



## **Green Line LRT Stage 1**

What we heard: Segment 2–Functional Planning  
October–December 2020

# **Green Line LRT Stage 1: Segment 2 – Functional Planning**

What We Heard Report | December 2020

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## Executive summary

The City of Calgary has undertaken extensive public consultation for the updated Green Line LRT stage 1 alignment (from 16 Avenue N. to Shepard) approved by City Council in June 2020. To continue to inform Calgarians about the planning process and to obtain input on stage 1, segment 2 components from Elbow River to 160 Avenue N, The City initiated a communication and public engagement program.

Based on City Council's June 2020 directive, communications and engagement for segment 2 – functional planning included:

- Mobility and access management from Bow River to 160 Avenue N.
- Streetscape Master Plan for Centre Street N.
- Bow River LRT bridge
- Bus Rapid Transit (BRT) from 160 Avenue N. to Downtown

Engagement events for this phase of engagement ran from October 23 to December 13, 2020, providing Calgarians with an opportunity to learn about the updated stage 1 alignment and share their feedback on the four functional planning projects in a variety of ways, including:

- Nine public events:
  - Three virtual public open houses
  - Two online information sessions
  - Four online workshops
- Online engagement through the Engage Portal
- 311

The City's communications reached 40,000+ people through social media promotions, the online Engage Portal, online workshops, information sessions, e-newsletters, print material distribution (postcards, brochures and flyers), and bold signs and informational displays.

The top themes that emerged from the public engagement process were:

1. Interest in improved BRT service and station amenities:
  - a. Interest in more frequent service and improved BRT reliability
  - b. Desire for station amenities to create safe and comfortable environments, to accommodate current transit users and encourage future transit users
  - c. Concerns about traffic impacts from roadway alignment changes to accommodate BRT
2. Concerns about the impacts on mobility (daily travel) with changes to the roadway, including:
  - a. Potential loss of vehicle travel lanes
  - b. Potential loss of parking for residential and business access
  - c. Traffic impacts on nearby residential streets
  - d. Desire for more east-west connections

3. Desire for amenities and streetscape improvements that maintain neighbourhood character and contribute to a more vibrant Crescent Heights community:
  - a. Access to retail and services, including outdoor seating
  - b. Safe and comfortable pedestrian realm with weather protection
  - a. Preserving Crescent Heights' unique neighbourhood identity
4. A mix of visions for the new Bow River LRT bridge, from distinctive to low-key:
  - a. Desire for a bridge that incorporates convenient access points
  - b. Interest in multimodal bridge that is safe and comfortable for people walking and wheeling
  - c. Functional features including viewpoints and resting areas
  - d. Desire for environmentally sensitive design that does not encroach on Prince's Island Park

In early 2021, The City will provide additional opportunities for Calgarians to provide input into the project specific functional plans for segment 2 to help evaluate initial concepts and ideas. These engagement opportunities may include ongoing project-specific surveys, virtual information sessions and virtual open houses to build on what has been shared to date. The feedback gathered, along with the extensive engagement conducted to date, will inform the project planning and final functional plan recommendations, which will be presented to City Council in 2021.

## Project overview

The Green Line LRT is the largest infrastructure project in Calgary's history. With \$4.9 billion in commitments from the Government of Canada, Government of Alberta and City of Calgary, the Green Line LRT will play a key role in shaping the city's future. The Green Line LRT will kick-start the local economy, creating 20,000 jobs, connecting people and places and reducing congestion on roads. The Green Line LRT will help build the Calgary of tomorrow.

From January to April 2020, The City conducted public engagement for the Green Line LRT updated stage 1 alignment. That engagement phase helped Calgarians understand the proposed changes to the Green Line LRT, while the stakeholder and public feedback helped Council members better understand and address concerns around project budget, construction risk and customer experience.

During the engagement in early 2020, The City focused on key areas of change, including Centre Street N., the Bow River LRT bridge, Downtown, Beltline and enhanced Bus Rapid Transit (BRT). The public had the chance to learn how the new LRT and enhanced BRT service would impact and improve their communities. The input received helped to provide a foundation of understanding on priorities and concerns for the key areas of change. It was used to inform the recommendations that were taken to Council in June 2020.

Stage 1 of the Green Line LRT, which was approved by Council on June 16, 2020, includes track and stations from 16 Avenue N. to Shepard (126 Avenue S.E.), BRT improvements in North Central Calgary and a maintenance and facility station at Shepard. The Green Line LRT project has included many years of engagement leading up to the approval of the stage 1 alignment.

Following this engagement for the updated stage 1 alignment, The City conducted a variety of engagement opportunities for Calgarians to help inform functional planning for project areas in segment 2, which extends from 16 Avenue N. to 4 Street S.E., including the Streetscape Master Plan for Centre Street N., North Mobility Studies, North Central Bus Rapid Transit (BRT) study and the Bow River LRT bridge.

The input received to date, combined with the public engagement described in this report, will help inform the development of the functional plan for segment 2, which will be presented to Council in spring 2021.

To complete functional planning for segment 2, several different projects, studies and analyses are underway, including:

- Environmental studies
- Mobility and access planning
- Station location plans
- Geotechnical analysis
- Structural design

Projects which were presented to the public for information and feedback include:



Streetscape Master Plan for Centre Street N.



North Mobility Studies



Bow River LRT bridge



North Central Bus Rapid Transit (BRT) Study

The City also introduced the Business Support Program to work with businesses and communities along the Green Line LRT stage 1 alignment (16 Avenue N. to 126 Avenue S.E.) in advance of construction. This program ensures stakeholders have the information they need to be prepared for and manage construction impacts. Engagement was done in fall 2020 to learn more about construction hopes and fears and more about the impacted businesses. Representatives from Business Improvement Areas, Community Associations, and members of the public along the Green Line LRT stage 1 alignment have been invited to apply to join the Business Insights Panel and will be invited to participate in further engagement in 2021.

## Engagement overview

Functional planning confirms the specific engineering requirements and addresses technical issues, which help The City create 'reference concept designs' to inform the procurement process. Using The City's Engage Framework, engagement was conducted at a *Listen and Learn* level, allowing The City to provide information while better understanding Calgarians' views, plans, concerns, ideas, and expectations.

## Engagement objectives

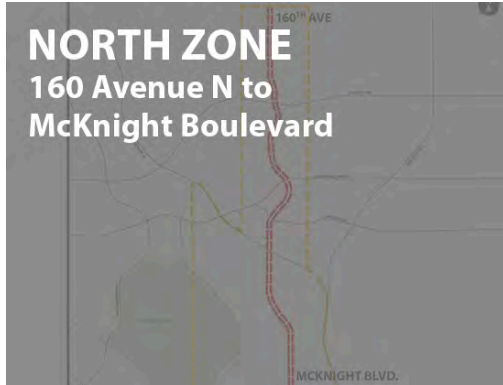
Our objectives in engaging Calgarians are:

- Build awareness and understanding of Green Line LRT segment 2 functional planning and the planning and delivery process
- Communicate to the public and stakeholders what items are open for public engagement and what is not in scope for engagement at this time
- Understand the interests of key stakeholders and mitigate concerns, where possible
- Ensure that stakeholders feel engaged and have reasonable opportunity to provide input into planning and concept development for the segment 2 functional plan

## Engagement approach - geographic zones

For engagement related to the four functional planning projects, The City created opportunities in four geographic zones to communicate and engage with Calgarians in a relevant, community-based way and invited them to share their direct personal experience. This approach also allowed Calgarians to see comments from fellow residents within each zone. The four geographic zones are described below.

## North Zone:

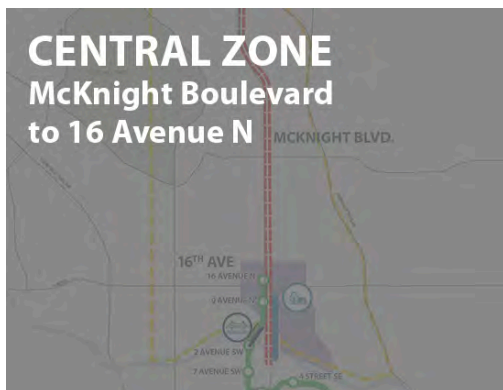


**Location:** 160 Avenue N. to McKnight Boulevard, including the communities of Thorncliffe-Greenview, Huntington Hills, Beddington, Country Hills, Aurora Business Park, Harvest Hills, Panorama Hills, Coventry Village, Livingston, Carrington.

### Considerations, opportunities, constraints:

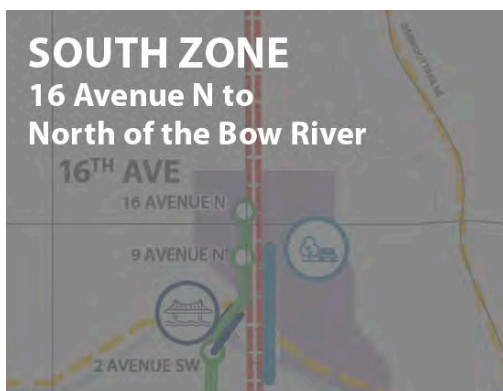
As the Green Line LRT leaves downtown and runs at-grade along Centre Street, there will be changes that will impact the mobility network in the broader area. This presents an opportunity to review BRT service as well as pedestrian and cycling environment improvements.

## Central Zone:



**Location:** McKnight Boulevard to 16 Avenue N., including the communities of Thorncliffe-Greenview, Capitol Hill, Highland Park, Winston Heights/Mountainview, Mount Pleasant, Tuxedo Park, Cambrian Heights, Rosemont, Collingwood, Highwood and Greenview Industrial Park.

**Considerations, opportunities, constraints:** Review of BRT service, pedestrian and cycling environment improvements and impact to the road network due to Green Line LRT being constructed.



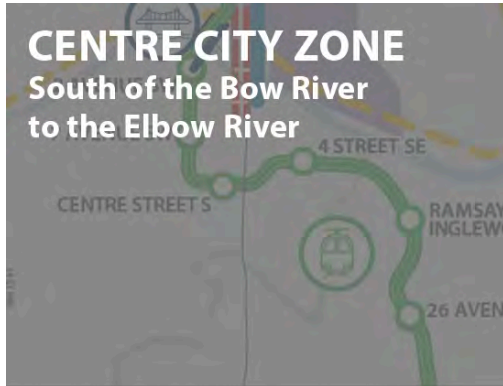
## South Zone:

**Location:** 16 Avenue N. to north of the Bow River, including the communities of Crescent Heights, Rosedale, Renfrew, Hillhurst-Sunnyside, Hounsfield Heights/Briar Hill and Bridgeland-Riverside.

**Considerations, opportunities, constraints:** In the future, the Green Line LRT will run at-grade along Centre Street N. with stations at 16th Avenue N. and 9 Avenue N. The new Green Line LRT and updated North Central BRT service will change how people travel through North Central Calgary. There is also an opportunity to explore enhancements to the North Central BRT and the streetscape along Centre Street N., particularly in Crescent Heights, and changes associated with the new Bow River LRT

bridge.

## Centre City Zone:



**Location:** South of the Bow River to 12 Avenue S.W., including the communities of Eau Claire, Downtown, Chinatown and Beltline.

**Considerations, opportunities, constraints:** With the future Green Line LRT in place, a review of existing BRT service is needed. In this zone, there are opportunities to explore changes to the roadway, including changes associated with the new Bow River LRT bridge, which would connect the communities of Eau Claire, Chinatown and Crescent Heights.

## Target audiences

Efforts were made to reach as many Calgarians as possible, particularly those in each of the four geographic zones and in neighbourhoods along the updated LRT and BRT alignment. The City's communications and engagement program included geotargeted social media, direct mail to specific areas, phone calls, virtual public information sessions, billboards in high-traffic areas, as well as direct outreach to Community Associations, Business Improvement Areas and City Councillors.

### Primary audiences included:

- Those directly impacted by segment 2 functional planning, living in one of the four geographic zones described above
- Calgarians living in neighbourhoods along the updated LRT and BRT alignment corridor—from Elbow River in the South to 160 Avenue in the North, 19 Street to the West and Deerfoot Trail to the East
- Community Associations and Business Improvement Areas along the updated LRT and BRT alignment

### Secondary audiences included:

- Calgarians interested in what segment 2 functional planning means for The City and future transportation patterns
- Those generally interested in the project and seeking to participate in engagement

## Respect for diversity, inclusion and culture

The engagement program was designed to be respectful of the diversity of people living, working and spending time in Calgary. To make the engagement as inclusive as possible, the following steps were taken:

- To comply with the public health guidelines due to COVID-19, engagement was conducted online or by phone
- To reach the primary audiences, including those that have limited access to computers/internet, printed materials were made available via brochures, postcards, and Community Association toolkits

- Public engagement boards were placed in the communities of Eau Claire and Crescent Heights with text in Traditional Chinese so that Chinese-speaking Calgarians could request to have information translated by calling 311
- The City of Calgary online Engage Portal provided opportunities to share feedback in different formats, including maps, surveys and discussion boards, which allowed for participants to engage based on their capacities and interests
- We partnered with the library to add a link to the Engage Portal from their computers to reduce barriers to accessing technology. (However, due to the state of local emergency, the libraries were closed at the end of November.)
- Virtual events were designed to maximize information sharing and the opportunity for the public to provide feedback with the following approach:
  - Option to dial into meetings or call 311 to provide input, for those without access to a computer
  - Extensive question and answer sessions directly with project teams and subject matter experts
  - Evening and weekend events to accommodate different schedules
  - Events were recorded and posted online for those who couldn't attend at the scheduled times

## Engagement events and participation

The table below provides an overview of the engagement events and participation.

**Table 1: Engagement events and participation**

Event	Date	Location	Participation
<b>Public Eau Claire Open Houses</b>	Oct. 24, 25, 27, 2020	Virtual: MS Teams	104 participants
Purpose: the first two events were to share general updates on the Green Line LRT, while the third was specifically focused on the Bow River LRT bridge with an opportunity for public feedback.			
<b>Public Information Sessions and Session Recording Views</b>	Nov. 26 and 28, 2020	Virtual: MS Teams, YouTube	34 participants, 106 YouTube video views
Purpose: two sessions were held to introduce the public to the segment 2 functional planning, including North Mobility Studies, Streetscape Master Plan for Centre Street N. and the Bow River LRT bridge. Sessions included a presentation, followed by a question-and-answer period.			
<b>Public integrated zone workshops</b>	Dec. 1, 2, 3, 5, 2020	Virtual: MS Teams	45 participants
Purpose: four workshops were conducted to share updates on the four functional planning projects and foster discussion on the			

Event	Date	Location	Participation
projects (North, Central, South and Centre City). A total of 45 people took part in the workshops. The format included a short presentation followed by concurrent break-out sessions for in-depth discussion.			
<b>Online Engage Portal</b>	Nov. 23 – Dec. 13, 2020	Online: website and survey questions	7,892 page visits with 352 contributions from 80 contributors
Purpose: to provide a central hub for the public to learn about Green Line LRT and the functional planning projects. It includes general and specific information by geographic zone. A 'show us, tell us' approach was used to allow people to learn and share their input in various ways (e.g., mapping, ranking preferences, open-ended questions, viewing BRT alignment options) and at their convenience.			
<b>Targeted Stakeholder Outreach</b>	November – December 2020 (6 meetings)	Virtual: MS Teams	n/a
Purpose: to meet with key stakeholders such as the BIA, CA and landowners to share project details before public engagement.			

The results should be regarded as a snapshot of Calgarians' perspectives in time (broadly and within the geographic area they live/work/spend time) and should not be projected to the larger population. In addition to the public engagement opportunities described above, targeted stakeholder engagement events were held to hear from impacted business owners, property owners and other key stakeholders.

## Event promotion

The City of Calgary undertook a communications and promotion program to support public engagement. The purpose of this program was to reach Calgarians broadly and speak directly to communities along the future Green Line LRT and BRT corridor who may have an interest in the planning process. Below is a summary of the social media and complementary promotions tactics used throughout the fall 2020 engagement.

**Table 2: Event promotion**

<b>Social media</b>
<ul style="list-style-type: none"> <li>A total of 24 social media posts were created and shared on The City's Facebook, Twitter and Instagram accounts starting November 19, 2020. Social posts informed Calgarians of the Green Line LRT engagement opportunities, including online engagement sessions and the Engage Portal.               <ul style="list-style-type: none"> <li>These posts used friendly, plain language and dedicated Green Line LRT graphics to attract attention</li> <li>Paid posts were targeted to specific geographic regions to ensure that Calgarians living and working near the LRT line would understand how the changes may impact daily travel</li> <li>Altogether, social media posts generated nearly 9,000 clicks</li> </ul> </li> </ul>
<b>Other communications</b>
<ul style="list-style-type: none"> <li>In addition to social media, information was shared with Calgarians in a variety of ways, including:</li> </ul>

- Two e-newsletters sent to 3,666 subscribers
- Green Line LRT Update brochure circulated to 31,393 people
- Public engagement information boards placed in Crescent Heights and Eau Claire
- Postcards: approximately 12,000 postcards mailed to residents located within the four geographic zones at the end of November
- Community Association toolkits with messaging and information to be shared with community members and on their own social media accounts and websites

## What we asked and what we heard

### What we asked

Throughout this phase of engagement, The City shared information and asked for input on the following considerations for Green Line LRT planning:

- How Calgarians travel through their neighbourhoods and connect to important destinations and other parts of the city – to inform North Mobility Studies & Streetscape Master Plan for Centre Street N.
- Identify what's currently working within the transportation network and what needs to be improved – to inform North Mobility Studies and North Central BRT Study
- Understand priorities for the public realm and streetscape amenities – to inform Streetscape Master Plan for Centre Street N. and North Mobility Studies
- Examine the best locations for stations to provide connectivity and access to key destinations in zone-specific communities - to inform North Mobility Studies and North Central BRT Study
- Explore BRT service priorities and desires for amenity improvements - to inform North Central BRT Study
- Learn how transit is currently used and accessed in communities - to inform North Mobility Studies and North Central BRT Study
- Learn how Calgarians would like to use the future Bow River LRT bridge and what form and features should be considered – to inform Bow River LRT bridge

The City also sought specific feedback on opportunities, constraints and trade-offs within each geographic zone with the new LRT alignment and upgraded BRT service. Members of the public could review potential roadway alignment options on the Engage Portal as well as during the public workshops and share their comments on these options.

### What we heard

To summarize the data in this 'What we heard' section, the project team reviewed all comments received on the Engage Portal from November 23 – December 13, 2020, as well as questions and comments from the open houses, information sessions and zone workshops. Public input was categorized into themes under each project, but given the interconnectedness of the projects, the comments often fell into more than one

theme. The analysis results represent those members of the public who elected to participate in this engagement; therefore, the results are not fully representative of Calgarians or the communities within each geographic zone.

The feedback has been categorized into six primary themes:

- BRT service, amenities and alignment options
- Mobility considerations: accessing amenities, shopping and services
- Streetscape priorities and amenities: focus on Centre St N. and the Crescent Heights neighbourhood
- Bow River LRT bridge: interests in overall vision, features and design, impact to Prince's Island Park and desire for multi-modal transportation options and connection into communities
- Business Support Program
- Green Line LRT planning (general questions and comments)

**Table 3: Six primary themes**

Themes	Sub-themes and key quotes
BRT service, amenities, alignment options and preferences	<p>BRT service, reliability and wait times:</p> <ul style="list-style-type: none"> <li>• "If we don't have more parking, it will just get more congested. People will have to drive."</li> <li>• "Frequency ensuring that a bus and especially on a cold winter day, is actually going to arrive when it's supposed to."</li> <li>• "I like the flexibility of going when I want and having the freedom to meander and transit is great. It just doesn't do that for me right now."</li> <li>• "That you can just walk out the door and know that there's going to be a bus there in five or 10 minutes."</li> </ul> <p>Shelter:</p> <ul style="list-style-type: none"> <li>• "I'm not so much in favor of in closed waiting areas, but you do need protection from the wind...plexiglass or something like that as a kind of wall or...maybe a semicircular sort of thing so that you don't kind of get trapped inside and can't see if your bus is coming."</li> </ul> <p>Concerns about crowding on bus routes:</p> <ul style="list-style-type: none"> <li>• "Massive crush of people"</li> <li>• "The bus is full"</li> </ul> <p>Connecting to other transit service:</p> <ul style="list-style-type: none"> <li>• "Connecting to C-Trains and going further"</li> <li>• "East-west connections are going to be important. You know, there is 16th Avenue...12th Avenue."</li> </ul> <p>BRT alignment options and tradeoffs between reliable service and maintaining on-street parking:</p> <ul style="list-style-type: none"> <li>• Overall, participants expressed a preference for running BRT in a dedicated curb lane (during peak travel times or 24 hours a day) and maintaining on-street parking in the shared or curb lane scenarios.</li> <li>• "I don't like the 24 hours option, but the peak hour option is one worth considering" (North Zone public workshop)</li> <li>• "What if we merged something kind of like [BRT in dedicated curb lane] and [maintaining on-street parking in shared or curb lane scenarios]?" (Central Zone public workshop)</li> <li>• "One of the comments I was going to make with the four options that were provided is the one on the top right...the example I was going to use for the bussing that opened up around Centre and McKnight. So, when that bus lane opened up, I saved 15 minutes on my door to door, bus time coming from Coventry Hills going downtown." (North Zone public workshop)</li> </ul>

Themes	Sub-themes and key quotes
<p>Mobility considerations:            neighbourhood amenities, active transportation routes, accessibility, safety, important routes, east-west connections</p>	<ul style="list-style-type: none"> <li>“The parking lanes are the worst in my opinion, because most riders – when they get off the bus, the first thing they do is cross the street. Now, if you’re between cars and try to jay-walk and try to cross the street, most of the times, drivers will not see the pedestrian cross.” (Centre City Zone public workshop)</li> </ul> <p>Neighbourhood amenities:</p> <ul style="list-style-type: none"> <li>"Getting across McKnight Boulevard towards the Northwest to Nose Hill Park or up to the shopping area in Thorncliffe."</li> <li>"It's all of the dining that's evolved there in the last probably four or five years, the smaller restaurants that are opening up."</li> <li>"We'd like a better connection to Northwest also to Safeway."</li> <li>"It's absolutely going to be a real concern for businesses on Centre Street."</li> <li>"My main travel routes and destinations take me North at Forest Street to local shopping or to John Laurie."</li> </ul> <p>Active transportation routes:</p> <ul style="list-style-type: none"> <li>"Also bicycle on the bike route down second street, quite a bit, and also through Confederation Park."</li> <li>"Winston Golf Course and all the green areas between Centre Street and the Ridge are very popular."</li> </ul> <p>Accessibility:</p> <ul style="list-style-type: none"> <li>"As part of the accessibility aspect of the mobility study, are we also looking at accessibility for folks with special needs or is the immediate focus just access to the communities and businesses?"</li> <li>"Will accessible routing be considered for the stations and area (for wheelchairs, low mobility users, etc.)?"</li> </ul> <p>Safety concerns:</p> <ul style="list-style-type: none"> <li>"Centre Street and 40th Avenue. I mean, probably the most dangerous crossing four street."</li> <li>"I think lighting is key just from a safety perspective. Like, especially in the winter, when it's dark at 4:00 PM, um, and businesses that are open late and you're leaving or trying to go somewhere."</li> </ul> <p>Important routes:</p> <ul style="list-style-type: none"> <li>"Highland Park between up on Centre Street in downtown, into industrial and back, I think is, is really important."</li> <li>"What is The City going to do to mitigate the obvious increase in traffic on Edmonton Trail to ensure local residents are still going to be able to get out of their communities?"</li> </ul>

Themes	Sub-themes and key quotes
	<p>East-west connections:</p> <ul style="list-style-type: none"> <li>• "It's always been really important to people that the Green Line brings the East and West side [together]."</li> <li>• "Where are you finding your East West connections in the area and, and which of those you're typically using, especially if you're not navigating down Centre Street or McKnight when I'm McKnight users for driving."</li> </ul> <p>Traffic calming and cut-through traffic in residential areas:</p> <ul style="list-style-type: none"> <li>• "I would add to that also think about the neighborhood access and traffic calming perspective...her kids play on the street and she's completely okay with it now, but with green line, things will change."</li> <li>• "I want to hear from a mobility and traffic impact perspective, or your thoughts on what should be kept and what should be removed and replaced to displace that access and traffic."</li> </ul>
<p>Streetscape priorities, amenities, access, neighbourhood identity, safety, traffic calming</p>	<p>Crescent Heights neighbourhood identity:</p> <ul style="list-style-type: none"> <li>• "I think you have to add small business to this. Cause one of the interesting things when you're walking is to look at in windows, you know, like into coffee shops or stores or whatever else, just to see what's going on. And that's a big part of Crescent Heights and the other communities around here."</li> <li>• "What I like about the area is the trees, parks, closeness to the river, closeness to downtown and the older houses, which are quickly disappearing."</li> </ul> <p>Access to retail and services:</p> <ul style="list-style-type: none"> <li>• "Make room for and allow outdoor patios for small local businesses here. The sun hits this spot and makes for a very pleasant spot to enjoy a meal or coffee. A bit of greenery/ trees and/or flowerpots and baskets would be nice too."</li> </ul> <p>Pedestrian environment:</p> <ul style="list-style-type: none"> <li>• "What I love about Centre Street now is that you can walk along there and you can have the buffer of the cars parked on that street when you are a pedestrian. That is one thing I love about that whole area is it's wide enough and you feel comfortable walking along it, whereas most of Edmonton Trail you don't."</li> </ul> <p>Weather protection:</p> <ul style="list-style-type: none"> <li>• "Shelter with some seating"</li> </ul> <p>Safety and traffic calming:</p> <ul style="list-style-type: none"> <li>• "Traffic circle is totally ineffective. We replaced four, four way stops with the traffic circle and people just speed through</li> </ul>

Themes	Sub-themes and key quotes
	<p>there. We have a lot of small children in the neighborhood. Nobody lets them cross at that intersection."</p> <ul style="list-style-type: none"> <li>"And if [the LRT] goes down Edmonton Trail, the cut-through implications are massive for all the communities North and South of 16th, but also for the character of main street [Centre St N]."</li> </ul>
Bow River LRT bridge vision and features, impact to Prince's Island, connection into communities	<p>Complementary architecture and environmentally conscious design:</p> <ul style="list-style-type: none"> <li>"Complement the architecture in The City."</li> <li>"I don't want it to interfere with the Centre Street bridge and especially when you're standing on the bluff and you're looking at the bridge... I'm concerned that we're going to get another bridge that interferes with that view."</li> <li>"I would like to see it low profile and simple, with as few piers as possible."</li> </ul> <p>Distinctive architecture and interest in something different:</p> <ul style="list-style-type: none"> <li>"I don't think it should try to imitate Centre Street bridge. It should have its own identity."</li> <li>"[Architect] Calatrava, make it another Peace Bridge."</li> <li>"Make it something we're ultimately going to be proud of. So certainly, visually and then functionally."</li> </ul> <p>Addition of public space:</p> <ul style="list-style-type: none"> <li>"Creating interesting spaces under bridges."</li> </ul> <p>Using the bridge to access neighbourhoods:</p> <ul style="list-style-type: none"> <li>"There's something really nice and cozy about the 2<sup>nd</sup> St Bridge... And just the feel of walking across that bridge is unique and Calgary. So, it's hard for me to think. I would want to walk beside an LRT train..."</li> </ul> <p>Environmental impact:</p> <ul style="list-style-type: none"> <li>"How will the bridge affect the bird population that uses the river as a pathway?"</li> <li>"What is the slope doing, looking at the soil conditions."</li> </ul>
Business Support Program	<p>Support for small businesses:</p> <ul style="list-style-type: none"> <li>Interest in coordination with other community/main street initiatives</li> <li>Parking for businesses</li> <li>Prioritizing sidewalks and street furniture</li> </ul> <p>Interest in future engagement:</p> <ul style="list-style-type: none"> <li>Interest in connecting 9<sup>th</sup> Avenue station to community identity</li> <li>Interest from BIAs in future dialogue RE: Streetscape Master Plan</li> </ul>

Themes	Sub-themes and key quotes
Green Line LRT planning (general questions and comments)	<p>Interest in future engagement:</p> <ul style="list-style-type: none"> <li>"Wanting to stay involved and hear report-backs."</li> <li>"Will there be separate engagement for the LRT stations themselves? Assuming that might be later in the process?"</li> </ul> <p>Coordination with other projects:</p> <ul style="list-style-type: none"> <li>"Are bridge projects coordinated at The City...while we want the ability to connect communities, we don't want to waste money if projects can be combined like 9<sup>th</sup> Avenue bridge."</li> <li>"How is Green Line coordinating with other projects that might be occurring adjacent your footprint (i.e. Eau Claire area, Chinatown, etc.)?"</li> </ul> <p>Interest in construction timelines:</p> <ul style="list-style-type: none"> <li>"What best schedules would look like once Green Line North is built out, would it be...the train line is in the middle of the two train lines, and then you'd have lanes that buses and cars are sharing, going up and down Centre Street?"</li> </ul>

For a verbatim listing of all the input that was provided, please see Appendix A - [Verbatim Comments](#).

