



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

## Engagement Overview

At The City of Calgary, decisions are made on a daily basis that impact more than one million people. Your input, along with the input of other citizens and stakeholders like you, helps The City better understand the perspectives, opinions, and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations and long-range plans/goals) before decisions are made.

"Engagement" at The City of Calgary is defined as: *"Purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making."*

Engagement is:

- **Citizen-centric** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens;
- **Accountable** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement;
- **Inclusive** making best efforts to reach, involve and hear from those who are impacted directly or indirectly;
- **Committed** allocating sufficient time and resources for effective engagement of citizens and stakeholders;
- **Responsive** acknowledging citizen and stakeholder concerns; and
- **Transparent** providing clear and complete information around decision processes, procedures and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the [Engage Policy \(CS009\)](#).



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## Project Overview

As part of the Neighbourhood Streets Program, the 21 Street and 33 Avenue S.W. Block Improvement project implemented temporary traffic calming measures at the intersection of 21 Street and 33 Avenue S.W.

The area chosen for temporary improvements was identified by feedback we heard from the Community Association and residents along 32 Avenue S.W., along with other considerations such as policy and technical analysis.

### The goals of this pilot project include:

- Responding to resident concerns about safety and comfort in the residential area north and west of 33 Avenue and 20 Street SW.
- Evaluating a potential permanent solution to speeding and short-cutting on 21 Street and 32 Avenue.

### The City is pursuing these goals by:

- Creating a partial access onto northbound 21 Street S.W. from 33 Avenue S.W. Only vehicles traveling westbound on 33 Avenue S.W. will be able to turn to travel north on 21 Street S.W. This traffic calming measure will also prevent vehicles travelling southbound on 21 Street S.W. from accessing 33 Avenue S.W.
- Reducing cut through traffic by implementing a no right turn condition will on southbound 20 Street at 32 Avenue S.W during the p.m. peak period.
- Adding signage and street markings to help those travelling in the area understand upcoming traffic conditions.
- Conducting community engagement and data collection to evaluate and understand the effectiveness and impacts of the temporary traffic calming measures put in place.

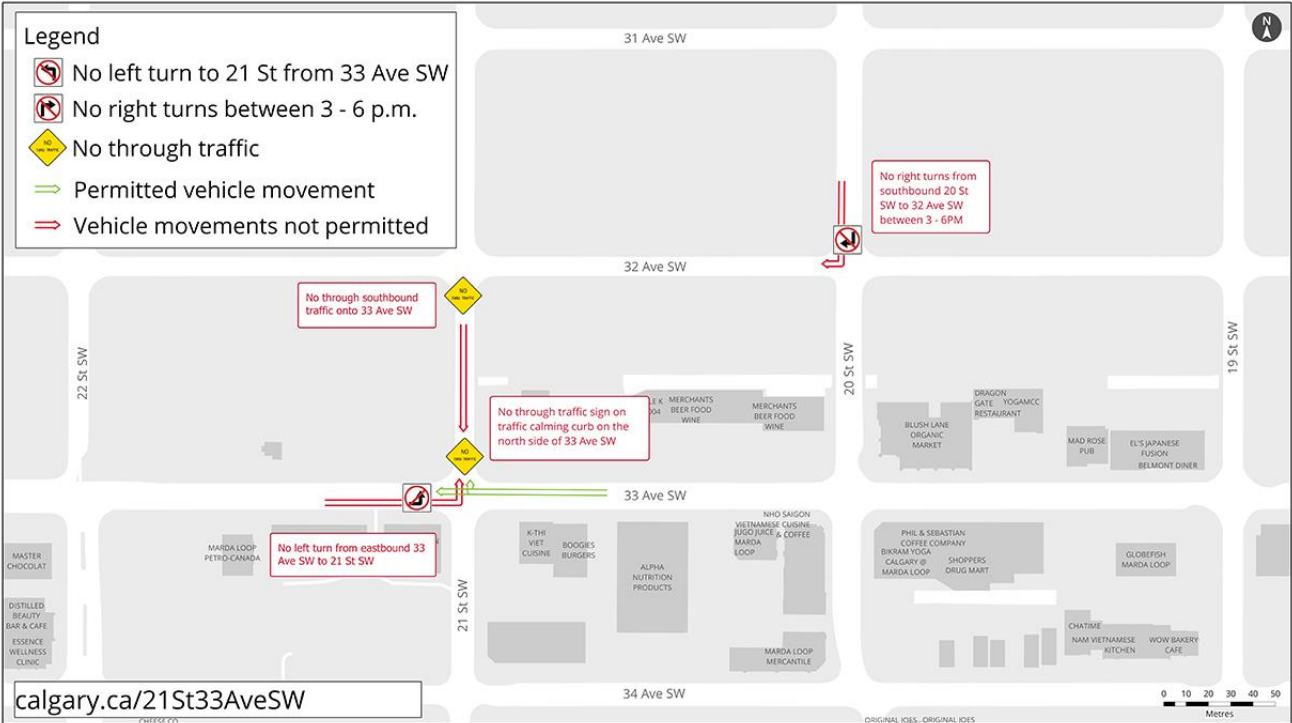


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## Location of Changes

### Calgary Neighbourhood Streets 21 Street and 33 Avenue S.W. Block Improvements



By installing traffic calming curbs at the intersection of 21 Street and 33 Avenue S.W. vehicle access will be maintained to all homes, though depending upon origins and destinations some trip routes might be slightly changed.

#### Benefits of partial access:

- Decrease short-cutting and reduces volume of vehicles on street
- Provides all directions access for people walking and wheeling
- Retains vehicle access to all homes

#### Benefit of traffic calming curbs:

- Using traffic calming curbs to create the partial access allows The City to validate and test the impacts of this change with the community and make adjustments before installing permanent infrastructure.



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Locations:

- 21 Street and 33 Avenue S.W.

New signage will be installed to help road users understand upcoming traffic conditions and reduce cut through traffic.

Signs and locations:

- No left turn sign
  - Eastbound 33 Avenue S.W. approaching 21 Street S.W.
- No right turn sign
  - Southbound on 20 Street at 32 Avenue S.W. from 3:30 – 6 p.m. to reduce cut through traffic at peak times
- No through traffic sign
  - Southbound installed on the traffic calming curbs at the intersection of 21 Street and 33 Avenue S.W.
  - Southbound traffic on 21 Street at 32 Avenue S.W. to give drivers advance warning that there is no access to 33 Avenue S.W.

### Project Timeline

- **September 2020**  
Install temporary traffic calming measures
- **October and November 2020**  
Phase 1 of public engagement to understand the effectiveness and impacts of the temporary installations
- **May and June 2021**  
Phase 2 of public engagement to understand the effectiveness and impacts of the temporary installations
- **Future Phase**  
Begin the installation of permanent measures in the community as resources are available and in coordination with Main Streets work on 33 Ave S.W.



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## What We Asked

Based on the **project goals** stated above and your **direct experience** with these temporary/pilot measures we would like to hear your feedback to the following questions.

These questions can also be viewed at: [21 St & 33 Ave SW Block Improvements :: Engage \(calgary.ca\)](#).

### 1. How do you feel about the changes we are piloting at these locations?

- a. What changes have you noticed to how people are driving at this location?
- b. What changes have you noticed to how people are walking (crossing the street) at this location?
- c. What changes have you noticed to how people are wheeling (cycling, skateboarding, in-line skating, scooting or using a wheelchair) at this location?
- d. Tell us your overall impression of the noted changes in terms of making for safer and more comfortable routes?

### 2. What is your comfort level? We would like to get a sense of your comfort level with your travels throughout your community.

## What We Heard

The summary of input we received from 21 St & 33 Ave SW engagement can be found on pages 4-10. The verbatim (word-for-word) input begins on page 12.

### Question 1 asked: How do you feel about the changes we are piloting at these locations?

Four sub questions helped gain more detailed responses on the types of questions local area residents and visitors experienced. The number of response is meant to reflect overall trends with regard to the comments that were made within a theme area. It is not meant to represent a voting process, but to give an overall representation of sentiment about the topic.

### Question 1a: What changes have you noticed to how people are driving at this location?

In response to this question, there was a variety of perspectives on whether the changes were overall positive, negative, had a mixed benefit. Overall, more people pointed out that safety and congestion



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decreased with the changes. Please note that comments often fit into more than one category – i.e. a ‘safety increase’ may also appear as ‘congestion worsened’.

The full verbatim listing of all responses received for this question begins on page 12.

Type of change	Number of responses	Sample responses
Safety increase	20	<ul style="list-style-type: none"> <li>• a lot slower and safer and traffic volume is much much lower</li> <li>• 21 st has been much calmer and people are driving within speed limits</li> <li>• There is a bit less traffic on 21st Street - and a lot less speeding vehicles (people driving thru the community and using 21st Street as a 'shortcut' - and these people are the ones that speed dangerously through the neighbourhood.</li> </ul>
Safety decrease	101	<ul style="list-style-type: none"> <li>• People are speeding to make the light as there is now much more traffic.</li> <li>• It adds a whole extra 7 mins to my drive which is annoying I also have seen people take riskier moves instead of waiting because of it</li> <li>• Utter chaos, people driving around barriers, making three point turns and causing congestion and unsafe maneuvers.</li> </ul>
Congestion improvement	6	<ul style="list-style-type: none"> <li>• Traffic has slowed. Fewer cars crammed into the dangerous area between 33 and 30;ave. Some still skirt around the cement barriers but suspect this is because still new.</li> <li>• Much less traffic</li> <li>• There is A LOT LESS traffic travelling north on 21st Street.</li> </ul>
Congestion worsened	171	<ul style="list-style-type: none"> <li>• it's creating a backlog of people trying to access those back streets because they're now all forced to line up to turn left at 20st. Without a dedicated turning signal. not good</li> <li>• The lights at 20th and 33rd are now continuously backed up. Multiple light delays just driving into the community.</li> <li>• This change has created and bunch of cut-through traffic on 32nd Ave and 31st Ave. Plus it has increased the congestion on 20th street. You simply forces everyone to use 20th and 33rd if heading west. This intersection is can't handle the added volume.</li> </ul>
N/A	8	<ul style="list-style-type: none"> <li>• No changes because its blocked</li> <li>• Have not noticed signigant changes - beyond covid related volume reductions</li> <li>• No changes, people still drive the same.</li> </ul>



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## Question 1b. What changes have you noticed to how people are walking (crossing the street) at this location?

The vast majority of respondents indicated that they did not observe a change to walking at this location. Please note that comments often fit into more than one category or theme.

The full verbatim for this question begins on page 25.

Type of change	Number of responses	Sample responses
Safety increase	23	<ul style="list-style-type: none"> <li>• Much easier to walk to services. Drivers seem to be more aware as they are not following a string of cars!</li> <li>• Because the intersection at 21st Street is calmer and slower, crossing the street as a pedestrian is safer. The Pedestrian Light is well-used.</li> <li>• It is much safer to cross 21 Street.</li> </ul>
Safety decrease	37	<ul style="list-style-type: none"> <li>• Would think that crossing 33 ave at 21 st is even more perilous now due to the long lines of cars</li> <li>• Because of the longer back ups along 33rd Ave, pedestrians are crossing between cars waiting at traffic lights versus using designated crossings. It has become much more dangerous for pedestrians and motorists</li> <li>• It has become almost impossible to cross 33 Av as drivers are focused on increased traffic and congestion</li> </ul>
Congestion improvement	1	<ul style="list-style-type: none"> <li>• It is easier to cross the street with less backed up traffic and less drivers trying to get around those waiting to turn left</li> </ul>
Congestion worsened	7	<ul style="list-style-type: none"> <li>• Personally I try not to cross around here cause I never know when someone's going to go around the car that has stopped for me cause people don't understand they can't do that</li> <li>• Less people want to come to Marta loop as it is a access nightmare</li> <li>• Without pedestrian crossing and a streetlight at 21St, pedestrians congests auto traffic even more.</li> </ul>
No change	171	<ul style="list-style-type: none"> <li>• I walk the dog a couple of times a day and often walk down 32nd towards 21st. People are not using the road any more or any less than they were before</li> <li>• So far I have not noticed much change yet</li> <li>• Nothing has changed with respect to how people walk at this location.</li> </ul>
N/A or don't know or other	13	<ul style="list-style-type: none"> <li>• 33rd is an important road to the community of Marda Loop, focus pedestrian traffic onto 34th.</li> </ul>





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		<ul style="list-style-type: none"> <li>• N/A</li> <li>• Don't care</li> </ul>
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**Question 1c: What changes have you noticed to how people are wheeling (cycling, skateboarding, in-line skating, scooting or using a wheelchair) at this location?**

Many respondents noted that safety on 21st Street has improved while safety on 33 Ave SW is still challenging. A significant portion of respondents indicated that they noticed no change to wheeling at this location.

Full verbatim responses are available on page 33.

Type of change	Number of responses	Sample responses
Safety increase	8	<ul style="list-style-type: none"> <li>• I haven't noticed other modes, but it is safe enough to wheel a stroller across 21st on 32<sup>nd</sup></li> <li>• More skateboarders, cyclists, scooters and pedestrians are on 21st street. Its much more relaxing keeping the main road through traffic out of 21st street. Again, this is absolutely necessary so it doesn't feel like we live on a highway.</li> <li>• The 32nd avenue residents have all commented how much safer they feel walking and cycling around</li> </ul>
Safety decrease	22	<ul style="list-style-type: none"> <li>• I noticed people crossing 21 Street more but not so much crossing 33 Ave. Acrossing 33 Ave is still scary because traffic is so bad. As the density increases in this area, crossing 33 Ave will be accidents waiting to happen for pedestrians.</li> <li>• My Neighbour uses a wheelchair he now has to travel to 19th st.</li> <li>• there are significantly more vehicles going fast up the 20th street hill which is shared with the bike lane. It seems like this could cause more conflict between vehicles and bicycles especially during warmer months.</li> <li>• To avoid using 33rd Ave &amp; 20th St SW people cross the double line and make u-turn on the parking lot of the shopping strip to turn right from there and get to 21st St</li> </ul>
Wheeling access better	6	<ul style="list-style-type: none"> <li>• Bikes and scooters can cross. Easier to socialize with neighbours across 21st now and cross to access shops in Marda Loop</li> <li>• Have seen some elderly cyclists and skateboarders use 21st street now that the barrier is restricting cars.</li> <li>• more kids riding bikes and scooters in the morning</li> </ul>
Wheeling access worse	11	<ul style="list-style-type: none"> <li>• Cars still blocking cycling traffic.</li> </ul>





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		<ul style="list-style-type: none"> <li>I'm an avid cyclist, and often use 20th st now with bike lanes. I wouldn't feel comfortable biking down 33ave before and this is now worse.</li> <li>These temporary traffic calming measures are an impediment to bikes skates and scooters. You have to weave around it.</li> </ul>
No change	180	<ul style="list-style-type: none"> <li>Nothing new observed</li> <li>no changes noticeable</li> <li>I haven't noticed any changes, there is already a crosswalk there</li> </ul>
N/A or other	41	<ul style="list-style-type: none"> <li>I don't notice a lot of these wheeling methods at 21st Street, as there exists a bike lane on 20th Street that is quite well used.</li> <li>No problems at all.</li> <li>Very few people are using the bike lanes on 20th street, as the road changes have forced all drivers onto 20th street to enter or exit the neighbourhood. The cyclists have moved to the side streets, since there are no cars there now.</li> </ul>

### Question 1d: Tell us your overall impression of the noted changes in terms of making for safer and more comfortable routes?

