facilities west of 12th ST NE and the new multi-use pathways would allow them to visit the park easier. I see seniors and school children walking in this area daily and the multi-use pathways will make it safer for all.
I'm not sure what you're asking for feedback on, but I am looking for a concept that improves flow for cyclists and pedestrians through here.
N/A
New multi use pathways
All of it but most specifically 5 Proposed new dual lane roundabout to replace the existing traffic-signal intersection. 6 Proposed modified dual lane access ramp 7 Proposed bridge widening to allow two dedicated left turns towards eastbound Memorial Drive and support safe turning for all vehicle sizes.
Roundabouts at the intersections

The roundabout is a really good idea. I like that it will replace not one but two sets of signal lights. This concept is a very good design, well done!
Roundabouts and multi-use pathways are an improvement to the existing condition.
Improves traffic free flow by eliminating stopping requirements at fairly low traffic areas. Adds mulitmodal options, upgrades pedestrian and biking infrastures. Plan appears to show reinstating the dual turn off 12th st to east bound memorial, this will re instate the previous capacity for turning, ideally would come with extended second lane merging distance
Dedicated separated pathways. Roundabouts
Good to see we can have more multi use pathway to cyclists and pedestrians
#7 is needed
Getting more pathways, Bridge widening
Roundabouts are being used to replace traffic lights and stop signs. All user types are accommodated. Widening and lane expansion accommodates future traffic growth. Improved safety. Excellent pathway connections.
Hopefully vehicles will spend less time waiting.
Roundabouts. Seems like a win for all types of commuters.
Hi for item 7 specifically, this is excellent design work. The bridge today simply isnâ€™t working and the ideas proposed are both monumental improvements and not massive changes to the infrastructure. 2 lanes to turn to memorial is welcome. As is the west turn improvement the zoo bridge area is barely used by pedestrians and it is very hard and slow to navigate that right turn in a truck and a trailer. I also like the circle to then access westbound memorial that makes a lot of sense and can eliminate a set of lights that disrupt the flow. These changes go beyond what I thought were needed tweaks and shows a lot of thoughtfulness.
Much easier to navigate on bicycle, especially to/from the zoo or TCH
Good. We need the dual left turn back on the zoo bridge
I like the roundabout replacing the lights at St George's Drive - hopefully this will allow traffic to flow better and reduce queuing. I like adding a second turn lane into the 12th street bridge and the neighbourhood really didn't like the changes made previously where it took that out. I also think stopping the merging into the left turn lane as you exit northbound off memorial will be a good change - it is confusing and unsafe currently. Adding safer crossing for pedestrians and cyclists will be much safer but what if you are coming from the Bow River pathway to the Zoo - this plan makes you have to go over to the N only to have to cross back to the S on the east side. Is there a way to shorten that by providing a crossing on the south side of the roundabout? I think stopping left turn lane from the bridge westbound onto Memorial is much better- forcing people to go around the roundabout will make it safer.

Its very good for fixing both pedestrian/cycle and motorist problems. Along that short section of 12th St. It absolutely makes sense to have a dedicated bike lane on each side. Currently it is confusing and annoying where the cycle path leads and the intersection at point 1 is very dangerous for everyone. I have ran, cycled, and driven through there 100's of times and I hate it.

Having two lanes to turn from heading south on 12th to east on memorial while keeping the rest of the lanes through bridge widening would be amazing.

Not making it basically illegal to go from heading west on St Georges to North on 12th (as a car) will be amazing too. As a resident I have wanted to use that route.

The MUP, the roundabout and the additional turning lanes! Great initiative!

I really like the idea of the dual turn lane onto eastbound memorial. That is the single biggest source of congestion when trying to leave bridgeland and it's only getting worse. Is there any possibility to use it in that way until improvements are made? There are 2 lanes to turn into.

I also think the traffic circles are a good idea to keep traffic moving safely and efficiently.

I support it all.

The roundabout is a great idea and the multi use street east and west side is great also. I bike into this are a lot and while it works with the pathway on the west side multi use road would be better in my opinion. The traffic has increased in this area in the past ten years so getting rid of that light would be great.

New multi use path but if you widen the bridge you need a way better crossing for cyclists and runner and walkers

I like the roundabout (5) but it MUST have pedestrian stop lights. It is very challenging getting across this intersection (5) from all directions and the sidewalks are a mess across the Memorial Drive overpass.

Multi use pathways on both side of the street to connect over Memorial to the river pathway system

I like the proposed roundabouts to help with traffic flow. I also like the the idea of two dedicated turning lanes to memorial drive east

The 2 round abouts will help traffic flow. Better sidewalks are great!
Doh le left turn on bridge to memorial is definitely needed.

Better walk/bike accessibility and safety is great.

Looks like it could be a big improvement over the current situation! I like that it allows for right turns from St. Georges Dr. onto 12 st NE. I like the added bike lane on 12 ST NE south that goes to the bridge so you don't have to get onto the pathway and then back off again as getting onto (or off of) that pathway at the intersection with McDougall when coming along 12 St NE always feels dangerous as your status (vehicle vs. pedestrian) is ambiguous. The roundabout at McDougall should improve traffic flow and prevent so many cars getting backed up.

There are currently a lot of issues with traffic trying to turn right from 12th St. onto the bridge across Memorial. It looks like the improvement stated here will really help with traffic volume. especially numbers 5, 6 and seven

The new multi-use pathway on the east side of 12th Street will be helpful when coming from the direction of St. Georges Drive and entering Bridgeland by bike.
 The proposed multi-use pathway on the west side of 12th Street (marked 4 on the map) seems redundant with the existing pathway.

Something has to happen there, esp. if the CNIB development proceeds. The current single left turn from 12th to memorial is simply [language redacted] (revert to what you had a couple of years ago while the proposed modifications are pondered, please. The proposal looks like it will work.

Support making two left turning lanes onto memorial again.

Great concept! Bringing back the dual turning lane eastbound on Memorial really important because traffic has been horrible since it was removed. Adding the roundabouts a great idea, especially connecting exit from Memorial into the roundabout and removing 1 set of lights that causes the backups.

Very little. Cycling is already challenging there as is, and this will bring more cars, exiting/entering the roundabout faster than they do today. It feels very suburban and fit for other areas that need to accommodate more vehicular traffic, but not appropriate for bridgeland, and it will make it easier for people to use our neighborhood as a shortcut given that it reduces the friction of entering it.

Overall, I think it's a great design. This area can definitely use this.
 - the dual left turn onto eastbound Memorial Drive will make this biggest improvement into preventing congestion in this area.

Dual turning left onto Memorial should prevent congestion.
 Roundabout to replace stop sign will increase visibility as currently difficult to see on coming traffic. And keep traffic moving.
 Roundabout to replace traffic signal should keep traffic flowing.

The roundabout will keep traffic moving. The return of the dual turn onto Memorial Dr eastbound is sorely needed.

Roundabouts and the double left turn lanes onto deerfoot

I like that a multiuse path will be added on east side of 12th st and replacing the lights with roundabouts will greatly improved traffic flow in the area.

A roundabout would improve flow in that area. Also MUPs on both sides of the road is awesome! Wish we had the ability to do this all across Calgary.

Much more efficient than what ended up being implemented. This will make movement for cyclists from McDougall onto 12th so much safer as currently one needs to stop but the field of view to the left (North) is obstructed by a big shrub and it's hard to get up to speed in such a short time and despite it being a playground zone, you don't know how fast cars are coming from the left. Very Good!. This will also help the flow of traffic getting off of 12th and over the bridge which is often backed up and icy in winter because of the spinning tires. Very helpful.

The bridge widening will hopefully address the huge blind spot for vehicles coming off of Memorial and travelling north. The bridge currently blocks the view of vehicles travelling north on the bridge and I have witnessed and experienced many close calls. The bridge widening will address the volume of traffic turning both east to Deerfoot and west to cross over into Inglewood decreasing traffic along 12th.
Adding a pedestrian crossing north of the St George's drive intersection is long overdue.
Nothing. The entire thing is a waste of money and improves nothing. Pedestrian crossings at roundabouts are a good way to [language redacted] as many pedestrians as possible.
Slightly better pedestrian crossing from the Bow River pathway to Tom Campbell's Hill is good. Bringing back the double left turn is a no brainer.
All of it. Roundabouts are an excellent idea! And more separation between pedestrians, bikes and cars is also welcome.
This is great. I love the single and dual lane roundabouts. There is always a blind spot coming out of mcdougal RD. I love (6) and the dual lane ramp that goes smoothly into the roundabout. I also like the dual lane turn left of (7).
Canadian national institute for the blind (cnib) and Alberta sports & recreation association for the blind (ASRAB) share a building a couple of blocks away from this intersection. Their clients and staff should be included in the design and consultation. The online consultation is not blind friendly and neither is the design of St Georges Drive intersection. The
Much more pedestrian friendly and improved traffic flow
Fantastic to see both roundabouts. Gives fewer conflict points for pedestrians and cyclists. Only having one lane from east bound memorial north onto the overpass makes sense. There is only one lane feeding it. Overall, this is an improvement for me when I walk, bike and drive in this area. Great to see a win for everyone.
Bridgeland traffic can get really backed up trying to leave Bridgeland to access Memorial east and Deerfoot. The road changes, especially 5, 6 and 7 are needed. Having multiple use pathways would be nice, especially as someone who likes to cycle in the area.
Everything
We have been waiting for this to be addressed. Can't be soon enough for current density which is going to be exponentially increased with the approved development projects in that adjacent quadrant
It's great that all of the work in the area could be completed at one time. I think the design is great and touches on all of the issues in that area
It's a good start to trying to solve the traffic congestion.
Better traffic flow, less back up for me trying to get from 12 St to Memorial W because people aren't waiting to turn into the left lane and like the ability to get into the neighbourhood from St George's Drive.