## Detailed feedback: mapping input

The feedback summarized above was complemented by additional mapping tools to invite Calgarians to share feedback specific to a geographic location within the study area. The mapping tool on the online Engage Portal allowed participants to place a pin on the map (by address or intersection) and add a comment about their key destinations and/or routes. To ensure accessibility, contributions were accepted via keyboard, touchscreen, or assistive technologies such as screen readers. These maps enable The City to understand where people travel and how they get there—key considerations for the North Central BRT Study, North Mobility Studies and Streetscape Master Plan for Centre Street N. Contributions are summarized by zone and theme in the table below.

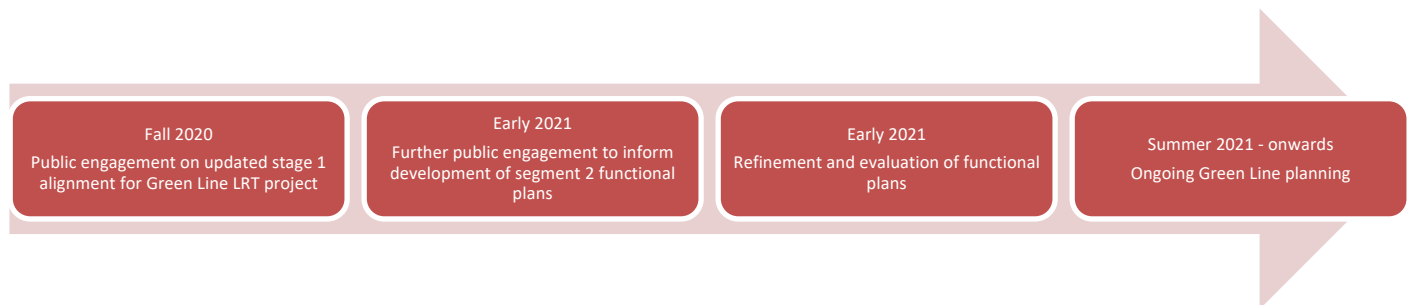
Zone	Themes and comments
North	<p>Traffic congestion:</p> <ul style="list-style-type: none"> <li>Congestion on Country Hills Blvd.</li> <li>Desire for interchanges (e.g. Beddington and Deerfoot)</li> </ul> <p>Active transportation:</p> <ul style="list-style-type: none"> <li>Safety concerns for cycling on Centre Street N.</li> </ul>
Central	<p>Traffic congestion:</p> <ul style="list-style-type: none"> <li>Congestion along McKnight Blvd. and Centre Street N.</li> <li>Bottlenecks along Edmonton Trail</li> <li>Concerns about construction (e.g. McKnight and Centre Street N.)</li> </ul> <p>Connectivity:</p> <ul style="list-style-type: none"> <li>Desire to improve connections with McKnight and Deerfoot</li> </ul> <p>Safety and traffic calming</p>

Zone	Themes and comments
	<ul style="list-style-type: none"> <li>• Desire for traffic calming along 8 Avenue N.E.</li> <li>• Traffic speed on Edmonton Trail and Centre Street and safety for pedestrians and cyclists</li> <li>• Desire for more pedestrian crossings across Centre Street</li> <li>• Concerns about cut-through traffic in Renfrew and Bridgeland</li> </ul> <p>Station parking</p> <ul style="list-style-type: none"> <li>• Interest in a station/park and ride near Centre Street and Laycock Drive</li> </ul> <p>Active transportation/connections to LRT</p> <ul style="list-style-type: none"> <li>• Desire for connection along main corridors to active modes of transport</li> <li>• Concerns around safety for cyclists and pedestrians in the area, generally along main corridors, e.g. Edmonton Trail</li> </ul>
South	<p>Traffic calming</p> <ul style="list-style-type: none"> <li>• Concern around Edmonton Trail becoming too busy, as well as residential side roads having overflow traffic from Centre Street</li> <li>• 16 Avenue and Centre Street N.</li> <li>• Desire for increased pedestrian crossing and safety measures across Centre Street</li> </ul> <p>Parking</p> <ul style="list-style-type: none"> <li>• Concern around having no residential or business parking around Centre Street N.</li> </ul> <p>Active transportation</p> <ul style="list-style-type: none"> <li>• A desire for Centre Street to be a core bike route as well as a transit corridor but also a concern for safety and Centre Street being too busy</li> </ul> <p>Centre Street N.</p> <ul style="list-style-type: none"> <li>• Pride around Centre Street N. culture in Crescent Heights</li> <li>• Interest in enhancing main street character, e.g. by adding beside-road traffic stoplights</li> <li>• Interest in pedestrian and bike-friendly environment</li> </ul>

A complete set of maps by each geographic zone is available in [Appendix B – Engage Portal Contributions](#) (note: the Centre City zone did not include mapping input as it is not included in the North Central BRT Study, North Mobility Studies and Streetscape Master Plan for Centre Street N. study areas).

## Next steps

During this engagement period, The City heard broad interest from Calgarians about the Green Line LRT planning process as well as specific feedback within each geographic zone and for each of the four projects. In early 2021, The City will provide additional opportunities for Calgarians to provide input into the project-specific functional plans for segment 2 as we look to evaluate initial concepts and ideas. These engagement opportunities will build on what has been shared to date. The feedback gathered, along with the extensive engagement conducted to date, will inform the project planning and final functional plan recommendations, which will be presented to City Council in 2021.





# Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
October - December 2020

## List of Appendices

Appendix A: Verbatim Comments

Appendix B: Engage Portal Contributions

Appendix C: Detailed communications and engagement tools and reach

Appendix D: Green Line Public Information Session Feedback

Appendix E: Green Line General Engagement Feedback

## Appendix A: Verbatim comments

Verbatim comments include (1) verbal and written comments from public open houses, information sessions, and workshops (2) all written input received through the online Engage Portal, which was open from Nov. 23 – Dec. 13, 2020. The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (name removed).

### Verbatim comments from public open houses, information sessions, and workshops

*\*Note: information sessions and workshop comments were transcribed using an automated service; the text has been preserved as much as possible with minimal edits for legibility.*

#### What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
North Zone	<p>So I don't have one car in my house, so I was getting driven to work for a bit during COVID and we would take McKnight to Barlow and then take our load down to my workplace is I would get in there.</p> <p>With buses, I think safety is always an issue. There's been a few times, you know, I mean, I don't fit necessarily in the strong category of someone who worries going out in dark being a larger Vail, but I know for sure, my wife she's had some incurrence is getting off the bus later at night with lighting and just generally like the crossing right now, basically everyone does the harvest Hills shuffle, even though we shouldn't is a jaywalking capital Calgary. So definitely looking at mitigation routes across harvest Hills and better lighting. And I know that we're getting different shelters, but how to make them more open and well lit.</p> <p>especially during rush hour, I find the, the spacing of the BRTs is not super reliable depending on where I am and if it's morning or afternoon and maybe the, like the intersection upgrades or the dedicated lanes will help mitigate some of those issues.</p> <p>There was some calming measures put on closer up towards country Hills Boulevard a few years ago with some pedestrians crossing a concrete path. ...there really needs to be something similar further down towards the church at harvest Hills Alliance church. What you have is you have two lanes going in either direction curb cuts taking people off into medians and then in a big grass median which is obviously been planned for community development and people will, they just generally won't walk to the intersection at 96. It's just, it just doesn't make sense, honestly, and I can't blame them. So they'll run, basically these will run across two lanes, walk across the median and run across the other two</p>



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	lanes. So what I'm talking about is on 96 and her sales by the seven 11 and the church and that sort of range. It's just a game of chess.
	how much of the North BRT will have dedicated lanes?
	running this route daily, like five years probably the, the parts that probably would need dedicated lanes the most, like I've said are like coming out of downtown and then right around at night. Cause those tend to be the choke points in terms of traffic like between 40, between 40th and McKnight, and then coming out of downtown from about the center streets and [inaudible] Avenue, I find are like those lowest points in terms of being on the bus, but it's only during peak times outside of rush hour. There's a lot of delays when running in traffic or as part of the mixed traffic.
	I don't really go downtown during peak times, not on center street anyway. Usually it's going, getting picked up from work and we're coming in via Memorial is usually I'm going into downtown. going West on Memorial, I should say, like over the fly over. ..where you're finding your East West connections in the area and, and and which of those you're you're typically using, especially if you're not navigating down center street McKnight when I'm McKnight users for driving.
	Probably ideally would be like a bus only bridge going over downtown up center street or some like dedicated bus roadway through downtown. Cause again, a big glut with the BRT is as it navigates through downtown and all the rush hour traffic in the afternoon and with all the construction downtown as well. Thank you. Yeah. And any other any other wishful thinking ideas like that, Peter? Again, maybe some way for the bus to bypass certain intersections like 16th and McKnight really because like, cause you're really seeing that, that choke point there. Yeah. Like 16 McKnight and yeah, coming out of downtown are the three biggest choke lines and I'm sure there's cheaper ways to mitigate it than just like tunnels and bridges
	with the traffic light at McKnight, as opposed to like nine center street sometimes especially in when it's snowing and the roads aren't as good, the traffic will back all the way up almost 40th Avenue. So it can take multiple lights to get through kind of the same thing, like going from downtown to 16 because of people turning left from center street 16 and all the signals between just the traffic signals in general, downtown and 16, it can be very slow up to that point. And then after 16th Avenue, because there's a lot fewer traffic signals that goes a lot faster. And also just the volume of traffic of people trying to get from downtown to 16th Avenue than to go East to West
	So even as a driver, you have to be very, very careful with pedestrians, just running in both directions, trying to catch the bus.



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	<p>if you picture that whole BRT parking lot, the biggest struggle is actually getting onto harvest Hills Boulevard and moving towards Stony trail. Now I live in Coventry Hills, so I actually don't really need to get on harvest Hills Boulevard and go towards Stony trail. But to me, that's the safer route, because if you think about the other side of the parking lot, you have all these buses coming down and parking, and then you have a two way turn going on. So in order to avoid like any type of car accident where I'm looking for buses this way, coming down, and I'm looking for traffic going this way up towards the Superstore, it's just not a very safe turn. so that's why I always opt to wait for like the red light to happen at harvest Hills. And then I can eventually turn in and move towards harvest Hills Boulevard and think that takes the turn from Superstore and move into Coventry Hills. I am moving to Livingston. So that's why I mentioned the North communities because eventually I'll be one of those people who takes the BRT parks at the three Oh one and then goes up towards Stony trail towards Livingston.</p> <p>are we doing enhanced BRT in the interim until the kind of North portions are being built out? Is that correct?</p> <p>I think the not having enclosed shelters is, is fine. I, having some wind shelter would be good. I think, especially with COVID considerations, nobody really wants to be standing in a enclosed space, even, even after vaccine. also like it's nice to have good lighting. It's nice to have feeding and some wind shelter. I don't think it necessarily needs to be heated if, if you have enough frequency. Right. So I think that that's not a cost that you need to spend on. one thing I just wanted to bring up also with stuff like, grassroots and management, just like the community fridge, that's intense in Crescent Heights right now, lots of people are taking transit to go to that fridge. so possibly enhancements in that area would be great just to, just to make things a little more comfortable for people who are walking or taking like transit for a couple hours just to get to that fridge.</p> <p>The screens and stuff, I don't think it's really that essential stuff exceeding and lighting and wind protection is essential. I think, yeah, obviously reliability and frequency is important and you'll see like every bus going up and down and down the street during peak hours, art is stuffed. Like that box is so stocked. So yeah, so stuff like that is super important to people and making transit, you know, quicker, comfortable. And, and the perception of safety around these stops is really important to people wanting to take transit. there are lots of people I would say, who, who don't live downtown, who don't frequent downtown, who, who, who are frankly afraid of taking transit or being downtown after hours. So, so anything to make that perception of safety better would, would definitely encourage transit ridership. and I'm in favor of, of making buses quicker than driving. So it was a whatever you can do to kind of engineer that into</p>



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	<p>the system would be great, just encouraging people to see transit as a really viable means of transportation, and just encourage people to think outside of their cars.</p> <p>one of the priorities I think for the Bennington area is that for intersection upgrade would be, one in particular, a pedestrian crossing, because of course the main hub is the 78th Avenue bus loop, where many people jump off and on. and that's of course located in Huntington, but one stop further up the Hill, up center street, North, in front of Beddington co-op, it's also a main area where people get off to access both the co-op model on one side and Safeway on the other side. but of course there is no clear crossing and it was, it's quite chaotic because of course, most people are too.</p> <p>it's quicker to just jaywalk, right. And so, there is no particular the safety, there are people sometimes don't even walk toward the lines that are drawn in for crossing and so that's, it's definitely a hazard. Lots of people would just jaywalk across, back and forth as they get off the three Oh one. so that's, that's, that's still an issue despite, there've been some, some attention from the city on it to, you know, draw the lines into, you know, make sure, but still it's, it's quite an issue. And so I know that, because people get off the bus and then somehow cross in front of the bus, you know, without taking into account incoming traffic, parallel to the bus and of course on the other side. My son's, pediadontist is right beside the co-op there and I have seen that exact situation where you're driving beside the bus and you're worrying about people coming across</p> <p>So if the intent is for the BRT to move up towards Livingston, one of the intersections that really is a pain is the one that enters Panatella Boulevard. So it goes down harvest Hills passes the Superstore, and then many, many people are trying to take a left-hand turn at the lights to go into Panatella. But because that light doesn't last very long, what ends up happening is you have tons of people in the left-hand lane end up backing up traffic because they're all trying to access Panatella. So that's just something to be conscious of as the three Oh one will eventually move up towards Livingston is that's going to be a bottleneck area for it to move up, because if it's going to move up Livingston, I'm picturing it being in the left-hand lane, as it goes up stone towards Stony trail, and then continues onwards towards Livingston and Carrington. So I just wanted to draw some attention on that one particular light that causes traffic to back up in a very, very significant way.</p> <p>the most important thing is to utilize these services, reliability, speed, and also safety. I think one of the things that I really miss about living in Vancouver was just reliable and how great the travel that was for going out on weekends to go to restaurants or theaters or whatever. Right. But</p>



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	<p>here, at least in this neighborhood, I find that, the transit over the weekends, it would as reliable, is it a spouse?</p>
	<p>There's, there's lots of restaurants that we would go to more often, for example, supporting local, if we had better bus or this right, the service is already great during rush hours. but we're not always constantly going to work. Right. So I think that's what would get us to, to use that a lot more often, it just having it more available. And then of course the safety, right. If I'm by myself coming home, late at night. so there's street waiting for the bus. a lot of those stations are really dark right into, it can get kind of sketchy when you're sitting there by yourself. So the safety piece is pretty important to me.</p>
	<p>safe for snow removal and ice. Like the icing at bus stops. and along, I know you guys, the city cannot do like snow removal. Last time I'd walked for every, no way that people walked in decision or stopped, but keeping the stops and stations clear advice and not just, you know, as sometimes I've seen city contractors come and do the shoveling or they use that little machine, but then you leave all these like plastic sticks around and you leave all these, like the ice still stuck on the, on the sidewalk and it, it still is precarious. So, so even that is part of the safety for the bus stops. And I, as an able-bodied person, relatively young person that would still make me nervous. And so many seniors or people with mobility issues for young children are using transit too. So just ensuring like the actual and the site context there is safe for them, like, especially in the winter time is also important. I would say it's as important as lighting for C or no wind shelter like that.</p>
Central Zone	<p>so my main travel routes and destinations take me North at forest street to local shopping or to John Laurie</p> <p>40th Avenue out to the East to shopping opportunities, you know, say a long 32nd Avenue.</p> <p>South to 20th app and then use that as a route to get to the West and out of the city.</p> <p>mountains by hooking on eventually to 16th Avenue.</p> <p>I'm not currently a major transit user. I drive everywhere.</p> <p>also bicycle on the bike route down second street, quite a bit, and also through Confederation park</p> <p>Confederation park by foot or bike needs to cross fourth street.</p> <p>we'd like a better connection to Northwest also to Safeway</p>



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	getting across McKnight Boulevard towards the Northwest to nose Hill park or up to the shopping area in thorn cliff.
	lot of times I will walk and literally go down second street. actually it's probably more like a third, a third, a third. So a third walking down second street, a third taking transit, and then sometimes I do have to drive for work
	connectivity to Confed park.
	crossing fourth street, I mean, there's an easy win, let's get some kind of crosswalk
	traveling from here, whether it's to go grocery shopping or, head downtown or to, to for entertainment purposes.
	it's 10th street to head down into Kensington, 14th street, getting in, in and out of the city 40th Avenue to cut across, to get towards the deer foot,
	center street and 40th Avenue. I mean, probably the most dangerous, well crossing four street.
	walking to the local Tim Horton's, which is, which is a drive-thru Tim Horton's.
	Highland park between up on center street in downtown, into industrial and back, I think is, is really important.
	take fourth street and hook on the 12th app to get over to center.
	co-op over on 16th Avenue in the Northeast, over in Mount pleasant to, Mount you or Winston Heights Mount view. And that's basically the only time I'll go down center street. Cause I just really just don't like it
	Edmonton trail, you know, and for us, our choices would be Edmonton trail or forest street and probably fourth street.
	find some other route and that well quite possibly before street or Edmonton trail.
	it's absolutely gotta be a real concern for businesses on center street.
	project doesn't result in a better far street in center street, in terms of a destination place and place that people go, then the project in my mind will be a failure.
	consideration is being given to Edmonton trail to 14th stree
	Confed park



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	Winston golf course and all the green areas between, center street and, the Ridge are very popular
	Highland park area in terms of citizen breweries, businesses along center street and Edmonton trail
	South of 16th
	Confederation park and park cemetery area
	restaurants on the center street or, use the 40th Avenue
	restaurants on fourth street
	but generally bike whenever we possibly can
	biking and walking downtown because I live so close.
	access shopping along 16th, Eastern West co-op, safe way, the other way, home Depot
	tuxedo park
South Zone	It's all of the dining that's evolved there in the last probably four or five years, the smaller restaurants that are opening up, like a tiger block across from there and a few others North of there all the way up to 16th.
	I would just add up center street to a Safeway, North of the 16th. And then, for walking, like getting down to the river pathway and the Bluffton princes Island park and areas like that. walking mostly. Okay. Center street, but then like crossing over at seventh off to go into like the block area there versus crossing center street bridge, and then crossing like Prince Island park into O'Claire into that area there.
	Note about the first Northeast, by corridor, The big parks throughout the area that we, that I use anyway, that people in my community use from North of 16th that we'll go into. So either, princess Island or the bluff or the Crescent Heights community center for art shows, that kind of stuff, it depends on what's being offered in the community center, but they range across that whole North Hill area.
	10th off. So just like center straight over to Edmonton trail.
	do live in Crescent Heights as well, and I do try to, make my time on center street, at least right now, relatively short because it's, it's busier, it's noisier, there's lots of cars. And if I'm walking around with my kids, I prefer those smaller, residential streets.



## What are your most important destinations in this zone? What are the routes you use to get there?

Zone	Comment
	<p>I think one of the things that you have to realize for a lot of us in this neighborhood is we picked this community because it's central, but a lot of the services we need are not here. So as much as we love to dine in our neighborhood, and this is throughout the zone and we'll stay here when we can, we still have to drive through it frequently. So going down Evanston trail to, to work or to center street to work or to go anywhere else becomes really, really important. So it's a balance. We all live the balance every day of needing to drive and having good vehicle accidents, but also wanting to walk or ride.</p>
	<p>I actually walked almost all of this whole district. Like not just Crescent Heights, but most of what's on the map. and so I'm sort of the opposite. I really try to maximize the walking and, one of the best places to walk through is Renfrew cause it's very quiet and, it's a great views, you know, like the houses are interesting. The yards are interesting, you can talk to people. So that's a big part of what I look for in walking is some interaction.</p>
	<p>I quite often walk along seventh Avenue. I live on seventh Avenue in Creston Heights. And so I'll walk almost as far as I can go on seventh Avenue and then move up to ninth Avenue. Oh, avoiding eighth Avenue, Which again has traffic on it. Right. I walk all the way, like not to the foot road, but to the deer foot view at the end of the road.</p>
	<p>I think you'd probably find that a lot of users aren't in this neighborhood because where you live so close already to downtown or to other neighborhoods, so we walk or ride</p>
	<p>I think lighting is key just from a safety perspective. Like, especially in the winter, when it's dark at 4:00 PM, and businesses that are open late and you're leaving or trying to go somewhere. I think that's important to have just some people walking by and people driving by so they can see you and you can see them.</p>
	<p>When I use the transit, it's usually going North far North to some of the things that are way up center street. So I would like the LRT TIS, it'd be easier to get all the way up to country Hills and so on. more shopping, you know, the, the, well, there's a Superstore there, although now we have a Superstore downtown, so that's not such a big issue, you know, I, I'm willing to try out some new places. I don't bike, so Inglewood would be a good fit for me to go down and go there more often, or even some places farther South. so maybe there has to be some publicity once it's done about all the places you can go on the Greenline</p>
	<p>the river is princess Island is, is a very important destination</p>
	<p>bow river</p>



**What are your most important destinations in this zone? What are the routes you use to get there?**

Zone	Comment
	princess island
	chinatown
	connections to those destinations
	river access
	So yeah, with, with the LRT going down the center of the road, all left turn movements across the LRT will need to be protected in the future. So that's why all of those movements in the future. So the one that you brought up at 12th AV will be protected as well as the left turns provided at 10th ninth at seventh. Those all have to be protected movements
	Well, it's the dog-walking experience, first of all, we've got tons of dogs in our neighborhoods, so it is huge. and it's the physical exercise. We've got people who use those routes to run every day. and it is social. I mean, I use those routes every day and I talk to neighbors all the way through, the, you know, along ninth Avenue and all the streets. So it, it is a social thing too.
	Green line I'll know that, you know, it's always been really important to people that the green line brings the East and West side
	I think the downtown, we have a lot of downtown facilities, a lot of clinics, but, I'm in the Southeast. And, and so, what my concern is we have a lot of, we have a lot of people that are destination with the hospitals and we seem to be not in a position to get to those destinations. It doesn't matter if you're going to Northwest Celsius, we have a self-advocate campus. We have Rocky view, a foothills PLC, sick kids, where we're not, we're not making it convenient for people to travel to these hospitals. And that's what I have a concern about because the cost is, is always a cab or a taxi or Uber to go to these hospitals. And we're not providing commuter system to serve our population that do have healthcare issues.
	I travel all over the city for, I have quite a few invasive tests in a year and I travel all over city, but I drive everywhere because it's impossible for me to take any kind of fancy system within our city because it doesn't connect. There's no way to connect to I want you to have four hours to kill before your appointment. there's no way you're making it to foothills from the Southeast or the only way you can, you can't even make it to South health campus from where I live. And I can see it from my house to, he messed up a set up that they have for the busing. It would take me an hour and 44 minutes go from my house to the South health campus, which I can see from my house. So w I don't think we, we are focused on that healthcare side of, of our transit system.


**What are your most important destinations in this zone? What are the routes you use to get there?**

Zone	Comment
	<p>I get it that, you know, we want to be, we want to be creating efficiencies, but, I totally agree with it. I'm totally on board with that, but I just think that we need to focus a little bit more on making sure that we are serving our people with that do have health issues. And, and, even with COVID going on right now, you see, well, I know the EMS service just in Calgary and I think is \$66 million over budget because of, because of people going to the hospital and calling ambulance is when they couldn't, they could have commuted over, you know, there's all kinds of issues with it</p> <p>And I'm going to tell you straight up, I'm very, very fortunate. I don't, I, I'm not obligated to take the transit system, but if I was, I see people in our neighborhood that are very restricted and they're taking buses to get to medical appointments and they're hours and hours on the buses. I'm very, very fortunate in that I'll admit straight up. I'm very, very fortunate. , I have a vehicle, my wife drives me wherever I have to go. So I'm, I'm very lucky that way, but it's the other people in the communities that I worry about that don't have that access.</p>

**Thinking about accessing bus service, what are the most important elements to you? What would improve your experience using this service?**

Zone	Comment
North Zone	<p>I probably suggest as well that I think that in putting new infrastructure with this incoming BRT, I would be a great time to maybe brainstorm ideas on how we can notify the public. the drivers that go down center street, of course, those that come up on harvest hills Boulevard about the bus trap, right. That, that bus jump is of course a big issue that people still, despite the signage that is there still drive forwarding and fall into the trap. Right. And so and and I grew up in the area. I went to school here in St. Helen and actually one of our classmates died back in 2008 at that bus trap. because it was, I mean, it's very accessible to pedestrians and of course the traffic there causes an issue. So I think it could be a time to make more clear to people. Cause I know that it obviously causes, problems in terms of, you know, the bus traffic and if cars fall in there and create a obstruction or, you know, of course you know, property damage and things like that. So I think maybe that could be one as well. Cause it's people still don't see it. They don't understand what the signage means and they still drive right into the bus trip.</p>
Central Zone	<p>I'm very passionately in favor of more cycling infrastructure</p>



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	I do bike
	there's some good opportunities to get out and put in 30 kilometers of biking on streets
	I was actually quite encouraged when I heard, you know, we're not going to tunnel under center street, South of 16th. We're actually going to put the train at grade cause then I'm going great, perfect opportunity to make it very clear from downtown all the way to McKnight
	once you get North of towards a country that was Boulevard 14th streets, you only street, you can access from that far North and to, to, to get into downtown. So it's going to have quite an impact on the North South traffic patterns for people outside of the focus area that we're talking about here
	east-west connections are going to be important. You know, there is 16th Avenue, South of 16,000 either is 12th Avenue,
	what we do have some issues with 30th Avenue that [inaudible], it's on a very hilly area and it does go through a major park. So, you know, it's not a place you'd want to send a lot of traffic, but it is a place you'd want to set foot traffic and bicycles.
	McKnight and center street intersection.
	40th app as a significant east-west connector
	there's going to be some extensive development in the area with a lot more population going in and then the C train.
	frequency ensuring that a bus and especially on a cold winter day is actually going to arrive when it's supposed to.
	frequency above all else.
	about frequency,
	that you can just walk out the door and know that there's going to be a bus there in five or 10 minutes
	like bike parking and bike parking infrastructure,
	So I think you're planning around you know, the comforts and amenities around the station have gotta be a lot different than what you've done in other areas.