Overall impressions for the changes on 21st Street and 33rd Ave SW varied significantly among respondents. Overall, more people pointed to negative changes since the traffic calming measures were installed. Many respondents indicated that worsened congestion was a major problem, both for commute times, and for a sense of overall safety in the area. There were many specific suggestions for local improvements, such as installing left-turn signals at 21st Street SW, installing traffic calming curbs, or reverting the changes.

Full, detailed verbatim responses start on page 42.

Type of change	Number of responses	Sample responses
Positive change	32	<ul style="list-style-type: none"> <li>The changes do exactly what they are meant to reduce volume of cut-through traffic. I applaud the city for making a bold move that improves safety for non-vehicle traffic and the impact to vehicular traffic is minimal if routes adjusted &lt; 5 minutes.</li> <li>Very impressed and I hope this remains permanently. Although a turn light at 33 and 20 would make it way more ideal! Great job though Calgary and keep up the good work. I live in the area and have young kids, this has literally been a life saver!</li> <li>Totally necessary and long overdue. The minor inconvenience is well worth the safety and comfort. Before the barriers, it was insane and residents had complained for years. I'm glad something is finally being done to calm traffic on this road.</li> </ul>



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Negative change	189	<ul style="list-style-type: none"> <li>I think it has made traffic the area much worse ... leave it as it was. You are not solving the problem you are just moving it and making the overall situation worse.</li> <li>I am significantly dissatisfied with the changes and find them unnecessary. As a resident of the area, it is far more difficult to access 33rd Ave, which precludes my use of the small businesses there that I previously supported.</li> <li>This is a stupid idea. Anyone living north of 33rd Ave has to cut through many additional residential blocks to get home (from 20 st to 24 st) and adds 10 more minutes to the commute and a lot ANGER. Crossing 2 blocks requires now driving 6 blocks !!!!!!</li> </ul>
Mixed	21	<ul style="list-style-type: none"> <li>Although I am sure residents on 32nd are happy to see less traffic, this makes 33rd more congested</li> <li>I'm in favour of the change made at 21st. But now there are excessive line ups of cars turning north on 20th with backups reaching crowchild regularly. also, many cars are u-turning at 19th which is very unsafe.</li> <li>Applaud the effort, but the solution has actually created a more dangerous intersection, has impeded residents from accessing and exiting our own neighbourhood and is funnelling more volume onto residential streets making them less safe for kids.</li> </ul>
Safety increase	14	<ul style="list-style-type: none"> <li>Previously there were several near-misses involving cars with children and adults alike. The speed, but also sheer volume contributed to this. Now that both the speed &amp; volume is down, the area feels more like a residential street. Great Job!</li> <li>As far as safety goes, this is a massive improvement - thank you! 21 St has been notorious for being busy and people excessively speeding, as this was their shortcut route through the neighborhood. Living nearby, I fully support the changes and hope they</li> <li>The level of safety and comfort at the intersection of 33rd Ave and 21st Street has greatly improved. I have lived on 21st Street for 27 years. The street is once again a safe, residential street - especially timely, as there are many children living here</li> </ul>
Safety decrease	43	<ul style="list-style-type: none"> <li>These changes have made traffic much less safe and comfortable. Traffic flow has been greatly reduced and the intersection at 20th and 33rd much busier and feels less safe for pedestrians. Very unhappy with the change and would like it to be reversed.</li> <li>I live in the community and to not be able to access entry until 20 street where there is one lane of traffic and no turning signal is terrible and very time consuming. All of our neighbours feel the same. More accidents will occur at 20th intersection.</li> </ul>



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		<ul style="list-style-type: none"> <li>As a long time resident of the area, the ongoing construction at 22nd and the closure of 21st streets, moving about the community is far less safe from both the pedestrian and motorist perspective. There has been absolutely no benefit to these changes.</li> </ul>
Congestion improvement	1	<ul style="list-style-type: none"> <li>less congestion on 33 westbound from 21 st</li> </ul>
Congestion worsened	91	<ul style="list-style-type: none"> <li>I am not in favour of the no left turn at 21st Street. It is causing additional traffic and driver frustration and potentially it is less safe for pedestrians and cyclist.</li> <li>I am 78 years old and live on 22nd at and 31st ave. I only drive to go to safeway which is only 2 blocks away. This change makes me drive more and takes double the time. I cant turn left on 22nd or 21st now from 33rd. Why is the city blocking off roads?</li> <li>This seems to have caused even more congestion than before. It also seems more dangerous as people disobey the barriers. We were turning right onto 21st, travelling eastbound, and almost hit a car trying to drive around the barrier.</li> </ul>
No change	6	<ul style="list-style-type: none"> <li>So far, I haven't noticed any improvement but I am hopefully optimistic.</li> <li>Do not like the changes. No change. More congested. Definitely not more comfortable.</li> <li>It has made no difference at all, maybe made it worse. It was already safe and comfortable, it has just caused more problems.</li> </ul>
N/A, don't know or other	2	<ul style="list-style-type: none"> <li>N/A</li> <li>Stoned skakeboarders are a hazard</li> </ul>
Suggestion for improvement	74	<ul style="list-style-type: none"> <li>Either open 22nd street for turning left if heading east or else ope. 21 street back up. This was not supported by all people in this community!</li> <li>This is making it difficult for people to get around. Now we have 2 consecutive streets on 33rd Ave where we can't turn left (21st and 22nd) Please revert these changes</li> <li>Make and additional traffic lights on the 33rd Ave with green arrow for turning left into 22nd St or 21st St.</li> </ul>

**Question 2: What is your comfort level?** (Please see the attached file.)



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## Next Steps

In addition to collecting this feedback, The City has observed initial operations with respect to the level of compliance with the measures currently in place. The City is investigating opportunities to adjust the installation to improve compliance.

The temporary measures have disrupted traffic patterns in the area. These traffic patterns will take time to reach a new equilibrium. In the spring, The City will collect additional data to evaluate the effectiveness of the change.

This data will be provided to the public and a second round of engagement will be conducted. Potential actions as a result of the data and additional engagement are:

- Remove the temporary materials and advise the Main Streets program to explore other design options to mitigate the impact of regional traffic on neighbourhood streets.
- Retain the temporary materials and advise the Main Streets program to incorporate a permanent design treatment into the future designs for the Marda Loop area.

## Verbatim

Verbatim comments are presented exactly as submitted, and not edited for grammar or spelling. Profanity and personally identifying information is removed.

### Question 1a: What changes have you noticed to how people are driving at this location?

it's creating a backlog of people trying to access those back streets because they're now all forced to line up to turn left at 20st. Without a dedicated turning signal. not good
Minor decrease in cut through traffic, but otherwise 33rd more nuts. Just moved congestion elsewhere.
Some people are driving through regardless of the no exit sign.They are continuing and i have seen some people get ticketed.
Traffic at 33 ave and 20th street which is a busy intersection is now far worse
The lights at 20th and 33rd are now continuously backed up. Multiple light delays just driving into the community.
Ignoring the signs and concrete barriers
Traffic is backing up considerably from the lights at shoppers.



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Drivers are confused and only finding out they can't exit after they are at the location, this is causing more traffic issues as people try to turn around in an area that does not have space to permit it. It is causing too much traffic at 20th Ave
Must now go to lights farther east to turn north. Traffic backing up at lights.
Overall volume has dropped significantly with noticeably less cut-through traffic. People continue to drive illegally (driving onto EB and WB 33, turning NB from 33 to 21 and not stopping at stop signs on 32 Ave).
This has caused traffic to become more congested resulting in longer waits at the 20th street lights. I believe that alternatives to access provide a better solution. For example, strategic speed bumps would be a good idea on 21st street.
This has created a backlog of drivers turning left (northbound) onto 20th Street. In order for the change to be effective, a turn light is needed on 20th Street & 33 Ave
More traffic delays and traffic driving to the S of 33, Tge problem has moved south. Wrong
Slowing down when entering the block southbound and either turning into the alley or simply going through the intersection as usual.
Calmer and more aware.
I have noticed people driving around the barrier and accessing it normally except for avoiding the barrier
I have seen several vehicles turn right when south bound despite the concrete. The backup southbound on 20th St is now horrendous.
The barricades are fantastic but cars drive illegally around them and through them. please have police enforce this more or block it off entirely.
No changes. Except now instead of being able to turn North from 33 ave to get to my house, I have to go a block further and wait in a very long queue. So many more cars at the one intersection are trying to squeeze through and some getting frustrated.
Not having left turns on 22nd and 21st is creating greater back up at the light on 20th St as increase # of people need to turn left. There needs to be an advance!
This change has created and bunch of cut-through traffic on 32nd Ave and 31st Ave. Plus it has increased the congestion on 20th street. You simply forces everyone to use 20th and 33rd if heading west. This intersection is can't handle the added volume.
If you're heading east, you cannot turn left on 22 or 21 St. Making the only point of turning left at the intersection of 33rd Ave and 20 street. This causes major traffic back log all the way to 22nd street. People still turn left onto 21st illegally
Traffic is backed up on 33rd Ave
Increased frustration, impatient drivers, and driver cutting off other drivers and pedestrians
Very busy and congested, won't be shopping here anymore. People seem confused and frustrated.
It backs traffic up from 20th street back a block or two since we can't turn left traveling eastbound on 21st street..
Delivery drivers, construction vehicles and regular vehicles do not care and regularly make illegal turns off of 33 into 21. Similar vehicles on 21 try to still make right & left turns into 33 Ave. Time to ticket these people!!



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People are more cautious and the traffic is slower and safer!
People ignoring barricades and driving around them
Before the barriers, vehicles were driving much faster and there was so much traffic on 21st street. Pedestrians were always on edge. Now the traffic is much less and it's slower too on 21st. So much better. This is absolutely necessary.
Frustration shows. Too much development produces too much traffic
The traffic backups at 20th are now far worse now that everyone going east on 33rd have to turn there, it regularly backs up far past 20th. It definitely made the situation worse.
The traffic is more congested on 33 Avenue, so much so we try to avoid the area!!! Friends in South Calgary say it is a disaster with the new pilot calming measures introduced. One top of that there was NO communication from true city prior to installatio
Complete grid lock on 33 Ave and 20 st. I as many residents now cut through side streets to get in and out.
Gridlock - traffic is lined up for blocks every direction but what did you expect by forcing all the traffic to the busiest intersection in Marda Loop.
I live on 21 St and 32 Ave. I noticed cars driving on my block has been reduced. I also noticed some people are breaking the law and still turn onto 21 St from 33 Ave.
There is an increase in traffic southbound on 20th st between 26ave and 33rd ave. It affects how quickly I can get to pick up my son from daycare. Also, increased traffic eastbound on 33rd ave, significantly. Frustrating for those living in that area!
More congestion at 20th St and 33 Ave. Back up traffics east bound on 33 as cars wait to turn left north onto 20
People are frustrated
Backed up traffic on 33rd much of the day. Difficult left turn on 33rd east bound
Traffic is usually so backed up on 33 it doesn't matter. If you live anywhere off 21st you have to backtrack to 20th street which is now way busier to get onto 33rd Avenue which is usually just completely stopped for blocks.
Haven't noticed
It's horrible as there is constant lineups and people I think are getting more frustrated so they are now breaking some of the rules.
Major congestion east bound coming off Crowchild eastbound on 33 ave down to 20street.
Very, very slow
Driving faster because they have way further to drive as a result of the closure.
they are blithely ignoring the barriers and are driving over or around them achieve their desired direction regardless of the alleged newly instated restrictions
Traffic backs up significantly on 33rd and people are taking the left when they shouldn't, causing serious issues
Way more traffic at the 20 st and 33 ave intersection (eastbound on 33 ave will be backed up to 22 st and 20 st southbound will be backed up multiple blocks





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Some drivers are not following signs and turn anyways. There has already been damage to the signage on the islands.
it has pushed far more traffic onto 20 st, much of this traffic speeds away from the light at 20th st and 33 ave
It seems there is much more congestion and at non-peak times more cars driving fast on 20th st.
This pilot - given that the goal was to reduce the cut-through traffic and overall traffic volumes on 21st ST. - delivered on it's purpose from Day1! Volumes were reduced right away and continue to be low.
I feel that people are driving more unsafe. Despite the barrier, people are still turning left off 33rd Ave onto 21St. This is dangerous. It is also insanely inconvenient as a individual who lives in this community. One cannot turn left at 22st nor 21st!
Increased traffic congestion on eastbound 33rd and much more dangerous driving conditions and congestion on 32nd Ave between 20th St and 21st St. Generally seems like an ill thought out project.
Back up going east on 33rd. No left turn on 18 or 19 street. 20th is a major intersection and no left arrow turn.
Much less traffic flow on 21st Street and lower speed traffic.
Drivers are moving more slowly - the intersections at on 33rd Ave and 20th and 21st Streets are calmer and safer.
Back ups on 33rd westbound due to people needing to turn left with no dedicated left turn signal. People turning onto 21st from westbound 33rd anyway. Not enough signage southbound on 21st at 32nd leading to people turning around at the roadblock.
Some drivers are ignoring the measures and have turned left off 33rd avenue onto 21st .
There are still drivers are still using the intersection as they did before this pilot began. This makes it more dangerous and backed up along 33rd.
he closure of the 21st street SW shows us daily how miscalculated that decision has been. We struggle every day to get to/from our place of residence. To get out from the neighbourhood we used to use 22 Street & 33rd Avenue. Not anymore. The 22nd Street
Without the option to turn left at 21 st, the traffic is backing up further on 33rd as drivers access businesses on the north side of the street
there is SO much traffic on 20th street now. I understand the desire to alleviate residential traffic, but this has just created an even bigger problem. I have lived in this neighborhood for 20 years and have never seen so much traffic trying to cross the
Less people are turning there, although some still do. Drivers are turning more on 20th and traffic backs up there instead since there are no left hand turn lanes on 33rd.
Drivers continue to turn left at the intersection from 33 Avenue SW, and people who are walking and biking are continued to put at risk at this intersection.
Far more unnecessary backups along 33rd Avenue, creating a dangerous intersection at 20th Street (cound be mitigated by left turn signal at 20th (facing east). Also now creating even more dangerous situation for cars and pedestrians at 19th and 33rd.
Lowers traffic NB on 21st between 33&34Ave. Some people still drive SB from 32 to 33 and attempt to enter 33rd. Somewhat backs up EB 33Ave as there is no longer an escapee to 21st St NB