All ideas seem logical and helpful for traffic flow.
Round about design will improve traffic flow and safety, like it a lot! Dual turn left onto east memorial is very needed. Multi purpose path is great, would get more safe traffic on foot and bikes over there
The circles are good. A bridge widening is crucial.
The removal of the unnecessary signal onto St George's Gate from 12th - traffic counts never warranted it, and it was using outdated loop technology which never triggered for bikes. I also like that there will be connectivity from the Zoo road into the community by bike or car as this seemed like a huge oversight. I am hopeful that the roundabout on 12th will slow traffic while allowing left turning traffic to flow
Curb extensions and MUPs are great additions to the pathway network. Would love to see some raised crosswalks, especially in the roundabouts, but also wherever your MUP is going to be interacting with cars. We're still hitting too many pedestrians in Calgary and some physical reminders that people are walking and rolling in this area would be really helpful
Some good, some bad. Will do nothing to reduce speeding in the playground zone. Dual turn is bad but impacts during construction need to be mitigated.
Better traffic flow at 12 St / St. George's with the roundabout. Safer and easier exiting from WB Memorial into Bridgeland via the roundabout. Better / faster traffic flow leaving Bridgeland to Memorial or Inglewood. Restoring dual left turn lanes to EB Memorial will help traffic flow.
I live in Renfrew and I like all of the proposals! I think it will speed up traffic getting onto memorial dr going east with the dual turn lanes and the removal of the north set of lights on St. George's bridge.
It fixes all the walking and wheeling connections that I feel have been missing! (Would love to see the pathway extended all the way down St. George's Drive north to 8th Ave, but I know that's outside scope) The tie ins to the 2023 improvements have been on my wish list for sure!

2. Do you have any concerns about the proposed concept?

Yes - the roundabouts, no one knows (including me) how to use the [language redacted] things! Especially when it is dual lanes, and has those little bloop-outs in the signage, you know, like a pregnant lady standing sideways - what's that about?! As well, where can you see the lanes in a snowstorm - no one can see the lanes on Memorial Drive, let alone on some ridiculous roundabout on an already slippery bridge! THE ROUNDABOUT CONCEPT IS COMPLETELY WRONG AND PEOPLE WILL TAKE ADVANTAGE OF IT BY PULLING IN AT THE LAST MINUTE! YOU HAVE ALREADY MADE TOO MANY TRAFFIC CALMING MEASURES IN THIS CITY AND AM [language redacted] SICK AND TIRED OF PEDESTRIANS HAVING MORE RIGHTS THAN CARS!!! CAR DRIVERS PAY TAXES AS MUCH AS PEDESTRIANS. LEARN HOW TO CROSS THE RODE PROPERLY, MAKE DRIVERS MORE AWARE OF PEDESTRIANS VIA TRAINING - NOT CALMING MEASURES - YOUR TREE-HUGGING MEASURES ARE ONLY SLOWING THE WHOLE WORLD DOWN!
Dual lane Roundabout #5 once again creates an intersection that prioritizes vehicles and requires pedestrians and cyclists to go out of their way to cross intersection. Also will a crossing light and curb cut be installed at St. George's drive for pathway on north side of St. George's, which has been a dead end basically since first installed
No
There are still lights on the South side of the bridge. Having the roundabout on the North side may fill that intersection up too quickly. Also, pedestrian bridges instead of crossings next to the roundabout would be safer.
Drivers in Canada don't know how to use a roundabout but they'll learn.
The dual lane traffic circle prioritizes zoo traffic instead of community traffic that will be stuck yielding to the never ending line of cars leaving the zoo that should have just taken the C Train.
The multi-use path is going to block traffic flow. It needs to have a option that does not take capacity away from this congested area and slows traffic flow. I can show you picture after picture of the horrible congestion that has resulted from past "improvements" to this area. Everything that slows the flow of traffic needs to go.
I don't see a safe protected way for cyclists to get from the bow river pathway? The existing path is not great as it is very slow, and forces you to make many crossings. I usually ride with traffic which feels very unsafe but much faster to get to 12 st. From looking at the map it looks like there will be new multi-use paths, I just hope that they are well thought out and aren't inconvenient or people will still ride on the road.
No
Item #1: The round by the school is likely not a wise idea. Traffic has increased here with community development and is posed to increase more with the Bucci development in process. Most people don't use traffic circles correctly and located so close to a school appears to present an additional risk.
Simplify the 12th SE to use one lane in each direction; it only has single lanes as inputs from the north, so it does not need to be double-laned. Use that extra space to make the sidewalks 2m wide, add parking/bus stops, and extend the protected bike lane from McDougall RD NE to the entrance of Tom Campbell. Moving the off-ramp and adding another lane reduces 5a connectivity; leave it connected as is.

Roundabout #5: No pedestrian refuge islands, no narrowing of the street/daylighting on approach, no raised crosswalks. Too many entrances/exits for the space. If you move the offramp, there's no way to cross on the south side, so add those crosswalks back. Connect the crosswalk to the MUP west of it. Roundabout #1: The bike lane should have its own crosswalk parallel to the pedestrian one. Should have raised crosswalks. The corner after the crosswalk on the onramp to Memorial from 12th should have a direct connection through the trees down to the corner of the existing MUP there.
Perhaps my only concern is how many of these aspects would be done at once and what would that temporary impact on traffic and access be.
No.
This helps one intersection, however, the bottleneck is still at 12th St. zoo Bridge turning east onto Memorial Drive.
Confusion for people with the traffic circle (many Calgarians struggle with the concept).
I do not see the need for points 1&2 as this is not a significant bottleneck. The existing crosswalks work well. The cost benefit is questionable to say the least. I am concerned about the budget and timing of this endeavour
The pedestrian crossings by the roundabouts don't look safe. Drivers will be looking around for cars when using the roundabout and all of a sudden there will be a pedestrian crossing as they just enter or exit the roundabout. It could also cause cars to back up and cause the traffic circle to stop moving resulting in rear end collisions. Also I believe the speed on Memorial is 80 km per hour in this area. That seems like an unsafe speed.
only how soon can it be built.
I'm no structural engineer, but does the bridge really need to be widened? Can the right lane be turned into a lane that turns left and right? Widening the bridge seems unnecessary.
Why are they working in the curb at the corner now then? Will be wasted work if the footprint changes. Putting 2 lanes on to Memorial is tough as there is a mandatory merge left if you're not going southbound Deerfoot. Now will have to move over 2 lanes. Traffic backs up for nb Deerfoot in a bad way. Fix that.
The light synchronization at either end of the bridge over Memorial will need to be seriously adjusted to allow for better flow. As it stands, both of those lights restrict traffic unnecessarily.
How long this may take to build and how long this may take drivers to figure out. I still can't believe the number of drivers who ignore the sign telling them that they must turn into the curb lane and cause a huge traffic back-up. Hopefully a traffic circle will be easier to understand. Considering this is the main connection with two of our city's big attractions (zoo & spark), there will be a significant number of out-of-town drivers on this route. I hope it is made very clear how to use the traffic circle.
1# Roundabout 1 too small, keep the stop sign. 2# I don't like at all, almost no one uses this sidewalk 3# I don't like at all, almost no one uses this sidewalk 4# I don't like at all, almost no one uses this sidewalk
Why here and not other streets? 4th Avenue NE near Edmonton Tr. is very dangerous, yet it is totally ignored in almost the bridgeland planning. Why not spend the money there first where safety concerns are far greater.
See below
The multi-use pathway on the northside of St. Georges drives heads towards the zoo and Telus Spark and then ends abruptly. Adding a marked cross work with lights and maybe a pedestrian island in the middle

