

# Community Association Response

November 20, 2024

West Hillhurst CA Transportation Submission

## Re: Proposed Signalized Light 19 St. NW/ Memorial Drive

We understand that the Anthem Development on the former CBC site has triggered a developer commitment for a signalized light at 19 St. and Memorial Drive.

We have significant concerns about the impact of this traffic signal on the West Hillhurst community. We request that all options be considered and that this proposed signal be reconsidered.

The Summary section of the Transportation Impact Assessment for the Anthem Building (TIA) indicates the **"addition of a traffic signal [at 19th street and memorial drive] as an improvement to benefit the overall community"**.

This statement is incredibly presumptive given that no specific engagement has been done on this topic with the West Hillhurst community that is most impacted by this change. The WHCA transportation committee previously indicated many concerns to the Ward 7 office (see appendix) The statement in the TIA report is misleading to readers.

2. The TIA incorrectly lists Memorial Drive as 50 km/h within the study area. In fact, Memorial Drive is currently posted as 70km/h past the West Hillhurst community. We are not sure how this may affect warrants and simulations but the error should be corrected.

3. The TIA does not discuss the reasoning or basis of recommendation to close access from EB Memorial Drive to 16th Street NW. If there is a separate report that addresses this decision, can you please provide that to our community association committee ([transportation@westhillhurst.com](mailto:transportation@westhillhurst.com)) to review? It will be important to understand the risks/impacts that this configuration is expected to resolve in order to weigh the possible fallout and determine which alternative is preferred.

A Review of the City of Calgary open data (<https://data.calgary.ca/Transportation-Transit/Heat-map-Based-on-all-Traffic-Incidents/yj8z-ptzu>) does not indicate that this is a particularly problematic intersection and the entire endeavour to close this turn may be a solution in search of a problem. I would very much like to see the alternatives that were considered that led to a RIRO being preferred as this is the instigating decision for the changes proposed at 19th Street NW. There is precedent for maintaining this left turn configuration at Parkdale Blvd and Kensington Road. The submission from the HSCA on this topic seems to arrive at the RIRO option as preferred with little or no reasoning and no discussion of impacts to other neighborhoods as a result of the change.

4. The traffic modelling of 19th Street and Memorial Drive does not attempt to realistically assess how travel patterns will react to signalisation. It appears from my review that traffic forecasts for this new 'all turns' intersection are simply the sums of existing traffic counts at 19th/memorial, 16th/memorial, and the added trips attributed to the development. In reviewing the data, I noted a very clear pattern in driver decision making at this intersection.

- AM Peak traffic eastbound on memorial drive at 19th Street comprises trips from EB Memorial and SB-EB turns from 19th Street; trip distribution among these two routes is

heavily favoured to Memorial Drive to the tune of 98%. Only 40 of 2424 trips came from 19th Street.

- In contrast, the same analysis looking at PM trips indicates that WB trips are split between WB Memorial and NB 19th Street very differently:

Some 561 trips head north while 2,240 trips stay heading west. I attribute the difference in these distributions to the ease with which vehicles can make the movements required; all things being equal we would expect to see much more symmetry in this travel pattern. The existing left turn from SB 19th to EB Memorial is currently challenging, and it deters cut through traffic. Turning right from WB Memorial to NB 19th is easy.

- -When turning movements are facilitated for drivers (as is provided with a simple right turn in the PM peak) a 25% split of trips between Memorial Drive and 19th Street can be expected (similar to what is now seen in the PM peak). Applying this proportionality to the AM trips in a scenario where there is a signalized turn from 19th Street SB to Memorial EB means that we could reasonably expect between 500-600 vehicles per hour in the AM peak where there currently are 40. **This is a 1500% increase in AM Peak traffic through our neighbourhood each morning as a result of the signal.** A regional transportation model is needed to validate this estimate, but based on the work I have seen so far, this is the best estimate available.
- Building on my query in item 3, there needs to be a balanced view taken relating to the safety risks created through this impact relative to any perceived safety improvements being made at 16th and Memorial. We need to keep in mind the relative vulnerability of roadway users also - pushing more traffic onto a roadway fronted with multiple child care facilities, schools and hundreds of residences should be weighed very carefully against alternatives that may slightly increase risk of a collision between 2 vehicles.