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Dangerous Driving
Frustration, more traffic jam, anger
People are trying to get out of the community, and into the community, through one lane causing potential head on collisions.
There is less passing in the parking lane EB, but also fewer people are stopping for people in the crosswalk.
People are making illegal turns from 21 st onto 33rd -- turning both east and west onto 33rd; people are also turning onto 21st St from eastbound 33rd; in both cases they are squeezing around the barrier; much increased traffic down 21 st. E alley
There is far more congestion on 20 street southbound as there is no longer access to 33 ave from 21 street and construction on 22 street and 33 ave frequently has that intersection closed to traffic. Highly inconvenient to use 22 street lights to cross 33
The bottleneck on 33rd Ave has been amplified with the line up on 20th (Blush Lane) becoming even longer. People are now making dangerous legal left turns on 21st given the restrictions that have now been imposed.
Traffic has slowed. Fewer cars crammed into the dangerous area between 33 and 30;ave. Some still skirt around the cemenT barriers but suspect this is because still new.
Many people make illegal turns now. Traffic gets severely backed up.
The rush hour backups on 20 Ave southbound at 33 Ave. are worse. The 33 Ave eastbound afternoon rush hour traffic is more back up, particularly as there is NO left turn arrow!
There is a lot more southbound traffic lined up at the 20 ST and 33 AV intersection. Some of this hold up is because people want to turn east bound onto 33 AV and are stacked waiting to turn because of oncoming north bound traffic on 20 ST.
Traffic going eastbound on 33rd is now frustratingly backed up before the lights at 20th Street. Increased overall congestion and time spent driving that was previously alleviated by some traffic turning left onto 21 street from 33rd Ave.
Increased frustration and traffic jams.on 33Ave
Many eastbound drivers are illegally turning left at 21 st street.
No change. So many don't obey signage and back up of traffic on 33rd is terrible
This has blocked access off 33rd for hundreds of residents causing all traffic to flow throw the one lane intersection at 20th. It has made traffic worse and increased the amount of residential driving we need to get to and from our home on 30th avenue
It is scattering traffic to smaller more residential streets with less visibility and more danger of pedestrian or vehicle damage.
Drivers are disregarding signs and are turning from 33rd Ave
People are illegally turning both ways regardless of the sign. We are now in danger of a head on collision
Making 33 very congested as the only place to turn north is 20
33rd Ave eastbound and 20th Street southbound is a lot more backed up; the closed off streets are obviously more quiet



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

traffic jams and grid lock on 33 ave due to all NEIGHBORHOOD north bound traffic being diverted to 20th street
Traffic has increased on 33rd ave as more people are trying to turn left on 20th street. I live north of 33rd ave and this has added in some days 10minutes to my commute as I am waiting to turn left on 20th street. Both 21st street and 22nd st are closed.
Reduced speed and volume on 21 St; most drivers follow the rules but some drivers illegally continue to turn left off 33 Ave and exit SB on 21 St
Decreased traffic but increased speed. People are constantly turning illegally both ways on 33rd & 21st. I've submitted a traffic complaint about this with CPS.
More traffic backed up on 33 Ave going eastbound during busy times. Harder to get onto 33 Ave westbound with lanes on 20 St reduced in size, sometimes have to wait a couple of lights to turn right onto 33rd. Very frustrating, leads to impatience.
Vehicle traffic along 21st Street appears to be diminished. However, some drivers appear very frustrated with the change and will now speed, usually along 32nd Ave. in order to find an exit to 33rd Ave. once they understand their (usual?) path is blocked.
Traffic on 20th Street and on 33rd between 20th and 22nd Streets is frequently backed up for two or more blocks. More cars on side streets than before.
More congestion on 33rd Ave. More cars now lined up on 20th street to turn left. I live on 22nd st and 31 st Ave. I now have to cut through 3 more blocks to get home and adds a lot of congestion.
The lack of access for residents who live north of 33rd Ave traveling East is causing additional traffic build up on 20th Street, as well as on 32nd Ave and other feeder streets. The increased traffic on 20th Str and 33rd Ave is causing addition delays
Many drivers going eastbound on 33 Ave making an illegal turn onto NB 22 St. SB drivers on 22 St making illegal turn onto 33 Ave WB. I imagine this is due to the increased traffic on 33 Ave EB and 20 St SB.
Increased vehicle traffic on the 2100 block of 31st Avenue SW. Increased traffic on 20th Street. Both backed up to 33rd and increased speed on northbound traffic. The latter should be the most NB. consideration because of the blind crosswalks at 29th Ave
Increased traffic and frustration as you are unable to turn left on 21 street and there is no advance to turn left on 20 street. Dangerous to turn left on 20 street as vehicles traveling westbound 33 ave race around parked cars to make the light.
33rd Ave is backed up because it's impossible to turn off it. No advance left turn on 20st
increase congestion on 32nd ave. Parked cars along the street make it very difficult to maneuver through 32nd ave to 20st to turn left onto west bound 33rd ave.
The issue is that people are still making the left turn both onto 21st Street and onto 33rd Ave from 21st Street. I live on 32nd Ave close to 21st and I see dozens of cars just ignoring the new rule daily. It needs to be enforced.
33ave has never been improved to handle the traffic. There is backups all the time. IMPROVE 33rd if you're going to close roads!!! Better yet, OPEN 21 st!
No driving. Road is closed!



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Traffic is way worse. Always backed up on 33rd. 21st should be ONE WAY North just like 22nd is ONE WAY south. Neither should ever be allowed to be closed for any reason other than road/sewer repair.
None
For those that live in the community between 27 Ave & 33 Ave there is only one access to their own community coming east off of Crowchild trail, its very limiting, and causing a back up on 33rd
Illegal turns, confusion, traffic jams ... a real mess.
Less courtesy, people driving around the barriers, ignoring the no turn signage
A lot more traffic eastbound 32nd Avenue from residents west of 21st street. They have no access from 33rd Avenue!!
Inconvenience now for everyone living in proximity to this location
Traffic still backs up so maybe quit stuffing “density” down our throats. You’re moving the problem from one street to another one.
Evening rush hour is chaotic from Crowchild heading east.
a lot slower and safer and traffic volume is much much lower
Traffic is a complete mess, due to the building construction of the new building. In addition to the closure of 21st, getting in to or out of Marda Loop, from the south is a nightmare.
The current closure of southbound access on 21st street has improved the cut through traffic greatly. However the signage has been poor so drivers are travelling in the wrong lane to get around the barricade. oor
More traffic backup on 33rd Avenue
More traffic standstill on 33rd ave and queueing up to turn left on 20th st
Net volume is down (was a major issue previously with cars using the side streets to circumvent traffic on 33rd avenue). Speed however has increased dramatically on 32nd avenue (between 20 and 21 street)
It has caused more traffic, more back-ups, increased speeding on other roads, delays.
This has created more traffic on 20th street and more aggravated drivers on 33rd ave.
This has made life annoying for those who live north of 33 avenue. Due to constructioboth 21 and 22st are blocked off, meaning we have to go all the way down to 20th to get to 33 ave and then back up to get to Crowchild. 32 ave is basically a one way.
Traffic has become much worse, it should be removed. I live on 32nd and am fully against these changes.
I have noticed a lot more traffic at the light now to go left, with no left turn signal and a lot of foot traffic crossing, it has definitely added an extra 4-9 min depending on the time of day. Previously the left turn on 21st was easy to manage.
More traffic on 20th st, heavier traffic turning left off 33rd onto 20th
No left-hand turns from 33rd onto 21 St means all vehicles must proceed to the light at 22 St = long lines of traffic on 33rd. Also, no right turns onto 33rd from 21 ST means 20 ST (with bicycle lane) is packed with vehicles.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>People are continuing to turn left onto 21 ST. There is less congestion at this intersection, but increased at 20 ST and on 32 AV. Drivers in Richmond are forced to drive to 20 ST to exit onto 33 AV, since there is construction limiting access on 22 ST</p>
<p>People are becoming more frustrated with narrow streets, due to more and more parking and increased traffic to 32nd Ave. Construction in the area has blocked 22nd street so it was not a fair trial.</p>
<p>There has been an increase of traffic on 33rd Ave, and I have seen, if given the opportunity drivers will still illegally make a left hand turn onto 21st when going eastbound on 33rd.</p>
<p>It has just blocked traffic and frustrated people</p>
<p>I find this to have a massive negative impact on traffic on 33rd Ave.</p>
<p>I feel drivers have become more frustrated and aggressive at this location cause we can no long turn left onto 21st I see more care aggressively going around people at the lights on 33 ave and 20st</p>
<p>Dangerously (since the change) people are take illegal left turns on the no left turn sign. People now can go left for 2 blocks and have to turn left at the light which has no advanced turn. People make dangerous turns there now aswell.</p>
<p>There have been more backups then there was previously and many people still try to drive around the blocked off portion of 21st St.</p>
<p>Much less traffic</p>
<p>This traffic calming pilot has created much more congestion for vehicles at the intersection of 20 st &amp; 33 Ave. And the intersection design of 20 &amp; 33 Ave cannot accommodate the extra traffic - now have to sit through multiple rounds of lights to getthru</p>
<p>Still stupid. Far to many cars in the area. Density is an issue. Stop it</p>
<p>There is a lot of conjection at the intersection at 33 Ave and 20th Street SW. People seem frustrated.</p>
<p>There is significantly more people turning left now at the Shoppers/Blushlane to backtrack, which is causing just as many delays if not more for residents who no longer have the ability to turn left sooner. It's the first available left hand turn</p>
<p>Taking longer now to get around</p>
<p>Horrible. Closing left turn causes a massive traffic jam. 33 avenue has only one line and having 21 closed, traffic cannot feet in Marda loop. Intersection on 33 and 20 does not have a green arrow to left and thus creates even bigger problem.</p>
<p>This change has created more chaos and created more traffic on surrounding roads. People are still trying to turn at this intersection and have in fact knocked down the signage on the calming curb.</p>
<p>33rd Ave seems quite backup, especially from traffic coming westbound on 33rd off of the Crowchild Tr. bridge</p>
<p>It's a lot safer on 21st street now. People still drive around the barrier when they shouldn't so maybe some enforcement here please. 32nd ave is a lot busier now. Perhaps a barrier at 20th and 32nd would be good at stemming this flow.</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

There is a lot of traffic backed up on 33 ave. This traffic blockage is only going to get worse when Lyfe apartment building fills up.
Traffic snarls of over ten minutes have resulted
The trip that used to take 15 minutes now takes half an hour. 20 st going South is now backed up 2 blocks. 33 Ave going East is backed up all the way to Crowchild Trail at the intersection with 20 St.
People are speeding down 32 avenue. They are also ignoring the calming device and going around it to turn right onto 33 avenue. I have noticed People also turning left from 33 avenue onto 21st despite the new barrier.
Traffic is very congested.
There are still some instances when eastbound 33rd drivers turn north on 21st, but it's been getting better.
Increase volume of east-west traffic on 32nd, 33rd, 34th avenues for residents who are unable to access or exit the area west of 20th Street.
21 st has been much calmer and people are driving within speed limits
Traffic is now worse than it was previously. I live on 32nd Ave (and 21st street) and the traffic is dire. Everything now routed to 20th street, causing major tailbacks in all directions. Some cars using 21st as a workaround -expect accidents soon.
There is less traffic and less speeding on 21st Street. 21st Street was being used by non residents as a cut thru Marda Loop, and was becoming a dangerous road, especially near the hill on 31st & 30th Ave
Increased congestion throughout 33rd ave due to bottleneck at the 20th street intersection. Traffic is forced to this intersection due to the blockage onto 33rd ave from 21st street. This congestion has knock-on effects on both 32nd and 34th avenues
AMAZING! We have our neighbourhood back again. It feels like a residential area again, not just a slip route though Marda Loop!
crazy, taking the turn anyway. 33rd ave where we live and its alley are now as busy as 33rd. 33rd also backs up to crowchild now because there is no turn signal on 20th street
Access to my home is severely restricted by the barriers, especially given the construction and proposed population density increases. Speed bumps along 21st would be a much more reasonable traffic calming measure.
There is a bit less traffic on 21st Street - and a lot less speeding vehicles (people driving thru the community and using 21st Street as a 'shortcut' - and these people are the ones that speed dangerously through the neighbourhood.
The above changes have caused considerable back up now, along 33rd Avenue to the West, from 20 St all the way to Crowchild Trail at times, and especially in the 4:00- 5:00 pm time zone.
Much more dangerous. Increasing time to wait at the next light. People are driving 5-10 blocks more to get to their homes in mardaloop. I've been close to multiple accidents due to this new barrier
There is A LOT LESS traffic travelling north on 21st Street.
If you dont want cars - dig a moat around Madra Loop & please burn the bridges



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>People are completely ignoring the new barricade. Today I saw a car illegally turning left from 33Ave on the wrong side of the barrier, another car going south on 21st illegally turned right onto 33, and a City vehicle drive over the barrixa</p>
<p>This is a nightmare. I can no longer get in and out of my Neighbourhood without driving on super busy roads. If you thought there was a traffic problem in 21st Street - why not install speed bumps rather than disallowing residents from using the streets?</p>
<p>These 'traffic calming' measures have nothing but inconvenience and redirect residents of Richmond / Knob Hill as we now have to utilize busier residential streets that we normally wouldn't drive on. These measures have backfired.</p>
<p>People are driving worse than before. Very dangerous.</p>
<p>This has caused eastbound traffic from crowchild on 33th ave to be worse</p>
<p>MUCH worse congestion on 33rd ave. Huge backups to 20th street intersection where there is no advanced green so only 1 or 2 cars can turn left when going east, which more cars need to do since they can no longer turn left at earlier intersections.</p>
<p>way busier on 33ave backed up now when heading eastbound. More traffic on 20th st north of this location too (where I live and mostly walk).</p>
<p>Significant back up delays along 33 Ave as there are no opportunities to turn left. If this is to continue the city MUST adjust the 26 St and 33 Ave traffic light to include an east bound advanced green.</p>
<p>Drivers seem more impatient with the bottleneck the no left turn onto 21ST from rom Eastbound 33 Ave S.W. This has created a big bottlenect on 33ave coming from Crowchild</p>
<p>People are disobeying the new traffic barriers, causing more chaos and danger than before. We have started turning off Crowchild on 17th instead of 33rd, cutting through more residential streets to avoid 33rd traffic.</p>
<p>Fewer cars turning left!</p>
<p>Back up if traffic from 20th to and sometimes past Crowchild bridge Vehicles are now turning down back lane instead of on 32</p>
<p>Volume of traffic heading east down 32nd ave (Turning north off 33rd, then east down 32nd to bypass congestion on 33rd) is down...great accomplishment and appreciated by 32nd ave residents!</p>
<p>They continue to drive right through the temporary installation. I do understand the no left turn here from 33, but why are you blocking the rest of the neighbourhood from 33rd... this is ridiculous.</p>
<p>To get to Lyfe residences (22nd st) I now have to drive down to 20th street and double back on 32 Ave, increasing traffic through the neighbourhood.</p>
<p>Some drivers ignore new signs</p>
<p>There a backlog on 33rd ave coming from Crowchild. For those living between 24St and 33rd ave; its been a parking lot trying to get home coming off of Crowchild Trail. One of the attractions of living in the area is ease of access to/from Crowchild Trail</p>
<p>Traffic is significantly backed up on 20th street as a result with drivers having to cut across 29-32 Aves</p>