would make that crossing safer and should be a part of this concept. That would reduce the need to cross right at the round about.
The transition from northbound on 12 Street to west on McDougal Drive is difficult by bike right now. The transition from the multi-use path to the roundabout [1] might address this but might make it worse because drivers don't know where the bikes are coming from.
No
While the proposed upgrades to traffic flow may efficiently move more traffic, these upgrades are antithetical to quality of life and home ownership for those homeowners in Bridgeland-Riverside. And will put a further burden on the residential homeowners who live here. We are already constrained when attempting to get into or out of our neighborhood, especially during rush hour periods that seem to be expanding. As does the speeding and stunting along McDougall Rd. Especially at night.
Yes; the roundabout will likely be too small to alleviate the volume during rush hour and on weekends. With no lights, a significant decrease in driver education, and pedestrians unable to look both ways before crossing, this will be a nightmare.
Calgarians don't know how to use traffic circles- especially 2 + lanes and it will still be fast with cars exiting the zoo at peak hours
Dual left turns from south 12th onto east bound memorial needs to be brought back.
Will commuters use Bridgeland as a means of access to downtown? Residents here don't want this area to be as busy with traffic as Inglewood.
the large roundabout looks confusing and I'm anticipating traffic jams.
No
I would like the spaces that are created or improved to increase comfort of those walking next to busy roads: trees, planters, set backs etc, so pedestrians are more comfortable walking adjacent to roads
A roundabout may be overkill. Before the light timing (green lights seem to alternate when they should be aligned; this is traffic light 101) and lane designations (making the right lane exit-only and bar it from turning left doubles the traffic in the left lane, congesting the entire system) were changed, this series of intersections operated just fine.
Traffic circles tend to increase the amount of accidents because drivers don't know to use them and everyone thinks they have the right of way. Traffic circles are not the solution.
Drivers don't know how to properly use traffic circles (especially dual lane). This may cause more problems not less
No
#5 will only work if the flow across St. George's bridge is fluid. Right now there are traffic lights and that controls the amount of cars that can move. I say at this point keep the traffic lights there.
Just how long it might take
None
No
This is a pedestrian access disaster. It's obvious that whoever drew this was asked to increase vehicle throughput, and some pedestrian crossings were tacked on after the fact. This entire design should be scrapped - start over by designing proper pedestrian (and cycling) routes first, then add the cars later. We don't need more cars moving through the neighborhood.
Yes. The roundabout number five will be a disaster. People can't drive correctly and roundabouts in Calgary and with stressed out parents coming from the zoo and science centre and people from out of town who have no idea where they are. It'll be worse than it is now. Also, I am unsure why a roundabout is required at number one with multiple pedestrian crossings there. If the road is wide enough or can be widened by having a sidewalk or multi use lane on one side only. Then a dedicated left turning lane to access that road should be put in place and crosswalks removed as

the safest place across the street on 12th St. is actually the existing crosswalk at the north end of the school.
IMO items #1, 2, 4 are unnecessary (pick one side for bike lane, I picked E #3 I don't think there is room on both sides) #5...have you seen how people use busy traffic circles in Calgary? It is some mad Max driving and I don't see how this is going to address equitable egress for bridgelandians wanting to get on the bridge when it is end of day for zoo and science centre. I shudder to imagine this with tired parents and screaming children in the back and the same giant lineup of people in bridgeland waiting on northbound 12st. Same problem as today but with more chaos.
No, I think it's great and very needed in this area.
Biking to and from Tom Campbell Park across the bridge into downtown makes for difficult crossings. The former route crossing isn't good either (I think you cross a road 6 times before you're back on a bike path). Maybe a route that puts you onto the road so you can get to the bike path more efficiently is the move?
I would prefer a T-intersection with 12th Street going straight through, a demand left-turn light from WB St. George's Drive and a free-flowing right turn lane from NB 12 St onto St George's Drive. In the bigger picture, I lament all the money spent on the Zoo Bridge, only to have a pathetic single lane of traffic between 9th Ave SE to Memorial, frequently congested and nearly impassable for emergency vehicles. At a time when the City must have known it was vastly increasing density in both Inglewood and Bridgeland.
The dual lanes coming off memorial westbound seem unnecessary. The dual lane roundabout could be hard to navigate for calgarians given limited experience and improper understanding of the rules. Will need some education and police enforcement for the first few months,
None at all this is perfect.
Roundabouts will take some drivers getting used to. Speed of drivers coming off of memorial could be a safety concern.
We don't need anymore pathways, sidewalks or bike paths widened in the area as it's a tight squeeze already for traffic and transit. A roundabout makes no sense as it's a high traffic area and just would not work with existing small bridge.
I really don't know why we need to wife y the bridge two get two turning lanes onto eastbound memorial. We didnt need it previously I we don't need it now. Just change the west lane to duel turn. Also if it is decided not to proceed with item 7 in some form or another, everything else will be a waste of money. Item 7 is the main bottleneck. Let's do it right this time guys.
no
Not that I foresee. An alternative would be to revert to previous structure. It was working fine.
No, looks much much better than the current [language redacted].
Rather than a dual lane roundabout and bridge widening, I would much rather see the ability to turn into Bridgeland from St. George's drive, which could help the congestion there a bit. I drive that area during rush hour most days and it isn't bad enough to re-do all the roads and bridge in my opinion.
The city spent how much fixing the bridge and moving lanes around just a few years ago. My question would be why
Item 5: vehicles approaching this area, which includes pedestrian crosswalks, are coming off a stretch of Memorial that is posted at 80 km/hr from Deerfoot to a point in line with 11 St. NE. The speed reduction to 70 km/hr should start near the Zoo Station LRT and significant slowdown on the off-ramp of course. Most vehicles still exceed 80 km/hr at the 9 St connection which has an extremely short merge lane and a curb.

Item 7: I don't see the point of sacrificing a northbound lane on the overpass for another left turn lane to eastbound Memorial shortly before the on-ramp becomes single lane anyway.
I just want to make sure that pedestrians and cyclists are safe. In the proposal, they are sharing a path (if I understood well) and that is dangerous. I would prefer single use pathways (cyclists and pedestrians separated).
No
concerned about proper use of the roundabout in point 5. enforcement blitz upon opening may help with this.
At #5 I have concerns about the pedestrian crossing being so close to the roundabout. I would want to ensure there is a crossing light for pedestrians.
Yes- do not take away current dedicated lanes for vehicles to transport people, goods and services
Only issue is that after 2pm the east bound Memorial lanes get backed up due to the congestion of people going northbound deerfoot. Then it becomes difficult for people from off ramp to east memorial going southbound deerfoot and trying to merge to go northbound deerfoot. There also has to be a solution for northbound deerfoot going memorial eastbound.
Not quite sure how the dual exit lanes from west bound memorial will flow into the circle with the other lanes. Drivers here are still not that great at circles so excellent signage will be needed. Also how will the flow coming from eastbound memorial up into the bridge be handled? Currently we have to move quickly into the right hand lane as left turns westbound. Will be nice if this can be made easier somehow.
The on ramp to memorial Eastbound from the bridge 2 lanes for a short distance. If there will be 2 turning lanes there could be congestion from two lanes converging onto 1 closely after the turn
None
Dual lane roundabout
I think the memorial exit ramp going into the roundabout will confuse people. I also question whether or not a roundabout will be able to handle the volume of traffic that this intersection has. I also just hate roundabouts in general, and this one seems more confusing than most.
*Pedestrians (seniors living in nearby residences and clients taking transit to CNIB) should not have to share a path with commuters. Keep non-pedestrian TRAFFIC (bikes & scooters) off the west SIDEWALK of 12 Street. *To drive home from Inglewood to Bridgeland, traffic is often backed up past the Baines Bridge as by mid-afternoon. That bottleneck is relieved by having 2 northbound lanes on the 12 St overpass. Reducing it to 1 lane will extend that bottleneck. I'm not sure the roundabout will make up for it. *We need speed bumps on McDougall Rd. I expect drivers will keep using it as a 4th lane of Memorial, to bypass gridlock for access to Edmonton Trail. *Do drivers know how to use a 2-laneroundabout? It's especially an issue when pavement lines are worn away or snow-covered. If this goes ahead, reduce speed limits initially as drivers get used to it. Not sure why Memorial is 80 km/h west of Deerfoot Trail. So drivers can get to the red light on Edmonton Trail sooner?
Single lane roundabout at point 1 seems unnecessary.
Nobody knows how to use roundabouts correctly and this will slow traffic more
The whole plan seems unnecessary as this seems to be the least busy are in bridgeland but there should be something done about the street parking across from the school should just be three hour parking, to help support the area, not a private business, always an issue!!
I'm concerned about the roundabout. I drive along this route at least twice daily for my work commute, sometimes more often. The existing traffic light/merge lane does have a lot of quirks, and I like the more straightforward connections in the proposal. However, there are a LOT of cars coming off Deerfoot to Memorial that struggle to adjust to the neighbourhood speed limits as it is; the traffic lights at least