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	being able to bypass traffic
	timing information.
	do you expect ridership to recover after the pandemic? Are there changes being made because of social distancing expectations?
	Most of the time we access this stuff in our community, it's on bike or foot
	connect to to other C trains and go further.
	I'm normally driving,
	finding parking on forest,
	And obviously if we were, if we went to some sort of BRT with a one lane removed each direction out of four then better eliminates all the parking in Highland park
	so often they'll park in the middle of the day on center street itself. Okay. And also, I know for some of our neighbors I'm off center street, so it's not necessarily an issue for me, but I'm sure those people would be pushed off into the adjacent streets.
	in terms of the parking and driving? Yeah, please do. Yeah. So I guess part of the issue and I, I speak for a lot of my neighbors because we represent what the law, the Northfield planning group
	And Edmonton trail is one of those lifelines for us. Most people don't use center street because it is congested though. It's much better since the pandemic, but that's not going to last forever.
	Edmonton trail becomes a major artery for us to get into downtown or South quite often.
	Cause most don't most we'll avoid Deerfoot if at all possible, but parking along that road has gotten really good because of the initiatives with the main street South of 16th
	And realistically between 22nd and 25th or 26th on fourth street center street.
	we're usually coming from the North
	So this is part of the issue we've had in Highland park. So yeah, the citizen breweries, probably the next closest, and then fourth spot in Mount pleasant that Cedar park,
	you basically are almost forced to drive unless you're a hardcore cyclist,



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	pretty quick bus service, even if you don't, we've got the Oh one that runs down center street direct to downtown and then turns at sixth Avenue South [#301].
	three Oh ones that are full by the time they get to our neighborhood
	express bus stop
	the bus is full
	massive crush of people
	concerned about it during off peak hours, as well as on peak.
	shelter with some seating
	makes it more appealing versus standing out there in the full Gale wind or whatever in the middle of the snow storm, you can kind of tuck into the, the shelter.
	take the bus downtown to go meet friends at the theater or sort of go down to city hall, for example, for counseling or different things, things, and then take transit home or take a taxi home depending on the time, time of day. But yeah, there's and it's pretty good service along center street existing. So it's usually when I was driving, I can usually get on the 301 for most of the time.
	I don't use transit only because if it's going downtown, the BRT, particularly I'm I bike.
	I'm on my bike.
	I like the flexibility of going when I want and having the freedom to meander and, transit is great. It just doesn't do that for me right now.
	It's utility for sure. I totally am a fan of transit. Just that we're, that's why we live in our city.
	I mean the Crosstown bus route on 40th Avenue
South Zone	I would add to that also think about the neighborhood access and traffic calming perspective on they say so that her kids play on the street and she's completely okay with it now, but with green line, things will change.
	I want to hear from a mobility and traffic impact perspective, or your thoughts on what should be kept as an as ease and what should be removed and replaced to kind of displace that access and traffic



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	<p>I'd echo that I think part of the thing is, is that you've got a great list there of things that are all unique trees, the housing, the size of the streets, but all of it is overwritten by the traffic calming and the concerns. Around what happens to traffic and when it starts to impede on trees and visitation lighting, the nature of how community sounds and feels and smells just because of increased traffic. So all of those things are, are basically offset by traffic calming or access.</p> <p>I think you have to add small business to this. Cause one of the interesting things when you're walking is to look at in windows, you know, like into coffee shops or stores or whatever else, just to see what's going on. And that's a big part of Crescent Heights and the other communities around here,</p> <p>I've lived here for 45 years and center street has become very tired and very little character left on it. Edmonton trail has actually picked up and has improved a little bit over the years, but neither of them are very walkable streets. what I like about the area is the trees the parks closeness to the river closest to downtown and the older houses, which are quickly disappearing.</p> <p>I was living in Kensington and I was renting there and it was looking at buying. So when I was looking at buy and I was looking at buying and neighborhoods around the green line, so I knew which neighborhoods I wanted to be in. Cause I wanted to say inner city. So that's what prompted my move to Crescent Heights was having access to inner city, all been great neighborhoods, Crescent Heights, and Kensington and Bridgeland, but also having access to the future green line stations. but one thing I'd also like to add is what I appreciate here too, is the views. So just walking on center street, not a great feeling, but the view that you get when you're walking southbound down there of the bow building and the Telus and the Brooklyn, the Brookfield tower, and then even on the bluff. And then I don't know what it's called and it was a rotary park or the new one on not new, but on, the East side of center street, I think right off the block. Yeah. Rotary park. Yeah. So the views that you get there, like all seasons, like a bullies changing of the river Valley, like it's fantastic.</p>
	<p>I would be using a down town for sure. but I would still be driving because the end point of green line, isn't a good connection to where my office would be if I'm back working at the office. I wouldn't even use center street to go to work. I'd be going over to Edmonton trail Memorial that way</p> <p>there's always been a lot of traffic on eighth Avenue Northeast. and we have done a lot of things over the years. but right now you can't, when you come up Edmonton trail, you can't access the South part of the community until you turn onto eighth Avenue Northeast. there's lights there at Edmonton trail, but it's also on a curb and it's very hard to see the oncoming traffic, those people turn on to eighth Avenue and then turn</p>

**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	<p>onto second street to access the South part of, of the city. There doesn't seem to be as many people who come up center street and turn on to Samis road to access the, that part of the South part of the Southeast part of Crescent Heights. We also get people coming up center street and turning right onto eight to Avenue to access Renfrew and the eight Avenue bridge over the deer foot to go to Vista Heights and, and further North it's not as bad as it used to be years ago, but we usually have at least a blocks worth of cars, lined up for the light change.</p> <p>there's a, there's a lot of traffi on eighth Avenue during the rush hours, it's also an emergency access route. so our for firetrucks and an ambulance services, so there were limited as to what we can do to, we currently have a one four way stop to speed bumps and a traffic circle. And the traffic circle is totally ineffective. We replaced four, four way stops with the traffic circle and people just speed through there. we have a lot of small children in the neighborhood nobody lets them cross at that intersection. And there's, there's a number of kids in the neighborhood who go to Stanley Jones which is on in REM pro</p> <p>I'm not so much in favor of in closed waiting areas, but you do need protection from the wind. I mean, we know we live in a cold climate, we have clothes on for that, but to stand in a windy place is a problem so sheltered, but I don't necessarily like them in closed because they can fill up quite quickly. that would help obviously, but even, even just maybe a longer wind protection, you know, so plexiglass or something like that as a kind of wall or you know, it, maybe a semicircular sort of thing so that the, you don't kind of get trapped inside and can't see if your bus is coming. I'm less concerned about being well heated because I have winter clothes on say in the winter time, then being able to move about a bit just protected from the wind.</p> <p>It's really, I mean, I don't want to be a contrarian here. I really don't mean to be a party pooper, but for most people who go shopping to any distance, if you're going to go clothes shopping, let's pick a destination market mall, right? There's no train there right. To debt market mall. If there is, it's hard for us to get to. So we drive and there's no train or bus service that gets us there easily. And if you're looking at the socioeconomics in the neighborhood, most are going to be shopping outside of those areas. So train is not entrench. That's not a realistic alternative for most of us. So if we're going to go to Inglewood, which we all love or Kensington or downtown or mission, we can ride, just take your bike or drive. Right. So I hope you could see some of the tension that some of us are feeling in the neighborhood when we're being told this is for your use, but we don't use those things as much. And I don't want to come. I don't wanna dominate the time. I think this is just my perspective</p>



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	<p>I think what is really unique about Crescent Heights is, and maybe not unique against other communities. Maybe we would all say the same thing, but because we're a community that's, you know, so inner city focused, you know, we're not car centric, right. , you know, we don't have front drive garages, where everybody like commutes in and out, there's a lot of walking. We have quite a mixed neighborhoods. So there are people who are working people. There are people that are retired, that there are people that are students. So what happens is there's, there's a lot of you know, walkability and you know, neighborhood feel. And the reason that's important is because one of the biggest fears that we have as a community is that putting a train on Sandra street is going to create a huge amount of diverted traffic through the neighborhood, which is going to fundamentally impact our ability to have, you know, those conversations on the sidewalks and with our neighbors and to be able to walk across center street. so that's one of the things that I think is, you know, the predominant or a predominant concern of people in the neighborhood is what's happening with all the traffic and what is going to prevent our regular residential avenues from becoming cut-through</p> <p>I live in Renfrew. So Dan's point of cut through, and we're going to have this all going down. Edmonton trail is pretty valid for Renfrew as well. But I guess what I love about center street now is that you can walk along there and you can have the buffer of the, of the cars parked on that street when you are a pedestrian. and my fear was LRT going down the middle of it. And no parking is, you're just, you're walking in the smog, so to speak you know, cause their husbands studies that on street parking, like what they're trying on Edmonton trail is actually quite an effective in increasing walkability in the sense that it protects the pedestrians feel protected. So, that is one thing I love about that whole area is it's wide enough and you feel comfortable walking along it, whereas most of Edmonton trail you don't.</p> <p>I understand it in some places to do the bus affairs priority lanes and things like that you will have to acquire more property along the route. and there are some well there's one particular heritage building, I guess I'm thinking about, which is the tiger stead building. Are you guys considering about how to preserve heritage buildings like that?</p> <p>it's a funny question for us in Crescent Heights because we live here, so we don't take the bus anywhere. Many of us, if we take the bus, we might take one that kind of rolls us downtown, but we're not going that far in a bus. so it is kind of a funny question for us about, you know would we go stand out in the cold on center street to catch a bus when really we just want to go downtown. I don't know how long we'd all stand out in the cold because downtown is so close to us.</p>



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	I'll just, I'll just add that I think space is more important than heat. When you talk about the challenge we have about bus stops in the area. So as you know, it's a very narrow corridor along center street. And if you ever looked at, you know, as cross side of center street and you see that people are kind of huddled outside the drug store, they're on a sidewalk that's four feet wide either in the winter time or in the spring and you know, you're adjacent to traffic. So I think in terms of the comfort of waiting for a bus, you need to be thinking about how do you create spaces that allow for the volume of traffic that you're planning to accommodate with your East West and North South, you know, BRT and lines
Centre City Zone	<p>So I think that if the bus is - a stop is usually located near plus fifteens for, - intersects with many of the main lines, so for instance Full Value Square has lots of stations, lots of busses, mainly the number 3s, number 2, 301s and also of course anything along the 7th avenue would be greatly utilized.</p> <p>So for rush hour, 5th avenue, 4th avenue are super terrible. Now, if the bus can run along 7th avenue, it doesn't have to deal with other car traffic - just with the train. So, it's much faster for the BRT to get in and out of downtown.</p> <p>In many ways, logistics I think are almost secondary. I think the key consideration is: there are targeted groups that are really - it's based on their needs and convenience that should drive where you figure out where the route goes. So, you have people who work, and will use the service to get to and from work. You have people who, the main destination is Bull Valley College. You have people who basically need, perhaps, need to get to east village or city hall. Then in the evenings, you have people who want to get as close as possible to the events centre and the entertainment district. So, I think a large part of this is who are the key groups? What do they need? And to build your logistics plan from there. In terms of stops, routing, and all that. So - cuz everyone will have a different opinion, but ultimately it's about targeting certain groups that are major clients for this system, and try to make the best possible decisions that you can for those groups. Because it'll be the bulk of your ridership, I think.</p> <p>I'm not sure where it fits in, but I think it's really vital to have very good places for wheelchairs carts CA you know, baby carriages and all those kinds of things to come off the sidewalk into the street. So some places the sidewalks are kind of narrow. And if there's two is like baby carriages passing, they can't. And then also some of the dips that are built onto the street are quite narrow. And in the winter time, they're even narrower just from, you know, the ice accumulation. So if that fits in here, I don't know. But certainly if there was a better streetscape, then I would feel like we</p>



**Thinking about accessing bus service, what are the most important elements to you?  
What would improve your experience using this service?**

Zone	Comment
	were served by the LRT, but in a different way than getting on it and traveling somewhere.
General	<p>many of us want to use transit but recent BRT installations in the south have impacted communities negatively-local buses took people from communities to direct locations and now they are taking people to collection areas - while that might be faster from the collection area it is a loss in time and connectivity for many</p> <p>Will there still be local bus service (i.e. Route3 bus) on Centre Street?</p>

**BRT alignment examples: what opportunities and challenges do you see with each alignment example?**

Zone	Comment
North Zone	<p>have you looked at the impacts on fourth street and Edmonton trail?</p> <p>I think the lanes like the one that the top right picture is makes the most sense to me because the BRT or like buses are going to stop more frequently than cars are on center street. also like buses, they're bigger, they're more noticeable. The driver has oftentimes more visibility of surrounding traffic and pedestrians. So I think like, and also like as a pedestrian on the sidewalk, I would feel safer with a buffer of buses beside me then than cars. whether that be 24 hours bus lanes, dedicated bus lanes or BRT lanes or, or two peak times, I, I guess that would depend on frequency of service and how many people need to be using PRT all day long. I think like if we think about center street right now, the parking lanes are taken up anyway, like on the, on the edges.</p> <p>on some stretches of the center street, so cars aren't able to use all four lanes anyway which I think is good, slow it down traffic a little bit. and people trying to cross the industry. It's, it's a little less scary to see two lanes of traffic rather than four. but I think like if you are really looking to prioritize or promote BRT and future LRT, you need to make it very clear through design that we are dedicating money and space for alternative trends, modes of transportation and not prioritizing cars and not making it easier for cars to just speed down center street. also like a comment that I made earlier, if you do make change travel for BRT or buses quicker than driving, like you're gonna get people shifting to that way. it just makes sense to save time that way.</p> <p>I think that's a great opportunity to really say like from the get-go, Hey, like, this is what we're prioritizing and it's pedestrian safety, cyclist, safety,</p>



## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	<p>PRT, and buses. And, if people just get used to it, right, people will just get used to driving on con more congested roads and maybe it'll make them think like, Hey, like maybe I should take the bus because my buddy takes bus. And then he gets to work earlier than I get to work and I'm driving. So, just some thoughts there to really kind of encourage people and design in what we want to see for the city rather than say, you know, and still, rather than still like bend to the whims of drivers, because you just, you've got to make change somehow, and this is one way we can do it.</p> <p>if you have a dedicated bus lane, then you couldn't have parking on center street, or you could have some stretches with parking and then the bus has to merge into like car traffic. I think some of that, that parking right now is really convenient for people who are stopping alongside the street, just to pop in. I don't know how long you're allowed to park in those zones. I don't drive and I don't drive cause I live downtown now. But, even before when I didn't, when I lived there, I, I wouldn't drive. I would just take transit. So it doesn't affect me and maybe I'm biased, but, I think like if there's there's parking on the businesses, if they have back lanes, if they have some parking area in the business or they could share parking with another business that does have that frontage or availability for parking, then that'd be great. I think, I think the parking on center street right now acts as a buffer and traffic calming measure, if we were to just completely shift the way you use on the street and what you're dedicating to mode of transportation, you, we would have to figure out something for some of that parking, but I, and I don't know it, I, I'm not the engineer. So, so maybe there's different ways that we can think about, providing for some of the parking, but again, just trying to prioritize other modes rather than just driving.</p> <p>just to make the signage very clear for drivers and make the messaging very clear, like what is the time that you're permitted to be parking in these areas and when you need to really move your car. so just better signage, like having the, the, even the parking signs right now. Like they're okay, but you have to really, you might really have to think and like, see, Hey, where is the parking zone? What is like, you know, the 24 hour clock, like not everybody is used to reading that. So just thinking about messaging and timing for that would be important too.</p> <p>there are a lot of cars that park on center street, beside the thorn cliff green view community building, especially when they've got big events, and such, certain nights, weekends and that, and, Peter pointed out as well, that there are times where that tr that parking spills over into the side streets.</p> <p>one of my friends actually does that during, core work hours is she'll park by center street center street in Thornton, Crip hall. And she lives in</p>



## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	<p>Evanston social park there. And she'll take the 64 because she thinks that's faster than taking the three Oh one all the way to North point. one of the comments I was going to make with the four options that were provided is the one on the top, right. that example I was going to use for the bustling that opened up around center and McKnight. So when that bus lane opened up, I saved 15 minutes on my door to door, bus time coming from Coventry Hills going downtown.</p> <p>So I don't like the 24 hours option, but the peak hour option is definitely one worth considering.</p> <p>you don't need the dedicated bus lanes the time it's really mainly during peak hours and distance, certain sections. and even something like that dedicated bus lane, she mentioned her night, it just goes from around 40th to McKnight and then it stops right in North midnight. So even just extending that all the way up to like 64 would be a big help for the bus because gets the three Oh one uses that, then it's still the three Oh one uses that dedicated bus lane it's still then has to immediately try to merge back into traffic. So more stuff like that would be helpful. but yeah, only really during peak hours when you need to, like, I take the three and the three 11 during all hours really.</p>
Central Zone	<p>I do use is the bike lanes on 10th street.</p> <p>Confederation park or say more over to Rosedale community center, and I want to start a walk from there, I'll drive there and use that parking lot.</p> <p>Canmore park on 19th street and park</p> <p>My concern Mora with parking is that, we do have, because 40th Avenue center street is, is a basic, bus rote hub</p> <p>if you don't have any on-street parking on center street, because it's going to be con narrowed down to just one traffic lane per side, and then you have people wanting to converge to get onto the future LRT or the BRT.</p> <p>more inviting pedestrian and cycling environment than in fact, we're, we're going to get more people on center street would be my, would be my hope.</p> <p>we live in this neighborhood because we want to walk.</p> <p>I think you're going to see a lot more East West traffic moving from areas like Cambrian Heights to get over to center street.</p> <p>good bike lanes.</p> <p>good walking infrastructure</p> <p>can see a lot of traffic coming down, country, old Boulevard, hitting 14th street and heading South</p> <p>Cause there's, there's going to be no more bridges for vehicles to get across the downtown. You're just moving all that traffic off of center street.</p>



## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	whether the LRT is going to be running curbside or center of the street as the LRT?
	You're going to force people to cross the lane of traffic, you know, to walk across, traffic [safety].
	BRT running on a, a running mixed traffic, I'm going, Oh, okay. Well, like we have that today. I mean, what B there's not much of an improvement quite frankly, because you're at the mercy of, of traffic.
	lower left is definitely my preference.
	I think on-street parking on center street, in its current form.
	What if we merged something kind of like the top, right. And the bottom right.
	frequency of service
	Does it make any difference whether the car lane or the train lane has a bus lane, is there, or is it, it, it works, works out about the same in terms of creating an experience for pedestrians.
	good pedestrian experience
	draw people into the area so that they're walking on the sidewalks and then enjoying the community.
	making a left-hand turn on center street is challenging.
	you basically are almost forced to drive unless you're a hardcore cyclist, the challenge is pre COVID. when, if you didn't get to the bus station to park by a seven o'clock in the morning, you did not get parking. So if you had to do anything later in the, in the, in the day, you basically were driving cause you couldn't park.
	some of the congestion going down center street, would be people who just the taking the bus was not an option.
	my concern is the parking.
	And if we don't have more parking, it will just get more congested. People will have to drive.
	not a lot of discussion about parking,
	there's no parking and then get frustrated with traffic, don't cut through our neighborhoods.
	The overflow is so significant. I can tell you when there's an accident on Deerfoot anywhere South or within proximity of 16th. And I can tell you when there's overflow parking lacking on the North end, because we can see it literally you can smell it cause there's fumes cause so much extra traffic.
	John Laurie can be credibly backed up
	16th is the big East West
	20th becomes backed up by three or four blocks.



## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	<p>20th is the backup</p> <p>And I guess that's another concern of center street and 16th</p> <p>Well, 20th Avenue is the cross town that's through the neighborhood, right?</p> <p>when Edmonton trail has got parking on it, which we love.</p> <p>So where do you put those extra cars when you don't have room for it?</p> <p>area off of center street, it's a grid, which makes it a great cut-through.</p> <p>Deerfoot is lacks capacity and it's jammed up.</p> <p>those series of east-west, when you go 20th, 24th, you look at 40th, you know, just trying to understand what's already an issue.</p> <p>North Hill community plan, there was already some temporary traffic calming measures put in place that are being tested.</p> <p>the traffic calming on 22nd as an example, which is great.</p>
	<p>So having those curb lanes where you're down dedicated 24 hours a day up center street, to me makes total sense.</p> <p>I'm a big fan of the curb lanes being dedicated, at least from 16th North to McKnight at the very least or further North, because, it, it shares the, it stems the congestion two rows that can handle it</p> <p>the train will be on the middle two lanes of center street. Right? Correct.</p> <p>And you're saying it's possible that then all of a sudden the BRT is where the cars were and like everybody has to switch. It just sounds strange.</p>
South Zone	<p>I appreciate that, but I think it's a really important thing to consider because we haven't heard a lot about it. ... you probably heard about this a lot in the Northfield planning group as well. Those main street initiatives were, are important to people in the community, North and South of 16th Eastern West of center street. And there hasn't been a lot of consideration. And when you think about the traffic loads that go down center street, it's unrealistic to think the way that the train is stopping at 16, that that traffic on center street is just going to cease. It's going to have to go somewhere. And if it goes down Edmonton trail, the cut-through implications are massive for all the communities North and South the 16th, but also for the character of main street. And there doesn't seem to be a re resolution on between traffic volumes and main street initiatives like main street means pedestrian friendly business friendly, but we can't have both. So we need some clarity on what that means, right</p> <p>I think, again, the issue is isn't this, maybe some of the concern or frustration you're running into, we live so close to downtown. This train doesn't feel like it's for us. Right. We don't ride the train. We don't ride the bus that frequently because we live right close to where we work. So we're the ones feeling the impact of all of the construction and the train, but we don't see the benefit because we don't necessarily ride it as much</p>

## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	<p>as let's say everybody who, well, who might be using it in 20 years from very far North Calgary.</p> <p>Yeah, I think for me, like, I don't, I have a bike, but I don't really bike that much and I like walking, but I want to get somewhere faster than I like being able to pop out to center street, hop on the bus, get downtown and get on the train and go, I'm coming from Kensington. Like the train was easy access for me, so I'm used to that and coming from that. So that's why I wanted to move into the neighborhood, the head, the train access, but I can appreciate other people that have, I'm more comfortable using bikes or vehicles to get to those locations faster.</p> <p>Like we have our children have taken the bus to school, which was great. It was right up Edmonton trail, but once they went to high school out West, they can't take the bus because it would take an hour and a half to 12 minute drive. So, you know, as far as it mentees go, I, I don't think it's as much about the amenities it's about not taking or like [name removed] said, like four hours to get to South house health campus and that sort of thing. It's, you know, about the sort of efficiency of the whole thing, but I would also not like to stand out in minus 30 if I could avoid it waiting for a bus.</p> <p>I guess I sort of have a two part question. One is that I've never heard anything about what the frequency of the trains is going to be. I know they are multi-car trains, not the traditional low rise street cars that I know from toronto that are single passenger things. But just wondering how often they're going to come, and I know that one of the challenges, particularly of the LRT coming from the northwest - is that people that want to get on at Sunny-side often at peek hours, can't find a spot. So I'm just wondering about what you guys are thinking about that?</p> <p>I kind of dithered - I guess I'm foreseeing a future beyond 16th where people are going to be coming from further north than that And just wondering if you guys have a plan about frequency, even though you are running these long trains. If anyone in crescent heights will actually be able to get on it once it's longer.</p>
Centre City Zone	<p>So the parking lanes are the worst in my opinion, because most riders - when they get off the bus, the first thing they do is cross the street. Now, if you're between cars and try to jay-walk and try to cross the street, most of the times, drivers will not see the pedestrian cross.</p>
	<p>Part of it is, the sidewalks in downtown are really - pardon the expression, quite "mean". They are either - buildings don't offer a lot, the sidewalks are narrow, the streets are one way couplets, and if we want downtown - think about transforming downtown going forward, post COVID and pandemic - what might downtown be like? With potentially attracting people to be there for a whole range of reasons, for which at one point of another they all need to be on foot. As Translink says, the most powerful</p>



## BRT alignment examples: what opportunities and challenges do you see with each alignment example?

Zone	Comment
	piece is the power of the foot and people on foot. So, how are we going to make an attractive pedestrian realm? As we're thinking about BRT? I think it's critical - it's not just about street sidewalk width, but what is the actual comfort - outdoor comfort? Because we're learning about that as a health measure, the importance of being outside - that is going to really add an ability to get people on and off BRT. So thanks for letting me ask the question.
	if there's any way there can be access for pedestrians and bikers, up and down to the bridge and the same thing when you get to MCU bluff or closer to center street, you know, that, is there a way that you can get off the bridge and access center street and some of the bike trails,
General	Is a BRT with a dedicated bus lane (reducing Centre St fr 2 lanes each direction to 1 each direction) considered an intermediate step to buildout of the Greenline? If so, do you know the timeline of when those lane restrictions would be put into place north of 16 Ave N? I think many residents in those areas think there may just be more buses running on Centre St and aren't aware that they will be losing a vehicle lane in the short to medium term.