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

People are not abiding by the newly imposed redirections and are now illegally circumventing the temporary curbs/ signage.
Same when traffic isn't backed up for a 5 light wait to get through the light.
No changes because its blocked
Traffic is way more backed up going Eastbound on 33Ave SW due people trying to turn left at the lighs.
I have noticed fewer people short-cutting through the residential neighbourhood along 32nd Avenue SW (avoiding 33rd Avenue SW). I have also noticed fewer people using 21st Street SW as a short-cut through the residential neighbourhood.
Not being able to make north bound turns off 33 Ave onto 22 Street is now causing a major back up of traffic on 33 Ave.
A lot of confusion
Traffic is as bad as ever with less options for turning north
It now takes multiple light changes to get through the intersection of 20 St and 33rd Ave. Traffic has increased on 34th Ave and long delays at the 4way stop at 20 St and 34 Ave.
Traffic volume is obviously lower on 21st SW. However, due to that restriction it has made the flow on 33 ave SW, 32 Ave SW, 20 St SW twice the time slower and hell of a lot annoying to get to work off crowhild.
Nothing. The problem is at 33ave and 20th street.
Makes driving much more dangerous - because there is no signage saying that 21st SW is closed, many cars start to turn/try to turn and end up having to turn around, causing horrible traffic jams.
Since I live at [removed], the changes forces traffic along to 32 Ave for several blocks. 32 Ave does not have enough room for cars to travel in opposite directions, so this causes severe conjection.
It is absurd. I cant go north from 33rd without having to drive down to a major intersection...and then I have to double back to get to my house. Theres no off ramp from crowchild at 26th ave so you've now added up to 7 minutes to my commute during traffic
Literally every intersection is worse because of this move.
No changes. Increased traffic on 32 Ave which can only accommodate 1 way traffic because of the parking on both sides. Increased danger to children on 32 ave.
People are speeding to make the light as there is now much more traffic.
Frustration as there is more traffic, forcing longer routes home and speeding left turns onto 20th street
Some people ignore the signage and continue to turn left on East bound 33rd Ave and 21st Street
It's better but still not ideal. Turning at 21st was dangerous and needs improvement, but more changes are needed.
It adds a whole extra 7 mins to my drive which is annoying I also have seen people take riskier moves instead of waiting because of it
It has increased traffic up 20th st. Also with the construction occurring on 22nd st and 33 Ave it has dramatically increased time it takes to get out and onto crowchild trail for people living north of 33rd Ave
It's making traffic worse and confusing people.





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I have seen an increase in dangerous driving behavior. Drivers are turning right illegally from 21 onto 33 Ave SW and putting others at risk. I've also seen illegal u-turns and an increased backlog of traffic at the 33 Ave SW and 20 St intersection.
Serious and long, annoying bottlenecks at the 20th street lights & increased traffic to 22nd street with people trying to get onto 33rd West to Crowchild from the entire Marda Loop community
Significant reduction in speeding, volume. However if your going to allow this, you need to allow a right turn at 21st ave at 33rd. That right turn has been shut down for months with construction and without it it is difficult to exit south calgary area.
Traffic bottlenecking has shifted and been concentrated at nearby intersections.
Have not noticed signigant changes - beyond covid related volume reductions
It has reduced traffic congestion at 33 Ave SW and 21 St SW due to fewer vehicles turning left however, it has increased resulted in increased traffic at 33 Ave SW and 20 St SW.
I don't think there was a lot of cutting through on 32 ave, I think more people were turning left on 21 street at 32nd.
33rd Ave has much more traffic. I haven't seen any changes to driving safety.
There is a bigger backup of traffic on 33 Ave east bound and more cars turning left from eastbound 33rd Avenue to northbound 20 Street (a left turn light may be needed). Many more cars are turning left onto 32 Ave or 31 Ave from northbound 20 Street.
The access restrictions from 33 ave eastbound to 21st and 22nd streets are increasing the number of eastbound drivers turning left at 20th ave, causing backups to the single lane traffic flow. A dedicated left turn lane is a no-brainer, don't you think?
There is WAY more congestion on 33rd Ave sw. The traffic is insane and completely unacceptable.
Most of the time it s stop and go because the traffic is backed up
It's made traffic on 33rd and 20th really really bad
none-- the problem area is 33 and 22
This is nuts. Doing this while 22 Street is closed by construction and one lane on 33 Ave is closed by construction and new sidewalk.
Unable to turn onto 33 Ave SW
A lot more traffic, hard to get to 20th, you wait approximately 5-10 more minutes coming from Crowchild to 20th, the merge to get onto 33rd is hard because traffic gets backed up so you end up just going on 34th instead, which means more traffic there
Terrible traffic congestion with people trying to get in and out of the community north of 33rd as there is now only 1 way in and out out of the neighborhood.
Increased traffic
People are fully ignoring the blocks put up. Turning left still. Using it as an entrance and exit still to and from 21st
It is working, but the signage could be better. The no exit sign should be at the corner of 32 and 21 st, not down by the alleyway(on right side). People are still turning left off of 33 to 21 as it is a wide opening



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>People are very confused by it and are just going around the barricade. What this calming feature did was put more traffic on 22nd street. Sept 29 251 cars, Sept 30 312, Oct 1 270, Oct 2 332, Oct 3 314. This averages out 1 car every 6 min.</p>
<p>This is disastrous. It's creating significant back ups on 33rd west bound coming off crowchild</p>
<p>More traffic horrible and not access to my apartment as before create chaos.</p>
<p>They are still turning left with the traffic calming and backing up traffic further on 33rd</p>
<p>Way more traffic as there is only one way out and one way which is 20th. Ridiculous</p>
<p>This is just terrible!! You have made the traffic jams significantly worse, by forcing everyone in and out at the same intersection at 20th street and 33rd Ave. It's just awful!!</p>
<p>I am a resident of 32 Ave and 21 street and I have noticed that 21 street is way safer and cars are slower. It was very dangerous for myself and my toddler but now I feel it is more calm.</p>
<p>No changes, people still drive the same.</p>
<p>People are still turning left onto 21st despite the signs, and it makes driving even more dangerous. I have even seen people turn left from 21st onto 33rd street, which is also very dangerous. This thing makes driving even more dangerous than before.</p>
<p>Long lines for people trying to turn North on 33rd. Street</p>
<p>The grid pattern road system should be left with access in ALL direction You don't get rid of traffic just move it onto other streets</p>
<p>Eastbound 33rd Ave at 20th Street is more congested. People living in Richmond have lost an entrance to their neighborhood.</p>
<p>Utter chaos, people driving around barriers, making three point turns and causing congestion and unsafe maneuvers.</p>
<p>These changes have caused significant issues in the area. Outrageously slow traffic resulting in angry drivers ripping through the side streets or turning off 33rd without notice. Very dangerous for drivers and pedestrians, please reverse the changes.</p>
<p>Right now, only a small percentage of people are noticing/abiding by the new signage and restrictions. Most just go around it which presents dangerous traffic conditions, others ignore or do not see the signage and are forced into a difficult turn around.</p>
<p>Slightly less backed up traffic</p>
<p>33 Ave is jammed all the time and it is quite difficult to turn left on 20 St.</p>
<p>Traffic has increased significantly and could be helped with various projects.</p>
<p>NA</p>
<p>Traffic very congested and changes will make things worse</p>
<p>It's extremely dangerous, people trying to go around each other where it's not possible, waiting at lights forever instead of turning where it was easy (have waited almost 30 minutes because of congestion to get into community when it would have been 2 be</p>
<p>The traffic moves incredibly slow on 33rd now, causing road rage and aggressive motorists. This has resulted in drivers suddenly turning off of 33rd Ave, on to the side streets even those that are essentially closed to them. Dangerous for pedestrians.</p>
<p>It takes considerably longer to access my alley between 33rd ave and 32nd ave SW when traveling from Crowchild, which is part of my daily commute.</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

They are raging because no one can turn left off of east bound 33 Ave till 20th
Traffic just gets backed up EB on 33 Ave. at 20 St. SW instead of there AND at 21 St.
There is a lot of confusion (signage is poor) and traffic has backlogged considerably along 33rd Ave.
I still see people daily turning North onto 21 street from 33 avenue and both directions on to 33 ave from 21 street. Policing would be handy to reinforce physical barriers.
Has tripled commute times within Marda loop. Instead of blocking off 21st street entirely why don't you make one side no parking so traffic in opposite directions can get by each other. Would slow people down/decrease near accidents.
Lots of U turns at 21st and 33rd because people aren't used to the signage, or aren't residents who got the advance notice. Also, a lot of drivers are just deciding to go around the barriers and turn west onto 33rd from 21st anyways, which is very unsafe.
Constantly backed up and no one follows the posted traffic signs especially at the pedestrian cross walk implementing that new traffic diversion was the worst decision traffic is just worse now
Traffic is terribly congested (3 blocks at a standstill) during rush hour. 175 vehicles at Lyfe Residences apartments cannot access the parkade - extra 5min delay and increases traffic on 32nd street.
Too much congestion in the area due to condo construction which causes vehicles cutting through
Traffic is much calmer/safer in the area. There is less speeding. Traffic volume on 21st is much more in line with how a residential road should be. It was a very high volume of traffic going at a very fast speed before this installment.
People driving are still adjusting but 32 Ave and 21 Street have less cars on them and cars are slowing down
None people are still making illegal left turns because there is little access to that neighbourhood.
it is causing 33rd ave to be much more backed up in both directions
People continue to turn right/left as before, they're just doing so illegally now and causing near-accidents. Traffic is significantly backing up along 33Ave SW, eastbound at certain times, due to the lack of a left turn signal and left turn lane at 20St

**Question 1b: What changes have you noticed to how people are walking (crossing the street) at this location?**

Makes no difference, there is a cross walk and always has been
No change. Still need to be scared for our lives and well being when crossing streets given the disasters you've created.
The cross walk nothing has changed.
Haven't notice changes to walking pattern
I have not noticed any changes in pedestrian traffic other than the intersection at 20th and 33rd is now busier and feels less safe to cross.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No different
None
People are more nervous crossing the area due to increase in agitated and confused drivers
None
It is significantly safer to cross east-west for all users.
It seems fewer people are willing to risk crossing the street here due to the confusion this has caused. The lights at 20th street and the extra delays have led some cars to turn here anyways.
None
Same
Improved. Easier to cross 33rd southbound or northbound.
Much easier to walk to services. Drivers seem to be more aware as they are not following a string of cars!
Normal walking
I haven't noticed
Na
None
There is a cross walk at this location.
No change
No changes
I haven't seen a difference
No changes
Haven't noticed, concentrating on the increased flow of traffic, frustrating to say the least, gridlock is horrible on 33rd Avenue but also the flow of traffic that has now been directed to use 20th street is beyond crazy.
No difference
No change
People appear to be more confident and no longer have to fear their lives while walking.
Same as before no change
People are more relaxed and don't have to worry about speeding cars about to hit them. I personally was almost hit on 21 street before the barrier. Now it's so much better. Pls make this permanent or block it off fully.
None
No change
Don't know.
None.
No changes at 21st - they use the crosswalk like they always do. 20th & 33rd continue to have pedestrians walking on the red no walk symbol which only increases the lack of increased traffic able to get through.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I noticed people crossing 21 Street more but not so much crossing 33 Ave. Acrossing 33 Ave is still scary because traffic is so bad. As the density increases in this area, crossing 33 Ave will be accidents waiting to happen for pedestrians.
Seems about the same as before
Little change.
Cross walk has not changed
Weaving between traffic
Well there's a pedestrian crossing light, but it's traffic is usually completely stopped in both directions anyways, so it doesn't really matter. People can safely walk between the cars due to the congestion.
Haven't noticed
I have noticed no change
No changes noticed
None
No change
more cautious due to the uncertainty around whether drivers will/won't respect the new measures
No change
Pedestrians still use the crosswalk lighting as per usual
it makes it harder to cross the street because so much traffic is now backing up or it is going so fast on 20 st because of the wait.
I haven't noticed a change
The street has been made much safer for the pedestrians - all along 21st St. - through reduced volume. Has also made it safer/easier for those using the crosswalk at 33rd and 21st St.
No change
More dangerous as cars are faced with greater congestion, leading to reduced visibility.
No change
No change
Because the intersection at 21st Street is calmer and slower, crossing the street as a pedestrian is safer. The Pedestrian Light is well-used.
Backed up traffic westbound on 33rd has made it even more dangerous to cross 33rd even with pedestrian lights
None
I haven't seen a difference. the crosswalk light has been very effective for several years already.
see above
More pedestrians as they need to walk to the businesses on the north side of street
n/a
It is easier to cross the street with less backed up traffic and less drivers trying to get around those waiting to turn left



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Walkers are still put at risk as people try to drive around the people trying to turn left as they travel eastbound on 33 avenue
More dangerous for pedestrians in the entire area. Now spilling over to four-way stops at 34th and 22 and 20.
None, but better definition of the intersection may allow better ped crissing as well as WB 33rd turn onto SB 21st
None
None
About the same activity. EB traffic seems to go faster and not stop at least as often as today.
no changes
None
None
None
Would think that crossing 33 ave at 21 st is even more perilous now due to the long lines of cars
No changes that I can see and I travel through this area a lot as I live on 21 ST and 23 AV SW
No difference other than pedestrians now having to navigate through heavier traffic to cross 33rd Ave.
Still have priority - good.
Haven't noticed
None. There is flashing lights
Nothing.
Not noticed
No changes noticed
People are at risk of being struck by cars illegally driving the wrong way
None
No changes. There was never a problem with that. There is a crosswalk light there for 33. was never an issue crossing 22
None
It is much safer to cross 21 Street.
None
No changes. Pedestrian lights were already present for crossing the street.
Limited change, if any.
None
None
Because of the longer back ups along 33rd Ave, pedestrians are crossing between cars waiting at traffic lights versus using designated crossings. It has become much more dangerous for pedestrians and motorists
No changes. People use the crosswalk and walk up 21 St given the construction happening on 33 Ave and 22 St.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No changes.
No changes
No impact
no changes
No change.
Really? There was never anyone to begin with. Still no one.
The few pedestrians are acting the exact same.
No changes. Was never very busy and still isn't.
None
Have not noticed any changes
People cross without looking between 32 and 33 Ave and are at risk of getting hit by turning cars who access the road (people think the whole section is blocked from 33 Ave)
It has become almost impossible to cross 33 Av as drivers are focused on increased traffic and congestion
The same. Was not an issue.
No change
No impact
Good thing there is a pedestrian light to assist crossing
more non-car traffic in immediate area :)
People are forced to jaywalk or walk down two blocks out of their way, as the crossing at 33rd and 22nd is still mangled.
It is much easier to cross 21 st. Living here for 17 years since before our kids were born- who are now teenager- I couldn't let them cross 21st when they were younger. Much safer now!
No change
None
Significantly safer on 21st street. Enforcement on 21st would benefit with foot traffic (as cars are illegally passing through the barriers)
Have not seen anyone walking
This is the same.
None
Haven't noticed
No - there was always a flashing walk light - and still is.
No change
It is improved but has decreased pedestrian safety at the intersection of 33ave and 20 street
I have not noticed many pedestrians crossing at 33rd and 21st. Most pedestrians have been crossing at the lights on 33rd and 20th or 33rd and 22nd. As a pedestrian myself, I tend to not cross at 21st and 33rd due to the limited sidewalk by the development
none