provide them a bit of a "break" to slow down. I worry about whether the roundabout would be enough to slow down vehicles coming off of high-speed roads, and I worry about safety if the plan is also to increase non-car traffic into that area. Drivers often struggle to respect the school zone on 12 St NE as it is.
The roundabout at 12th St NE and St Georges only seems like a good idea if you own a body shop so you can profit off all the accidents it will cause. Just restore the ability to turn right from St. Georges on to 12th - taking that away only served to reduce the esteem of the city in the eyes of drivers who now are now forced to break the law every time they come home from Spark or the Zoo.
I am not concerned about the concept itself, but I do think that people don't always understand how to use roundabouts. I am also not sure if this will alleviate any of the backlog of traffic when turning left at the lights to go East on Memorial Drive. Perhaps dual turn lanes will help, but I am a bit concerned that we may end up with traffic backing up into the roundabout.
To me its just a plan to increase traffic flow through the area . Saying its for safety is just a deception. How could putting in rounabouts improve traffic safety for pedestrians. I dont like multiuse paths. Bikes scooters and pedestrians dont mix.
People aren't great with traffic circles and i would especially be concerned over by the school.
Must remove bike lanes on McDougall, they've caused nothing but problems and made the road too narrow, esp in winter. It is unsafe!
Does nothing to address the volume of traffic entering and exiting Bridgeland and with 2 large new condo developments underway a block away, roundabouts will do nothing. The lights at the bridges don't currently function properly making the line up from the zoo road coming out of Inglewood impossibly long. Putting crosswalks at each entry of the roundabout seems like a [language redacted] mission especially given how people speed and if the roundabouts don't help slow people down, speed bumps might have to be considered.
Unless there are actual pedestrian crossing lights at every pedestrian crossing, the increased traffic flow will make it dangerous in the neighbourhood for pedestrians. There will need to be traffic calming at the number 5 traffic circle as there is a lot of speeding coming and going to the zoo.
Yes, I worry about people who come from Deerfoot-memorial-and then enter the roundabout. Would it be enough to add a roundabout?
That in peak rush moments when traffic waiting at the lights starts to back up, vehicles from St. George's Drive will enter the roundabout and block flow of movement onto 12th Street.
removal of stop signs/lights into roundabouts may make crossing for bikes/pedestrians less safe
Calgarians don't know how to use roundabouts effectively and this could cause more chaos The timeline of the concept - there is a real problem there how and we need a solution quickly and not in years once budget is finally approved What will happen during construction, how quickly will work be complete. This is a very busy intersection at key travel points during the day. This will cause more traffic through bridgeland, what will be done to mitigate risk there especially for pedestrians and cyclists
The dual turn onto memorial seems like it will cause congestion
This appears to resolve the issues but I remain concerned that Zoo patrons will have the right of way ask hey do now
I don't know if this concept will fix the car line ups that are heading east parallel to Memorial and then north across the bridge crossing Memorial.
It's a very well used intersection, and I worry about the disruption during the build
No.
Roundabouts can be difficult for large vehicles. There are several buses that use this route to get to the zoo/science centre and to the schools in Bridgeland.

Some concerns regarding the proximity of the entries to the roundabout between memorial drive off-ramp and 12th street. 12th street entries (both north and south) and St. George's drive entry all seem well spaced, however the Memorial Drive off-ramp entry does not allow for much clearance from north bound 12th street. How will folks access memorial drive westbound from north bound 12th street? I see left turn lane on the bridge is removed. Will access be via roundabout for a southbound approach to on-ramp?
This is a large investment that increases car dependence. The slip lanes are death-traps for pedestrians/cyclists. The intersection is fundamentally hostile to non-motorized traffic - would you let your 6yo ride here?
I think the roundabout is unnecessary. There's a lot of people who don't know how to use roundabouts and it would slow down and back up traffic coming from memorial because there'd be a lot of traffic already coming from other directions. Just have dual turns at the stoplight and don't allow people going straight to prevent short cutting. I really want to emphasize the fact that I believe that a lot of people get confused when using roundabouts I'm not really sure why.
Need signage on how to Zipper if dual turns to memorial drive east. Traffic circles work if people know how to use them. Driving extensively in Uk I feel Calgarians do not know how to use traffic circles and often it is just a 4 way stop. If the person in the circle would signal their intent to exit, traffic coming into the circle could proceed but if there is no signal light indicating the exit the other driver entering the circle has to stop to yield. Traffic lights need to synced properly to avoid back up at lights on the St George bridge.
The fact that blind folks cant participate in the design and consultation is concerning especially since the Cnib and Alberta sports & rec assoc. for the blind (asrab) are just aroud the corner from this street. Many blind folks walk in that area. Please make that area safe for them to use. Please consult with them. Make this survey blind friendly
The connection going southbound off the bridge onto the eastbound pathways on the south side of memorial are not ideal. You have to go a long ways in the opposite direction and then turn around to go this way.
Many. Generally, too many car lanes, especially on St. George's Drive and the 2-lane roundabout. There's also missing pathway on the east side of the bridge, and across 2 legs of the roundabout. A cyclist or ped going from the bridge to St. George's Drive would have to cross 3 legs of the intersection. There need to be crosswalks across all legs.
Hoping that #5 (roundabout) will help with traffic flow, but I have some concern that busy days at the zoo will still result in traffic back-ups into Bridgeland if the traffic coming down St. Georges Drive doesn't allow cars to exit Bridgeland. Also, is there a way to improve traffic flow for cars coming from Zoo Road, over the Baines Bridge, up the ramp heading east and then turning left over the St Georges bridge? That section is incredibly slow during the afternoons.
It's currently cumbersome to turn left onto the St Georges drive bike lane on the south side of the road when going southbound on 12 St. With the proposed set up, the best way would be to turn cclockwise at roundabout 1 to get onto path proposed in #3. This means the path should be wide enough for two way bikes and pedestrians.
I'm concerned that the car traffic will continue to speed in the area. I hope the crosswalk north of the single-lane roundabout is elevated to sidewalk level to make cars go over a hump before passing the seniors home, a school and residential areas. I think it would remind drivers they left memorial and are now in a playground zone. The curb extensions could also slow cars. I hope the pathways are not narrow sidewalks (similar to ones on east side of the road currently) and are instead wide multi-use pathways that can handle bikers along side the seniors going on their daily walks.

I would prefer a wide pathways for bikes and runners. There's a surprising amount of foot and bike traffic on this road headed towards Inglewood and the current sidewalks force bikers onto the road with high speed cars that just got off memorial. The bridge is currently annoying to cross on foot or bike. I hope the pathways and lighting priority are designed to allow us to travel to the river easier.
1. I want to see a route for a cyclist to go from the Bow River Pathway to 12th Street NE, heading north. We live in Bridgeland, and our family commutes via bicycle to Inglewood on this route. The current intersection at McDougall Road does nothing for us, as we must continue north on 12th using the sharrows. It is very confusing. 2. Too much pavement. Do we really need two lanes everywhere? Whenever I go through this intersection, its either nearly empty, or only clogged going one way. Just change the signal timing or do lane reversal, and keep the pavement the same. 3. Put in proper roadside bioretention at curb bump outs. The existing ones are poorly designed and ugly.
N/A
Yes, when coming from Tom Campbell Hill, there does not seem to be an easy way to get to the Memorial St crossing.
For point 7: Proposed bridge widening to allow two dedicated left turns towards eastbound Memorial Drive and support safe turning for all vehicle sizes. I think there should be the ability to turn left OR RIGHT towards Zoo bridge in the right lane.
Widening the bridgr and adding a dual left will encourage more traffic to use the roads
Nope, this concept is very well done.
There are too many driving lanes being retained. The 2-lane roundabout could operate fine as a single-lane roundabout, and be much safer, and better for peds and cyclists to cross. St George's Drive needs a road diet, there is no traffic on it. Instead of keeping extra lanes, work with the Zoo to streamline the entry process to reduce queuing. There really isn't an approach or road segment in this whole area that needs 2 lanes, just be thoughtful about intersections and signal timing. The SBR onto WB Memorial should not be channelized, this is a low-volume turn. I also don't understand the need for a dual SBL onto EB Memorial, this is not a movement that sees regular delay. The NB movement from Inglewood into Bridgeland, however is perpetually backed up, due to a lack of green time.
Key will be clearly marked and easy to follow lane designations through the round abouts.
How to transition from separated pathways to on road bike lanes. This will come at detailed design though. People who don't know how to use roundabouts
Make sure give driver clear signage to know is roundabout ahead and how to choose the correct lane. MUP must be wide enough to address cyclists and pedestrians use at the same time
We have used newer accessibility ramps and they are hard to use. If I was by myself I couldn't use them.
Too many roundabouts
No
As a pedestrian it [language redacted] to be on the west side (south) and have to cross to the east side then cross to the west side when youâ€™re walking north. They are really long waits. Pedestrian bulbs donâ€™t make sense either when youâ€™re heading south and turning west. They are a path to nowhere. Iâ€™m also concerned that work was recently completed on This space only a few years ago!!! What studies or data have truly informed this work? Will you be deferring a problem that needs to be fixed in 2-5 years?