## What words would you use to describe the 'theme' or 'look' that should guide planning for the new bridge?

Zone	Comment
North Zone	<p>I think the overwhelming majority of the adjectives used, that people would like to describe the bridge would be, you know, as, as, basically as cost-effective as possible. Right. So more than more than the look is that it's efficient that it's, and it's, affordable and cost effective because I know that, some of the headlines have been about, caused the go along the bridge. So I think that's the most important thing that I can tell you guys is what we hear. We hear just sort of the area here in Beddington in the area is just that, I know that the perceptions of, of the cost are also just as important as the cost itself. So, I would just give you guys that feedback. That's something that is overwhelmingly what we receive as the feedback from people who live in the area.</p> <p>I really agree with the comments inside here is make it something low profile, not too distracting. Obviously you want it to look architecturally nice, but it doesn't have to be peace bridge. It doesn't have to look like, you know, the bridge in St. Patrick's Island. It just, it shows just compliment, you know, architecture in the city. I don't think it just, it doesn't need to be like copy and your most existing, structured, something low profile doesn't really distract from, from what it's like to be on the train when you're crossing the river, you know, you want to see</p>



## What words would you use to describe the ‘theme’ or ‘look’ that should guide planning for the new bridge?

Zone	Comment
	what you're passing and going through. I think that is a nice kind of respectful way of, of building out the bridge. yeah, just, I honestly, I don't care. Like I love bridges and I think like even bare bones, like just going across, it's fine too, but I think we're in a, a new phase of preference for architecture style, so, yeah.
Central Zone	you are going to impact some of the visuals and Prince's islands.
	make it something we're ultimately going to be proud of. So certainly visually and then functionally.
	Calatrava, make it another piece bridge,
	disrupting princess Island park, shall we say, I certainly hope that the plans are there, there are plans to incorporate pedestrian and bike traffic on the bridge so that it becomes a connector from princess Island over into the other side of the river, up onto center street.
	I would sacrifice other parts to make a really an incredible statement crossing the river
	great pedestrian corridor or across the river. Well, that links, downtown into that part of the city.
	you just don't want a big hunk of concrete there, cause that will detract detract from the aesthetics.
	creating interesting spaces under bridges,
	Heck make it functional.
	big slide go down to the river and everybody in the river rafts could just go sliding down and go splash into the river and carry on from there.
	So what can we do to mitigate that? What is the slope doing, looking at the soil conditions.
	long bridge signature piece coming out of downtown Calgary, that if any separation has done that the pedestrian should be on the top
	what would be the sort of timeline for starting to see construction happening on the, North side of the river on the center street side of the, on the North side, in an, in an ideal world
	as soon as construction starts on center street, the, whether the train is there or not, the buses, there are not traffic patterns are going to change
	So it doesn't have to be extremely bold, but it should be contemporary and, you know, kind of fit in with the peace bridge.
	I'm worried about the length of the bridge, the impact on the river Valley, innovative in a way that it doesn't detract from the area
	And make sure it doesn't block our beautiful sunrises and sunsets.
South Zone	I don't think it should try to imitate center street bridge. It should have its own identity.
	Complimentary unintrusive



## What words would you use to describe the ‘theme’ or ‘look’ that should guide planning for the new bridge?

Zone	Comment
	I don't want it to interfere with the center street bridge and especially when you're standing on the bluff and you're looking at the bridge and, you know, I'm concerned that we're going to get a, another bridge that interferes with that view. the, the other thing is, how it comes across the Island, and interfering with, with, the, the wetland area down there in the natural area and, what it looks like from underneath. So I would like to see it low profile and simple, with as few peers as possible.
	I would just like to add on to, as well as comment. I totally agree. what she's talking about, like the wetlands and the sensitive areas, and also, like the field of crosses too. So just being of those uses may be only temporary for a month, but just thinking about how that impacts future uses. So why they're walking in the park or those services that happen in those areas,
	I go to the public library a lot and I go to the shops, you know, a TD square and so on. Right. but I, I dunno, there's something really nice and cozy about set street bridge cozy, maybe the wrong word, but it might feel cozy after we have an LRT bridge. And just the feel of walking across that bridge is unique and Calgary. So it's hard for me to think. I would want to walk beside an LRT train because I think it's supposed to at the moment, come off second street. So to me, that's a, you know, you have to, it's only two blocks different than center street if you're in the downtown area. So I would walk the two blocks over to center street, I think.
	I mean, as the vision for this bridge to be iconic and, beautiful, or is it meant to be like, like many projects just on budget and give us a path and be simple. Like what's the given some guiding principles. It's hard for us to say, you know what, I'd love the bridges like they have in Edmonton. I'd like more peace bridges. If you're going to build it, build it beautiful. and as least environmentally friendly as possible, but what's, what's realistic.
	how will the bridge affect the bird population that uses the river as a pathway? And then a second follow-up getting the bikes, off center street bridge would be good
	I see a question here on the pins from the bridge and whether or not they're going to be landing in princess Island park, or in princess Island
	You know, and I, I think it's fair to say that nobody really wants a bridge across the bow river in this place. It was never part of the original design. We all know that the bridges is a solution to build the North line within the budget that's available. It's not the best solution. So I think if we're going to have a bridge, then we need to figure out how to make it special. And I was watching the council meeting when council approved funding for the green line and councilor Farrel actually asked, is this going to be an amazing bridge? You know, is there budget for this to be an amazing bridge? And the head of the green line program said, well, no, not an amazing bridge, but a good bridge. I don't think that was the answer that



## What words would you use to describe the ‘theme’ or ‘look’ that should guide planning for the new bridge?

Zone	Comment
	<p>people in the community wanted to hear. And so when you asked me what's one word I say, iconic, and I'm fearful that that's not what we're going to get</p> <p>Beautiful</p> <p>Well, I'll say that the peace bridge is gorgeous because it's different. And, it is, an amazing piece of design. I think, you know, the other two bridges are, Oh, well, the one on the right, is terrible. And the one on the left is, is, you know, it's all right, the pedestrian bridge in context of where it is over by St. George's St George's Island. And, you know, it works great. At least it's got, you know, it's a little bit interesting</p> <p>No, it's, it's the shape of the bridge and it's it, it's the fact that the peace bridge has become a signature bridge for the city of Calgary and it's often photographed. And, you know, even though there was a lot of anxiety about the cost associated with that bridge, I think in general, afterwards, when you do something really well in the end, people get it. And, you know, my question back to you ever would be why can't it be a signature bridge?</p> <p>Wildlife and natural surroundings of the bridge</p> <p>Fish habitat protection</p> <p>Separation from the bridge, if we're talking about what would make us walk across that bridge, as opposed to any of the other bridges</p> <p>First thing is, I was thinking is less, is more, we're putting this bridge through one of the most beautiful areas in our city, and I think that we should be embracing what is around us and not trying to cover it up so much. as far as walking across, it would really be nice if there was a surface that was researched before it was done for pathways, unlike the bridge that goes to Eau Claire that has been resurfaced at least twice. and it is always salted and it's not a good surface to work across, to walk on across the bridge, especially with four legged creatures. so to really think about, you know, how's this bridge going to react to different weathers, the wet, the ice, et cetera</p> <p>it's been an issue of mine for years because none of my four legged creatures can cross it. And I ended up carrying a Labrador retriever from one end of the bridge to the other end of the bridge.</p> <p>Floods, climate change</p> <p>1 in 100 year event</p>
General	<p>is it possible to have the design and structure of the bridge that acrosses the Princess Island?</p> <p>the bridge that crosses Princess Island involves the construction of piles or is a bridge without piles?</p>



## What words would you use to describe the ‘theme’ or ‘look’ that should guide planning for the new bridge?

Zone	Comment
	What other environmental mitigation ideas are being looked at for the bridge's impact?

## Thinking about how you might use the bridge, what features are important to you?

Zone	Comment
North Zone	<p>multi-use space would be fantastic, right.</p> <p>general consensus in the chat, at least more multi-use a pedestrian cycling</p> <p>the viewpoints being important. So photographers and such aren't blocking pedestrian or bike traffic. Is there something you have in mind that you'd like to see incorporated? All kind of like a, like a, kind of a, like, if you have the, the pad and the bike way, and then sort of like, sort of like a little piece that juts out from the bridge, so that it's easier for photographers to essentially step off of the, the multi-use pathway. So that way they're not risking getting hit by a bike or anything like that while they're trying to take a picture. Okay. Sort of like the roadside turnouts you see, like when you're driving through the mountains and there's place where people can pull off and take a picture of the, the Lake or the Mount or whatever, as opposed to like parking right on the shoulder of the road. That makes sense. Yeah. No, absolutely. And very, very helpful.</p> <p>getting more information or providing input to folks doing the environmental studies regarding the bridge.</p> <p>And what [name removed] said about those viewpoints is just basically like a, like a piece of the bridge that jumps out. Somebody can basically pull over and stop. I mean, I think this is really important for passing. Like if, if the pathway isn't wide enough or, you know, somebody in like a mobility with a mobility device or a wheelchair or something, and somebody on a bike to pass at the same time, like you need to have a spot for somebody can pull over, stop, move, and make sure that there's enough room. if, if the bridge just can't be big enough, all the way along, just making sure that accessibility is, is possible and people don't feel awkward and weird about doing my stop. Do I go, you know, what do I do?</p> <p>but just having the space, give people just ability to stop, pause, think about it, or just give people room to pass. So, for example, on the bridge, that crosses the elbow river admission. There's some viewpoints there, it's a pretty narrow area, but at least there's a couple of sections where you can stop and move over and just wait for a cyclist or somebody with a stroller to pass before you go.</p>



## Thinking about how you might use the bridge, what features are important to you?

Zone	Comment
Central Zone	I think 12th street bridge is another one where we have a couple of those jot out so that you can sort of stop and then you don't feel, feel rushed. So no, appreciate, the common song on the viewpoints.
	pedestrian oriented and some cyclists would you use the multi-use pathway to head downtown
	pedestrians are separate from the train.
	separation from the noise
	if any separation has done that the pedestrian should be on the top. people want to be in the sun. They want to be able to look around and experience where they're at. So if you're going to separate do consider vertical separation, I would say, put the VR, find a way to put the pedestrian part on top.
	a signature pathway in this city where you have a dedicated pathway on the top of that bridge, too, that people can get out and experience and stop and enjoy if you're going to put it underneath
	mural
	lookout point, but for sure if that's a Vista that people look at, but it should be wide enough to accommodate riders and pedestrians
	but allow vistas or standout points where people can take that picture of the river Valley with the mountains in the background.
	definitely dedicated bike lanes,
South Zone	stop and look and admire the beauty of the rivers to watch the, you know, what's the ducks watch
	It's just like a reset at the refresh. It's a beautiful point.
	enough separation between the train line and the whatever pedestrian bike lane
	The connections to the East side of center street are incredibly important as well.
	there's something really nice and cozy about set street bridge cozy, maybe the wrong word, but it might feel cozy after we have an LRT bridge. And just the feel of walking across that bridge is unique and Calgary. So it's hard for me to think. I would want to walk beside an LRT train because I think it's supposed to at the moment, come off second street.
	I mean, as the vision for this bridge to be iconic and, beautiful, or is it meant to be like, like many projects just on budget and give us a path and be simple.
	If you're going to build it, build it beautiful. and as least environmentally friendly as possible, but what's, what's realistic.
	And then a second follow-up getting the bikes, off center street bridge would be good.



## Thinking about how you might use the bridge, what features are important to you?

Zone	Comment
	that wildlife and the natural surroundings of the bridge or something that's really important, to be considered, fish habitat protection.
	Is there something that might make you walk from Crescent Heights over that bridge? Something that might say, Hey, I'm going to, I'm going to walk down and, you know, enjoy my walk across the bridge today as I head into to O'Claire to downtown. Okay. So there's safe cycle, transit as well.
	as far as walking across, it would really be nice if there was a surface that was researched before it was done for pathways, unlike the bridge that goes to Eau Claire that has been resurfaced at least twice. and it is always salted and it's not a good surface to work across, to walk on across the bridge, especially with four legged creatures. so to really think about, you know, how's this bridge going to react to different weathers, the wet, the ice, et cetera.
General	Will you be talking to groups that represent accessibility on the design of the bridge and more importantly how that blends into pathways off on both sides
	Are you still considering the N end of the bridge span to cross the S bound Centre St traffic at grade, on the slope, controlled by a traffic light on the southbound slope -- this seems like a significant & dangerous foreseeable liability risk, of major accidents between cars & the train, especially in icy road conditons
	how long is the bridge approximately?
	Is the bridge design also for bike/pedestrians?
	how will the LRT be separated from pedestrians on the bridge?
	As the bridge leaves DT heading into Sunnyside, this does not have any pedestrian traffic permitted as 10th st has access. I wanted to confirm you did say the new bridge will have pedestrian access.

## Crescent Heights Neighbourhood Identity

Zone	Comment
South Zone	I think you have to add small business to this. Cause one of the interesting things when you're walking is to look at in windows, you know, like into coffee shops or stores or whatever else, just to see what's going on. And that's a big part of, Creston Heights and the other communities around here,
	what I like about the area is the trees, the parks, closeness to the river closest to downtown and, the older houses, which are quickly disappearing.
	there is, A fairly healthy kind of heritage character in the community, especially in those residential areas.



## Crescent Heights Neighbourhood Identity

Zone	Comment
	what I appreciate here too, is the views. So the views that you get there, like all seasons, like a bullies changing of the river Valley, like it's fantastic. there's a lot of traffic, on eighth Avenue
	And if it goes down Edmonton trail, the cut-through implications are massive for all the communities North and South the 16th, but also for the character of main street. I think what is really unique about Crescent Heights is we're a community that's, you know, so inner city focused, you know, we're not car centric, right.
	there's a lot of walkability and neighborhood feel. And the reason that's important is because one of the biggest fears that we have as a community is that putting a train is going to create a huge amount of diverted traffic through the neighborhood, which is going to fundamentally impact our ability to have those conversations on the sidewalks with our neighbors and to be able to walk across center street. what I love about center street now is that you can walk along there and you can have the buffer of the, of the cars parked on that street when you are a pedestrian. that is one thing I love about that whole area is it's wide enough and you feel comfortable walking along it, whereas most of Edmonton trail you don't. Are you guys considering about how to preserve, heritage buildings like that?

## General Green Line Questions

Zone	Comment
North Zone	what best schedules would look like once, <b>once Greenline North is built out</b> , it would, would it be again, like, you know, the train line is in the middle of the two train lines, I guess, and then you'd have lanes that buses and cars are sharing, going up and down center street. And, is that yeah, just, I guess, is that the case?
General	The City wants to increase population density of the inner city communities by 50% which will greatly increase traffic of all types. Are you taking this into consideration in your mobility studies? You indicated the functional planning is complete for Segment 1, so can you share the details of the 2 other bridges, over the Bow River near Ogden, and over the Elbow near Inglewood? Are bridge projects coordinated at the City while we want the ability to connect communities we don't want to waste money if projects can be combined like 9th Ave bridge

General Green Line Questions	
Zone	Comment
	I've participated in other sessions for centre street do you see a need for sound barrier walls for the community
	As part of the accessibility aspect of the mobility study, are we also looking at accessibility for folks with special needs or is the immediate focus just access to the communities and businesses?
	How many representatives are going to be in the Business Insights Panel?
	Is it prudent of the City of Calgary to be continuing public engagement on a project of this magnitude during a state of emergency? It doesn't seem as though there are many attendees compared to the previous session. What will you do to mitigate the apparent lack of participation?
	will there be separate engagement for the LRT stations themselves? Assuming that might be later in the process?
	Out of curiosity, how many participants are on here tonight?
	how is Greenline coordinating with other projects that might be occurring adjacent your footprint (i.e. Eau Claire area, Chinatown, etc)
	Given [name removed]'s comment around staffing, just how many staff and consultants are supporting the event tonight given that budgets are such an important topic during the current state of affairs?
	where can we see how the MAX orange line intersects with Greenline?
	will accessible routing be considered for the stations and area (for wheelchairs, low mobility users, etc)
	can stations please consider sustainable/green/netzero options

## Online Engage Portal: verbatim comments

Green Line Bow River Bridge	
Question	Comment
Calgarians have expressed many different priorities for the design of the new Green Line Bow River bridge. Please tell us three words you would want to describe the new Green Line Bow River bridge.	Low profile and fitting, just a few arches or maybe that trestle design, nighttime lighting display would be nice similar to centre bridge
	Could we have as few of (or none of) those tall ugly lighting towers as possible? E.g. incorporating lighting into the railings or pathway?
	contemporary
	nice, views, modern
	I don't care as long as it is more expensive than a tunnel and prone to stress cracking



## Green Line Bow River Bridge

Question	Comment
	<p>Blends in, not flashy; keep the star attraction the view of downtown and the river valley. Public art limited to the walkway for pedestrians</p> <p>Don't ruin the duck pond and prince's island for this ugly piece of junk. Build a tunnel or don't build it at all.</p> <p>Tunnel under river</p> <p>agree with last comment, a arch bridge with a similar look to Centre street Bridge. It will look good when both bridges are viewed from West</p> <p>Arched crossing, similar to and complements the Center st bridge. Also the arches will allow the bridge to span the river without any pylon complements and not obstructing the natural view and the Centre Street Bridge</p>
When cycling, walking or 'rolling' across the bridge what features could be included on the bridge to make your travel experience enjoyable, interesting and safe (for example, lighting, public art, viewpoints, seating, divided path for safety, signage,	<p>Separated grade, such as a divide between pedestrians and cyclists. Also a smooth gradient, like if the path continued up Centre Street.</p> <p>Wide pathways at least 5m width and a fence that people will not jump off [removed for language].</p> <p>Seperated walking and bikeing lanes, lighting that keeps the bridge safe at night, but not execesivly bright, spans Memorial too.</p> <p>I would expect having at least a handful of bump-outs with seats would find them used a lot.</p> <p>A divided path would just be lovely, but not a hard barrier between pedestrians/bikes+skates. Something like the peace bridge/riverwalk</p> <p>Especially if the city keeps holding fireworks displays on the Centre St Bridge, it'd be a shame if you don't have LOTS of seated viewpoints</p> <p>Separating cyclists and pedestrian traffic is a no-brainer, especially with a bridge so long that will see so much use.</p> <p>lighting, places to stop, public art and divided path</p> <p>Divided paths for safety.</p> <p>You want to spend more money on accommodating pedestrians considering the neighbouring center street and curling club bridges have ped acces</p> <p>dedicated rockthrowing platforms above memorial</p> <p>Public art and areas that people can stop to take photos out of the way of cyclists and scooters. Good lighting is a must!</p> <p>2 multi use pathway crossings. One below that connects the two river pathways and one above that connects the main street to PIP/downtown</p> <p>separate bike and walk lanes, rest stops, slow traffic turn-offs, selfie phone stands with lightings that double as selfie lighting</p> <p>Like the peace bridge put seperate bike and walk/stand lanes. Viewpoints with seating are a good idea</p> <p>Zipline to accelerate access to PI</p>
McHugh Bluff Area	Add a grade seperated crossing of Memorial for the pathway connection to the new bridge as well as connections to the north river side pathway



## Green Line Bow River Bridge

Question	Comment
	<p>What ever bridge design you choose, make sure it does not have pylons in the river, better for river users and river ecosystem</p> <p>Improve aesthetics here! An at-grade crossing with a crossing arm will add to the clutter. It distracts from an otherwise beautiful view.</p> <p>Consider that the Centre Street Bridge is a landmark feature of the city. Make the new bridge fit in with it. I suggest making the LRT bridge have a arch pattern like the centre street bridge. Sling the pathway crossing underneath.</p>
	<p>The Dudley B. Menzies Bridge is a dedicated LRT bridge crossing the North Saskatchewan River in Edmonton, something like this would be pretty cool and have a cool design on a bridge</p> <p>add rock throwing platform for yeeting memorial motorist</p> <p>Concrete the opposition to project by the Legion by placing a pylon on the field of crosses</p> <p>Devoting 2 lanes of traffic on Centre St to LRT tracks might cause some traffic to use this shortcut, unless the bridge is designed in a way to prohibit/discourage that</p> <p>Not only should the bridge be accessible from the river pathway but also from the top of the hill. Have good view points to look over the city from</p> <p>I still think you should bury part of the line under the hill and let it emerge in the center of centre street. Build a suspension bridge with lots of floodlights to make it appealing (I think think burying the line IS the best option)</p> <p>When the bridge meets Samis Rd, the pathway should allow for cycling connection to McHugh Bluff, Samis Road, AND Centre St. Widen one side of Centre St or close down a lane for a cycle track.</p>
Eau Claire Promenade	<p>incorporate a small hill that allows the shielding of the C-Train noise and view as well as provide an opportunity for a lookout, tobogganing hill and zipline crossing the lagoon</p> <p>extend the multi use pathway that separates pedestrian and cyclists (as it is through east village) don't let the green line bridge interrupt the river pathway system. no at grade crossing.</p> <p>this is now the most narrow bridge connected to the island by far. given the increase in traffic the green line will bring to PIP and Eau Claire - and seeing as the current bridge construction happening west of here will also make this the oldest bridge connected to the island - making a massive upgrade to this crossing just makes sense.</p> <p>Designated Cycling/Scooter lanes here, in the summer the chaos of pedestrians, skateboards and kids playing around makes biking through this area difficult.</p> <p>Have scores of exits from the station (not just two) and make sure they are well lit and have escalators and elevators going up and down from the stations. But keep the stations well lit.</p> <p>Like mentioned in some other comments here, Biking, skateboarding, rollerblading and E scooters need a better connection East West through</p>



## Green Line Bow River Bridge

Question	Comment
	<p>these plazas and a wider bridge to PIP. The whole pathway on this side of the river all the way through downtown should be upgraded to a bike/scooter highway with multiple lanes in each direction so it's easier to pass slow moving riders or ride next to a friend without obstructing or being obstructed by oncoming or passing traffic. 2 lane undivided bikeways hardly cut it.</p> <p>YYC needs a beach! This area would be perfect for a sand beach, since the water is calmer than on the river. Have it patrolled if you're worried about [removed for language]. Wouldn't you like to cool off and get your tan in on your lunch break?</p>
Prince's Island Placemaking	<p>Extend the pathway</p> <p>Make the design avoid pylons in the river, better for the river bed and river users</p> <p>If your going to put pedestrian infustruture on the bridge make there also be a grade seperated crossing of Memorial Dr too as well as access to the north river pathway</p> <p>disrupt the geese that winter on this bank</p> <p>More play space for kids. The playground is busy.</p> <p>A rule of thumb to help best preserve the wetlands: No part of the bridge should overlap with this pathway (at the border of the wetlands &amp; PIP). Also important: how could the various methods of lighting the bridge affect the park &amp; wetlands beneath it?</p> <p>If the bridge looks nice and fits in, the park will be fine and continue to be a prime calgary destination. Keep the train slow (40km/h) and the noise pollution will be minimal too. Those alarmists complaining about the bridge "destroying" the park have no reason to be concerned.</p> <p>YYC needs a sand beach! Why not along this stretch of calm water? Hop in over your lunch break! If you're worried about unsavoury characters, have it patrolled. Would be a great view of downtown, and add a great summer amenity to Prince's Island.</p>
When riding the new Green Line LRT across the bridge, what features or amenities would you like to see (for example, ensuring unobstructed views, public art)?	<p>On one of the pylons overlooking the park add a really large screen television for information and public events. Add floodlights.</p> <p>Art should just be a form of simple colorful nighttime lighting display, not tacky overpriced art. A good unobstrutive view is very important</p> <p>The two best public art opportunities are at the two ends of the bridge. If there's any on the bridge itself, ensure views are not obscured.</p> <p>Public art</p> <p>lighting</p> <p>It should have a train theme public art.</p> <p>Obscure the views so we don't have to watch [removed for language] in Prince's Island Park or along the Riverbank</p> <p>Good view's and of course a quick ride, public art is not really nessary. LRT users care mostly about speed and realiability.</p>



## Green Line Bow River Bridge

Question	Comment
	a speedy ride
Additional Comments	<p>I would like to reiterate my points about cycling connections. Firstly, I appreciate that a separated cycling path is being considered for the multi-use pathway along the green line bridge. Secondly, cyclists will only use it if it is not a steep gradient the entire length. The Green Line bridge I imagine is fairly long, so I imagine it would be a similar gradient to Centre Street, which is easily the smoothest gradient up the hill. So when the Green Line Bridge meets the hill at Samis Rd, the smooth gradient should continue. Samis Rd is too steep and not well separated from cars, and the path that goes Northwest to McHugh Bluff is also a bit steep. So the cycle pathway should continue up Centre St. Either by widening the existing sidewalk on the East side of Centre St, or closing off a lane of Centre St and permit only cyclists (and e-scooters and whatnot), if space allows. Lastly, at the top of the hill, there should be adequate connection to 8th Ave, a major cycling route. Thanks!</p> <p>I still think you should have buried the bridge. In the distant future with the higher density along centre street there will be no way anyone can add more a cars onto the train. Design the line for a heavy urban rail instead of the LRT. That trail line will be here into the 22nd century. Plan that far down in the future. Bury the line across the bridge when one can afford it.</p> <p>Save money on bridge and BRT and use the money instead to extend the line farther North faster</p> <p>I want the Green Line built because it would be more convenient to get around the city. I really like visiting different train stations, and I want to visit the new Green Line stations and see how modern they look. - Sam, 11 years old</p> <p>Congratulations on compromising on cost to achieve a short-term vanity project for retiring/incumbent councilors who will be long gone by the time the community has to start dealing with conjection and access. Center street alignment should never be a grade, its a lesson that calgary has learnt multiple times throughout the C-Train network. Any city employee linked to the conception of this project should be listed in the coroners report of the first pedestrian to be killed by a c-train along center street. If your name is already linked to the project online, you will be held accountable by the community.</p> <p>Please consider reorganizing this page. It's quite difficult to navigate. There are so many sections and buttons to press to be able to provide my feedback. I had to give up half way through the questions because it become to difficult to keep track. There is also very limited information available here that I am not even sure what I'm providing feedback on. Will you have any events?</p> <p>while building this bridge make sure you place alot of lighting, some public art, landscape and make it cool designs</p>

Understanding BRT Service & Priorities: Please tell us why or if there are other service improvements we should consider	
Zone	Comment
North	Bus-only lanes should be all-day, to keep service Deerfoot and automobile competitive. There must also be a way for BRT to bypass local routes, as they currently slow down the route, reducing capacity and travel time competitiveness.
	Bike lanes, street furniture and lights, more trees and grass.
	Service to the airport
	Have a BRT along Country Boulevard. That would be amazing
	Would love to have C-Train access in newer communities like Livingston to help commute downtown and attract young professionals
	Build it faster- only area of city with no train
Central	The green line coming up to 160th NE will be a huge improvement so we're not all taking multiple buses to get to a train or having to drive to get to work.
	All-day bus lanes are a must for faster travel times, and Deerfoot-competitive travel. There also needs to be a way for BRT buses to get around local services, as these currently give route 301 and 3 similar travel times, making the route noncompetitive.
	Ensuring safe walking routes to train stations (crossing Edmonton Trail etc)
	Put this underground at least to 44 St N. You are going to ruin Centre St for automobile traffic. More congestion, more accidents just a bad plan by the City. If you can't afford to put it below grade don't build it until you can.
	"Traffic calming" that obstructs travel in, around, or through adjacent communities needs to be removed ASAP
	Crosswalks on 4-lane roads are not safe. It's scary every day as I walk with my infant.
South	Would it make sense to just end at 16 and transfer to future Green line I likely will never use BRT in this area. If there's a train I would use that or I would walk downtown
Centre City	Other than wind protection I don't think we need to be making stations fancy
	Connection with the primary transit network is critical (i.e. CTrain, MAX, and other BRT sharing stations)

## Understanding BRT Service & Priorities: Please tell us why or if there are other amenities we should consider

Zone	Comment
North	Phone chargers and public wifi for transit users who do not have data to be able to purchase mobile ticket.
	Parking
	As long as safety is taken into account, the stations are good as is
	Security at stations
Central	Encourage businesses to take up residents at spaces where train stations are - this encourages people presence and increases safety
	Quit this project while you are ahead. Underground or don't build. If you build above grade I will be moving.
	maximize cooperation of all pedestrian and vehicular movement
	Heating in the winter is so important!
	Parking
South	I wouldn't use BRT in this area. I don't think crescent heights needs BRT service with the train coming
Centre City	Just protection from the wind
	Since ya'll don't have the funding to allow busses and trains on the primary transit network to come every 5 minutes throughout the day, it would be nice to make the wait comfortable and fun. Interactive artwork or something like that

## What other transit routes do you regularly use?

Zone	Comment
North	4/5
	3
	4, 20
	301, 3
	82, 115, 8, 201
Central	It is a pandemic - none. I take a bus and transfer to the Red line to get to the UofC for work
	None
	303, 5, 301, 2, 3
	3
	None
	303, 38 and 4
South	We are so close to downtown that I don't have a need to use the bus



## What other transit routes do you regularly use?

Zone	Comment
Centre City	302 to get to the rugby union in summer and the 7/20 too and from work if I don't drive or cycle
	4 or 5
	MY, Ctrain red line, Ctrain blue line, MP, SE Brt

## Understanding Your Important Places

Zone	Comment
North	<p>From country hills through shaganappi trails</p> <p>Start at Covewood Cir. Go west along Coventry Hills Way NE (north part) to Covepark Dr NE, then Coventry Hills Way again (south part) to get to the Village.</p> <p>There's an informal path along the north side of the fence/subdivision. I slip through the fence/gate at the north end of the grassy walkway and take the path all the way around to the paved path on the east side of the subdivision.</p> <p>From Country Hills, I exit the neighborhood along Country Hills Drive, North. I take a right onto Country Hills Blvd Eastbound. I then cross traffic to take an immediate left, to head North on Harvest Hills Blvd. I exit into the Superstore parking lot on the right side of the road.</p>
Central	<p>Center St Mcknight intersection is very congested and unappealing to all users. Part of the BRT/greenline project should include an upgrade to this intersection. A single point interchange favoring Mcknight could be built here with some minor property acquisition. Cheaper alternatives include widening Mcknight to 6 through lanes and making this intersection more bike pedestrian friendly. Mcknight is an important east-west cross-town for north Calgary, and it's already congested. Take it into account when altering this intersection for BRT</p> <p>Bicycle from 9th street to center along 20th ave</p> <p>Walk across centre street at 23rd with my baby son. Crosswalk feels unsafe. Cars often blast through after I've put the signal.</p> <p>I use 2nd street to travel south from my house to come to Rosso and Safeway because 2nd is much safer to cycle on than Centre is.</p> <p>This spot has a decent view of the new Telus Sky building which looks beautiful at night. Would be neat if the city put up a viewing platform or something like that just inside the park gate.</p> <p>I use 6th street as the designated bike route. I've noticed cars regularly speed and are unsafe with cyclists. I would like this area marked clearly and kept safe for cyclists</p> <p>I walk to the bus stop using the 24th ave cross walk. Drivers regularly speed down Edmonton Trail and majority of the time don't stop. This should be improved.</p>



## Understanding Your Important Places

Zone	Comment
	Sometimes I walk here. But mostly drive from 6 Street. This is an important community spot.
	32 ave to centre Street, South on centre
	I'm disabled and can't ride a bike. The city caters to non disabled people by building non inclusive bike lanes only usable by a small percentage of the population.
	Traffic calming - If a barrier could be put here to avoid unnecessary non neighbourhood cut through traffic at high speeds.
	Traffic calming - something done to slow down traffic on this road.
	Mount View School
	Traffic Calming measure required. Many motorists cut through this area and playground zone to avoid deerfoot in rush hour
	using the pedestrian crosswalk on 18th avenue to cross center street
	taking center st N and turning left onto 27th ave
	walking south on 2nd street
	driving north on 4 st
	driving east on 20th ave
	I regularly drive to Linas and Safeway and with the new diverters it's become very difficult to get around the community.
	This is a very important park and off leash area to be able to access from within the community. I take 6 Street to get here, which needs some major TLC as a road
South	Memorial Dr is a road the city should downgrade, it is not really needed. Instead make it a 2 lane road between 10th st and Edmonton Trail with a low speed limit that is for accessing the new expanded park. The new park should have lots of parking, bike parks, river access, swimming areas, picnic grounds and more. The river, park and pathway would all be better without a large memorial dr. East west connections in the north can use a upgraded Mcknight while the south can use Glenmore.
	I drive by and shop at businesses along Centre Street. I do not agree with limiting this major thoroughfare to one lane with no parking.
	As our society progresses to full connectivity, large scale urban transit systems (that are already poorly utilized in this city, see West Leg ridership numbers, BRT numbers) are a poor investment. Why force projects ahead based on past failures?
	A LRT to 16th Ave with an indefinite timeline on expansion further north, while shutting down a major artery into the heart of the city is a terrible idea. Not to mention destroying the jewel of the city, Prince's Island Park, by putting a noisy train bridge immediately above. That park is enjoyed mostly by our most impressionable demographics, tourists and new Canadians, who likely won't/can't participate in this survey.
	I drive here from Edmonton Trail to 12 Avenue
	I access this by turning left off Centre. This is an important place for my medications.