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

As many cars are now having to drive down residential roads instead of 33rd Ave. to get to Richmond houses it is making pedestrian safety worse. There is a significant increase in traffic on 32nd Ave. as cars backtrack due to the closed access
Personally I try not to cross around here cause I never know when someone's going to go around the car that has stopped for me cause people don't understand they can't do that
No different. The cross walk is barely used.
I haven't noticed any changes with how people are crossing this street.
At 30 Ave & 21 St SW much safer, especially for neighborhood kids
People scared to cross 21 street as many people are turning the wrong way down the one way only entrance
No change
NA
Nothing. There's so much construction, sidewalks are closed there's nowhere safe to cross and traffic pays zero attention
None
Traffic on 33 become so bad , that drivers are taking sharp turn to left 21 because they cannot wait any longer. And breaking a rule it become very dangerous for pedestrians to cross. Never know when next driver lost patience.
haven't noticed any change
No change noticed
no changes
None
None
I walk the dog a couple of times a day and often walk down 32nd towards 21st. People are not using the road any more or any less than they were before
Without pedestrian crossing and a streetlight at 21St, pedestrians congests auto traffic even more.
Nothing new observed
minimal effect on volume of pedestrian crossings, however the consistent "rule breaking" by drivers ie) left turns from eastbound 33rd Ave, or exiting southbound on 21st and entering northbound on 21st has made the ped crossing confusing and dangerous
So far I have not noticed much change yet
no changes noticeable
People seem to be walking more, and feels a bit safer at the intersection. The intersection in the past was dangerous - with people trying to get around left turning vehicles, and ignoring pedestrians - ripe for a bad personal injury situation
None
Still using the crosswalk which is good.
none
Nothing has changed with respect to how people walk at this location.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Crossing the street at is less dangerous since there are less directions for cars to go - i.e not left turn onto 21st northbound while people on 33rd try to pass the car turning left. I have personally almost been hit by a car crossing 33rd at the pedest
No changes- drivers generally respected the walk lights before and now.
No different. It literally hasn't done anything to help or not help. Why would it?
n/a
There are a lot of goofs wearing toques
None. I live near this corner and I have seen no difference in street crossing. It has dangerous as cars are ignoring the barricade and coming out of nowhere
33rd Avenue is busier than before at the crosswalk because vehicles are not able to turn north to get into their Neighbourhood. Pedestrians now also have more traffic to deal with at the next intersection on 20th Street. Congratulations!!
No change. Pedestrians still need to cross and they have a crosswalk light available to them.
No change. More dangerous to walk.
No changes
Makes 33ave and 20th street intersection more dangerous as cars are trying to get through the intersection in very limited time particularly when turning left. Saw a pedestrian have to dive out of the way as a car was trying to get through on a yellow.
none really - it has a blinking pedestrian light as I recall
None.
No changes noticed
None.
No change
No change to walking patterns
People are disrearding the "dead end" at 21st and 33rd, and still turning right around the baricades. This brings that illegally turning traffic into the crosswalk and provides lack of vision for both pedestrians and vehicles heading east on 33rd
The crosswalk is still there and used.
I have not noticed
No big changes
Same as before, using crosswalks
Same. Crosswalk already installed and generally well respected
I haven't noticed changes to pedestrian traffic at this location
no changes. Same as it has always been. Already a lighted crosswalk there.
Same as it has always been
There always has been a marked crosswalk with lights. There is no change and this will have no effect.
I have noticed more people walking along 33rd Avenue SW - crossing 21st Street SW.
It's never been a problem for pedestrians crossing 33rd Ave.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Chaos
Construction. Has the walk inaccessible many times of the day
None
No noticeable change from pre. We use the same lights to press and walk like before. Perhaps a crosswalk at entrance to 21 st from 33rd would help.
People use the crosswalk on 33ave. This has changed nothing
No changes
n/a
Theres so much construction along 33rd it is actually unsafe to cross the street at times.
33rd is an important road to the community of Marda Loop, focus pedestrian traffic onto 34th.
No changes.
No changes.
No changes, people are crossing as normal
None
None
No positive change
No changes
Exact same as before.
I have not noticed a change.
No difference - I cross it regularly from 32 Ave to go to the gym on 33rd. The pedestrian light makes it safe & sufficient. However, most traffic tries to turn West on 33rd from 21st & now when pedestrians cross, drivers will use the small exit to head W
Much bettter for pedestrians
don't care
Have not noticed changes - beyond covid related volume reductions
It does seem safer for pedestrians crossing 33 Ave using the pedestrian signal at 21 St SW as drivers are not trying to go around vehicles making lady hand turns at this location.
Your take your life in your hands crossing 21 & 33 as well as 22 & 33.
I haven't noticed any changes.
There is little to no impact to pedestrians at this location. Crossing was safe before with the flashing pedestrian light.
I have not noticed any change due to the two blocks of construction. Hard to say how pedestrian flow will be impacted until the construction is no longer disrupting it.
None
Drivers are always watchful of pedestrians
None. Same amount of people cross
none-- almost his a guy yesterday
None



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No changes
No changes not additional people walking there
None
Nothing
Walking. Exactly the same
nonenome
There has not been any real change with people crossing the street.
It's a safety risk.
I have not notice any changes
Not seeing anyone cross the street
People still jaywalk across
These changes are very dangerous for pedestrians, the drivers are mad about sitting in traffic jams and are not watching for pedestrians at any of the intersections impacted. This is a hazard for those walking, very dangerous.
On 21 street people feel safer to cross the street. I was always too scared to cross my own street because cars would drive way faster than the speed limit and parked cars would reduce visibility. It was very dangerous.
No changes.
Same as always. Nothing has changed, except now cars are more desperate to turn, which again makes it more dangerous. When this thing was not install, people crossed the street fine.
None
Less people want to come to Marta loop as it is a access nightmare
I haven't noticed any difference.
No impact
Drivers are very mad after sitting in slow moving traffic, this makes it extremely dangerous for any pedestrians crossing at any intersections.
None
it is the same, as there is a cross walk on 33 ave
I have noticed no change
This has always been a walkable and high walking street so no changes on that front.
NA
I was almost hit three times in a single day walking around Marda Loop yesterday. It's not temporary confusion. It's lack of visibility, rage about the new and drastic wait times to get in and out, and pure chaos.
As motorists are now frustrated with extremely slow moving traffic, pedestrians crossing at 20th, 21st, and 22nd streets are at increased risk. It is very scary being a pedestrian since the changes have been made to 33rd Ave.
It's better on 21 but worse everywhere else
None. E/W traffic has not changed in volume. Hit the button and hope everybody stops.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No change
None
No difference
I am significantly less concerned about getting hit by cars that come speeding north on 21st from 33rd.
All the sidewalks are closed so it's a mess
It is more dangerous for pedestrians as vehicles are stopping in the intersection at 22nd st/33 ave due to gridlock, and in a rush to move when it turns green because of the delays.
It's dangerous for pedestrians due to construction
Walking feels much safer here now crossing any direction. Previously I felt very vulnerable as a pedestrian and as someone getting in my car and had several close calls. The area is much more amenable to walking now.
People are still using the east sidewalk to connect to the flashing lights to cross 33 Ave
None
have not noticed an impact to pedestrians
no change relative to before

**Question 1c: What changes have you noticed to how people are wheeling (cycling, skateboarding, in-line skating, scooting or using a wheelchair) at this location?**

no change, these areas are already congested and now even more so since all traffic has to stay east bound for an extra block
No change. Always on the lookout.
The people cycling, skateboarding etc are not the issues. The issue is drivers are being made to take a longer route home which really annoying.
Not too much change
I have not noticed any changes
No different
None
See above
None
Safer to cross east-west.
No changes
None
N/A
No observation
crossing the street (21st) via wheelchair is infinitely safer with the barrier in place.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Normal
Haven't noticed as it is winter
Na
None
N/a
No change
No changes
No difference
No changes
Haven't noticed
No difference.
No change
Seems easier for them
Unknown
More skateboarders, cyclists, scooters and pedestrians are on 21st street. Its much more relaxing keeping the main road through traffic out of 21st street. Again, this is absolutely necessary so it doesn't feel like we live on a highway.
None
NA
No changes noted.
None
None
I noticed people crossing 21 Street more but not so much crossing 33 Ave. Crossing 33 Ave is still scary because traffic is so bad. As the density increases in this area, crossing 33 Ave will be accidents waiting to happen for pedestrians.
There has always been good use of the bike lane on 20th st. I do worry that with the increase in traffic along 20th st, that the bike lanes are not as protected and cyclists, etc might be at risk of being injured.
Little change
There is a longer line of cars that people walking have to weave in and out
No observations
No impact
Haven't noticed
-
I have Notice no change
No changes
None
No change
not noticed
No change



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I haven't really noticed any differences
None
My Neighbour uses a wheelchair he now has to travel to 19th st.
there are significantly more vehicles going fast up the 20th street hill which is shared with the bike lane. It seems like this could cause more conflict between vehicles and bicycles especially during warmer months.
I have noticed an increase of cycling traffic on 21st St. - believe this is cycle traffic that now prefers 21st over 20th ST.
Have not witnessed
No comment.
No change.
No change
I don't notice a lot of these wheeling methods at 21st Street, as there exists a bike lane on 20th Street that is quite well used.
none
None
nothing noticed.
To avoid using 33rd Ave & 20th St SW people cross the double line and make u-turn on the parking lot of the shopping strip to turn right from there and get to 21st St
None, cycling very difficult this summer with the construction in the area
n/a
The barriers block the intersection for wheeling and pedestrians
Pedestrians are still put at risk at this intersection
Again, more dangerous.
Limited. 33rd is not a good Ave for cycles etc
None
None
None
None
I don't see enough to say with any accuracy.
no changes
None
None
The pedestrian access works well at 33 ave. Pedestrians are using the now quieter road.
None
n/a
Same as above. If the intent is to encourage other mode traffic, I don't see how these changes would encourage that. that?





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No comments
As everywhere else, cyclists generally ignore all signs, rules, vehicles and pedestrians. No change.
Haven't noticed
None
Nothing
Not noticed
No changes noticed
It endangers people as they are illegally using this turn anyway
None
I regularly bike commute. There's a higher risk of a bike-car collisions due to the backups on 20th St southbound at 33rd Ave, as bikes pass the stationary cars at faster speeds around 33rd Ave, where there are lots of right turns into the bike lane
no change/additional "wheeling" traffic
None
It is not an ideal location for wheeling as there is a large hill and is generally not used by these users.
None
No changes. Most people continue to bike on 20th Street due to the bike lanes.
Limited change, if any.
None
None
Absolutely no change
Same as above.
No changes.
No changes
No impact
no changes
No change.
Really? There was never anyone to begin with. Still no one.
Same
No changes.
None
Have not noticed any changes
Nothing really.
Same comments apply as for pedestrians
No change.
No change
No impact
no change



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No difference. However, I live south of 33 and more traffic is being diverted south. Also when visiting a friend on 30 Ave I have to drive to 29 to head south. Makes no sense.
same as above, more bicycles , skateboards and strollers in area.
Cyclist heading west on 33rd ave have to ride in the centre of the right lane due to the construction.
Bikes and scooters can cross. Easier to socialize with neighbours across 21st now and cross to access shops in Marda Loop
It's winter
None
The 32nd avenue residents have all commented how much safer they feel walking and cycling around
Have not seen any of these
I haven't not.
None
No
I would say still more foot traffic at the Petro Canada and Bush Lane crossings.
Haven't noticed
None
As a cyclist, there is a higher level of conflicting traffic - due to the increased number of cars using the 32 Av and 20 ST intersection, there have been more vehicles poking out into the 20 ST bike line as they wait to turn SB onto 20 ST
Minimal
I have not noticed anything.
None
no change tht i have noticed
Personally I feel like this blocking hasn't helped in anyway other then it take us more time and effort to get home we usually take the first right into the back ally
No different.
I haven't witnessed anybody using bikes, skateboards, etc. since this was implemented
Haven't noticed
Pedestrians and moms with strollers are hesitant to cross as eastbound 33 Ave traffic is still making the left hand turn to 21 street creating near head on collisions
It's snowing. So busy looking for the changes no really looking for a roller blade guy
It is more dangerous to walk (cross) 20th Street as now more traffic funnelling onto 20th Street. I feel its alos less safe for cycling.
Nothing, again this was a terrible decision and has only made traffic more frustrating for residents and commuters.
None
21 street have never been used for skating and scooting due to height hill in area . Nothing is going to change to that. I am using 20 street to bike , it has a proper biking pass .
haven't noticed a change -- there has always been a marked crosswalk at this intersection to cross 33 av and it continues to be used
No change noticed



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Have seen some elderly cyclists and skateboarders use 21st street now that the barrier is restricting cars.
no changes
There has been no increase or decrease. The area remains dangerous as the various condos are remaining under construction
None
None
None.
Nothing new observed
no obvious changes in cycling, same comment as above re: increased danger
I feel as though more people are using 21 st now as opposed to 20 st
no changes noticeable
more kids riding bikes and scooters in the morning -
n/a
None
Easier to move around if there are not cars ripping through your residential area!
none
Nothing has changed with respect to how people walk at this location.
I think people feel safer. and will be more apt to walk, cycle, wheelchair access the neighbourhood/intersection with less fear of getting hit by cars/traffic
No changes.
Absolutely no different. This had nothing to do with that so I'm not sure why this is a question
n/a
Many people passing smell like skunks
I haven't noticed anything
None. See comment above. Intersection is more dangerous as cars are frequently making illegal turns in all directions
NA
N/A
No changes. More dangerous
I haven't noticed any changes, there is already a crosswalk there
Still able to cross at earlier 21st intersection with no improvement.
I'm an avid cyclist, and often use 20th st now with bike lanes. I wouldn't feel comfortable biking down 33ave before and this is now worse.
None.
No changes noticed
None.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