None as shown this is so much better than the status quo it is hard to critique it
When arriving eastbound from the bow river, intending to go east to the zoo, you have to cross traffic twice, once NW of the traffic circle, and then again east of the traffic circle. Current flow requires a much shorter route.
This is the most unnecessary round about I have ever seen. Traffic levels don't justify it. And even if it did two lanes seems like overkill to me. Why extend the bridge? Just change the signs to all left or right turn lanes from the existing lanes.
Replacing the stop sign at McDougall road would be bad. Cars already barely stop there for pedestrians
I worry that the wide roundabouts will make crossing more hazardous but I think your cross walk placement looks ok a bit back from the roundabout - can you provide RFBs to the crosswalks? How will this work for bikes and pedestrians? Looks like there will be a lot of dismounting which is unfortunate for bikes. Priority should be given to safety of pedestrians and cyclists as we are so close to downtown and a lot of people walk and bike. Also safety implications for being hit as a pedestrian and cyclist are way higher.
The northern bike lane on McDougal is unnecessary and significantly reduces parking in an area with almost none to begin with. All cyclists (if the connection at point 1 on the map is done right) could be moved safely onto the southern raised cycle route. There are significant problems with the cycle route farther up the hill to to east (out of the project area). The path on the north side you are now connecting so nice, starts at the top of the hill and HAS NO RAMP. You CANNOT cycle ONTO IT. I don't even care if it doesn't go all the way down the hill and connect. JUST BUILD ME A RAMP. I'm not a trick cyclist. I can't pedal up a square sidewalk edge. Similarly the cycle track on the south side just sort of ends and either pushes you onto a sidewalk (it could easily be a pathway) or into the zoo pedestrian traffic which is very dangerous for everyone. It should be fixed.
Roundabouts can be dangerous for cyclists since cars rarely fully stop. Adding in pedestrian crossing signs that light up when a button is pressed could help.
The biggest concern should be moving a greater volume of traffic safely and efficiently into the community. Currently the volume of traffic is the biggest issue not the speed or inability for bikes or pedestrians to safely use the area. As someone who walks daily, and drives almost daily in the area there is plenty of walking and cycling. There is also no safety concerns as someone who walks through the neighborhood every single day. Please prioritize safely moving a greater volume of vehicles in and out of the community. There are more and more large apartments being built all the time, with one just being finished in Bridgeland, so I think the plan should be planning for that reality so that further changes aren't needed 2 years after these ones are completed.
The traffic in Bridgeland is going to be horrendous
I worry about the access the neighbourhood would have during construction as the only other way to access eastbound Memorial is via Edmonton trail. This would personally add probably 10 minutes to my commute. Additionally street parking near and around the area may be reduced for residents who rely on it.
The 4 way stop is better
Dual lane roundabouts are tricky for the majority of drivers to navigate and leads to vehicle conflicts
I am concerned that the multi-use pathways might narrow the existing road, which can already feel narrow when there are vehicles parked along the east side of 12st. I am also concerned that the way the traffic lights are timed on the overpass, that there might be a backup in the dual laned roundabout
Currently traffics from the zoo can't turn right onto 12 st. (No right turn allowed) this is good and keep zoo traffic out of the community. The round about will allow more zoo/science centre traffic into the community. (But I do like a round about there). Is there a way to keep traffic out but still have roundabout.

Dual lane roundabouts are less safe than single lane roundabouts for people walking and cycling due to the "double threat" danger. Additional mitigation will be required, such as RRFB. Signage at roundabouts should also clearly convey that drivers must give way to people walking AND cycling. So far The City has been resistant to multi-use crossing signage used in other cities that explicitly and visually requires yielding to people cycling. This is irresponsible and needs to change.
When/if the traffic backs up waiting at the south end of 12 St NE bridge - will that end up blocking the entire roundabout and everyone going everywhere? I feel like some people will be sad they can't get onto Memorial towards downtown from Inglewood anymore. If you are coming from the bike path along the river and then want to continue along the path on St Georges Drive then it looks like a lot of roads crossings to navigate at a roundabout where it is already a bit tricky. Even from 12th St NE to that bike path on the south side of St. Georges looks a bit tricky - I guess you would have to go into the roundabout but that might not be the safest with drivers coming from the Memorial Drive offramp or waiting a long time for the light from Baines Bridge who might not have be in the most patient or ready to stop for/share the road with cyclist mindsets.
We'll see if people are able to use the traffic circles effectively!
I'm not sure how the connection point between the new multi-use pathway on the east side of 12 Street will work at the proposed roundabout as a cyclist trying to proceed on to McDougall Road. Likewise at the larger new proposed roundabout, when approaching from the east on the south side of St. Georges Drive by bike you can currently wait for a light change and ride directly on to 12 Street, but with a roundabout right of way for bikes and cars may be unclear.
That the City will also do work around Edmonton Trail and on 10th Street at the same time, effectively trapping residents inside Bridgeland. Otherwise no.
the roundabouts
Pedestrian crossing at the roundabout may need extra markings, flashing light, moved further from intersection, or a thorough safety study. With a dual lane roundabout it may harder for vehicles to see pedestrians right after making a turn.
A lot. See above.
The only concern I have is item 6: - I don't think it's necessary for a dual lane access at this entrance. There's never a lineup to enter the community from westbound Memorial. (Perhaps, you are planning for future congestion?) - I would consider have this dual lane access merge onto 12th Street prior to the traffic Circle. The traffic circle seems a bit small to accommodate 4 dual lane entrance/exits.
Might see more traffic cutting through Bridgeland from Memorial westbound when Memorial is backed up? Although 4 way stop sign on 9st may deter.
Don't have the bike lanes take away parking for the church along 12 St. They park on the side of the road and if there is to be a narrower road on the east side of 12th St, this will make the road impossible to use.
None, this is fantastic
The proposed multiuse path on the east side should extend past the school all the way to 1st ave. Also concerned about the pedestrian crossings at the roundabouts and how to ensure it is safe for young users to cross. Will there be cross lights?
No.
The odd user coming from Inglewood -> Memorial Eastbound may think its a step backwards, but probably no net time added because they're not waiting for the traffic signal.
Pedestrian and bike traffic from the dog park/zoo side will be less safe with the proposed dual lane roundabout. It is barely safe with light controls. People speed coming off of Memorial and coming down from the zoo. A pedestrian is expected to cross 4 lanes of uncontrolled traffic? No way. Have you travelled through either traffic circle in Bowness (from 16th) that leads you to the Farmers Market? It

would be [language redacted] for anyone to cross there and this would be no different. There is a school and a busy school parking lot at the intersection of McDougall Road and 12th Street. A roundabout here will only hinder traffic flow. A roundabout could be conducive here if the parking lot was moved to the NE side of the building *and* if the street parking along the west side was reduced as this creates a large blind spot as well. There is a new residential building going up along McDougall Road and 11A Street which will increase traffic even more. A round about will not be sufficient.
How are bikes and pedestrians going to force cars to stop in the large traffic circle? I'll need to cross 4 lanes of traffic that no longer need to stop once in a while for a traffic light. Is there going to be a pedestrian controlled light? Because there is no way cars are going to see a waiting pedestrian immediately after navigating a traffic circle.
-why do you need to get rid of a stop sign? The intersection seems to work fine. -as a cyclist who uses this area, I haven't noticed any issues with curb cuts in this area. -what's the point of a pathway on the East side of this road, given that you can't get to that side of the road without crossing multiple large intersections? A cyclist coming from the river pathway crosses on the west side of the bridge. If I could easily get to the east side, I'd go up to Tom Campbell Hill. If I wanted to go to Bridgeland, why would I cross to the east???
-adding roundabouts for cars will cut off access to the river path for bikes. -there was a double turn lane for 50 years until you changed the sign!
Crossing the bug traffic circle as a pedestrian or cyclist is going to be scary. At least with the current stop lights cars are forced to stop once in a while.
No.
No concerns. Just make sure a lane stays open during construction.
By not making it blind friendly. Such as adding high contrast tactile strips and sound to indicate when it is safe to cross there, it puts CNIB staff/volunteers and their clients in danger everyday. Same goes for ASRAB staff, volunteers, and clients too.
None currently
I wouldn't label #7 as "bridge widening". The overpass is wide enough, just need two of the lanes to allow for left turn lanes. Only need one lane for traffic from Inglewood & Eastbound Memorial drive.
Disruption to traffic and road closures. Bridgeland has experienced years of road closures and a lot of construction, including the same road being closed and torn up 3 separate times. The construction and road closures need to be planned and executed to minimize disruptions. The time it takes for the city to complete these projects makes me hesitant to support it.
No
We have very high density development occurring on this access road. Single lane traffic circle appears to be inefficient for the population. Bus comes down this road and with the current bike lanes the road is already too narrow to accommodate vehicle traffic.
The traffic impact on the rest of Bridgeland while construction is underway, people cutting through our neighbourhoods trying to avoid the construction
Construction to make the change and the impact to the residents trying to enter or leave the area. There is already a lot of construction in Bridgeland and it feels like there is no planning or oversight.
Multi-use pathway needs to be clear it is not a sidewalk and that bikes are allowed on it. This is something that is not clear with the current bridge over Memorial
Sidewalk barriers should be considered as these are high traffic areas with high speed then the community.
#1 is a waste of money. With the number of seniors in the area, a stop is better.