## Understanding Your Important Places

Zone	Comment
	Walk from downtown up centre street or through rotary park up 1st ne
	Walk from 1616 1st St NE
	Walk down neighbourhood streets and across centre to get to the climbing wall
	Walk from West side of Centre to east side to go to Santorini's restaurang Walk through residential streets to Shopper's DM
	Walk across Centre and through residential Streets to go for Ice Cream at Dellor's
	Need to limit cars coming into the community and encourage people to walk to ridge etc. It was fantastic when the road was closed during COVID. opportunity to improve pedestrian connections here and encourage people to use transit and walk to this destination rather than drive.
	Walk to small businesses along this strip from west of Centre near 1A street.
	Climbing wall is a great asset to the area - improve pedestrian access and amenities to and from business area and new station
	Along 7 Ave NW to Centre St. North on Centre st.
	I regularly drive down Edmonton Trail and appreciate that it isn't a super busy thoroughfare like Centre St

## Understanding Your Daily Travel

Zone	Comment
North	Need a Interchange here, espically since Deerfoot and Beddington will be takeing the load from Center streets reduced capacity. Make bike friendly too.
	Build a big park and ride here to sever the whole area, it will increase ridership of both the temporary BRT and the greenline once it gets here.
	Echoing the comment about the interchange being needed here
	If you're travelling west along Country Hills Blvd and turn right onto Coventry Hills Blvd, there's a yield sign where there should be a free flow lane (as it is on Coventry Blvd NE). Coventry Hills Blvd is two lanes, and the left turn lane from eastbound Country Hills is single lane. There should be no reason to yield.
	The traffic calming does seem to slow down traffic but with a BRT/Green Line here, there will be many more cars along this road. People don't want to drive from West communities to the North Pointe station and already cut through to park and ride at the 96 Ave station, to avoid the traffic lights along Harvest Hills Blvd. Country Hills is a really quiet community and already the 3-way stop here gets backed up and vehicles get stuck when it's icy. There is a fair amount of foot traffic and the



## Understanding Your Daily Travel

Zone	Comment
	<p>amount of traffic becomes dangerous. That said, many of us who live in this neighborhood rely on the 3 intersections connecting us to Country Hills and Harvest Hills Blvd to enter and exit the neighborhood. I'm not sure what the solution is, but I know that the traffic situation will become a major problem in this neighborhood as the Green Line is established.</p> <p>Very bad area for biking, Centre street is too busy for safe biking and even adults almost always ride on the narrow sidewalk. Skatepark and arena are some of the major sources of the bike traffic. Skatepark bikers often drive pedestrians right of the sidewalk. Upgrade the sidewalk West of Centre street a multi-use pathway</p>
Central	<p>This is a ugly and often conjested intersection, creates negative experiences for all road users. When building the BRT/ greenline, consider a single point interchange favoring Mcknight (will require some minor propert acquisition). Cheepear alternatives include widening Mcknight to 6 lanes through here and pedestrian/cyclist imporvements along both corridors. When you upgrade this intersection for BRT consider adressing Mcknight's problems aswell, it is a important East West route for north calgary residents.</p> <p>Consider a Multi use path through this park, along the Mcknight corridor all the way to Nose Hill, connection would be good.</p> <p>I noticed the greenline plans include very few park and rides, perhaps this old school can be used as a area for a station and a park and ride. Even during the BRT phase park and rides might be a good idea.</p> <p>The main street should be bike friendly aswell as a transit corrior. It would be a direct route from the North to Downtown. Add bike lanes that are SEPERATED from the traffic or allow/encourage bikes to ride in the BRT only lanes or add a multi cuse pathway next to the road. Main point, accomadate bikes</p> <p>The key to higher BRT and LRT ridership is Park and Rides, the problem with the Greenline plans is that few stations have them. Mabye part of this greenspace could be used as a Park and Ride station</p> <p>Provideing a solution for this intersection is a key component for this section of the project. Build a interchange favouring in Mcknight. It will not require too many houses to be demolished, it will be needed eventually and will help improve BRT/Transit time aswell. Even Pedestrians and cyclists will benifit from not haveing to cross ugly conjested, polluted Mcknight at grade</p> <p>First of all, there should be a LRT station here, this area provides a great opertunity to inahnce all travel modes and provide a intigrated transportaion system focused on Transit. Several Major roads cross here, and many areas could acsess the new BRT and future LRT via bus, bike pathways in these parks or by car using a Park Ride. Improvements to the the tranist reliability times and conjestion problem on Mcknight could be solved by building a compact interchange favouring Mcknight that serves all transportaion modes effectivly and bridges the Mcknight "gap"</p>



## Understanding Your Daily Travel

Zone	Comment
	<p>in the community and Center street corridor. McKnight will continue to be a obstacle for the community until such integrated transporation connections are built between roads, pathways and the new LRT/BRT. All of this can be built to complement the new main street "feel" of center street.</p> <p>This section of McKnight is key, because this is where downtown bound vehicle traffic that use to take Centre street will head to Deerfoot and Edmonton Trail to bypass the Pedestrian and Transit oriented Main street. McKnight should be upgraded as part of this project. It already struggles with the current traffic volume even when it's not rush hour</p> <p>I'm worried that Edmonton Trail will become a car sewer and residents from Winston Heights won't be able to turn from the side streets and alleyways to access.</p> <p>A traffic light would make a big difference here or at 23rd. Cars do not respect the crosswalk, even when I'm there with a stroller and pushed the signal. Every day.</p> <p>This intersection needs a crosswalk. It's scary.</p> <p>This crosswalk is sketchy ince cars are travelling too fast to stop in time. You need to be a VERY defensive walker</p> <p>This intersection could be something special, like a mini Beltline with highrise residential and fun bars and things like that.</p> <p>Deerfoot needs upgrades, a better Deerfoot will draw traffic off of Edmonton trail and Centre street and reduce volume on the neighbourhood roads, making them better for pedestrians, cyclists and residents. Deerfoot trail study results for the North do not address the problems of Deerfoot itself, only the feeder roads. Fix before centre street gets torn apart for greenline construction.</p> <p>Transit route 4 is a convenient route.</p> <p>6th Street is the designated bike route and is abused by drivers. As a cyclist I've been hit once and had several close calls. Drivers use it as a short cut through and this needs to change. More speed calming measures and deterrents for drivers should be implemented.</p>
	<p>I drive here by taking 21 Avenue from Edmonton Trail. It's very busy and never enough parking</p> <p>I am going to need to be able to turn left here to get onto Edmonton Trail. Please don't make it impossible for residents to access this important road to get to work.</p> <p>This is a dangerous corner to access Edmonton Trail from 33. There's limited visibility and cars just come flying down the hill and it's a super wide left turn.</p> <p>Please focus on upgrading McKnight Trail to allow people to continue to Deerfoot to access downtown and don't force them down Edmonton Trail.</p>



## Understanding Your Daily Travel

Zone	Comment
	Edmonton Trail is supposed to be a Main Street not a vehicle sewer. Please protect it.
	I would like to see bike lanes added to Edmonton Trail. Turn it into a complete Street and calm traffic around here.
	One of the busiest places along Centre Street. Ensure proper access and parking
	About Edmonton trail, maybe a half diamond Interchange pointing towards Deerfoot would help improve traffic along Mcknight. The advantages would be free flowing Mcknight traffic and that would encourage vehicle traffic to stop using neighbourhood streets where they conflict with bikes and pedestrians. It would also connect the community better to have grade separated crossings for all mobility types and easier access by road to other parts of the city. Disadvantages include property impacts, the price of such a interchange as well as less road connectivity to Edmonton Trail from the West. But it would probably remove lots of traffic from Edmonton Trail and Centre street making them better main streets. Eventually Calgary will need a proper crosstown in the north anyways, might as well build it now to address the traffic changes predicted for the area.
	Mcknight's problems between 4th street and Deerfoot need to be fixed in coordination with the Centre street BRT/Greenline project. Better light timing and 6 through lanes in the short run, interchanges in the long run.
	If Centre Street is going to be seriously impacted with reduced ability to travel these new calming measures need to be removed as they are making it impossible for local residents to travel around the community.
	The lights east west at this intersection are way too long especially during off peak hours
	Would like to see the 4 or 5 connect to Green Line so people who live off Edmonton Trail can connect to the train.
	Putting the train at grade across a intersection like this would be a poor choice, delays for train and drivers, it is also a bad area for walking due to the congestion on 16th. Cheap Option, tunnel the train/BRT under 16th. More expensive but better option. 16 ave bypasses this underground.
	Would love to walk to a c train station but we live in a bit of a dead zone. Therefore we end up driving more than we'd like. We have little kids, so walking to SAIT is too far
	I work at UofC and would love to take transit on poor weather days when I can't bike. Currently there is no easy way
	Traffic calming in this heavily used school zone & park area.



## Understanding Your Daily Travel

Zone	Comment
	Traffic calming - several blocks with no stop sign and folks use it as a route to 16th. Lots of speeding and pass through traffic.
	We use Edmonton Trail for walking, & biking - neither of which it is safe. Traffic calming is needed, as are bike lanes, and wider sidewalks
	The bike lane here is useless as cars park directly on it and it is 100% a door zone. Better, separated bike lanes are needed here. This is a heavily used road as one of the main schools for 3 communities is here.
	People speed down this hill, and this hill is used as a connector for Bridgeland & Renfrew for pedestrians, cars and bikes - traffic calming needed.
	Use this route frequently for biking to farmers market, restaurants, and parks. Better bike access is needed - separated lanes or at least more markings. 30km speed limit throughout Renfrew & Bridgeland would be useful
	This is the CA, the side that faces 8th deals with a lot of speeding even with it being a school zone. The smaller crescents etc are working well.
	Crossing 8th even at the lights is difficult. Possibly curb extensions and allowing 24/7 on street parking would slow traffic. Also a study done on turning onto the side streets and onto Edmonton trail would be useful as there are visibility concerns with around the corners.
	Close this access into the community off - LOTS of through traffic that could use main streets instead. Lots of speeding as very stop signs or reasons to slow.
	This is a main road that is currently only safe for cars. We bike it but it isn't safe. It needs to be safe for all users. Separated bike lanes.
	The sidewalks are too narrow connecting Bridgeland & Renfrew via Edmonton Trail, it is not safe or comfortable for pedestrians. This impedes access to businesses in this area via foot
	Bike lane needs to go all the way up & down the hill - stopping half way makes it totally useless.
	Don't tear up this intersection twice, build a interchange in conjunction with the Green line. What happened to projects like Crowchild trail/Red line in the NW where both drivers and transit users benefit from upgrades? Drivers on Mcknight should not have to deal with this intersection any longer. The blue line west leg brought a well needed interchange at Sarcee and 17th Ave and the Blue line East leg expansion resulted in another amazing interchange at Metis and Mcknight. Nothing wrong with prioritizing transit spending, but this part of McKnight and desperately needs help. The city owes the drivers who have been putting up with this, waiting will just make Mcknight worse as the city grows and traffic patterns change due to the reduced Centre st capacity. build interchange when you build the LRT. You will have to destroy a bunch of building in this area to build the train anyways.



## Understanding Your Daily Travel

Zone	Comment
	People cutthrough this location at high speed, hence putting the neighbourhood kids at risk. Multiple close calls!
	Too much speeding on child avenue, due to non residents cutting through the neighbourhood.
	Flip stop sign for people crossing 26ave @2nd st. on foot/bike. Demand light change 2nd St and 20 ave is perfect.
	Overhead cross walk lights on 4th St NW at 30 ave NW. Lots of cars don't stop currently.
	i take transit on the max orange from this bus stop the buses are very full in the am around
	i bike along 20th in the summer and there is not a lot of room for bikers along this route
	this is our main grocer and we need to make sure access remains easy from east and west
	This is a very fast stretch of road where people go way to fast around this corner
	Don't let Edmonton Trail turn into a car sewer
	Keep Edmonton. Trail safe
South	Center Street should be a core bike route aswell as a transit corridor. People from the far norht can use it as a corridor to bike downtown. Several options for accomidating bikes exist. Bike lanes that are SEPERATED from the driving lanes would be nice. Pathways next to the road would be just as good.
	Busy intersection, the new Greenline and BRT should bypass this underground for better service and to avoid distruping traffic.
	Is this intersection nessasary? BRT, Bike and Traffic would flow better without it. Pedestrian bridge instead mabye?
	Pathway connection here, possibly in cordination with the Greenline bridge
	Will there ever be a 14th Street BRT?
	The bike lane on Centre street is completely impractical and should be removed. Even during COVID, Centre St is a busy thoroughfare with pathways at 10 St and through Crescent Heights that can be utilized for



## Understanding Your Daily Travel

Zone	Comment
	bikes. To place bikes in the same lane as buses and other HOV vehicles is irresponsible.
	You will need to offset the loss of on street parking for this busy location. Can you provide 2 hour parking in the residential permit zones?
	I'm concerned about the amount of traffic that will go through this area without Centre Street. reconciliation bridge is not big enough to handle the traffic and there are already major backup that go up the hill on Edmonton Trail. There will need to be a new bridge to get into downtown.
	We see lots of traffic on this street to get to 16th Avenue. Can you provide a way to decrease this? Am concerned how centre street traffic will be backed up and drivers taking short cuts like Centre A Street even more so to bypass congestion.
	Pedestrian crossings at every block on Centre
	Need to be able to drive down Centre to various destinations downtown and to the South (adds a lot of travel time and distance to go around)
	Crossing from residential area on west to shops on east side of centre and back.
	Current lane reversal works well on Centre. My kids have special needs and so I need to drive them to a special school and then go to work. I rely on being able to efficiently access downtown via Centre and usually come home by Edmonton Trail or up Centre. I am deeply concerned that there is not sufficient capacity on Centre to handle buses AND green line AND cars. Absolutely need to keep cars and street parking.
	Pedestrians should have first priority and have at grade crossings along centre street.
	School access is important. Wider sidewalks to accommodate students, shoppers etc. is needed. Good lighting, garbage containers, etc.
	Make the Train run next to the sidewalk, not in the middle of the road. It only makes sense since it's the pedestrians on the sidewalk who use the train, not the drivers on the road. Safer and better experience. Nothing will annoy transit user more than missing a train while waiting to cross the street. It will also be tempting to Jay walk leading to accidents. There are no advantages to a median running train but lots of advantages to a train next to the sidewalk
	I am seriously concerned that you are just going to push traffic onto Edmonton Trail and ruin the vision of this as a Main Street.



## Understanding Your Daily Travel

Zone	Comment
	Consider opening up some of these gates to allow easier travel back to 16 Avenue
	Parking can be quite difficult around here on weekends for Dim sum

## Understanding Streetscape Amenities: South Zone

Question	Comment
Understanding Needs for Improved Amenities	<p>When putting trees along centre street consider using conifers, I think pines would look good personally. Trees that lose their leaves during the winter will make the street look sterile and ugly for the cold half of the year. Main streets often reflect the regions they are in. In the southern U.S. they line their streets with Palms, since this is a cold place we should line this street with Pines like the ones in the mountains.</p> <p>The current type of overhead traffic stoplights that are used on Centre street and most Calgary roads give the road's a industrial and car oriented feel. Instead consider using the type of beside road traffic stoplights that are on main street Banff. They will fit the main street character better in my opinion and make the street "feel" more pedestrian and bike friendly.</p> <p>Signal lights and LRT crossing arms and bells (like what is suggested) would be a eye sore to users of centre street in this section. As mentioned in another comment consider other arrangements of traffic stop lights like the ones used on main street Banff. Make the LRT exit the median through a underpass or short tunnel to get to the new bridge. Consider the pedestrian connections required here between the new main street to the north and the new bow river crossing for the LRT (with cyclist and pedestrian accommodation) that connects the main street to PI and downtown.</p> <p>Do not make the same mistake twice. The blue line arrangement on 36th street in the NorthEast is among the ugliest roads roads in the city. Give Centre street a much better look with the addition of the LRT. No crossing bells, different kind of traffic stoplights and overhead road lighting, evergreen vegetation, wide sidewalks, bike lanes outdoor seating and nice store fronts</p> <p>Add wide sidewalks and separated bike lanes on this part of the street too, make the corridor go all the way downtown.</p> <p>Tigerstedt Block should be a priority area for improvements this is the busiest area for pedestrian and gathering activity along the whole corridor.</p> <p>I would keep bikes off of centre street and keep using the current bike paths as they are. Make sidewalks wide enough for pedestrians and for</p>



Question	Comment
	businesses to have decent sized patio space. Please no pine trees. They are a big contributor to air pollution.
	Side walks along 16th Ave are in need of much repair. Particularly from the NE heading W
	I'm concerned about the access to the rotary park and the walkways that goes up center st bridge on the outskirts of the park. I'd like our parks to be taken care of and not industrialized for the sake of the green line.
	Restaurants and shops need good pedestrian environment for outside patio. Need pedestrian crossings at 15 and 14 Aves
	Need ease of pedestrian crossing of Centre to restaurants and small businesses.
	Need to be able to comfortably cross the street here. Children cross here to go to Ice Cream shop on Edmonton Trail
	Need more trees in this area
	Gateway into Crescent Heights Village
	Sunny spots with park benches and trees helps to create a good environment for small businesses and local restaurants.
	retain views to Balmoral clock tower to enhance place making
	I agree with the other contributor that said to consider using lights like in Banff to maintain view lines. South bound in particular has a nice view of the tower - a good idea to celebrate this view.
	Need to have a transition from busy main street to quieter residential area. There are many pedestrians and kids crossing 12th Ave to access community facilities, parks and the high school.
	Maintain views of Church and good pedestrian connects to Wild Rose and other churches in the area. These play an important role in vitality and bringing people to the area - good walking connections back to the main street will help support the businesses there
	If there is a way to either get some trees or a roof shade along the east side of Centre from the bridge up to 7th Avenue, it would significantly improve pedestrian comfort. It is too hot with no shade walking in summer and icy with packed snow in winter (no matter how quickly they try to clear it). Maybe even a pedestrian cover is warranted - it will also save the City snow shoveling this tricky area.
	Make room for and allow outdoor patios for small local businesses here. The sun hits this spot and makes for a very pleasant spot to enjoy a meal or coffee. A bit of greenery/ trees and/or flower pots and baskets would be nice too.



# Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
October - December 2020

Question	Comment
	Need to have strong pedestrian connections from greenline station to the high school as there will be lots of kids walking to and fro.
	Lots of cut through traffic on 7 Ave NW to Centre St and from Centre St. Particularly heavy during morning and afternoon rush hours. Also very busy when Crescent Rd is closed - people trying to access Crescent Rd different ways.
	Lots of cut through traffic to Centre St during morning rush hour and from Centre St during afternoon rush hour. Also terribly busy with any closure of Crescent Rd - people trying to find a way to access Crescent Rd
	Keep the art that is here and consider adding more murals
	A car dealership doesn't seem appropriate for this area

## Understanding Streetscape Priorities: South Zone

Question	Comment
Please tell us why you selected the rankings or let us know if there are any goals you don't agree with, or if you feel there is a goal missing.	Centre street is currently very inconvenient to travel on as well as it is in very rough shape with unoccupied buildings
	Community vibrancy should be number one
	I'd like to see Center street become a pedestrian and greenline thoroughfare, think of it being a nice place for a future crescent heights christmas market
	They look good to me

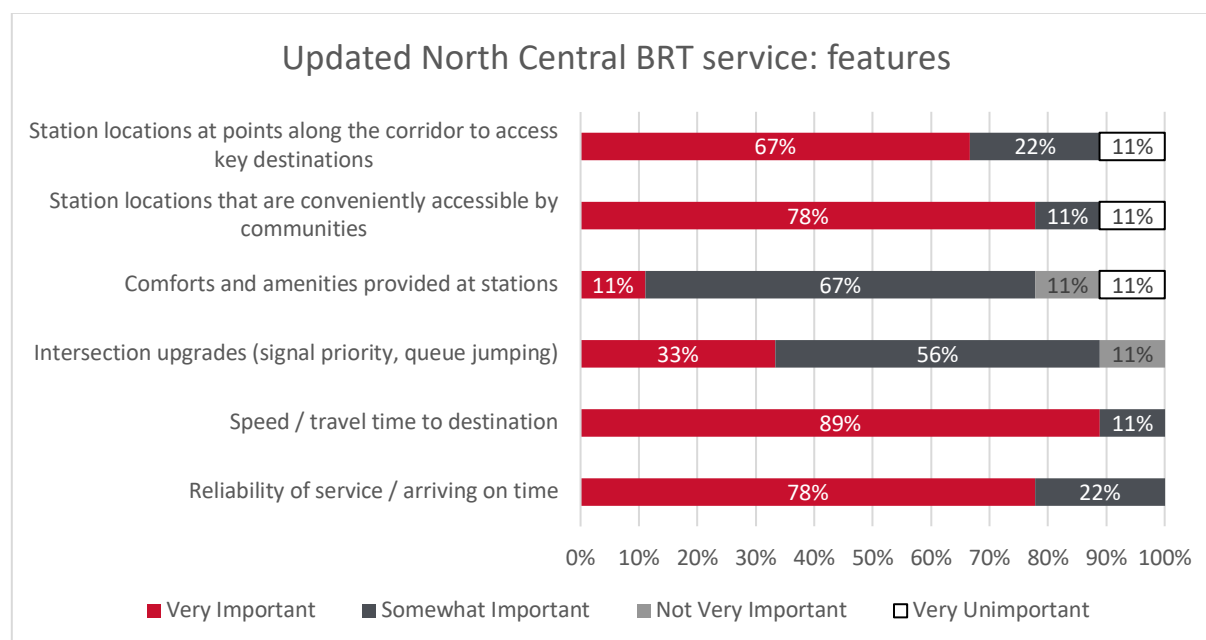
## Appendix B: Engage Portal contributions

Note: This section includes summary charts of the Engage Portal contributions for each of the four functional planning projects (North Central BRT Study, North Mobility Studies, Streetscape Master Plan for Centre Street N., Bow River Bridge), organized by geographic zone (North, Central, South, Centre City).

### Project: North Central BRT Study

#### North Zone

**Q1: To help inform our transit planning, please let us know how important features of updated North Central BRT service are to you.**



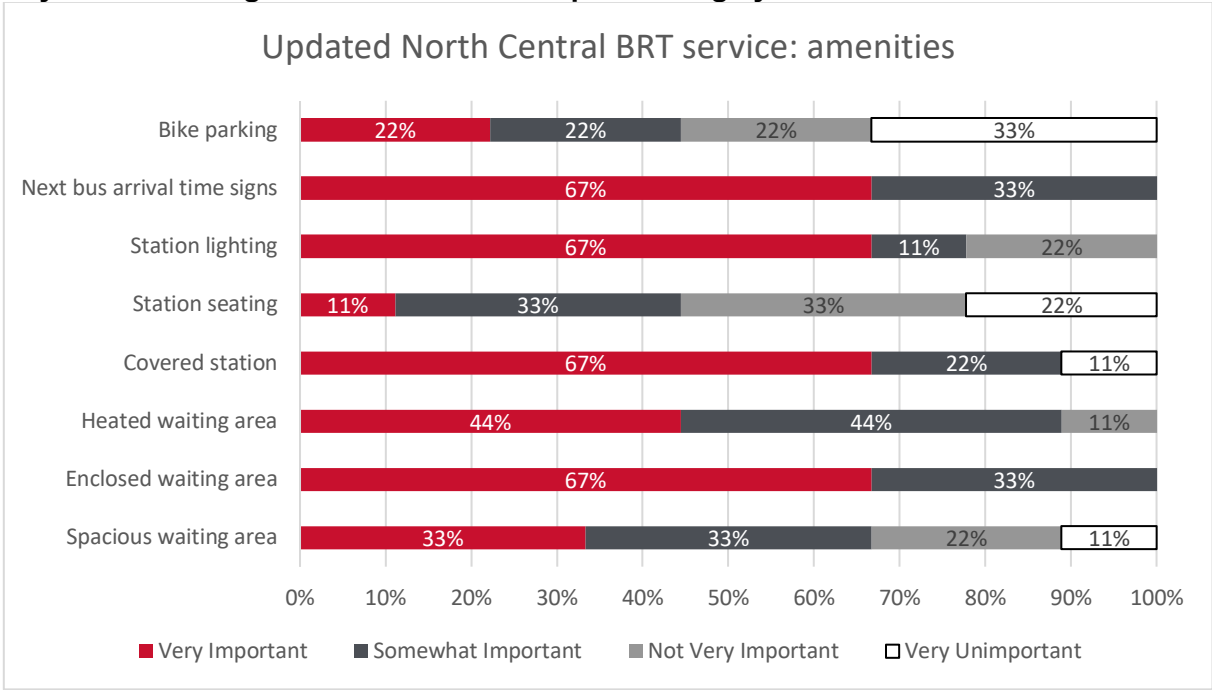
**Q2: Please tell us why or if there are other service improvements we should consider.**  
Themes are listed by frequency of 'very important' response.

**Table 1: BRT service and priorities – North Zone**

Theme	Comment
Access and connectivity	<ol style="list-style-type: none"> <li>1. Have a BRT along Country Boulevard. That would be amazing</li> <li>2. Service to the airport</li> <li>3. Would love to have C-Train access in newer communities like Livingston to help commute downtown and attract young professionals</li> <li>4. Build it faster- only area of city with no train</li> </ol>

Theme	Comment
Reliability	<div>5. Bus-only lanes should be all-day, to keep service Deerfoot and automobile competitive. There must also be a way for BRT to bypass local routes, as they currently slow down the route, reducing capacity and travel time competitiveness</div> <div>6. The green line coming up to 160th NE will be a huge improvement so we're not all taking multiple buses to get to a train or having to drive to get to work.</div>
Comforts and Amenities	<div>7. Bike lanes, street furniture and lights, more trees and grass.</div>

Q3: If you were to use updated North Central BRT service, what amenities would be most important to you when using a station or would help encourage you to use BRT service in the future?