No change
Cars still blocking cycling traffic.
No observable feedback
None the Crosswalk is still used.
I have not noticed
No big changes
No change
These temporary traffic calming measures are an impediment to bikes skates and scooters. You have to weave around it.
I haven't noticed changes to pedestrian traffic at this location
Same. Lighted crosswalk.
Same
None
I am seeing more bikes riding in the bike lanes along 20th Street SW.
No problems at all.
None more chaos
People are avoiding Marta loop as congestion make it a sad place to be
None
No noticeable change. same as it ever was.
Still nothing
No changes
n/a
Theres so much construction people cant do it safely.
In-line skaters love this change....
No changes.
No changes.
No changes
None
None
No positive change
Nothing
Haven't seen anyone doing this before or after implementation.
No change
None.
Easier flow on 33
don't care
Seen more wheeling - Covid related? Scooters remain obnoxious, and parked awfully/obstructively in all permitted areas.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I have not noticed any changes to wheeling.
I haven't noticed any changes. Both 33 ave coming off of Crowchild and 20 going north and south is a nightmare and at most times of the day.
None. I don't think it's brought about any changes.
No change. Very few people cycle, skateboard, scooter or use a wheelchair at this location.
See above comment about disruption caused by construction
None
Their is none of these
None.
none
None
No changes
None
None
Nothing
None
none
We don't have a lot of people using 21 for biking but rather 22nd street has a huge biking traffic with in-line stating because we don't have a large hill.
No notice
I have not notice any changes
Not seeing pedestrians when I'm at this location
Cyclist are speeding down 20th. And the past few days on 32nd the dads have been out in the middle of the street drinking beer at 4pm trying to play road hockey and giving drivers the evil eye
People are riding all over, no longer using the bike lane on 20th street. It's too dangerous for them in the bike lane, now that every driver must come and go from 20th into the neighborhood.
I feel like this traffic calming measure will improve the overall walk ability of the neighbourhood and allow kids to actually play in their front yards. I no longer feel unsafe to cross the street and don't have to worry about fats cars hitting us.
No changes.
I have never seen someone wheeling at this location, so same response as above. Same as before. People are respectful at this intersection, and always let people pass.
None. As always people on bicycles disobey or do not follow the rules of the road.
None
I haven't noticed any difference. Due to the increased backlog of traffic on 33rd between 20th Street and 22nd Street, I would not cycle there.
No impact



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Very few people are using the bike lanes on 20th street, as the road changes have forced all drivers onto 20th street to enter or exit the neighbourhood. The cyclists have moved to the side streets, since there are no cars there now.
None
no changes
I have noticed no change
Few people appear to be using the biking lanes that have appeared.
NA
Not sure
Much more cautiously is how I've been doing so. Again, I was almost hit multiple times by vehicles with lower visibility despite me slowing to a full stop.
Cyclists are not using the bike lane on 20th street, as this has become a much busier street since closing 21st, and with the extended construction at 22nd. The bike lane is now more unsafe, as it is shared with frustrate drivers forced on 20th street
I have not noticed a difference.
See above
None. 33 Ave. is terrible for cycling. It's not any easier to cross on 21 St. either without doing the full dismount and using the crosswalk. That said, if traffic is totally stopped due to volume, you can roll between the cars and ride the center line.
No change
None
No difference
I haven't noticed other modes, but it is safe enough to wheel a stroller across 21st on 32nd
Where could they do this when there's no efficient sidewalks available
Bicycles are more dangerous as they are moving faster than traffic along 33rd ave due to congestion, and may surprise drivers who are turning and can't see them.
Same as above
I've seen slightly more cyclists use 21st street. As a cyclist myself, I also feel much safer on the entirety of 21sdt street from 33rd ave to 26th ave SW.
not really
None
have not noticed a change for scooters
no change relative to before

**Question 1d: Tell us your overall impression of the noted changes in terms of making for safer and more comfortable routes?**

it's a terrible idea that's only creating unnecessary west bound traffic between 20st and 21st. Removing parking on both sides of the street on 21st ST between 33rd AVE and 32 AVE would eliminate the need for any changes. add speed bumps for slower speed





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Not helpful. And we live at the top of the hill at 30th ave and 21st. There is less cut through traffic coming up the hill but the congestion trying to get back into our neighbourhood at the light at 20th is unreal and unsafe.
My overall impression is the no through traffic is unnecessary there have been no accidents at this intesection. It needs to be removed.
I think it has made traffic the area much worse ... leave it as it was. You are not solving the problem you are just moving it and making the overall situation worse.
These changes have made traffic much less safe and comfortable. Traffic flow has been greatly reduced and the intersection at 20th and 33rd much busier and feels less safe for pedestrians. Very unhappy with the change and would like it to be reversed.
Not safer and now backs up eastbound traffic on 33rd Ave and creates a real traffic hazard for cars turning left (northbound) from 33rd Ave. I have almost been hit twice at that intersection now. It also backs up traffic from 32nd Ave trying to get westb
The no left turn does nothing to alleviate traffic on 33rd. Since there is no left turn lane/signal at the lights the traffic just backs up. I'm not sure what advantage it was supposed to provide other than limiting traffic on that street.
It doesn't feel safer, everything is more congested in surrounding streets and takes longer to drive home. 34th Ave is now busier than ever
Not working. Making it harder to get in and out of neighborhood.
The changes do exactly what they are meant to reduce volume of cut-through traffic. I applaud the city for making a bold move that improves safety for non-vehicle traffic and the impact to vehicular traffic is minimal if routes adjusted < 5 minutes.
I believe the exact opposite has occurred (unintentionally) due to the added confusion and delays. People are less inclined to cross at this intersection and have been forced east or west.
More difficult for me to get to my home on 26 Ave. Poor traffic flow through Main Street Marda Loop (33 Ave). Left turn onto northbound 20th Street difficult during peak times; change has made northbound travel out of Marda Loop more difficult.
Very ineffective. No traffic calming 21st N of 33 should go back to the way it was. I do not believe in traffic calming if you live in this area there will always be traffic.
Safer and more comfortable for pedestrians both at this intersection and along 22 st to 26 ave corridor. Cut through traffic greatly reduced. Less speeding.
Transformational! I sincerely feel this change will improve the walkability of Mardaloop!
Terrible idea. Massive construction in the area has everything backed up. This made it worse. Now people use the one lane as a 2 way anyways and drive around the barrier
I don't believe this has helped too many people. It is already very difficult. It is difficult navigating from home on 29 th Ave. Because the course at 20 and 33 is already so congested southbound this recent calming measure has exacerbated that problem
Great, please enforce or make the barricade so you can't drive around it.
It's less convenient, less comfortable, and causing a bottle neck at the intersection with the light.
Residents on 21st are pleased not to have the volume of cars (who are often speeding)



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>Very disappointed in the change as it doesn't seem that much thought has been put into. With 22nd closed (construction) and now 21st you've created a bottleneck on 20th. What problem were you trying to solve? All you did is create more frustration.</p>
<p>Either open 22nd street for turning left if heading east or else open 21 street back up. This was not supported by all people in this community!</p>
<p>It's made leaving my house on 29th Ave difficult. 20th st and 33ave lights get backed up.</p>
<p>I am significantly dissatisfied with the changes and find them unnecessary. As a resident of the area, it is far more difficult to access 33rd Ave, which precludes my use of the small businesses there that I previously supported.</p>
<p>Too busy, increased traffic</p>
<p>I dislike the traffic calming a lot. Traffic is a whole lot busier since you can't turn at 22 st and 21 st. It forces all traffic through Marda Loop which is hard to drive through at the best of times. I am looking forward to having the calming removed.</p>
<p>As someone who lives in the neighborhood, I think these changes are ridiculous! Lots of people violate them. Furthermore "calming" on 1 street just moves traffic to a street or 2 away. So is that really calming or just deterring the problem?! Remove it!</p>
<p>Very impressed and I hope this remains permanently. Although a turn light at 33 and 20 would make it way more ideal! Great job though Calgary and keep up the good work. I live in the area and have young kids, this has literally been a life saver!</p>
<p>Stupid idea that's only moving the traffic problem. MLCA has been asking Woolley to engage in meaningful dialog about adhoc rezoning and increased density since 2018. The City needs to stop and listen. Silly barricades don't help.</p>
<p>Totally necessary and long overdue. The minor inconvenience is well worth the safety and comfort. Before the barriers, it was insane and residents had complained for years. I'm glad something is finally being done to calm traffic on this road.</p>
<p>Poor choice</p>
<p>A failure. It just made traffic on 33rd backup far more at 20th.</p>
<p>Too much congestion on 33 avenue...this makes it worse, not better.</p>
<p>With traffic lined up for blocks at 33 &amp; 21 it is now less safe as motorists are very angry. 100's of residents negatively impacted for a few. Big mistake</p>
<p>Honestly horrible - so disappointed that this calming measure was done based on the activity of a few streets when there are so many other streets that use it to exit and enter and are not cutting through - it is just their normal route.</p>
<p>I think it's positive and more needs to be done to prevent cars from cutting through residential areas. As Currie Barracks, Altador and Richmond gets more dense, this problem will get worse and pedestrian accidents are just waiting to happen.</p>
<p>It has made traffic much heavier and without an ability to cut into the area north of 33rd coming off of Crowchild st the end of the day very annoying. The need to drive all the way to 20th st to turn north is causing a lot of back up.</p>
<p>I'm unsure it had produced the desired effect.</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>Awful, the lights at 33 and 20 need to be improved with a turning light going east. Better improvements would start with not allowing construction vehicles to take over the side lanes</p>
<p>Delayed traffic. Difficult to exit and return where I live (30th Ave and 21st St)</p>
<p>This is a horrible change. 33rd avenue continues to get busier and busier. I've lived in south Calgary for 7 years and I've watched 33rd Avenue get worse each year. More condos and construction will continue to make the problem worse.</p>
<p>I live in the community and to not be able to access entry until 20 street where there is one lane of traffic and no turning signal is terrible and very time consuming. All of our neighbours feel the same. More accidents will occur at 20th intersection.</p>
<p>This is making it difficult for people to get around. Now we have 2 consecutive streets on 33rd Ave where we can't turn left (21st and 22nd) Please revert these changes</p>
<p>The traffic calmin has not worked at all it just makes people angry. It makes it very difficult to get in and around the community to go to my house. It is added congestion not taking it away. 33rd Ave. is too busy to not allow residents to get off earlie</p>
<p>Traffic calming... if that is the case, which I don't see as valid, use speed bumps. I live on 30ave and 21street and now exit on 50ave and drive through residential areas bypass the traffic congestion on 33ave.</p>
<p>This change really causes traffic to pile up in an area that is already very congested. Traffic has been reduced during Covid, makes me nervous to think how congested it will get when traffic is back to.normal. I've also seen people turn left anyways.</p>
<p>I still think it's entirely ridiculous to do a study of this nature when so many streets nearby are closed. This experiment just pushed the volume onto other streets. Think about overall traffic for once please! This is awful.</p>
<p>traffic continues to cut through so less calmer than before due to unpredictably disrespectful drivers, signage has not been adequate to introduce and forewarn drivers, any future structures need to have greater impenetrability and visibility</p>
<p>This has made my commute significantly worse and significantly more stressful.</p>
<p>I hate the blockage at 21 st and 33 ave. I travel southbound on 21 st to go west on 33 Ave often. It doesn't help that southbound on 22 st to 33 Ave is typically also blocked. This is leading to back ups at the lights (southbound on 20 st at 33 ave)</p>
<p>This change has caused significant traffic backups with east bound traffic during peak times. Traffic continues to backup past 22 street. An advance turn arrow for eastbound traffic turning northbound at 20th street may improve congestion.</p>
<p>i would like speed humps on 20 st to reduce the speed. I would also like traffic pushed back to 14th st or crowchild. Instead of people trying to bypass 14th during rush hour.</p>
<p>I do not like the changes and how they funnel so much more traffic to 20th St.</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>Definitely much safer for all involved (pedestrians, cyclists and motorists), given the reduced volume and - by extension - reduced speeds of cars.</p>
<p>I hate this change!! I used this intersection frequently especially because one cannot turn left from 33rd onto either 21st or 22st and cannot turn right from 21st (and most days 22nd because it is blocked) onto 33rd. Very dangerous!</p>
<p>Not sure what the city was hoping for here, but it's a bad project. Increases traffic on 33rd, and blocks access to the community north of 33rd Ave for people who live there, meaning increased traffic on the more narrow 32-27 Avenues.</p>
<p>Not safer or more calmer. Folks need to accept it's a main through road. I used it every day and never felt it was too busy or unsafe ever. It's extremely difficult to move in the area. Only 20st is can go north and short no left arrow.</p>
<p>I think it is much safer due to lower traffic volume and speed.</p>
<p>The level of safety and comfort at the intersection of 33rd Ave and 21st Street has greatly improved. I have lived on 21st Street for 27 years. The street is once again a safe, residential street - especially timely, as there are many children living here</p>
<p>Not safer. Density keeps increasing in the area affected so increasing traffic should be expected. I live in this area and feel like getting home made challenging because someone feels roads unsafe for children - yellow child slow down sign people</p>
<p>We have noticed increase travel along 22st with many drivers ignoring playground and school zones.</p>
<p>I love the idea of restricting traffic and am in favour of this in other areas in Marda Loop too. But it either needs to be more effective or more enforced. Also, traffic flow along 33rd needs to be addressed as it's become very slow since the pilot began</p>
<p>Make and additional traffic lights on the 33rd Ave with green arrow for turning left into 22nd St or 21st St.</p>
<p>Although I am sure residents on 32nd are happy to see less traffic, this makes 33rd more congested tthere is SO much traffic on 20th street now. I understand the desire to alleviate residential traffic, but this has just created an even bigger problem. I have lived in this neighborhood for 20 years and have never seen so much traffic. Poor planning.</p>
<p>Need more traffic calming in the area on a number of streets. One change is not enough to change reckless driver behavior in the neighborhood</p>
<p>More traffic has been pushed to 34 Avenue SW, and the traffic / speed of the traffic on this street. With traffic turning at 22nd street, the traffic flow for the entire neighbourhood should be thought through as well.</p>
<p>You need to accept that 33rd is the only access point to Crowchikd Trail and put in sufficient left-hand turning lanes throughout this area.</p>
<p>Overall good. Would like to see better definition of intersection to allow better ped crossing and WB 33rd to turn onto SB 21st</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I almost got into an accident because someone didn't see the no left turn sign and almost hit me on 21st while I was trying to turn right on 33rd Ave
I am 78 years old and live on 22nd at and 31st ave. I only drive to go to safeway which is only 2 blocks away. This change makes me drive more and takes double the time. I cant turn left on 22nd or 21st now from 33rd. Why is the city blocking off roads?
This is a stupid idea. Anyone living north of 33rd Ave has to cut through many additional residential blocks to get home (from 20 st to 24 st) and adds 10 more minutes to the commute and a lot ANGER. Crossing 2 blocks requires now driving 6 blocks !!!!!!!
I think it's made the intersection a bit more dangerous, as people are trying to use this intersection like before the changes, even though what they're doing is illegal.
A nice first start, but I would really like to see some curb bulbs on the east side of the intersection/crosswalk. This would be a huge safety benefit for the crosswalk/walkers and for traffic calming
I am not happy with this change. Traffic is chaotic enough along 33rd with the major building construction projects without cutting off more access to my neighbourhood
This change makes nothing "more comfortable" except for the couple rich home owners along 21 street who have slightly less traffic. I will cease giving business in Marda loop because of the inconvenience of driving there from my home if change is permanen
Fail to see the upside of the new measures undertaken. There's a heavier traffic bottleneck and the introduction of a second no left turn on 33rd coming off Crowchild into mardaloop has just introduced additional traffic bottlenecks and backups
The change at 33 ave and 20 st has made it safer as there is fewer cars lined up on the street trying to squeeze by each other. The traffic all along 20 st has also been reduced creating a safer street for pedestrians.
Not very well thought out. I idle in my vehicle about 5 mins more every day. This should be implemented once construction is done on 33rd Ave. Advance arrow on 33rd Ave works maybe help. Overall I think it's a terrible idea that benefits few.
I think it has positively impacted only the few residents, to the detriment of the many residents and commuters
I guess it is safer for people living near 33 and 21 ST. Would an advance turn signal for traffic wanting to turn east on 33 AV from 20 ST assist with the problem I identified in Q1?
Generally, this is a terrible project. No better safety. People who live in the community turn left onto 20th Street from eastbound 33rd Avenue. With the pilot project, residents are now aggregatingly required to turn into 20th and then left again on 32
All it does is benefit a few residents on 21 St to the detriment of the rest of us. Now very frustrating to leave and return to our nome at 2415 30 Ave.
Traffic is now badly congested on 33 avenue eastbound due to the large volume of cars turning left on 20th and westbound due to one lane closed for construction and increased density in the area. Very difficult Access to my residence north of 33rd now.
So much congestion. Very poorly planned