How does this impact the Islamic school and is safety addressed for parents and children there? Is there considerations to how this will do with the winter driving conditions?
I am not sure that there is a need for widening or a dual turn at the end of St. George's Gate turning left. I have spent a few hours there watching traffic patterns (no, I am not crazy, I am the transportation director for Bridgeland) and most of what is needed is some education and some kind of deterrent for vehicles using this turn to avoid the backups on Memorial at Deerfoot. I will have to go digging for my notes from 2 years ago, but the majority of peak hour (primarily afternoons) turns are people doing an exaggerated u-turn to cut the line further east.
Large roundabouts are generally not the safest infrastructure for pedestrians and others outside of cars unless you do raised crosswalks/continuous sidewalks. The smaller one likely doesn't need one as much since the road will narrow and drivers will slow. This could be a really great connection for people cycling from Bridgeland and further north to the Zoo, Telus Spark, St Patrick's Island, and even downtown, but it needs to be designed in such a way that you'd let an 8 year old or an 80 year navigate it on their own. Wayfinding would also be great to connect the Nose Creek Pathway to Bridgeland. Currently, you either have to go out of your way and then backtrack from where the pathway goes behind the zoo, or you have to ride on the road along St Georges Dr NE because there isn't a real connection. & when you do reach the MUP along St Georges Dr NE, there is a square curb, making in inaccessible for wheelchair users, cargo bikers, cyclists towing trailers, or young children.
Makes egress worse for bridgeland residents
My concern is that the bridge widening aspect means it won't get funded and therefore won't get built.
I would really hope when they widen St. George's bridge they will keep the zoo inspired art.
I'm not sure the double lane roundabout to immediate merge when heading from Memorial into Bridgeland on 12th st makes a ton of sense. A single lane exiting and entering seems safer to me for both those driving and those crossing in the crosswalk.

3. Do you have any additional comments about the proposed concept?

STOP TRYING TO MAKE CALGARY INTO A WALKABLE, BIKEABLE, PEDESTRIAN FRIENDLY CITY, BY IMPEDING THE TRAFFIC FLOW - OUR FLIPPING ROADWAYS ARE IN POOR CONDITION - ROAD CONDITIONS AND COMMUTES AFFECT MORE CITIZENS THAN THE FLIPPING WALKWAYS, C-TRAINS AND BIKERS COMBINED!!!!!!!!!! GIVE YOUR COLLECTIVE HEADS A SHAKE!
The roundabouts and dual lanes for increased and ? Improved vehicle movement doesn't take a big picture/systems view. One of the main issues to traffic movement is further "upstream" in the form of traffic congestion on Memorial drive due to single lane only accessing NB Deerfoot. Or the fact that adding 2 or more new high rise buildings in that area will increase vehicle #s that will quickly clog an already congested area.
The dual left onto Memorial would be better too. It's a crazy congested area now
Don't get rid of the traffic light.
Stop coming up with designs that only aggravate the problem and deal with the actual issues.
NA
The dual lane access ramp is important to eliminate the head-on collisions that happen in the current configuration where people run the lights.
Not specific to this particular strip of road/sidewalks however, 9th street has significant traffic, lots coming off of memorial at high rates of speed. There are so many kids, families, seniors and dog walkers there and I see near misses almost every day. The curb extensions at the corners appears to have little effect - on fact we're hearing even more car horns. Suggest 4 way stops at each intersection or either traffic circles or speed bumps to slow traffic. It's become increasingly unsafe.
This design seems only to prioritize improving automotive flow while thinly veiling itself as an improvement to all modes of transportation. Some serious design considerations are needed here for pedestrians and 5A network connectivity. MUP's are ineffective and cause a lot of conflict in areas like this where both pedestrian and wheeled traffic will be high. If we're doing a redesign, let's invest properly and keep all forms of transport separate where we can. Roundabout 5 is a pedestrian's nightmare.
No.
A couple things: 1) the Zoo and Telus Spark need a way to move traffic on the north side of St. George's Drive directly onto Deerfoot Trail. Even if it was just an exit ramp that went directly out to Deerfoot, it would help relieve traffic leaving south to cross the 12th St. zoo bridge onto Memorial. 2) the city needs to address the missing crosswalk across St. George's Dr. from Tom Campbell Hill to the zoo. This is a dangerous spot to cross and bikers and potassiums have no choice once they get to that location.
What are the funding sources and how long will this project take? If this is anything like the execution of the Main Street project, it be late and overbudget. Until completed this project will have a material detrimental impact on community access. Competnet project management is a must.
The speed on Memorial in this vicinity is needlessly high, should be 70 at the most.

let's go! This is bad for all users right now ... vehicles and active.
I really hope the ornamentation on the bridge is kept and maintained! The animals on the bridge are precious and add to the appeal of the neighbourhood, beautifying that little chunk of memorial drive.
I am really frustrated with the city as both a pedestrian and a driver. Blanket density was done so incredibly thoughtlessly that we now have a much larger volume of car traffic than these older neighbourhood designs can handle safely. Walkability in Renfrew/Bridgeland has significantly decreased in safety because of it. Where was the emphasis on transit options? And why is that not emphasized more in this plan? This is really mostly addressing the car problem, not offering viable alternatives.
Spend the money on other places in Bridgeland first, especially 4th Avenue NE for the three block toward Edmonton Tr.
#7 - The expense of widening the bridge could possibly be eliminated by simply allowing dual turns (east and westbound) from the existing southbound lane of the bridge. There are already dual lanes that merge into one lane before merging onto Memorial Drive. If the dual lanes go ahead as proposed, would the backlog and dangerous merge conditions that currently exist during high volume traffic when there are vehicles simultaneously attempting to merge from 12 Street onto eastbound Memorial and from eastbound Memorial onto southbound Deerfoot?
-I understand that the roundabouts have already been determined and are not part of the consultation feedback, but I believe the dual turn lanes onto Memorial and the traffic light patterns should be modified first before construction begins to create the roundabouts. I believe these two modifications will make significant changes to the traffic congestion and the necessity of the roundabouts should be evaluated afterwards. -I am not convinced this proposed plan is going to ease the congestion and fear it will make it worse.
At [6] - There should be some signage "welcome to bridgeland" or "welcome to Bridgeland, Riverside, zoo, Telus spark" on the dual lanes to signal that drivers are leaving the highway and entering a residential neighbourhood. As someone who bikes with kids in this area (to access the Zoo, Telus Spark, St. Patricks Island and the Inglewood), the surrounding intersections [1], [5], and [7] are a difficult pinch point to get across vehicle traffic.
It's unfortunate we cannot enjoy our neighbourhood or feel safe with such high-volume traffic -- Bridgeland-Riverside has been referred to as the ramp to and from Deerfoot. Quite a value-add for our homeowners and renters. No place to enjoy and relax here!
Time the lights better.
Do not add bike lanes that take away from car lanes- they just don't get used enough and we are investing in hopeful thinking vs the reality of our weather
Can you make this intersection more pretty? Maybe add some trees while you're at it?
I like the extended multimode pathways.
If bridge improvements/widening is proposed - I would suggest that the walkway is improved, it is exposed, sun baked, and an uncomfortable experience for pedestrians as one of the few available crossing points over memorial.

I proposed running a pilot around changing light timing and lane designation back to what it was before as a small lift compared to the massive lift of building a roundabout. Back when the right lane could turn left onto the exit ramp for Memorial Drive eastbound, this wasn't really a problem. This is the main access and egress point of the neighbourhood, so shutting down the area to build a roundabout will create compounding problems, and I'm not entirely sure it's worth it. Bridge widening is a great idea.
Traffic circles are likely to increase pedestrian and cyclist injuries. There needs to be a better solution than taking out lights and putting in a traffic circle. More thought needs to be put into this.
Better pedestrian connections to the south side of memorial from bridgeland and across the river are also needed.
I live in Bridgeland and people use Bridgeland as a short cut.. Measures should be used to deter people from doing that but I know there isn't much you can do. I think keeping speed to 30K always is one way to keep it at least safer. there is a school/playground zone along 12 St. but cars still speed through that.
Can we add an accessible/widened pathway or some other way from the Zoo CTrain station to Spark? Right now it is very difficult to get to and on the sidewalk or folks need to walk through the grass.
Would be nice to have smooth and safe predation ways in that area.
99% of the improvements shown here can be achieved by restoring the EXISTING double left turns onto Memorial. A sign, a ladder, and about 30 minutes work. Don't overthink this, just make it happen. The rest of the changes seem like a make work project.
I understand that roundabouts can help with traffic flow however, in order for that to happen, they have to be used in a correct manner. And my concern is the large roundabout will still block the flow of traffic and had a Bridgeland because everybody from the zoo and science centre will just take up both lanes unless there's some sort of physical barrier between those lanes merging on at other times will be actually worse than it is now. I'm unsure why the light timing can't just be changed a bit of widening two left turns onto memorial Drive one onto towards St. Patrick's Island, and that would fix a lot of issues. it seems like a more cost-effective way would be to make the two make the lanes on the bridge the way they were dual left turn lanes with the one right lane acting as a right or left turn lane. I don't see what the issue is bringing that back. Chip away the concrete and make it an easier turn for people to make and have a different set up for the pedestrian light.
It seems like a great expense to fix a problem that was not a problem until the city changed the turning lanes and light signal timing about three years (?) ago. Are there no more cost effective options that go back to the way things were actually working previously? You folks are the engineers though and there are definitely major backups on all sides of the bridge, and the Inglewood side has always been an issue, more capacity needed there. I just hate the reality of traffic circles in Calgary - no one understands them. And, especially considering the realities of the zoo/science centre vehicles and also tourists visiting for the first time. Thank you for the opportunity to provide feedback. I hope you can fix this because it has had an impact on quality of life and mobility for the community and it really doesn't seem fair at all the way that it has turned out for people who live in Bridgeland and Renfrew.
Bike lane connection on bridge could be Better.
Excited to see some changes. I drive/bike this intersection area probably every day and I'm excited to see a more efficient intersection created