**Q4: Please tell us why or if there are other amenities we should consider.**

*Themes are listed by frequency of 'very important' response.*

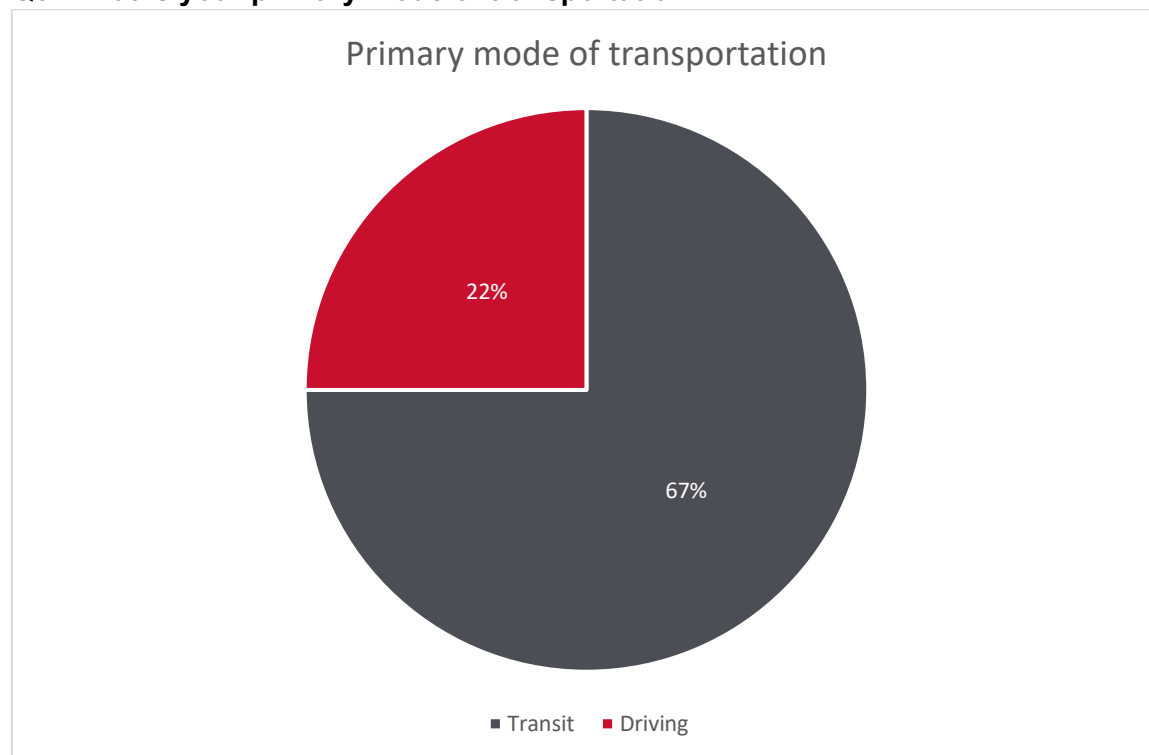
**Table 2: BRT amenities – North Zone**

Theme	Comments
Safety	As long as safety is taken into account, the stations are good as is; Security at stations
Parking	Parking
Other	Phone chargers and public Wi-Fi for transit users who do not have data to be able to purchase mobile ticket

**Q5: What community do you live in?**

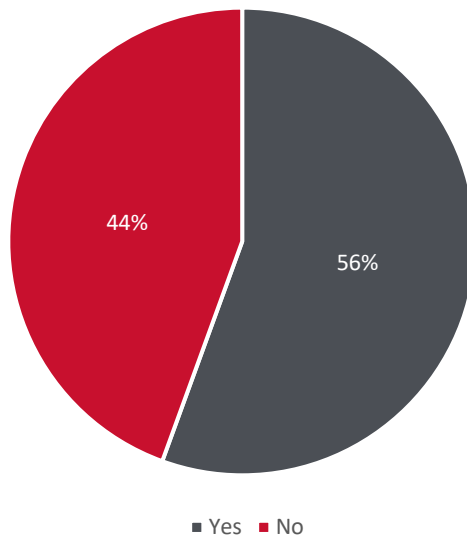
- Huntington Hills (2)
- Thorncliffe (2)
- Livingston (1)
- Hanson ranch (1)
- Skyview (1)
- Nolan Hill (1)
- Beddington (1)

**Q6: What is your primary mode of transportation?**



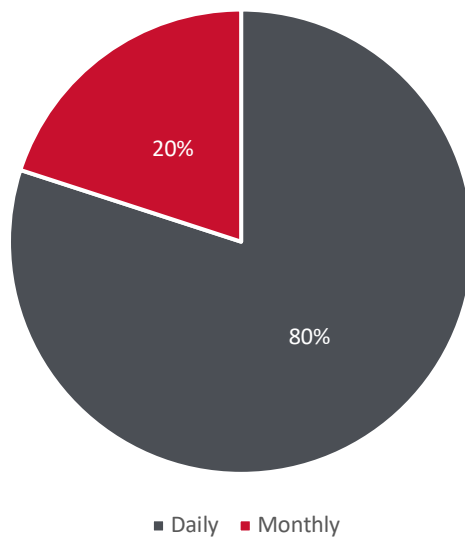
**Q7: Do you currently use the North BRT (Route 300/301)?**

Do you currently use the North BRT (Route 300/301)?

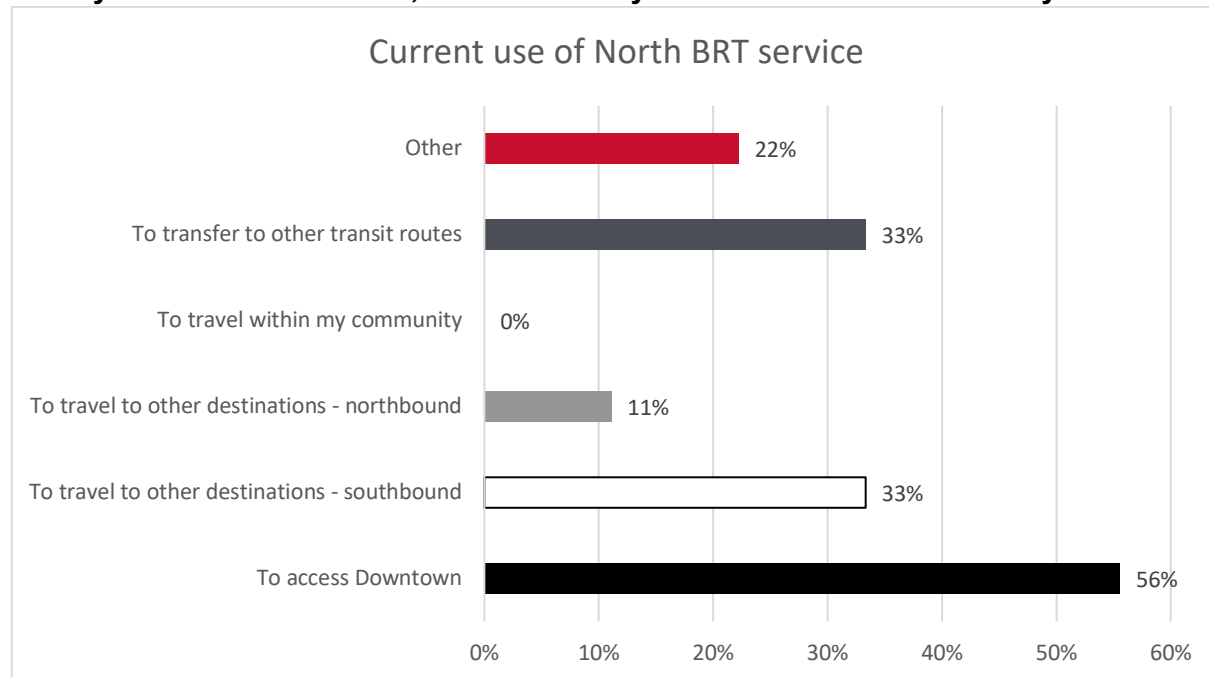


**Q8: If yes, please tell us how often you use the BRT?**

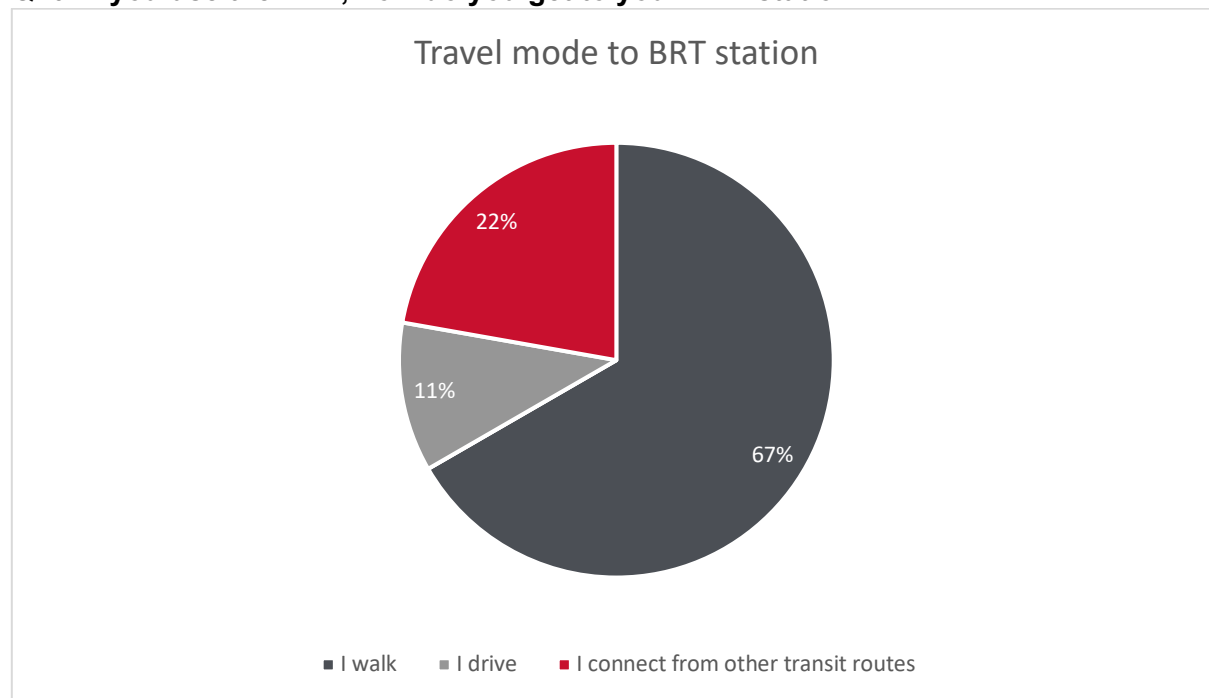
Frequency of North BRT use



**Q9: If you use the North BRT, tell us how do you use the BRT service today?**



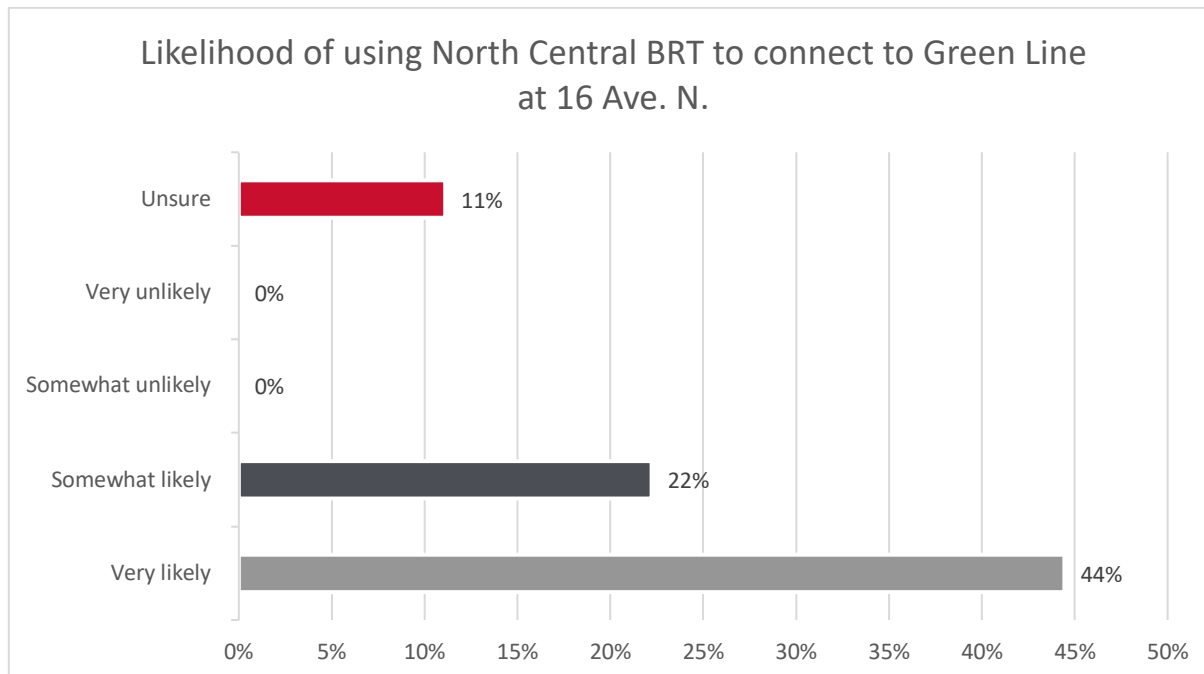
**Q10: If you use the BRT, how do you get to your BRT station?**



**Q11: What other transit routes do you regularly use? Please enter the route numbers.**

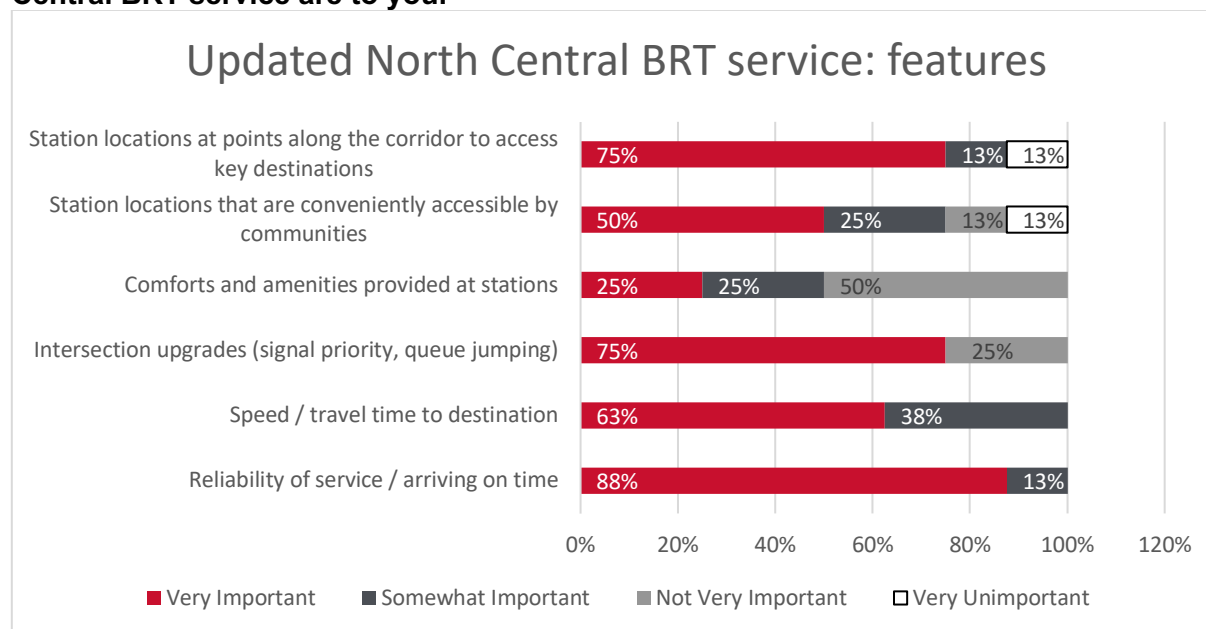
- 3 (2)
- 4 (2)
- 5
- 20
- 301
- 82
- 115
- 8
- 201

**Q12: In the future, how likely is it that you will use the North Central BRT to connect to the Green Line at 16 Avenue N?**



## Central Zone

**Q1: To help inform our transit planning, please let us know how important features of updated North Central BRT service are to you.**

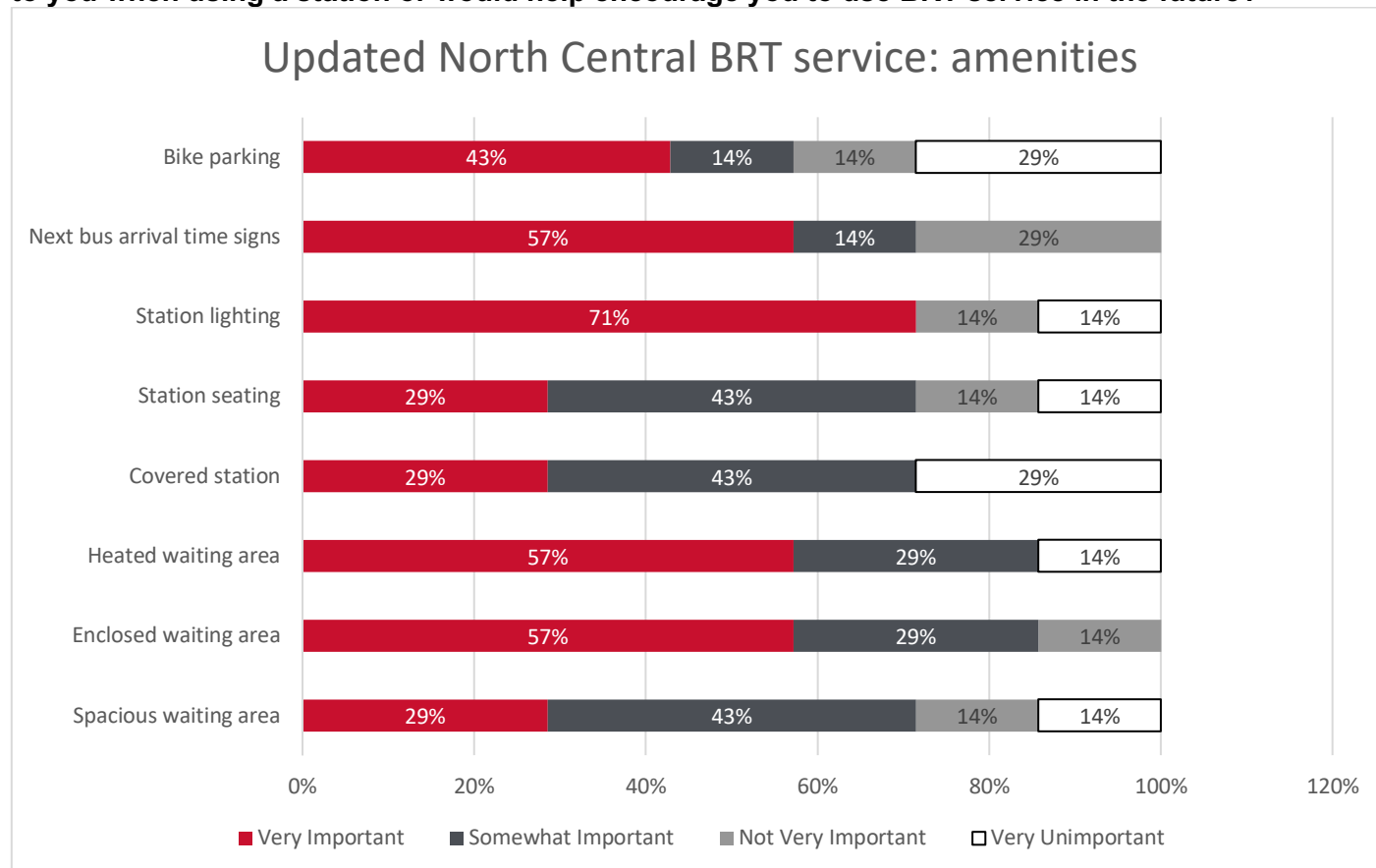


**Q2: Please tell us why or if there are other service improvements we should consider.**  
Themes are listed by frequency of 'very important' response.

**Table 3: BRT service and priorities – Central Zone**

Theme	Comments
Safety	<ol style="list-style-type: none"> <li>1. Crosswalks on 4-lane roads are not safe. It's scary every day as I walk with my infant.</li> <li>2. Ensuring safe walking routes to train stations (crossing Edmonton Trail etc.)</li> </ol>
Traffic congestion	<ol style="list-style-type: none"> <li>3. Put this underground at least to 44 St N. You are going to ruin Centre St for automobile traffic. More congestion, more accidents just a bad plan by the City. If you can't afford to put it below grade don't build it until you can.</li> <li>4. "Traffic calming" that obstructs travel in, around, or through adjacent communities needs to be removed ASAP</li> </ol>

**Q3: If you were to use updated North Central BRT service, what amenities would be most important to you when using a station or would help encourage you to use BRT service in the future?**



**Q4: Please tell us why or if there are other amenities we should consider.**

*Themes are listed by frequency of 'very important' response.*

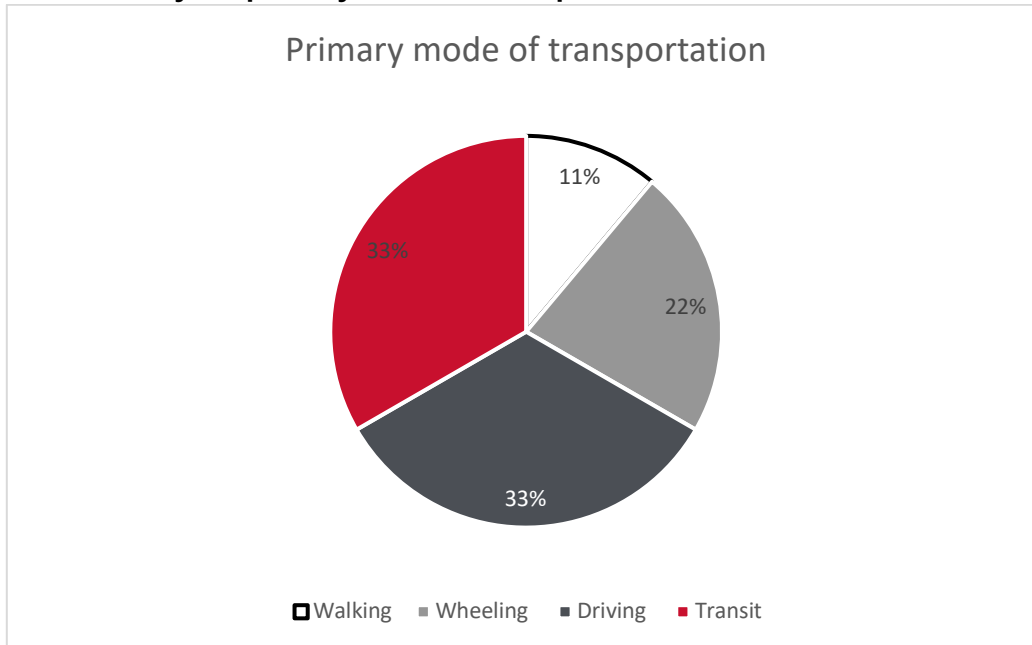
**Table 4: BRT amenities – Central Zone**

Theme	Comments
Traffic congestion	maximize cooperation of all pedestrian and vehicular movement
Heated waiting area	Heating in the winter is so important!
Parking	parking

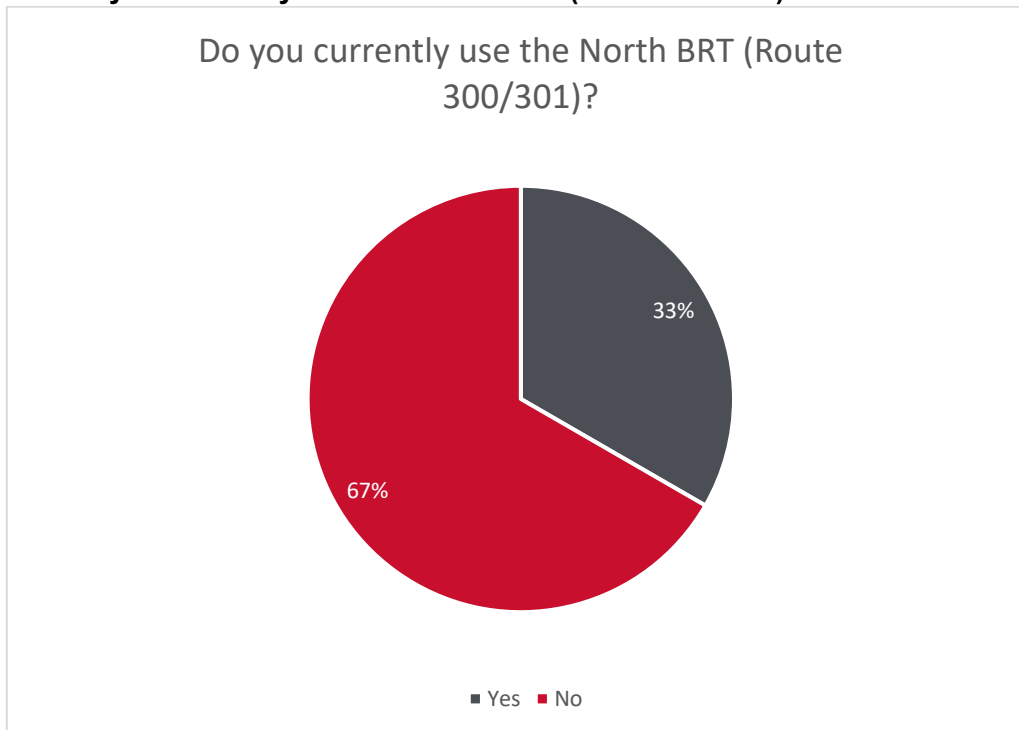
**Q5: What community do you live in?**

- Tuxedo Park (4)
- Renfrew (2)
- Crescent Heights (1)
- Livingston (1)
- Hanson Ranch (1)

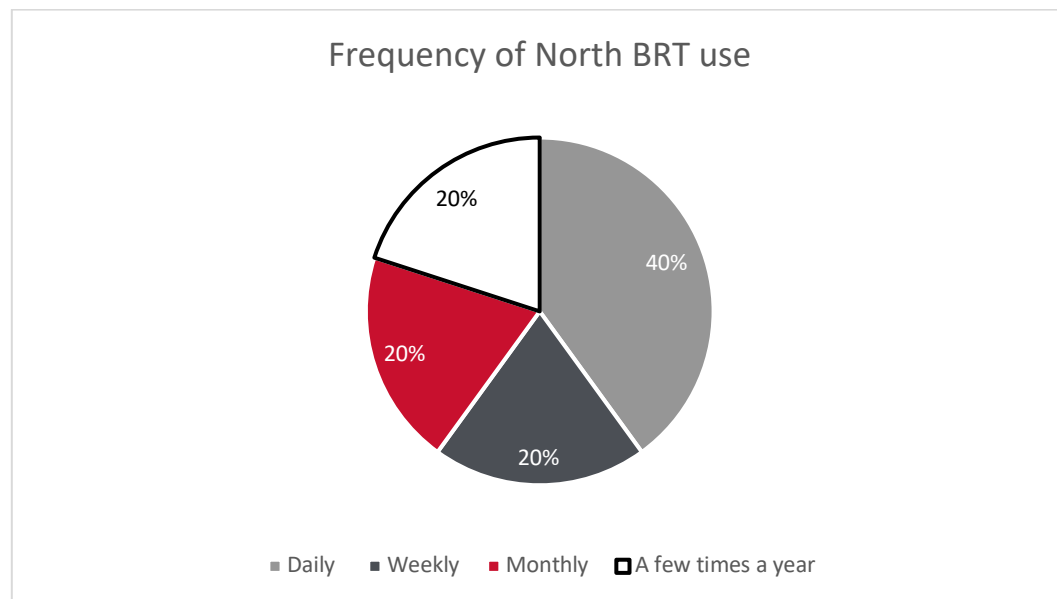
## Q6: What is your primary mode of transportation?