5. With respect to the behavioural and travel pattern changes that are likely at 19th St. due to the proposed signalisation, the report plainly states that "the assessment of this impact was beyond the scope of this study but should be undertaken when signalisation is to be installed by The City". It is quite challenging to envision how a network level decision of this magnitude can be made without assessing the impacts ahead of time. Once a decision to close access on 16th Street is made, the path towards signalisation at 19th Street would seem to be set in stone.

6. Interestingly, Section 4.5 of the report offers discussion around the regional travel pattern impacts of a signal at 19th and Memorial as they pertain to pedestrians and bicycles, but the report specifically excludes a similar discussion around impact to vehicle patterns. The unequal treatment of regional impacts in this report (relative to peds/bikes and vehicles) is a bit curious given the impacts that are likely to be quantified in assessing vehicles. If touting the positive impacts of this change for bike access and pedestrian movements from a regional perspective is within scope of this report, why can the regional impacts to vehicle trips be excluded?

7. I would like to know if the following configurations have been discussed by The City of Calgary planning or transportation teams working on this:

- a.) at Memorial and 16 St.: retain the current geometry but add a signal for WB traffic and for EB to NB left turns (similar to Parkdale Blvd/Kensington Road but excluding the light for EB through traffic). This would support safer turns from Memorial onto 16th street without necessarily running afoul of interchange movements for 14th Street.
- b.) at Memorial and 19 St.: if signalisation is required and agreed to be the best overall outcome, could left turns from SB 19th to EB Memorial be prohibited (or only allowed for emergency vehicles)? This configuration would address access to the community

without facilitating cut through traffic to downtown. As reflected in the current traffic data, this is not a frequent movement right now.

I ask that you kindly respond to our concerns. I hope we can keep the discussion/debate open on this topic and that the WHCA can stay actively engaged in this major change to how Memorial Drive interfaces with our community.

Thank you.

Janice Paskey

(on behalf of the West Hillhurst Community Association Transportation Committee)

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## West Hillhurst Community Association

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Chair, Transportation/Mobility  
Committee

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Terry Wong

Councillor, Ward07/January 2023

Dear Councillor Wong,

We are writing to provide feedback about a roundabout or light at Memorial and 19 St. NW.

We note that:

Current access allows for a left turn onto Memorial Parkway from 19 St. NW and a right turn onto 19 St. from Memorial Parkway via a slip lane. We note that this stretch of Memorial is a 70 km/h zone. West Hillhurst residents have noted over the years this is too high, especially in direct contrast to 50 km/h in neighbouring Hillhurst-Sunnyside and Parkdale.

You asked for feedback about a roundabout or light at this juncture.

Community reaction is mixed: there are those who think a roundabout or signalled light would make turning safer. Others think a speed reduction to 50 km/h would also make it safer. Another West Hillhurst commuter who uses this daily said he has no problem turning left there as is.

There are those who live near this intersection who fear such access would increase traffic and decrease pedestrian safety in an already pressured area. Many were very upset at the idea. Such access would likely attract traffic from 14 St and provide another cut-through route to downtown.

There were those who welcomed the idea of pedestrian and cycling access to the river across such a juncture, along with 5A infrastructure along a densified and redeveloped 19 St. This would provide another river network access point without having to negotiate the overpass of the Bev Longstaff pedestrian bridge at 21 St and Memorial.

The committee is of the opinion that this proposal must be considered as part of a wholesale traffic and mobility study that involves the community and participants as well in the context of a complete 19 St. Streetscape and restructured Kensington Rd. that does not allow for cut through and vehicular speeding on adjacent streets.

In short, we believe an overall traffic and mobility plan and investment in West Hillhurst should be completed before a light is considered.

Sincerely,