I think the traffic circle will be complex, and ultimately dangerous, to navigateâ€¦sort of our own local Arc de Triomphe! Maybe there will be room for emergency vehicles to squeeze byâ€¦maybe not.
This is a gateway to the bridgeland neighbourhood. It should also have a signature sign similar to what was done in Marda loop.
Thank you for considering these changes
Re-pave the road with higher quality asphalt.
Please stop taking away road space for traffic. It has become a nuisance in the area as is.
no
Have been mystified by the logic driving the new configuration. Old system was working fine. New creates traffic were none was previously.
Thanks for considering this, it will be so much better!
A one lane round about at 12th & McDougall should suffice with a reduced speed zone of 40 km..
A bike lane down that road would be great for everyoneâ€™s safety. Thank you!
Perhaps if the planners would just listen to people who use the route on a regular basis the last time they spent millions on it. There would be no need to 'update' a second time.
I wish this proposal explained where high volumes of traffic are coming from that would justify a second left turn lane on the overpass. It seems to generally prioritize traffic flow through a residential neighbourhood, over the local residentsâ€™ ability to access our community.
A roundabout makes sense and will likely process more cars than a traffic light.
Could the webpage designers please move or reduce the size of the red number graphics so they donâ€™t obstruct the roadway images the text references?
Return the left dual turn lane from the bridge to eastbound memorial asap
grateful this is happening!
The City need some roundabout pamphlets circulated to the neighbourhood! People donâ€™t seem to know they need to signal in and out.
Good movement forward.
Thanks for doing this! Itâ€™s a challenging location especially when busy. Appreciate the effort to decrease cut through traffic, though not sure how this will do that. Allowing locals to return to the neighbourhood from the zoo without having to go to memorial will decrease illegal turns from St. Georgeâ€™s onto 12th.ðŸ™, Thanks again!
No
Overall I think it's an improvement.
No

Proximity is not access. As a Bridgeland resident, I used to support Inglewood businesses much more. Then there was prolonged work on the 12 St overpass in ~2022-23(?) followed by 12 St roadwork in Inglewood for at least 2 years. The Bow Pathway was closed for work on a drainage project spanning more than a year including 2 summers so I stopped walking to Inglewood because the walk via East Village or 12 St overpass had doubled from 20 min to 40 min one way. With the 2-year Main Streets Project on 1 Ave NE in its 3rd year, I now tend to exit Bridgeland via Renfrew. My shopping has shifted to North Hill and Market Mall, rather than the closest larger business area of 9 Ave SE. I wonder why the city seems to begin so many projects simultaneously that take years to complete rather than focusing on fewer and getting them done in a more timely way. It seems the green light was given to developers without adequate transportation infrastructure foresight.
Stop adding bike lanes and taking away parking. Bikes can only be used for 4 months of the year, parking is needed year round
Please fix the issue that are going on, on first Street, this plan could be looked at in 5 years if Bridgeland continues to build up!
I do have concerns about the impact that a bridge widening project would have on access to the neighbourhood and access to the bridge. I don't see that a wider bridge is hugely necessary at this time; traffic is often backed up on the Inglewood side especially during rush hour, but I rarely see traffic backed up needing to get into Memorial Drive from Bridgeland. I also do worry about inviting larger vehicles to exit the neighbourhood from that bridge and whether that's at odds with the other facet of this proposal that I think is higher value, namely to add more infrastructure for bicycle and pedestrian transportation through this part of the neighbourhood.
Other restoring the foolishly removed dual left turn onto Memorial eastbound, the whole thing looks like a solution in search of a problem.
No
In general I am concerned about the impact of the new hospital on traffic in Bridgeland. When i used to live in the Parland Bonavista area many years ago some roads were cut off to reduce traffic flow through communities. Rather than making it easier.
There is no continuous development fro 12 St. to 11 St. A one block remains unimproved
Love getting back to dual turning 12th to memorial east. The single lane causes huge back ups!
Two roundabouts in a short stretch of road is too chaotic, especially with the volume of cross walks!! A lighted cross walk would be better.
This entire area is a safety hazard for pedestrians and vehicles alike. I appreciate that some consideration is being made but I don't think this is future proof given how much volume Bridgeland sees especially with people cutting through our community to bypass Memorial Drive traffic.
I live in the neighbourhood, and there is a lot of cutting through Bridgeland at 12th and 9th off Memorial to avoid Memorial congestion, increasing the risk of pedestrians or cyclists being hit by vehicles, especially if this design increases the speed at which vehicles travel. While it can be irritating to cross the 12th Street Bridge when the zoo or traffic from George's Island is heavy, pedestrian and cyclist safety should be the number one priority when making these changes. This was not the case with 9th St, Centre St, McDougall Rd, and Memorial. Furthermore, for the school, church and residences, there should be cut-out loading zones along 12th for people to be dropped off safely.
Nope thank you!!!

This is an improvement to the current design.
Taking away the dual lane turn onto memorial was a poor decision and greatly affected traffic with no rational reason why. Allowing for dual turns onto memorial could alleviate some of the traffic concerns while this concept goes through the years long process of possibly becoming a reality
No
Are the centers of the roundabouts going to be paved? Itâ€™d be nice to get some greenery (e.g. shrubs) in the middle
No
I support the addition of the widening of the sidewalks to include bikes and pedestrians. This is a very busy area and there are multiple times of congestion several times a day. The addition of two turning lanes to merge onto Memorial can help with this. Would like to see wider community consultation with the seniors facilities in the area. Also, how will this connect to the multi modal bridge being built to St. Patrickâ€™s Island? Showing how city projects connect is important and often not addressed by City staff.
How do these improvements pave way for improved pedestrian access to Zoo C-train station, the Zoo, and TELUS Spark? Currently, sidewalks just east of this project area on St. George's Drive are not wide enough for two strollers or two wheelchairs to pass. Is there an opportunity to expand the scope of this project area?
The beg button on the south side take an eternity; this should be addressed in the concept.
Everything is good except the roundabout
I believe there will continue to be heavy traffic flow in the area as planning approved high density in a tight corner that also has traffic from Zoo, Science centre as well as residential. The corner at 12 th and McDougall is occupied almost exclusively by seniors using wheelchairs, walkers, scooters and canes. Visual problems, slow movement and memory issues can present barriers to safety. The approval of new development on 11a will greatly increase the traffic in the area and while the changes may help, they will not be effective in the long run. The new developments under construction are not seniors and so one can assume most if not all units will be occupied by drivers greatly increasing traffic in this corner. Oh well I will be dead soon so I wonâ€™t have to deal with it too long.
Nope! Keep up the good work!
Too car-centric.
While I am very supportive of the proposed changes, I do worry about how the construction period will be managed. It will have a substantial impact on those of us living in Bridgeland.
The crossing light on the path going east on St Georges drive will be great, but potentially dangerous if not made very visible to drivers coming out of the roundabout (#5). Would help to keep speed limits low, as well as road design to encourage low speeds. This is awesome!