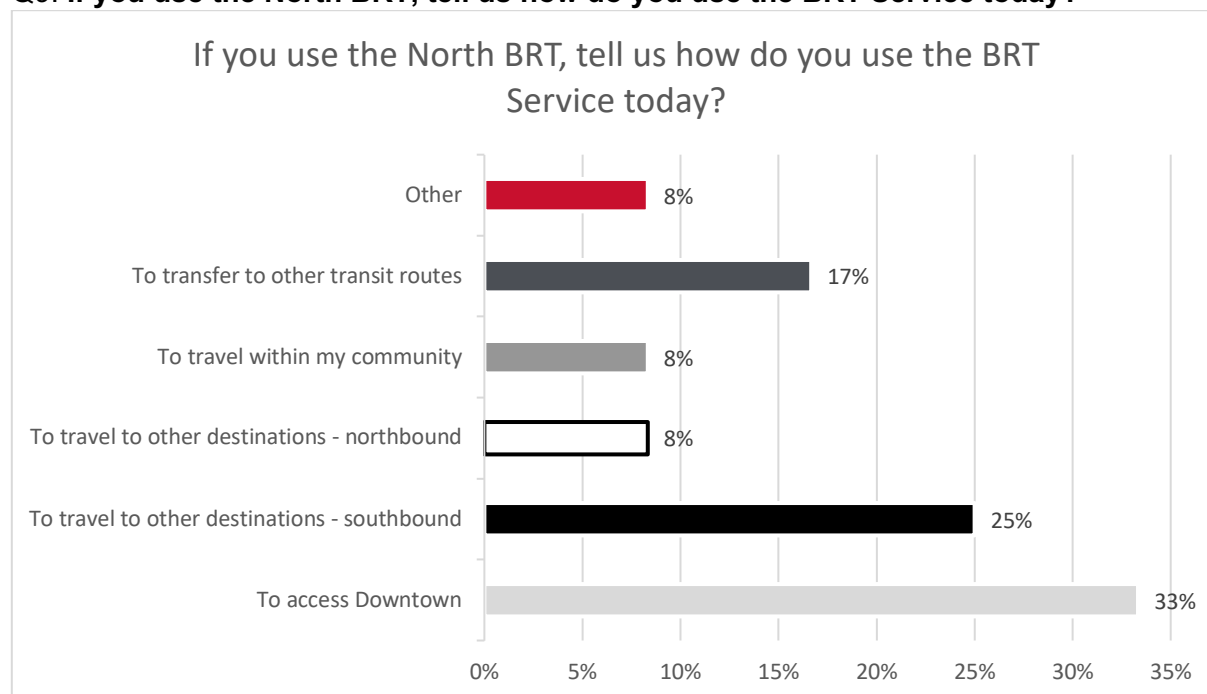
## Q7: Do you currently use the North BRT (Route 300/301)



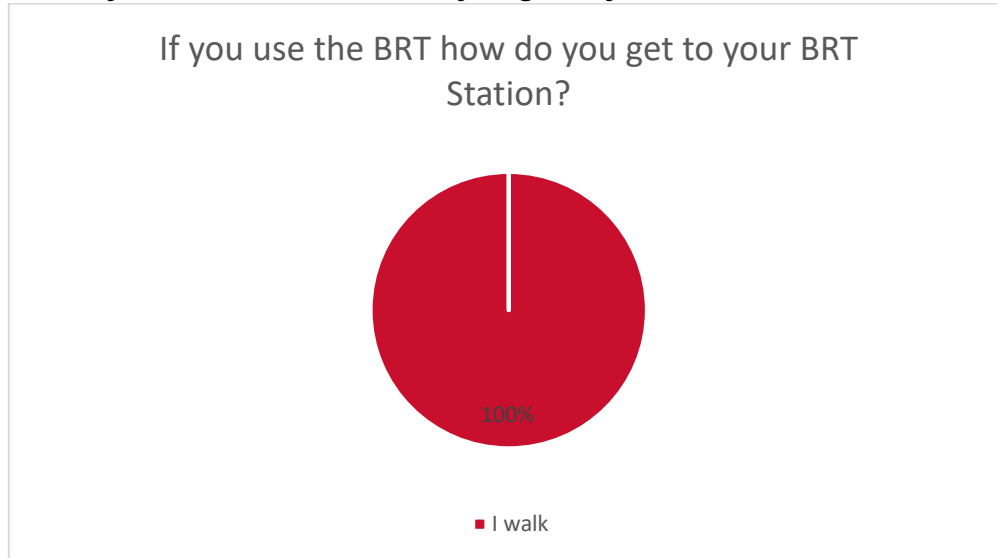
**Q8: If yes, please tell us how often you use the BRT?**



**Q9: If you use the North BRT, tell us how do you use the BRT Service today?**



**Q10: If you use the BRT how do you get to your BRT Station?**

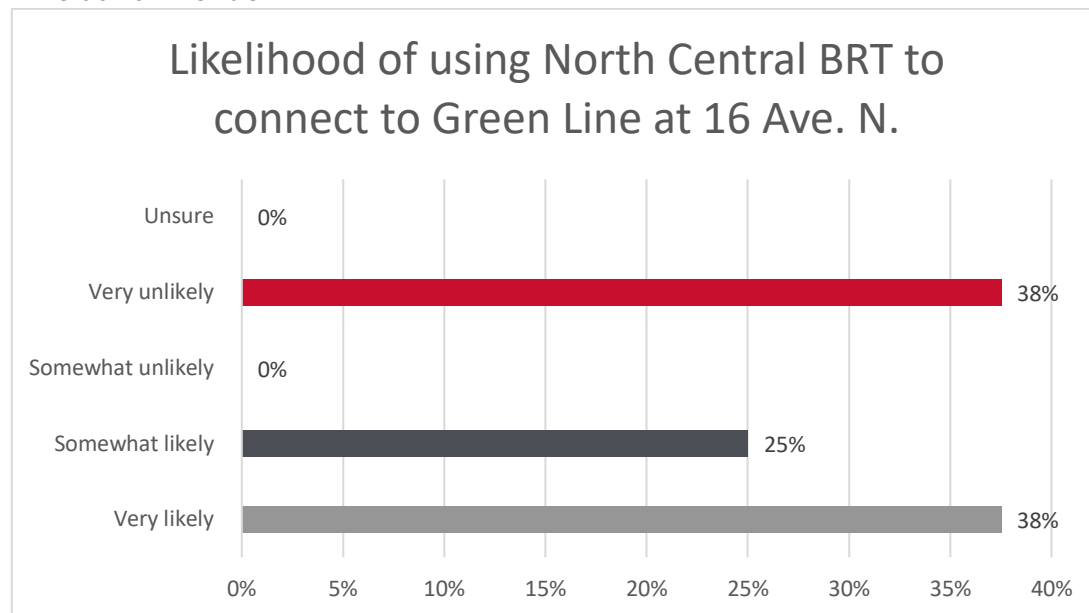


**Q11: What other transit routes do you regularly use? Please enter the route numbers.**

- None (3)
- 303 (2)
- 3 (2)
- 5
- 301
- 2
- 38
- 4

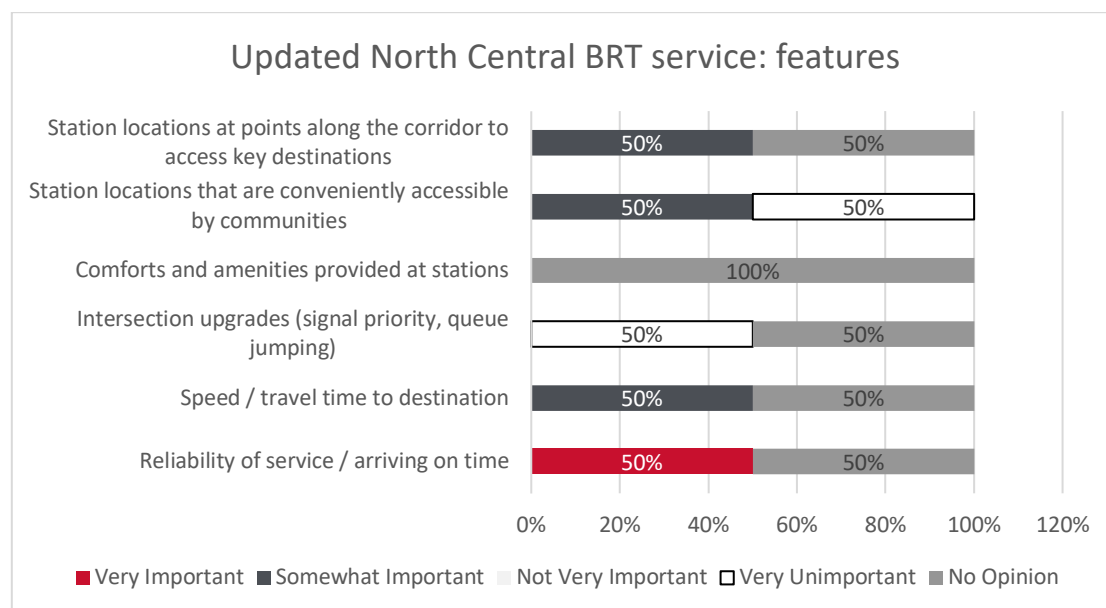
Comment: *"It is a pandemic - none. I take a bus and transfer to the Red line to get to the UofC for work."*

**Q12: In the future, how likely is it that you will use the North Central BRT to connect to the Green Line at 16 Avenue N?**



*NOTE: For this zone, summary charts were produced for those questions with 2+ responses.*

**Q1: To help inform our transit planning, please let us know how important features of updated North Central BRT service are to you.**

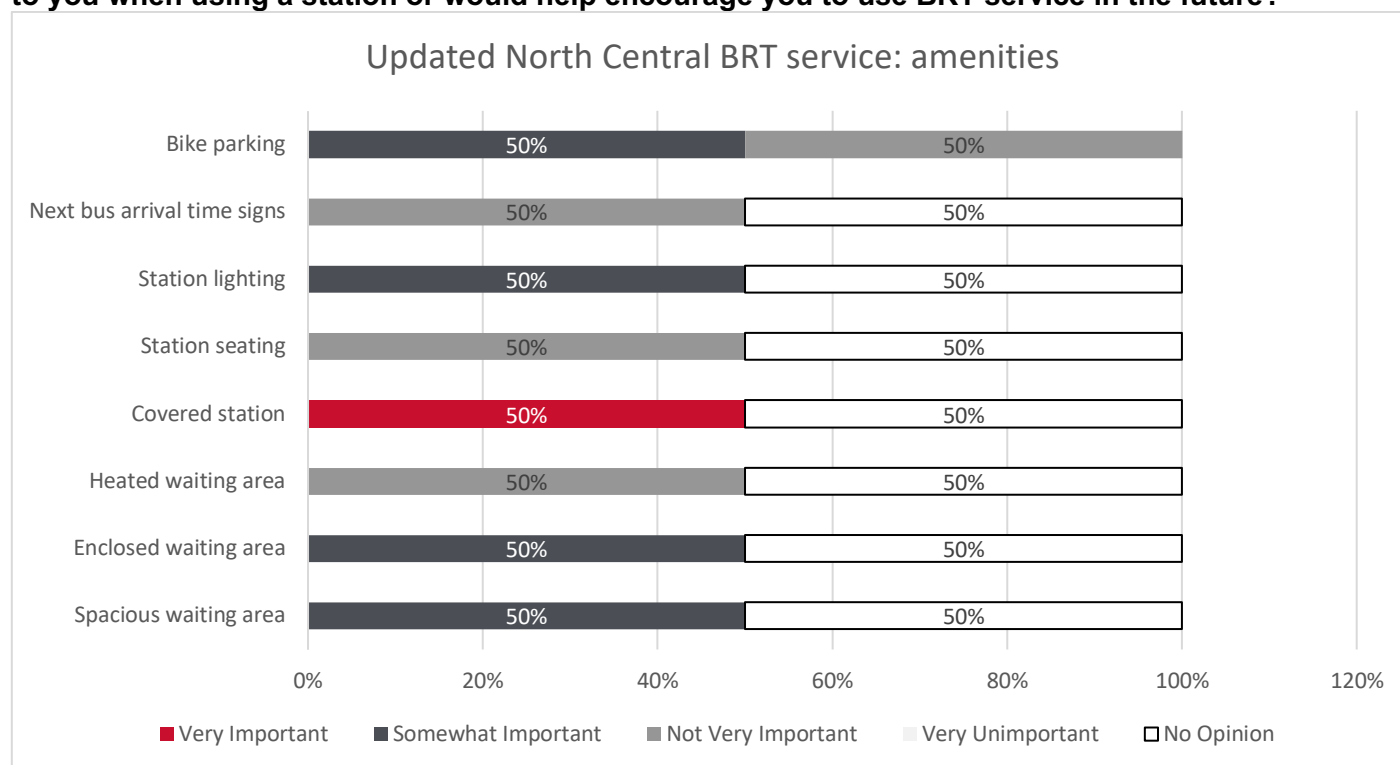


**Q2: Please tell us why or if there are other service improvements we should consider.**

**Table 5: BRT service and priorities – South Zone**

Theme	Comments
Station locations	Would it make sense to just end at 16 and transfer to future Green line?

**Q3: If you were to use updated North Central BRT service, what amenities would be most important to you when using a station or would help encourage you to use BRT service in the future?**



**Q4: Please tell us why or if there are other amenities we should consider.**

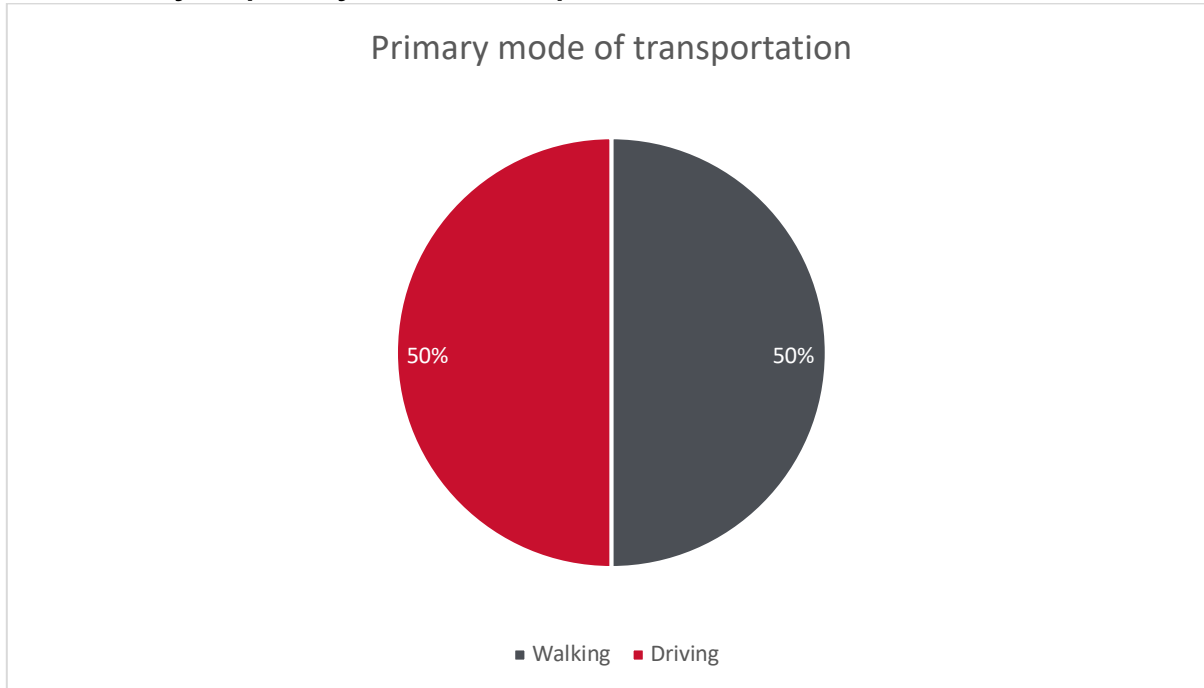
**Table 6: BRT amenities – South Zone**

Theme	Comments
Ease of use	<ol style="list-style-type: none"> <li>1. Would it make sense to just end at 16 and transfer to future Green Line?</li> <li>2. I likely will never use BRT in this area. If there's a train I would use that or I would walk downtown</li> </ol>

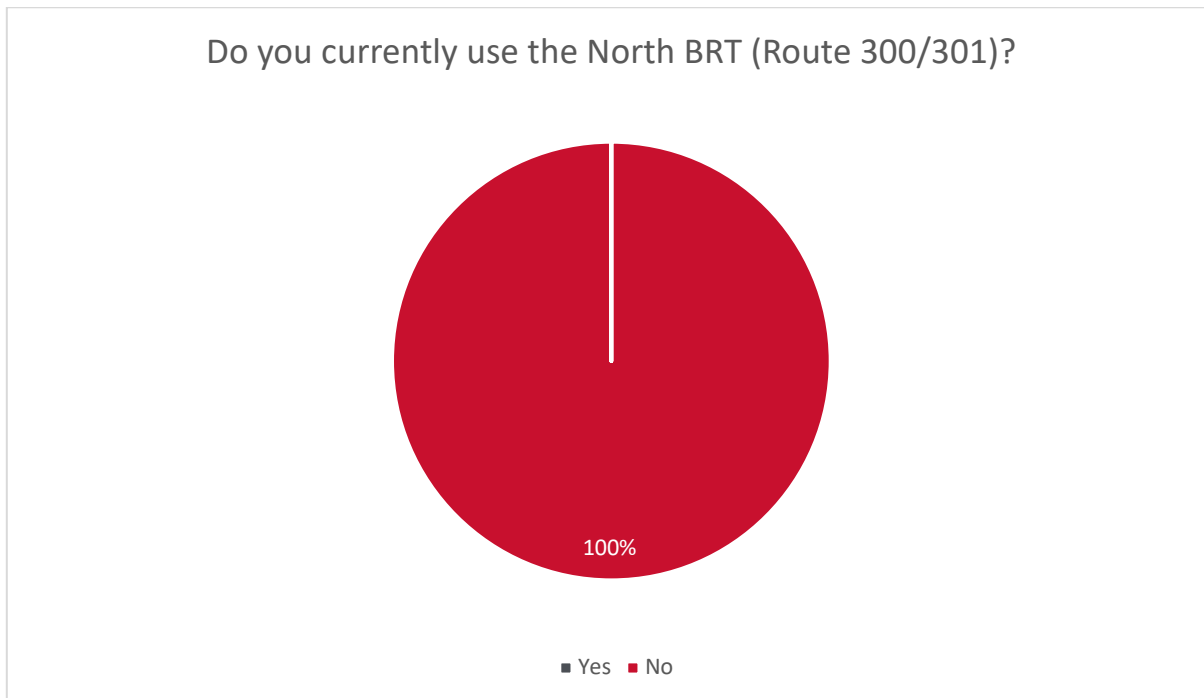
**Q5: What community do you live in?**

- Crescent Heights

Q6: What is your primary mode of transportation?



Q7: Do you currently use the North BRT (Route 300/301)?



**Q8: If yes, please tell us how often you use the BRT?**

*No responses for this zone.*

**Q9: If you use the North BRT, tell us how do you use the BRT Service today?**

*No responses for this zone.*

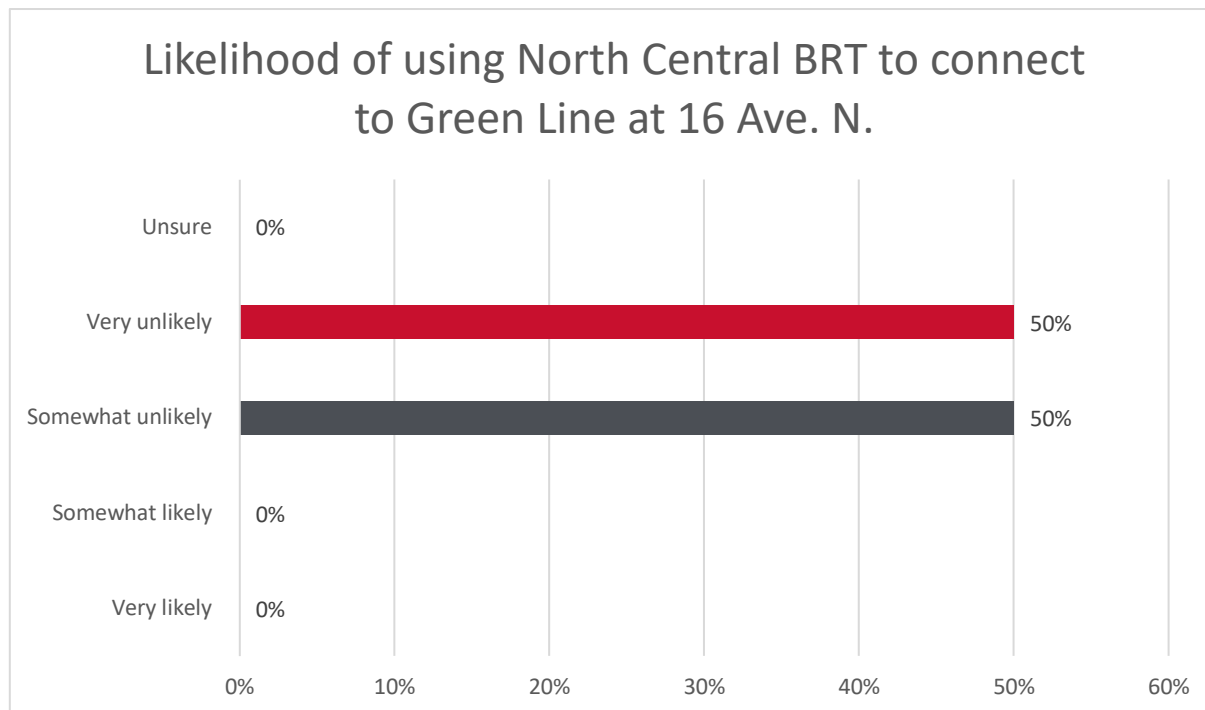
**Q10: If you use the BRT how do you get to your BRT Station?**

*No responses for this zone.*

**Q11: What other transit routes do you regularly use? Please enter the route numbers.**

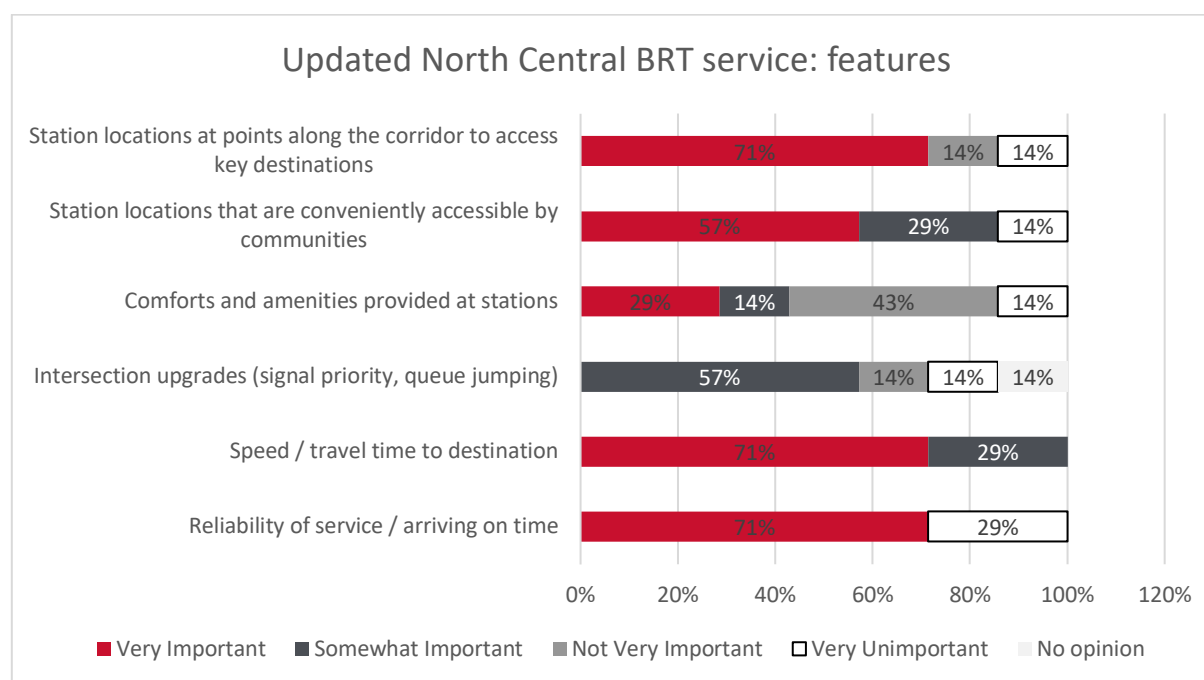
*No responses for this zone.*

**Q12: In the future, how likely is it that you will use the North Central BRT to connect to the Green Line at 16 Avenue N?**



## Centre City Zone

**Q1: To help inform our transit planning, please let us know how important features of updated North Central BRT service are to you.**

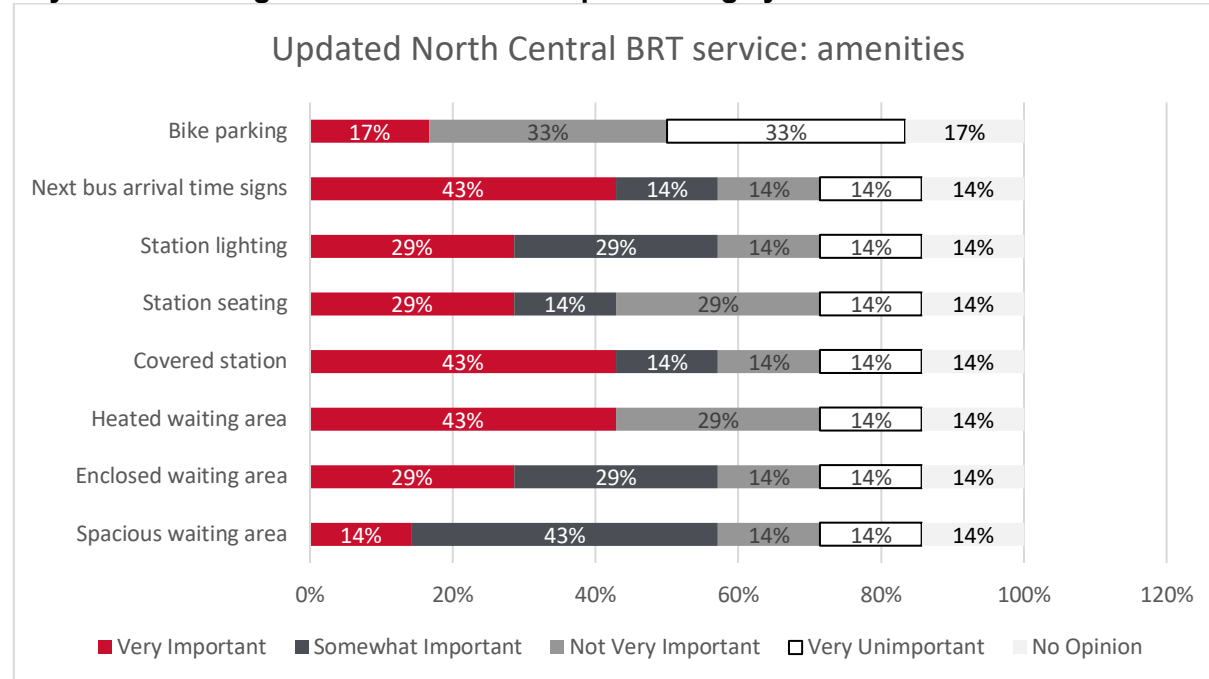


**Q2: Please tell us why or if there are other service improvements we should consider.**

**Table 7: BRT service and priorities – Centre City Zone**

Theme	Comments
Covered stations	<ul style="list-style-type: none"> <li>Other than wind protection I don't think we need to be making stations fancy</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>Connection with the primary transit network is critical (i.e. CTrain, MAX, and other BRT sharing stations)</li> </ul>

**Q3: If you were to use updated North Central BRT service, what amenities would be most important to you when using a station or would help encourage you to use BRT service in the future?**