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Has had the opposite effect. Makes no sense even after reading the intentions. Would recommend removing restrictions. Put a no left turn sign between 3:30 and 6:30 on eastbound 33rd on weekdays but don't block access.
Awful. These are traffic frustrating measures not traffic calming measures. If people don't want to live around traffic they should move away from such a commercial based neighbourhood. I live in richmond. These efforts constantly make this a less attract
It is making driving more difficult and dangerous on 33rd Ave. There are now less opportunities to turn from 33rd Ave after Crowchild, causing traffic to build up for longer, which in turn is causing drivers to take "risky" decisions (no space to explain)
Terrible idea, no flow of traffic. Instead you should have put no parking signs and allow 2 way traffic. Jt backlogs everything and everyone drives there anyway. It's a sh*tshow
More difficult and has created major congestion along 33 - need to either add a filter for north left turns or allow left north turns in another street closer to crowchild
I think that this traffic calming is a good idea. However, cars need to have an advanced left turn on 33rd Ave going to 20th Street, as well as 20th Street and 26th Ave; a longer left turn from the S Crowchild onramp to 33rd Ave would also help
This is neither safer or more comfortable. It has created a dangerous traffic situation on 33 ave. due to increased volume going to 20th street. it has greatly negatively impacted the residents of north 33ave by shutting down a safaccess to their homes.
Horrible change. Causes more frustration and anger.
My impression of the change is extremely positive as I see that safety and comfort has great improved. In general, the most problematic vehicles that still remain are those that continue to illegally used 21St. Permanent curbs would improve the situatio
The barrier is better than nothing, but will not be effective unless Police enforce it through ticketing illegal turns. As we have been advocating for years, speed bumps or completely blocking the street are needed to increase safety.
I don't think it's made it any safer. It is now frustrating travelling in this area. 33 Ave eastbound is more congested with the only option to turn left now at 20 Ave. These lights were already busy with traffic backing up from exiting Crowchild.
Better signage required - "No Turnaround" + Cul-de-sac signs on SB 21st Street south of 32nd Ave. contradict. Should just be simple "No Exit" signage. Enforcement also required, as a number of drivers are still turning illegally from/on to 21st Street.
The traffic on 20th Street and 33rd Avenue is backed up and there are more cars driving on neighborhood streets. These changes exacerbate the poorly thought out changes to the 33rd Avenue intersections at 20 and 22 Streets.
This change is causing a lot of anger and frustration
This change is making commuting more difficult for motorists and more dangerous for pedestrians. It has absolutely no benefit and should be reversed. It is causing increased traffic on other streets as commuters find alternate routes to avoid congestion





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>I would like this barrier removed. I live on 32 Ave SW. During the weekday it has become difficult to leave &amp; return to my house given both 22 St and 21 St are blocked. Intersection of 33 Ave &amp; 20 St is not structured well to handle the traffic.</p>
<p>As per #1 above, more congestion, greater traffic on 31st and 20th and increased speed northbound on 20th. Solar speed indicator only promotes speed.</p>
<p>Reopen 21 street and allow for advance left on 21 street.</p>
<p>It's terrible, 33rd Ave is now packed because you can't turn left anywhere.</p>
<p>I think that this new route has made things less safe on 32nd ave because there is increased traffic and not a lot of room to move out of the way or to see due to the parked cars</p>
<p>No change.</p>
<p>Has there ever been an accident? Not in the 20 yrs I have lived here. Not one! Not safer at all because it was never unsafe to begin with.</p>
<p>Terrible. Everyone in this city buys a house and then thinks they have the right to close the road. They will use ANY excuse. What about all the other residents? Why should the people who live on 32ave or 21st have superior rights to the rest of us?</p>
<p>When a road is closed it is NOT a safe road, it is a CLOSED road. This did nothing to benefit the neighbourhood residents, and actually made access terrible!</p>
<p>The changes have made it very difficult to get in and out of my neighbourhood. Reducing access in and out access to a single already busy intersection is extremely painful</p>
<p>Not impressed, I have not noted any changes, perhaps 21st should be made a full one way a few blocks to alleviate traffic backup, I can only imagine how much worse traffic on 33rd will be once all those new condo's and business are built along 33rd</p>
<p>Absolutely terrible planning! At minimum there should be an advance green at the 20st and 33ave intersection. Complete lack of planning before rolling this out, especially when 22 st is closed. All it has done is cause confusion, backlogs and traffic.</p>
<p>This has only served to increase the traffic and congestion on 33 Av, westbound. I now have to shortcut through Garrison Woods or Knobhill to access Crowchild and return this way too</p>
<p>I am not sure what this is supposed to achieve. A lot more traffic through 32nd Avenue between 21st and 20th Street. Residents west of 21st Street now have to drive through 32nd Avenue from 20th Street to get home.</p>
<p>This has made it inconvenient to get to and from my home and Crowchild Trail. Coming home from Crowchild I now have to drive to 20th street, not happy with this change</p>
<p>You're moving the problem from one street to another. Alderman Woolley has not been listening to residents. This is a waste of money.</p>
<p>less congestion on 33 westbound from 21 st</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Do not like the changes. No change. More congested. Definitely not more comfortable.
I will be very sad if this isn't made permanent.
Complete mess. Turning south onto 22nd street is nearly impossible and holds up traffic. Eastbound traffic has been largely diverted to 20th street, where there is no advanced green, making it harder to enter the neighbourhood. Completely ridiculous.
There needs to be an advanced green at 33rd to allow for northbound turning from east bound 33rd.
This new traffic pattern is only causing more congestion on 33rd Avenue. Very frustrating with no turn light on 20st in 33rd ave. Typically waiting many lights to be able to turn. Traffic congestion is worse
Horrible change. Adds more commute time for people living north of 33rd Ave
Net positive! Great job Calgary to protect the residents! 32nd avenue (between 20 & 21) would benefit from speed bumps to control the speed.
This has made traffic a lot worse, more angry drivers speeding on other roads. This traffic calming measure has made driving in my community a lot worse.
This change has not made a safer or more comfortable route. 22st is consistently blocked off by construction and 20th street is very busy. There needs to be an alternate route, it's creating more congestion.
This is a terrible decision. Traffic on 33 avenue is backed up as there is no turn signal. People north of 33 avenue are greatly inconvenienced. People are still turning at 21st. There wasn't a problem to begin with.
I think it has mad the situation significantly worse than before. There are more people driving down 32 ave not because they are cutting through but because of the recently added condominium building with alley access only that added over 300 residents.
So far, I haven't noticed any improvement but I am hopefully optimistic.
Has negatively impacted our traffic and transit time
I don't believe it's safer. Rather, it forces traffic onto 2 thoroughfares (33 AV and 20 ST) which means long lines and frustrated motorists during rush-hour.
I have not noticed an increase in safety - though perhaps the removal of two-way traffic on 21 ST has eliminated that issue. It has, however, caused increased levels of two-way traffic on 32 Av between 20 ST and 22 ST. The streets are just as narrow.
I think the problems have just been moved down a block. It would be better to trial this when there isn't construction blocking a west bound lane on 33rd and totally blocking access on 22st
I have found that there is a noticeable increase of road closures in the area and many drivers have been more aggressive as a result. Still making left hand turns to go northbound on 21st street.
I absolutely HATE this change. It has created more traffic on 33rd, LONG line ups on 20th and more and more traffic on the richmond side. I don't think it helped anything, has addition more traffic and additional time to my overall commuting.
i feel this makes the areas less safe with more traffic on residential roads and the main roads are busier. I find this to be a very poor decision. Why would you not just prevent parking on on side of 21st Street?



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

I feel like it should be changed to a left one way with no parking that's the biggest problem people park there and you can't see anything even now with the blocking now people park there and you just can see on coming traffic
This has actually backed up traffic and made it much more dangerous. The only change that should have been implemented is making that one block on 21st street "no parking". This change now builds up traffic from crowchild to the light. Horrible change!!!!
I live at 2128 33 Ave so have been directly impacted by this. There are more backups and it's increased driving time/unsafe driving practices. It would make more sense to be able to turn from 33rd onto 21st, but not be able to turn from 21st onto 33rd.
Reduced traffic and most traffic on 21 St is going slower, quieter- fewer trucks, safer for walkers and joggers
I no longer walk that way with my daughter in her stroller as I'm worried someone is going to just cut into the one lane onto 21 street and hit me or my daughter in the stroller
You ruined the area already so can't change that by trying to calm things. You people are so unrealistic. Purple idiot army!
The closure of 21 street has created unnecessary congestion on 33rd Ave. It has also increased traffic on 20th Avenue making it less safe for pedestrians and cyclists.
This was a poor choice especially right now that there is so much ongoing construction. You have more traffic going through residential areas and that has parents concerned for their kids.
Bad choice. No left turn on 20st which makes it harder to get in the neighborhood homes
It is not comfortable for neighbourhood. Huge line of cars all the time on 33 makes noise and pollution. There is no interest in walking in this area any more.
It's created heavier traffic at the intersection of 33 av and 20 street. There is no left turn signal at this intersection for eb traffic turning nb onto 20 street backing up traffic even further. increased traffic on 34 av. no turn on 22 and 21 st
The same, except as mentioned above, not allowing vehicles travelling east on 33 Avenue S.W. will can't turn north on 21 Street S.W. Into their own community
It's amazing. Please add another one at the end of 32nd ave and 20th street please.
It makes it more difficult to get into the neighborhood north of 33 ave. This is an inconvenience for people north of 33 ave. There should be a left turn signal on 33 ave and 20st.
The changes have resulted in additional line ups to turn north on 20th street. With the increased densification in the area, and decreased access, this will result in more frustration for all. Please ensure access and add speed bumps instead
It's the most ridiculous traffic pattern change Ive observed. The traffic congestion is so instant and obvious that I can't believe there is any rationalization for no left turn off 33 Ave onto 21 St.
This is not creating a safer or more comfortable route. Traffic is now just being re-routed to already busy streets. Traffic is now backed up further on 20th than ever making it challenging as a pedestrian to cross at any intersection other than 20th/33



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>Living on 22St, it takes a considerably higher amount of time to travel eastbound to 20St and back to 22nd to my home. High traffic along this route makes it unsafe for pedestrians and children playing in these residential areas as drivers are speeding.</p>
<p>I'm in favour of the change made at 21st. But now there are excessive line ups of cars turning north on 20th with backups reaching crowchild regularly. also, many cars are u-turning at 19th which is very unsafe.</p>
<p>Applaud the effort, but the solution has actually created a more dangerous intersection, has impeded residents from accessing and exiting our own neighbourhood and is funnelling more volume onto residential streets making them less safe for kids.</p>
<p>As far as safety goes, this is a massive improvement - thank you! 21 St has been notorious for being busy and people excessively speeding, as this was their shortcut route through the neighborhood. Living nearby, I fully support the changes and hope they</p>
<p>It is now less safe and infinitely less comfortable. There would appear to be no thought put into the impacts of such changes - between massive traffic jams and increased risk of accident, this has been a terrible mistake.</p>
<p>This has to be done to make the roads safer for people &amp; pets. With the increasing density, which the city is allowing with no consideration from community residents, this is the least they can do to prevent personal injuries and deaths</p>
<p>the change makes harder to navigate the north side of 33 Ave SW.</p>
<p>Extremely negative. Actual traffic has increased through residential avenues, which is surely unintended. Drivers are (rightly) choosing to ignore new measures and already the signage / blockade from 21st street to 33rd avenue is damaged. Tax \$ wasted!</p>
<p>The bottle neck on 33rd and 21st has now been pushed to the traffic light. Where it should have always been. People need to turn onto the big road (20th) that can handle the traffic. The residential area has no one cutting though to try to avoid 33rd.</p>
<p>terrible change. Ban parking on the 21st between 33rd ave and 33nd ave and accomplish the goals without disrupting other streets</p>
<p>Unimpressed. Access to residences is now severely restricted by the barriers, especially given the construction and proposed population density increases. Speed bumps along 21st would be a much more reasonable traffic calming measure.</p>
<p>The change is a welcome improvement to reduce drive through traffic in a residential neighbourhood, and it stops the dangerous speeding and loud motorcycles from using 21st Street as a drag racing track. Kids,pets, people will be safer and it is the leas</p>
<p>I am not a fan. I live on 30 Ave and 21 St. and the changes are most inconvenient. Why not at least allow right turns onto 33rd Ave, when coming south on 21 St.?</p>
<p>Absolutely way more dangerous and completely ruins traffic. You've not only blocked the first but now second way to turn left into mardalooop coming from crowchild. The cars are now backing up from crowchild alllllll the way until the second set of lights.</p>
<p>Preventing left turns by east traffic on 33rd is a big improvement. However, the space provided for westbound traffic to turn right is being abused by eastbound traffic. Also, there's no need to prevent southbound traffic turning right onto to 33rd.</p>
<p>Stoned skakeboarders are a hazard</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