Please plan for a future direct connection to Colonal Baker Pl NE/Bow Valley Dr NE. There will soon be over 1000 units who all have to drive north to McDougall RD before driving east to 12th St and then south to Memorial. The Riverside Village with 447 units (CNIB) and Poplin with 378 units (Bucci's lot), Columbus Place with units 104 plus 3 Silvera For Seniors buildings and there're still several lots open for development. A new road would give them direct access and help local businesses that will be in the new Poplin building. Would it be possible to move the traffic circle slightly north for a potential future 5th exit to Bow Valley Dr NE similar to what was in the East Riverside Master Plan. It seems like with the new apartments and mixed use buildings in the area this would allow easy access to and from memorial without burdening McDougall Rd NE. There's a significant amount of units going in plus some commercial spots that will be hard to access without that road being built.
Driving from Inglewood to Bridgeland takes longer than cycling (or sometimes even jogging). Is there a way to make this faster?
Concerned about the signal timing and back up on the memorial st bridge. Ever since the bridge rehab and reducing the left turn onto memorial to a single lane, back ups have been terrible.
Yes, why isn't the study going as far as 1 Ave NE and 10 St NE, ie tying into the existing improvements? The curb and gutters are in terrible shape. 1 Ave NE and 12 St NE is not great for pedestrians - cutting the corner onto 12 St SB and running the 4 way at high speed going up the hill EB.
Is there a chance that it makes sense to make zoo bridge a one way during peak rush hour to help alleviate traffic congestion?
Need protected bike lanes on St. George's drive from 12 St to 8 Ave. The 4-lane setup and low volumes lead to very high speeds and a dangerous environment for cyclists. Would be easy and cheap to do with quick-build materials. Also need a pathway on the east side of the bridge and reduce it to 3 driving lanes. It was reduced to a 3-lane setup for months during construction a couple years ago, and operations were not affected.
Great concepts! Make sure to make transitions to/from pathways as seamless as possible (eg no curbs or sharp turns onto roads).
Well-presented via interactive map. Excellent outreach - an engagement session at the Calgary Night Market prompted me to complete survey.
Please use traffic and pedestrian and cyclist data to truly inform any changes.
Would like to see a "Michigan Left" overpass for memorial installed just east of the 12th Street overpass. One "Michigan Left" style overpass would allow for free flow traffic at Deerfoot and Memorial drive. Traffic diverts west bound on Memorial to use the new overpass - exit right, rejoins memorial east bound traffic on the right hand side. Then can continue east bound, or go south on deerfoot. Eliminates traffic lights for South bound deerfoot to east bound memorial, and west bound memorial to South bound deerfoot. And then the whole interchange becomes free flowing with no traffic lights. One overpass, can make the whole interchange free flowing. And eliminates at grade crossing with the LRT - trains can maintain speed and safety.
Would perhaps like to see some parking along Tom Campbell at the bottom. Would be good for dog walkers who like to start at the bottom of the hill There is a lot of space at the foot of Tom Campbell and no place to stop anywhere

Not clear why the round about needs to be two lanes. The road coming from Inglewood (from east bound memorial) is 1 lane, but seems to grow to two lanes before hitting the round about. If that traffic fits into 1 lane, then it only needs 1 lane at the roundabout. Not sure why there are 4 lanes from McDougall heading south on 12th. That seems excessive - could use the space for a multiuse path.
Would love to see some Bridgeland signage or welcome sign in the roundabout so people know our community is here. 12th St NE is quite wide and parking is only used sometimes on weekends by the church so wondering if a few bulbouts could be added to slow traffic when people aren't parked there - I would like to see aggressive traffic calming as cars go into the neighbourhood. There is a lot of rush hour traffic cut throughs to avoid Memorial Drive back ups - people should be deterred from cutting through the neighbourhood if this is calmed appropriately north of St.George's Drive.
I'm only worried what will happen in that traffic circle during very high zoo traffic (zoo lights) a lot of Calgarians can't use a traffic circle. As well as during construction. This is my route to and from work. There is basically no way to do this project without ruining my commute.
This is very important given the amount of density going in here! Good to see!
Please ensure the plan is takes into account the realities of living in Calgary where it can snow in 8 months of the year or more. There seems to be an over emphasis on duplications of bike lanes and less concerns for the volume of motor vehicle traffic that uses these roads every single day. An example would be the bike lanes on McDougall road which are unfortunately seldomly used by cyclists, even in the summer. These bike lanes have also made it more difficult to park in an area that was already lacking in spaces. As much as people like to bike, myself included, itâ€™s not a realistic mode of transportation for the large majority of people due to the weather or the job that people use a vehicle for. I hope city council will show a greater concern to this portion of the population which represents the vast majority of the citizens. The ability to bike into a job is one shared by a very small and elite part of the population that doesnâ€™t merit extra concern or taxpayer spending.
Don't do it
How long would the proposed changes take?
Too many cars in a school zone
The sidewalk on the Northside of St Georgeâ€™s Drive is a dead end several hundred meters to the East with a completely unsafe, blind crossing across the Drive. Either get rid of this sidewalk or put in a controlled pedestrian crosswalk
Consider when there is a large influx of traffic coming west on st georges and how that might effect the flow of the new traffic
Need to plan ahead for the towers at proposed CNIB development. They only have 1 way in/out on 11a street. There needs to be another connect point from towers to 12 street or Nina gardens/ coronal baker pl. Farther east on St. Georgeâ€™s drive - the side walk/path crosses the road at a blind curve. There needs to be a proper cross walk with road markings and flashing lights. Connect with the Bridgeland riverside community association.
The City has historically built roundabouts to prioritise throughput and speed. This manifests in swooping geometry that is inappropriate for an urban context. Proper urban roundabout design prioritises safety by tightening up geometry and forcing slower speeds. That still delivers efficient movement, but at a smoother and safer speed.

Can all of the crossings on the west side of 12 St NE be signed and painted for bikes and pedestrians? Because of the bike paths on both sides there are a lot of cyclists here and some drives act like they have the right to run you over if you don't dismount and walk... which is annoying to do. There is also a bike lane/multiuse pathway on the south side of McDougall (I'm hoping the omission on the figure is just a mistake and doesn't mean it will be removed). I hope that the roundabout at McDougall and 12 St. will be designed to improve the sight lines to traffic coming south on 12 St NE from McDougall - the current set up has poor visibility there.
Sooner the better
It seems like the design is already finalized including the roundabouts. What is even open for engagement?
Would be good to ensure 2 lanes from the roundabout to the lights at the end of 12th (i.e. don't make a change where the right lane must exit to Memorial west). Traffic can get busy exiting from the zoo and the neighborhood. Really looking forward to this HUGE improvement!
There's a lot of improvements for other means of transport that are needed. It's a mess for cyclists or anyone wheeling when trying to go to the zoo, Telus Spark or to Lower Nose Creek. My kid walks to the zoo from her school on 1st Ave and this will make it less safe for them, as well as for the seniors on that corner. It's disappointing that this is so focused on getting more cars into our community, so very concerning.
Get rid of the bike lane on McDougall St. It is not used often, is frustrating to navigate, takes away much needed parking.
Great concept
No.
This was proposed by several people including myself and the BRCA planning committee (traffic group) when the work was originally completed. I'm saddened and a bit angry as a tax payer and frequent user of this roadway both as a car driver and a cyclist that the time and money was spent on the current solution and now we're going to re-do this. I don't know why but I'm wondering if the City of Calgary and the planning division needs to put more emphasis on the feedback coming from within the community. You would think they would be most intimate with the solution.
I am very happy this is being looked at! As a frequent driver, cyclist and pedestrian of that area it is long overdue. However there are many factors to consider for pedestrians - not just cyclists - especially with rates of speed of vehicles on the north side of Memorial (coming off of Memorial or to/from the zoo).
Bring back the double left turn lane immediately. All of the traffic issues here are traced back to the moment that was removed.
You need to spend a lot more time using these intersections rather than just looking at it on paper.
Please implement the easy changes first - better pedestrian crossings and the double left turn to Eastbound Memorial can be implemented quickly and easily. (There was a double left turn here for longer than I've been alive until it was removed a few years ago for some reason no one can seem to explain to the community.)
Ensure quick construction or else there'll be a bottle neck to get out of Bridgeland.
Include blind folks in the design and consultation please

Please incorporate motion sensor pedestrian crossing buttons at all road/crosswalk locations at a height accessible for wheelchair users
Great to see. Big improvement for walking, biking a driving. Happy to see a concept that could be a win for everyone regardless of how they get around the community. Some people may try to skip traffic on Memorial drive by using the off ramp, round about, and then back into Memorial drive during rush hour. Variable speed limits from 4th ave flyover to deerfoot may negate that. And outside the scope, but I'm not sure why ST Georges Drive needs to be 4 lanes. Lends itself to plenty of speeding being that wide, makes it uncomfortable to bike near that road. Would be nice to see that cut down to 2 or 3 lanes, have a lane given to two direction bike traffic.
Bridgeland has exploded in population. These improvements are needed.
No
Access from 12 street into inglewood is very limited. The increased density will make this worse. The current light signals are not synconised effiently to accommodate the traffic southbound on 12 street. Traffic jams occurr from the zoo entering 12 street and backs up on the north side of the 12st bridge. The lights across bridge doesn't move the traffic efficiently.
None
Bridge work was just completed. Hopefully these changes are an extension to the work already completed.
A better use of funds would be true speed enforcement NOT using marked vehicles.
Memorial turn going west into Bridgeland needs to slow traffic substantially for safety. Thanks for the opportunity to review and provide feedback. Looking forward to some good changes.
Will there be a connection from the west side existing MUP to the new pedestrian corridor at Bow Valley?
Ensure signage is robustâ€¦! Calgarians are horrible with traffic circles
No.
If youâ€™re going to make the dual turns from St. Georgeâ€™s bridge onto memorial dr east like it is in the proposal, please extend the second lane of the off ramp to memorial dr east longer to allow time to merge better. Thanks