Better traffic flow and less near accidents along 33rd
The best change was adding the 'no parking' signs in the west side of 21 st. The problem before was caused mainly by the street being too narrow from parked cars on both sides, turning from 33 to 21 was difficult as wa exiting the alleys.
This was a terrible idea and the City needs to fix this! No idea who thought this was a feasible alternative but I suspect it was one home on 21 Street who complained about traffic driving on the road. This is not a reason to make it worse for all others
There is absolutely no reason for the measures to have been put in place - either for turning on to or off of 21st Street. Traffic is now backed up in both directions on 33rd Ave worse than even before. This has created a dangerous situation.
HORRIBLE. IT IS SO DANGEROUS TO DRIVE, AND ADDS A LOT OF EXTRA TIME FOR PEOPLE WHO LIVE IN THE COMMUNITY FOR ABSOLUTELY NO BENEFIT.
I don't think this change has made any benefit
Creates havoc on 33rd avenue with massive backups. Does not seem safer and in fact seems more dangerous. I think these changes are ill advised.
Just moved all the traffic so it backs up on 33 ave and uses 20th st now. Entirely negative in my opinion. More density, more cars, but now just the one road to use. It used to be a grid! 20th st isn't a major arterial road, people live on it too!
I have been very inconvenienced and frustrated by the change. Crowchild is incredibly busy and this section of Marda Loop is incredibly busy and now there are significant delays to get to neighbourhoods north of 33 Ave. Please revert this back immediately
I don't believe this makes it safer as drivers seem more aggressive on 20ST as this is the only access into the community off of eastbound 33rd, is now 20 ST SW
This seems to have caused even more congestion than before. It also seems more dangerous as people disobey the barriers. We were turning right onto 21st, travelling eastbound, and almost hit a car trying to drive around the barrier.
Change is not significant enough to make walking or driving through Marda Loop more comfortable. Need to better define crosswalks throughout 33+34 ave, significantly reduce crossing distance (max 2-3 lanes of traffic), bike lane+1 way+calming on 34 ave
Ooorly thought out. Did anyone take into account that all the cars turning on 22st are now trying to get across at 29th which is very difficult without a turning light.
Appreciate the lower volume of east bound cut throughs on 32nd ave! Have noticed that the speed of those vehicles still heading east on 32nd is still mostly above 40 km/hr, still posing a risk to residents and children. Cheap speed bumps could be used
Awful, access to my home in my own community has been blocked with limited consultation. Not everyone feels this is a good idea.
Blocking off 21st street to traffic travelling east and wanting to turn north is inconvenient, backs up traffic at 20th street lights and causes more traffic to cut through the neighbourhood
It created a lot of congestion on the 33 Ave. I am against this project
21st should be one way, so turning onto 21st from 33rd East or Westbound should be allowed. Exiting from 21st Ave to 33rd not allowed. Currently there is much construction on 22 st that you can't exit on 33rd, but this should be temporary.





# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

There are very few routes north to south through Marda Loop and reducing it to 20th st and west leads to much more traffic in the neighbourhood
This change has not reduced speeding or through traffic. This redirection has only severe back-ups and overflow onto 33 Ave and pushed the through traffic back a few blocks. It's added tons of congestion and slowed transit through ML down significantly.
More comfortable? This is a total assault on the residents of the neighbourhood. Now there's no way into or out of the community. Residents have no access!!!
Isn't safer at all. There has never been an accident on 21st or 32ave SW.
This is an awful decision. Access for the residents of Richmond/Knobhill has been severely limited. Why should those that bought along 21St and/or 32ave have superior rights to every other residence in the neighbourhood? Now there is no way out or in.
My overall impression is the changes have had a positive impact for residents living along 21 Street SW and 32 Avenue SW.
Traffic are now making unsafe turns around this obstruction onto 21 street. Extreme frustration with this horrible change. If we need a fire truck entering or leaving this area where seconds count, it's going to have disastrous consequences.
It's a horrible change. People living in the neighborhood are having to go around and just visiting the local stores is now taking double the time
Not good return the grid system
I live in the area. As a result, I avoid the businesses along 33rd Ave between 20 and 24 St. I no longer go to the Garrison Woods Safeway
Situation is irritable. slower to my work. Please ALLOW RIGHT Turn on to 33 rd ave going 21 st SW SOUTH should be brought back. NO LEFT TURN from 33rd ave (going East) to 21 st SW (causes TJs). KEEP Right turn in to 21 st SW from 33 (going West
I have lived in the area for over 15 years. This has only frustrated people. The problem is the increased density in the area. No consideration of infrastructure was taken when approving some of these high density new builds.
Absolutely not safer - trying to turn around in that small street is much more dangerous than just driving through. The fact that 20st SW does not have an advance turn also means that getting home is now next to impossible for me.
Makes my commute longer (probably up to 5-7 minutes during rush hour) and much more uncomfortable since I now have to drive much longer along 32nd Ave which is VERY tight. Much higher incident of close calls since the changes.
This is not safer. It was poorly thought out. You're ostracized a whole section of south Calgary north of 33rd who cant get to their own houses!!!
People are just more frustrated trying to drive through. Net loss in safety.
Should be removed, increase danger. Blocks traffic all along 33 ave and increase time to get to 32 ave and out significantly. Increases traffic on 32 which only single lane traffic can flow because of the parking. More time spent on roads with children.
They are increasing traffic congestion. There needs to be at minimum a turning light going eastbound on 33 Ave.



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
What We Heard – January 2021

<p>These changes are not effective or creating a more comfortable routes at all. This is causing even more back up, traffic and frustrated drivers. Forcing the left turns on 20th street is causing an extremely hectic and unsafe intersection for everyone</p>
<p>The changes are good, but there needs to be a little more. Mainly a left turn signal for East bound 33rd Ave at 20th Street</p>
<p>We need a left turn signal at 20th street. This would make things safer for both drivers and pedestrians.</p>
<p>I hate it and it's not making rush hour better it's pushing it uo farther into the neighborhood making it so much harder and unsafe to turn and get through</p>
<p>It has increased drive time without improving pedestrian. I don't see how the decrease in traffic is significant enough to make this change permanent.</p>
<p>I think it does nothing for safety and is actually a really stupid idea. All it does is create an even bigger bottleneck reducing accessibility to crowchild trail for many residents. The change is ineffective and is only going to create problems.</p>
<p>I think it has resulted in exactly the opposite outcome and I feel my accessibility to my home on 21 st and 33 Ave severely impacted negatively.</p>
<p>I live on 32nd &amp; 22nd. It has added 5 minutes to my drive anywhere out/in to Marda Loop. Need to make 33 Ave West accessible for people on 32nd between 24th &amp; 20th. Turning light at 20th heading East who now need to turn left onto 20th to reduce traffic.</p>
<p>Good</p>
<p>Limiting the options to use 21st without improving any alternative shifts the traffic and concentrates it. Why are you just obstructing people instead of improving capacity of roads to allow movement in the directions where there is obviously demand?</p>
<p>Seems to primarily inconvenience drivers approaching from neighborhoods to the north. Having to detour to Crowchild or 14th to get to Marda Loop discourages me from visiting, compared to the direct route.</p>
<p>Agree with limiting left turns on 33 Ave, however changes need to be made at intersections where drivers are encouraged to travel to reduce congestion (e.g., advanced green for left turns from 33 Ave to 20 St (northbound), remove parking at 33 Ave/20 St)</p>
<p>I don't think the 21 needs to be closed on 33. My god since this has been talked about the number of residents has increased with the new apartment build on 33 and for anyone living west of 20th there is only one way in or out to crowchild.</p>
<p>I haven't noticed an improvement in safety or comfort. I've found 33rd Ave to have worse backup in car traffic, which was always the problem. I still see people making dangerous moves out of frustration. In my opinion this has made for more frustration.</p>
<p>I am not in favour of the no left turn at 21st Street. It is causing additional traffic and driver frustration and potentially it is less safe for pedestrians and cyclist.</p>
<p>Unknown due to major disruptions caused by construction of condo projects</p>
<p>The City has been allowing densification in our area for way too many years and now they have cut access from Marda Loop so South Calgary (which is where I live). This makes no sense as all of that traffic is now filling up all the other streets.</p>





# Neighbourhood Streets – 21 Street & 33 Ave SW

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I don't see how these changes make it safer. If anything drivers are more impatient as they have to drive down three blocks to turn north. It's creating enormous pressure on 20 Street and 33 Ave make it unsafe in this intersection
This did not make the road safer in fact it has made 33rd and 20th (which has a dedicated bike lane) more dangerous.
address 33 and 22 intersection
No impact on safety
Cars still turn left from 33 Ave onto 21st street, blocking traffic behind. Signage unclear
None for making it safe at the intersection of 21st and 33rd, there was never that many people there to start.
Terrible. For those who live in Richmond getting in and out the neighborhood now require forcing all traffic to turn north off of 33rd on 20 street which is bad enough at the best of times - especially with no advanced green. Getting out is terrible
It's chaos
This is a total fail and has made that intersection more dangerous than before
it is much quieter and less traffic racing thru on 21
No traffic is always safer but all we really did was make 22nd street less safer.
I do not support these efforts. I live north of 33rd just off 22nd street. When commuting I can't turn left on 22 now I also can't turn left on 21. The congestion on 33rd to 20 street is horrible. Drivers are frustrated and being dangerous. Revert back
As a resident of lye residence the changes only at time to my daily commute plus it is not safe to come home I am always scare to drive as the traffic increase a considerable amount specially in the morning.
Better, more restrictive blockades need to be put up so people physically cannot turn left. People are not following the rules.
Not safer. More traffic at all hours of the day. Impatient people. Worst idea ever. I have 3 kids of my own so why should the people on 32 receive special treatment.
This isn't safer whatsoever. These are terrible, poorly thought out changes. This is resulting in angry, frustrated drivers, who may not be noticing or caring about pedestrians after waiting in long traffic lines in or out of the neighborhood.
I am so impressed and really hope this stays! I feel safer and cars are slower! It is absolutely great. Signage on 21 would be good (a no right turn on 33) as people continue to do it.
It has made no difference at all, maybe made it worse. It was already safe and comfortable, it has just caused more problems.
I HATE the changes. It makes things more dangerous than before as now people are frustrated and not obeying the rules of the road and still turning onto the street despite signs saying not to. I feel less safe now.
The traffic is backing up much worse than normal now since there is no advance green for traffic turning north onto 20th.
Go back to the old grid system



# Neighbourhood Streets – 21 Street & 33 Ave SW

Phase 1: Effectiveness and Impact of Temporary Installations  
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<p>The change has had a deleterious effect on Richmond residents because of the loss of one of the driving access points to the neighborhood.</p>
<p>This has increased chaos, frustration, and made traffic flow far less efficient. This chaos and reduced efficiency will hamper emergency vehicle response putting safety and health at risk.</p>
<p>These changes have accomplished just the opposite, the roads are significantly less comfortable or safe, as you now have super slow moving traffic on 33rd, and angry annoyed drivers ripping through the side streets because they are mad. It's terrible now!</p>
<p>The measures are an excellent idea and VERY needed, so I hope they become permanent as I believe with time there will be more awareness, people will get used to it and find other ways to go, which will accomplish the intended goals of these changes.</p>
<p>I think this is a good decision. The turning onto 21st causes lots of backed up traffic up to Crowchild. Another bad traffic point, that hasn't been addressed is the 22st and 33ave crossing. Heading southbound on 22st to cross over 33ave was not possible</p>
<p>It would greatly help if construction road closures on 33rd Ave &amp; 22nd Street SW (RoundSquare) are minimized to allow left turns for Eastbound traffic directly into the alley at Lyfe. The pressure for left turns on 20St. would lower significantly.</p>
<p>There is a significant amount of traffic that becomes congested on eastbound 33 Ave SW at 20th Street. Many many cars are waiting to turn left (northbound) on 20th street. Please look at installing a left turn signal to clear cars from roadway quickly.</p>
<p>All route through South Calgary and Altadore need to be evaluated and further calmed. It's been neglected while there are more people living in the area and it's used as an east west connector. So many other communities have extensive traffic calming.</p>
<p>Prefer advanced left turn signal for Eastbound traffic at 33rd Ave &amp; 20th Street SW and left turns be allowed for Eastbound traffic at 33rd Ave &amp; 21st Street SW (pedestrian crossing)</p>
<p>Definitely won't vote for Evan again, I can tell you that much. This can't even be called an iterative improvement, it's a full step backwards.</p>
<p>As a long time resident of the area, the ongoing construction at 22nd and the closure of 21st streets, moving about the community is far less safe from both the pedestrian and motorist perspective. There has been absolutely no benefit to these changes.</p>
<p>I would like to request a left turn signal for Eastbound traffic at 33rd Ave &amp; 20th Street SW or left turns for Eastbound traffic at 33rd Ave &amp; 21st Street SW.</p>
<p>It isn't making anything safer, even though I agree that something needed to be done on the street. Perhaps a left light turn signal at 33 and 20 would help resolve the issue created, as folks, including myself, would turn onto 21 to avoid the intersectio</p>
<p>It's definitely going to reduce motorized volume on 21 St. and push it to 20 St. Any chance of getting PROTECTED bike lanes on 20 St., and an advance left signal from 33 Ave. EB to 20 St. NB?</p>
<p>They are horrible. They've made traffic significantly worse on 33rd Ave, disrupted a critical access point to residences on the north side of 33rd Ave and I'm struggling to see any type of improvement in community safety.</p>
<p>I live on 31 ave at 21 street and find it is adding 5-10 mins of time for me to have to go to 20 street and through that congested intersection no matter where I am going that isn't North.</p>



# Neighbourhood Streets – 21 Street & 33 Ave SW

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<p>Awful change. It's nearly impossible to turn north off 33 east bound now as you have to wait at the light at 20 st, which doesn't have a turn signal. Ever since this change has been in place it now takes triple the time to get out and into Marda loop</p>
<p>A major frustration in the timing is that the construction zone on 22nd and 33rd closes the access to 33rd all the time. This makes it rather annoying for residents of the 32nd ave block between 21st and 22nd to leave and access crowchild.</p>
<p>Marda Loop is a mess right now. Stop closing every access point it causes more traffic</p>
<p>I am the property manger for Lyfe Residences and this has been a terrible change for traffic flow in the area. We strongly suggest you allow eastbound left turns at 22nd &amp; 21st street to fix the problem.</p>
<p>The city should figure out how traffic will flow before they approve condo construction. Temporary measures are good but permanent traffic flow issues needed to be addressed a long time ago. Allowing developers to build for foreign investors destroying yy</p>
<p>Previously there were several near-misses involving cars with children and adults alike. The speed, but also sheer volume contributed to this. Now that both the speed &amp; volume is down, the area feels more like a residential street. Great Job!</p>
<p>People are still adjusting and some are driving dangerously, would love to see an advanced turning signal at 20 &amp; 33</p>
<p>This is the worst idea ever. Can't turn left on 22nd or 21st off of 33 ave now. It creates more build up at the traffic stop. Why anyone would think cutting down on the flow of traffic is beyond me. Put in roundabouts or speed bumps on 21st.</p>
<p>The change has very negatively impacted traffic flows on 33rd avenue. It would be much appreciated to remove this and go back to how it was.</p>
<p>I am very opposed to the change and it was better before. I live in the area (between 20 and 21 St) and now my access to/from my house is a lot worse. I wait in long lines to turn left at 20 St when going eastbound on 33Ave.</p>