**Q4: Please tell us why or if there are other amenities we should consider.**

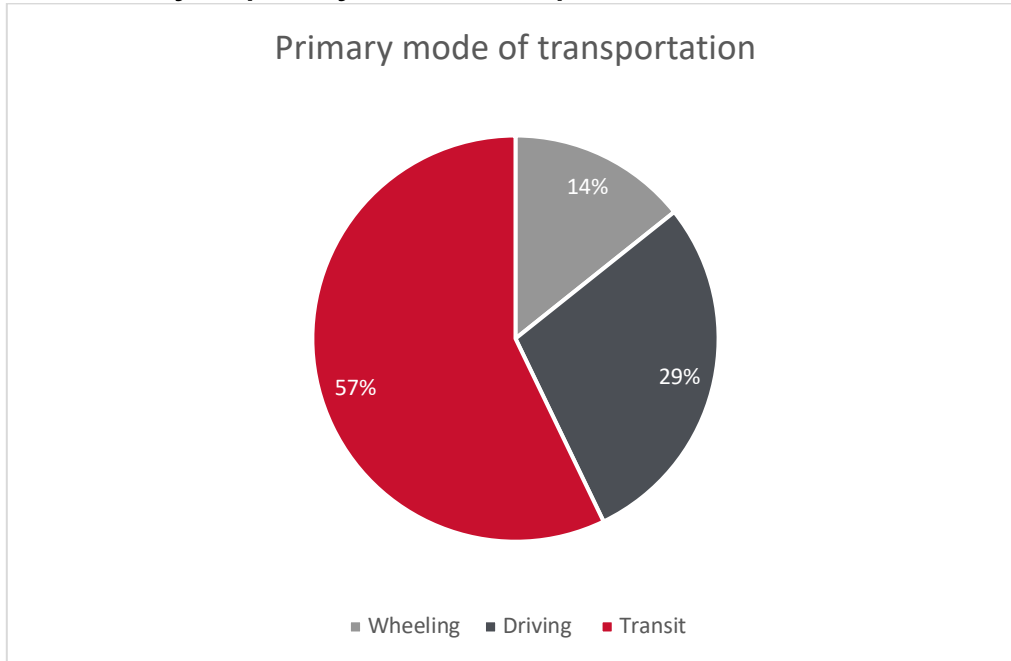
**Table 8: BRT amenities – Centre City Zone**

Theme	Comments
Station amenities	<ol style="list-style-type: none"> <li>1. Just protection from the wind</li> <li>2. Since you all don't have the funding to allow busses and trains on the primary transit network to come every 5 minutes throughout the day, it would be nice to make the wait comfortable and fun. Interactive artwork or something like that</li> </ol>

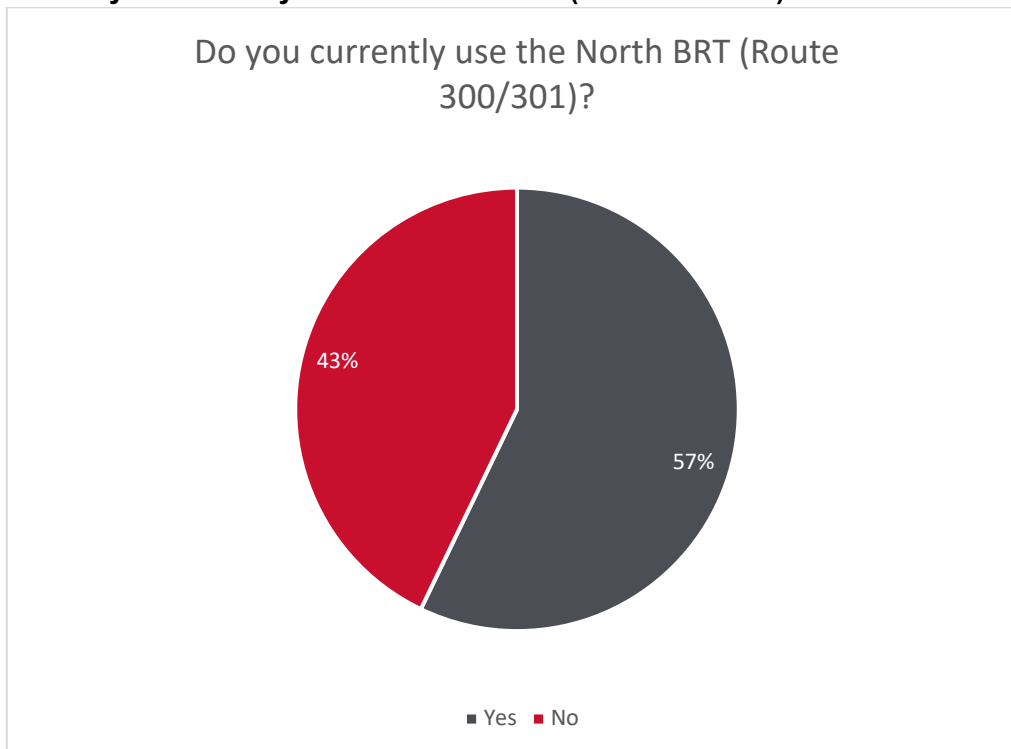
**Q5: What community do you live in?**

- North Calgary
- Crescent Heights
- Victoria Park
- Highland Park
- Mount Pleasant
- Downtown
- Lincoln Green

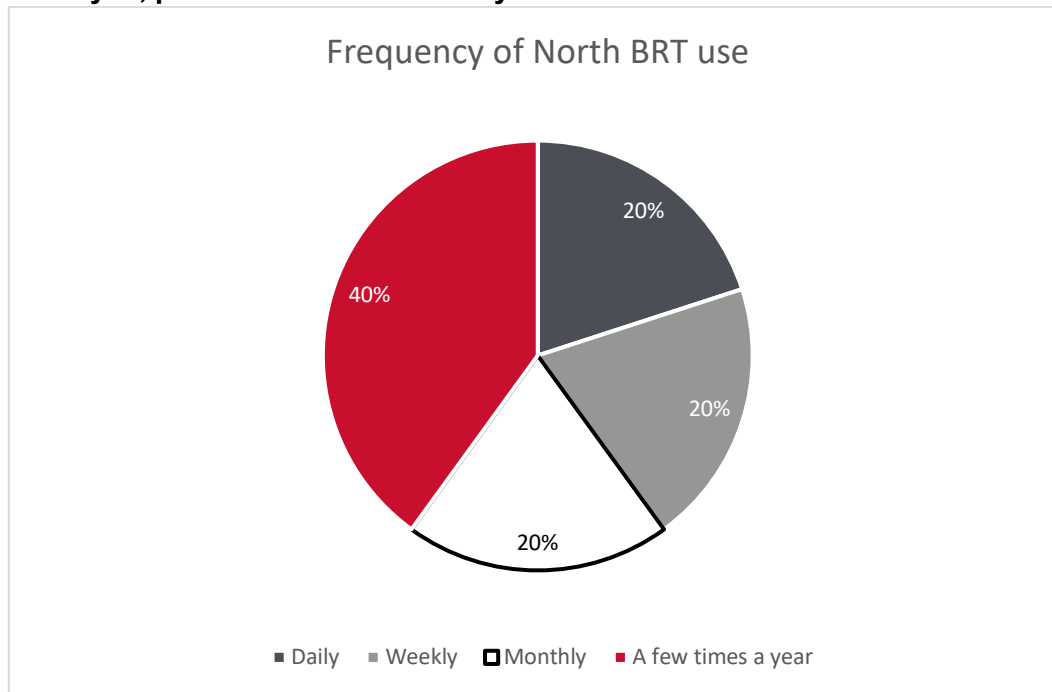
**Q6: What is your primary mode of transportation?**



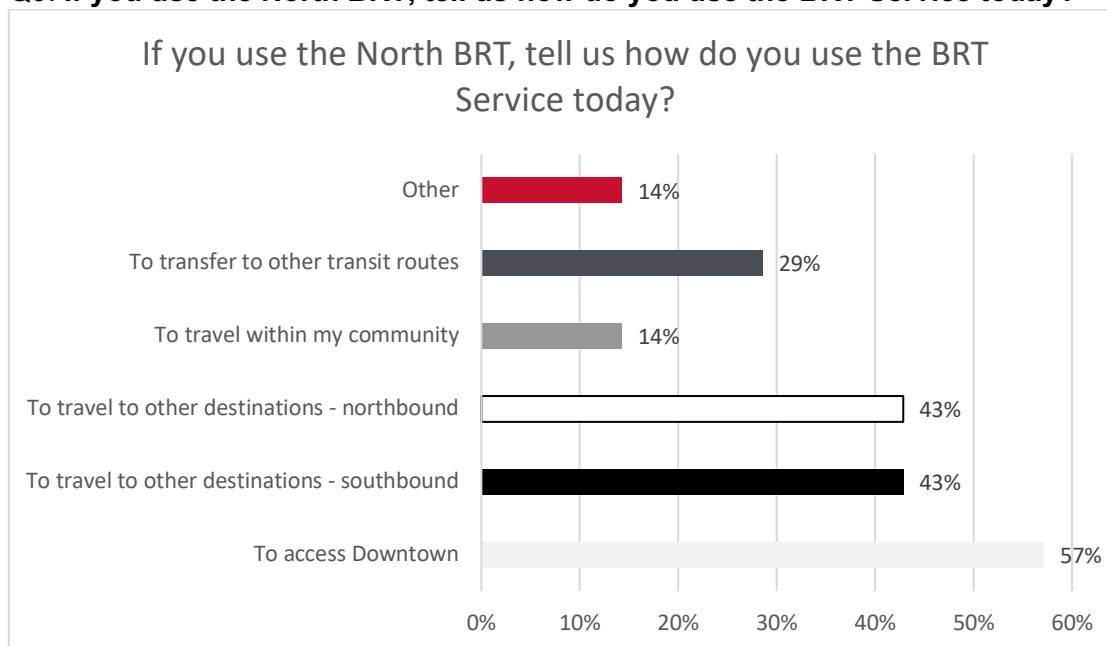
**Q7: Do you currently use the North BRT (Route 300/301)?**



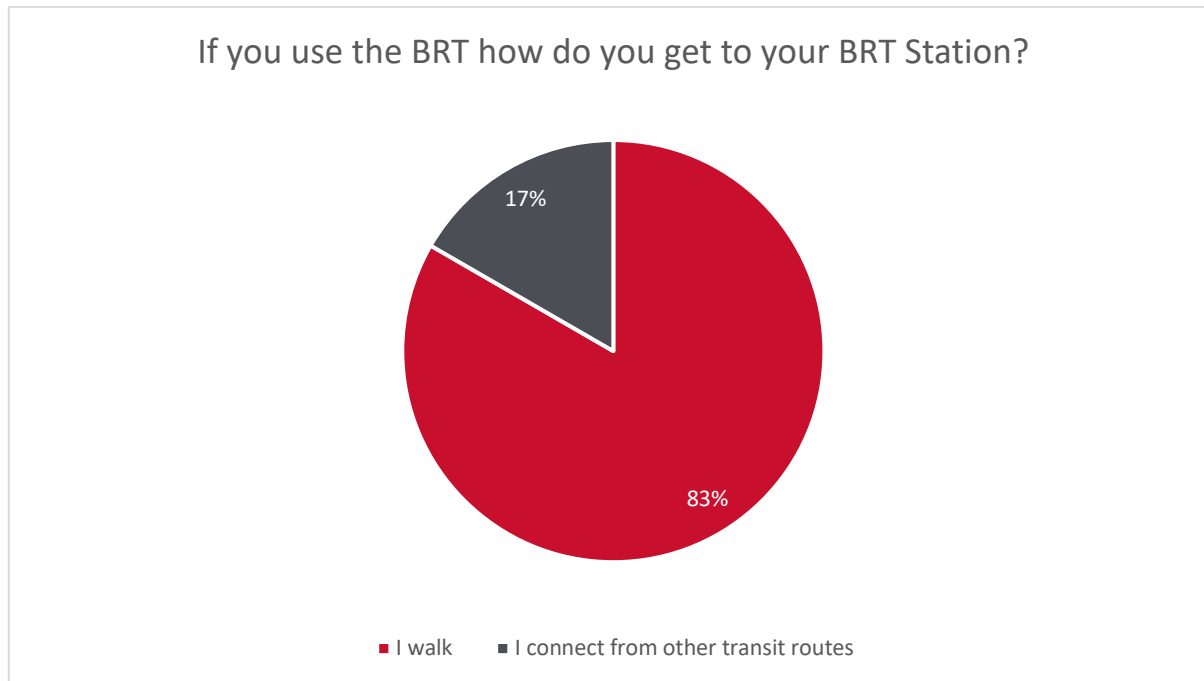
**Q8: If yes, please tell us how often you use the BRT?**



**Q9: If you use the North BRT, tell us how do you use the BRT Service today?**



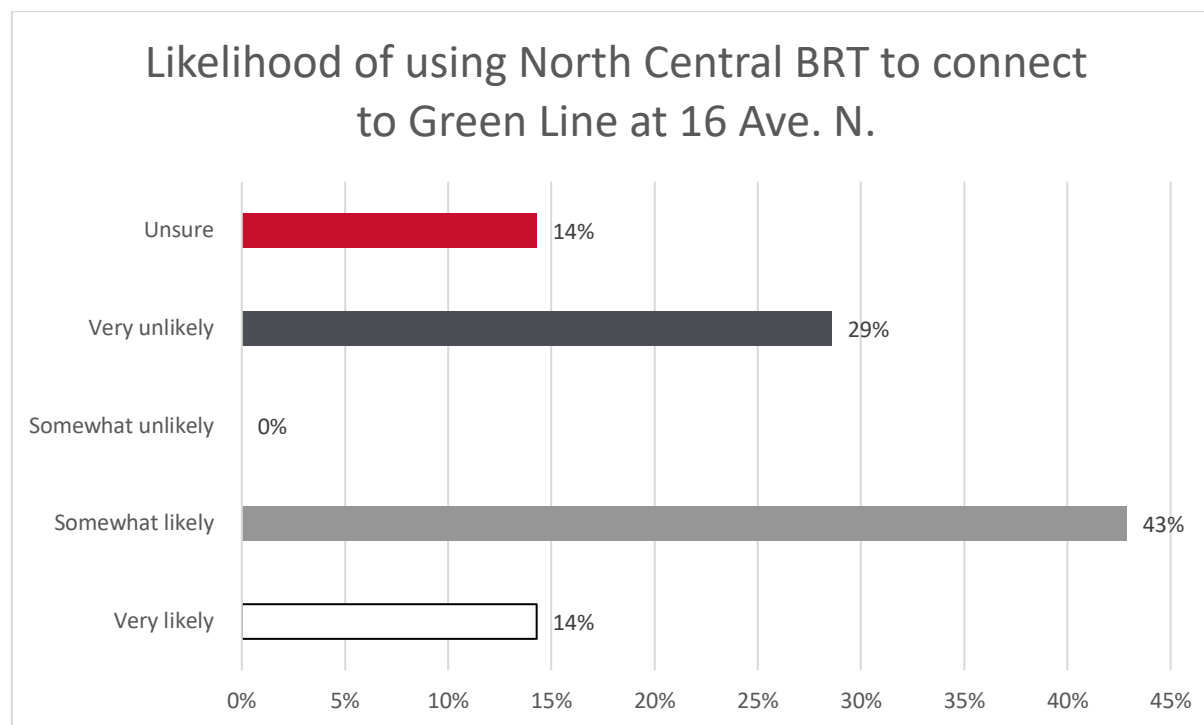
**Q10: If you use the BRT how do you get to your BRT Station?**



**Q11: What other transit routes do you regularly use? Please enter the route numbers.**

- 3 (2)
- 4 (2)
- 5
- 20
- 301
- 82
- 115
- 8
- 201

**Q12: In the future, how likely is it that you will use the North Central BRT to connect to the Green Line at 16 Avenue N?**



**Q13: To accommodate updated North Central BRT service, we are studying different ways to move the BRT through downtown. Please tell us what opportunities or challenges you might see with a dedicated BRT lane traveling through parts of the downtown.**

*Themes are listed by frequency.*

**Table 9: Opportunities and challenges with North Centre BRT service**

Theme	Comments
BRT route and station locations	<ol style="list-style-type: none"> <li>1. I think a dedicated lane works great as long as your stations are on that side of the road. Currently the biggest snag is on 5 Avenue when you get a BRT bus that tried to cut across 3 lanes to turn onto Centre Street. I always get stuck behind them forever and it snarls traffic. Give all buses their own lane and Eliminate the need to have to cut across lanes.";</li> <li>2. With the current dedicated one way, the additional line dedicated to downtown would necessitate building above or below the existing infrastructure. Maybe an underground station in the Eau Claire then leading upwards to Crescent Heights? Also, it would be useful</li> </ol>

Theme	Comments
	to consider a hub station downtown to allow passengers to connect to different lines
	3. Do not put it over our precious, Prince's Island Park, it should be put up against Centre St Bridge or east
Transit oriented development	4. This is a great opportunity to build proper, high quality BRT infrastructure in the city centre. With the economy and COVID impacting commuting numbers to downtown, it's the perfect time to convert under-used vehicle lanes into dedicated bus lanes, with well-built stations that are heated, and have somewhere to sit and wait/small businesses to sell coffee and snacks. Other BRT lines could use the same infrastructure to improve connections as well
	5. Opportunity: A dedicated BRT lane would reduce travel time for and would encourage increased ridership for transit. Challenge: May increase traffic for regular vehicles.
Traffic congestion	6. Congestion – bike lanes have already ruined the experience
	7. Do not take away lanes downtown. Build a tunnel or a viaduct or run the bus in traffic. The 14 <sup>th</sup> St BRT is a joke. Don't need more road taken away
Reliability	8. While the north central green line remains unfinished, I really want a fast, reliable way to connect to the wider transit network. I live close to the future 28 <sup>th</sup> Ave station.

**Q14: If you currently use North Central BRT in the Downtown, tell us where do you currently access it from?**

**Table 10: Access to North Central BRT**

Theme	Comments
Centre Street	1. Centre St
Harvest Hills	1. It is usually through Harvest Hills Rapid Transit bus. I believe if there were an express line with limited stops and also a stop accessible from harvest hills, and other communities to a hub station in Harvest hills, that would be useful.

Theme	Comments
Other	<ol style="list-style-type: none"> <li>I do not currently use it I most usually transfer to or from the MAX Yellow, so sharing a stop with that route is very nice.</li> <li>Northbound 7 Avenue &amp; 5 Street SW, and Eastbound 5 Avenue &amp; 5 Street SW.</li> </ol>

**Q15: If you were to use the updated North Central BRT Downtown in the future, where would you prefer to access it from? What would encourage you to use the BRT Downtown?**

**Table 11: Preferred access points to North Central BRT**

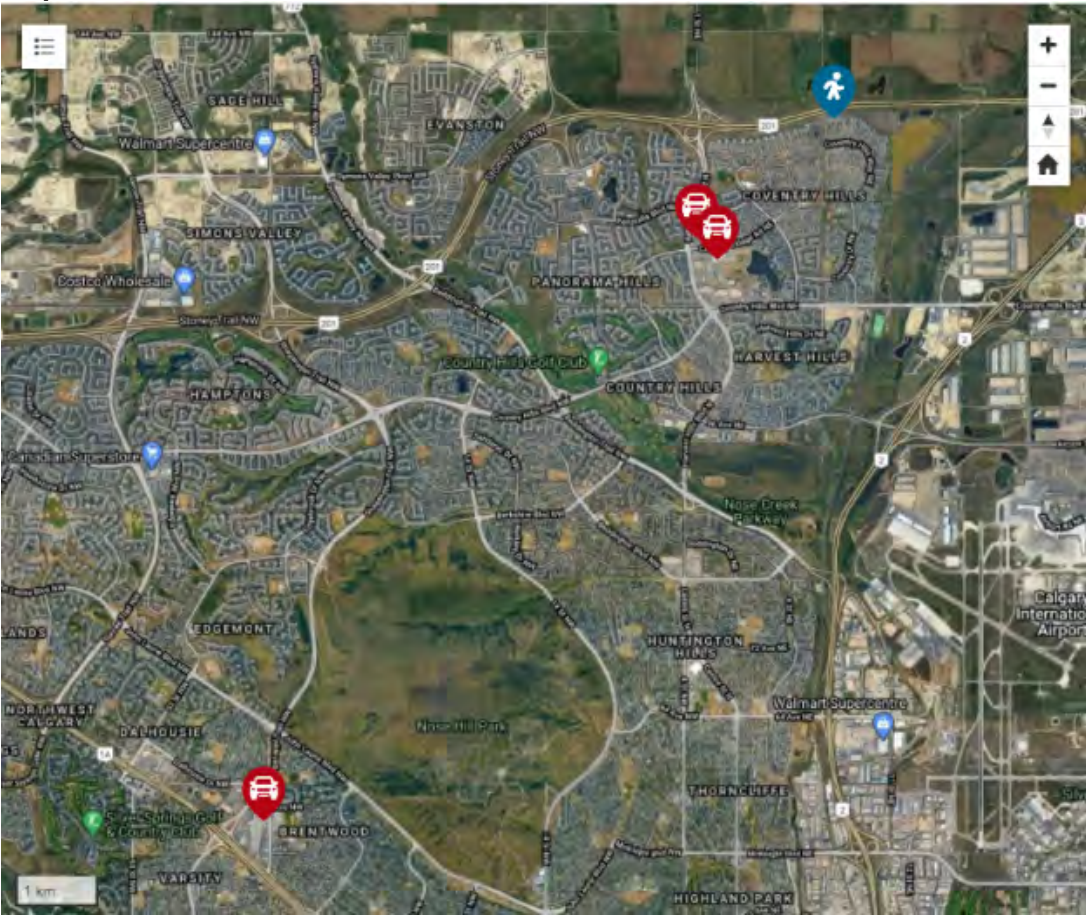
Theme	Comments
Centre Street	<ol style="list-style-type: none"> <li>Having it head North from current tracks to east of Centre St</li> <li>I would like to access from 32 Avenue and Centre in the North and from City Hall downtown</li> </ol>
Cross Irons	<ol style="list-style-type: none"> <li>Ideally the station would be close to the existing hub station by the Superstore in Country Hills or by a station around Harvest Hills Blvd. An option is to is 96th. As a spoke station to eventually connect to the airport or to Westwinds/Saddle Ridge. It might be interesting to consider a station out to Cross Irons.</li> </ol>
Central hub (downtown)	<ol style="list-style-type: none"> <li>A central hub or two downtown for most or all of the lines on the primary transit network (e.g. MAX, CTrain, other BRT) would be really cool. Eliminating transfers where you have to walk a block to get to your next ride would really make it more enticing to use.</li> </ol>
Connectivity (general, to LRT, to BRT)	<ol style="list-style-type: none"> <li>I would prefer to access it from any downtown LRT station or from a very close proximity to the LRT station.</li> <li>Highly visible stations adjacent to/nearby downtown LRT stations, with clear route-finding. BRT lines should have substantial stations and infrastructure to make it easy to figure out where the lines travel downtown, and which destinations can easily be accessed. Good service frequencies are also important. I would be much more likely to consider using the North Central BRT (or any BRT) if I can</li> </ol>

Theme	Comments
	<p>count on there being a bus within ~10 minutes, rather than having to always check the schedule.</p> <p>7. I would most likely access it from Livingstone by transferring from Sage Hill. That being said, more connections to the BRT would encourage me to use the downtown BRT.</p> <p>8. Faster service, dedicated lanes and traffic priority. Buses should never wait for any reason.</p>

Project: North Mobility Studies

NORTH ZONE  
North Zone – Understanding your important places

Map 1: North Zone – Destinations



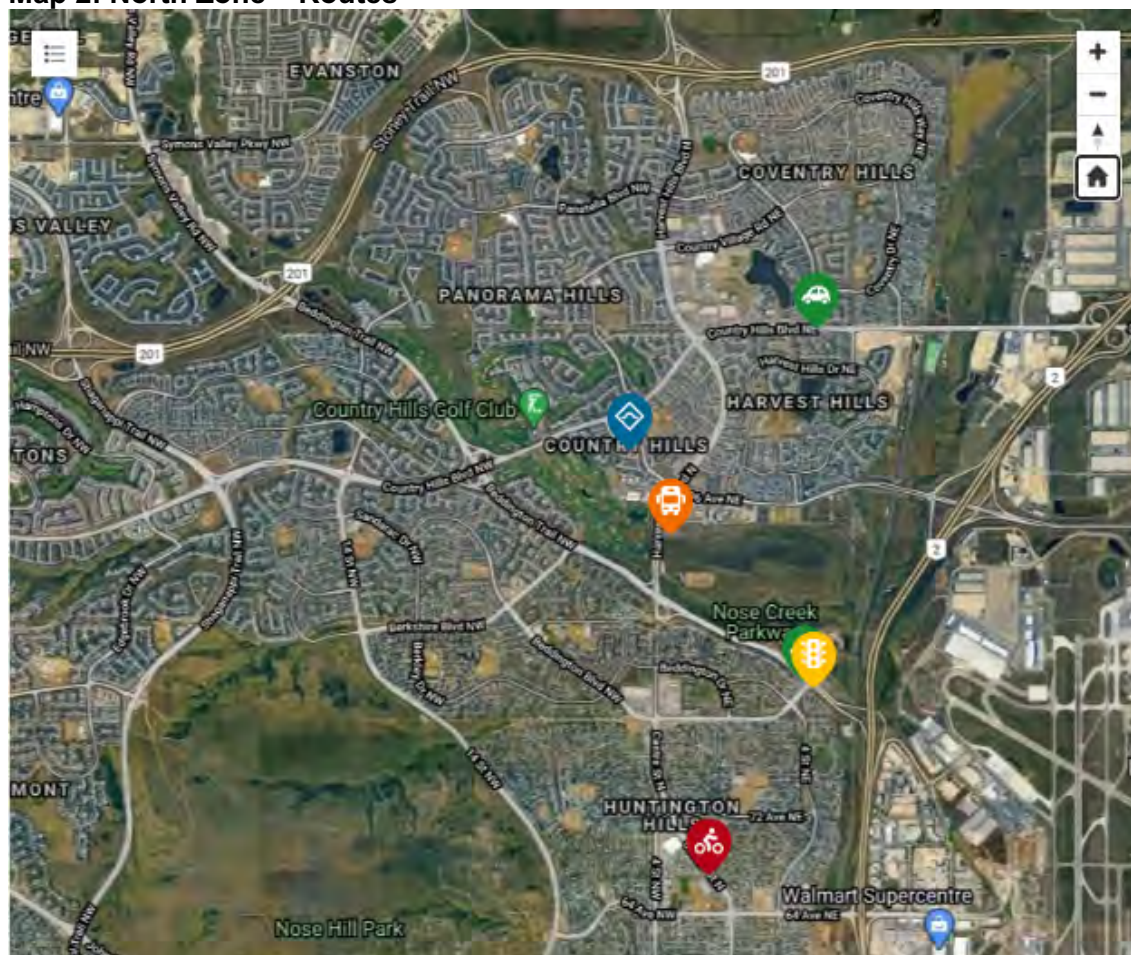
**Table 11: North Zone – Destinations**

Theme	Comments
Driving	<ul style="list-style-type: none"> <li>Comments are primarily about driving on Country Hills Boulevard</li> </ul>

*Locations mentioned: Country Hills, Coventry Hills and Shaganappi.*

## North Zone – Understanding your daily travel

**Map 2: North Zone – Routes**



**Table 12: North Zone – Routes**

Theme	Comments
Traffic calming	<ul style="list-style-type: none"> <li>Concern about too much traffic on Country Hills area</li> </ul>
Intersection design	<ul style="list-style-type: none"> <li>Desire for an interchange at Beddington and Deerfoot</li> </ul>
Park-and-ride	<ul style="list-style-type: none"> <li>Harvest Hills and South Road N.E., Calgary, Alberta T3K 6G4, Canada</li> </ul>

Theme	Comments
Cycling	<ul style="list-style-type: none"> <li>Safety concerns on for cycling Centre Street</li> </ul>

Locations mentioned: Beddington Trail and Deerfoot

## CENTRAL ZONE

### Central Zone – Understanding your important places

Map 3: Central Zone – Destinations

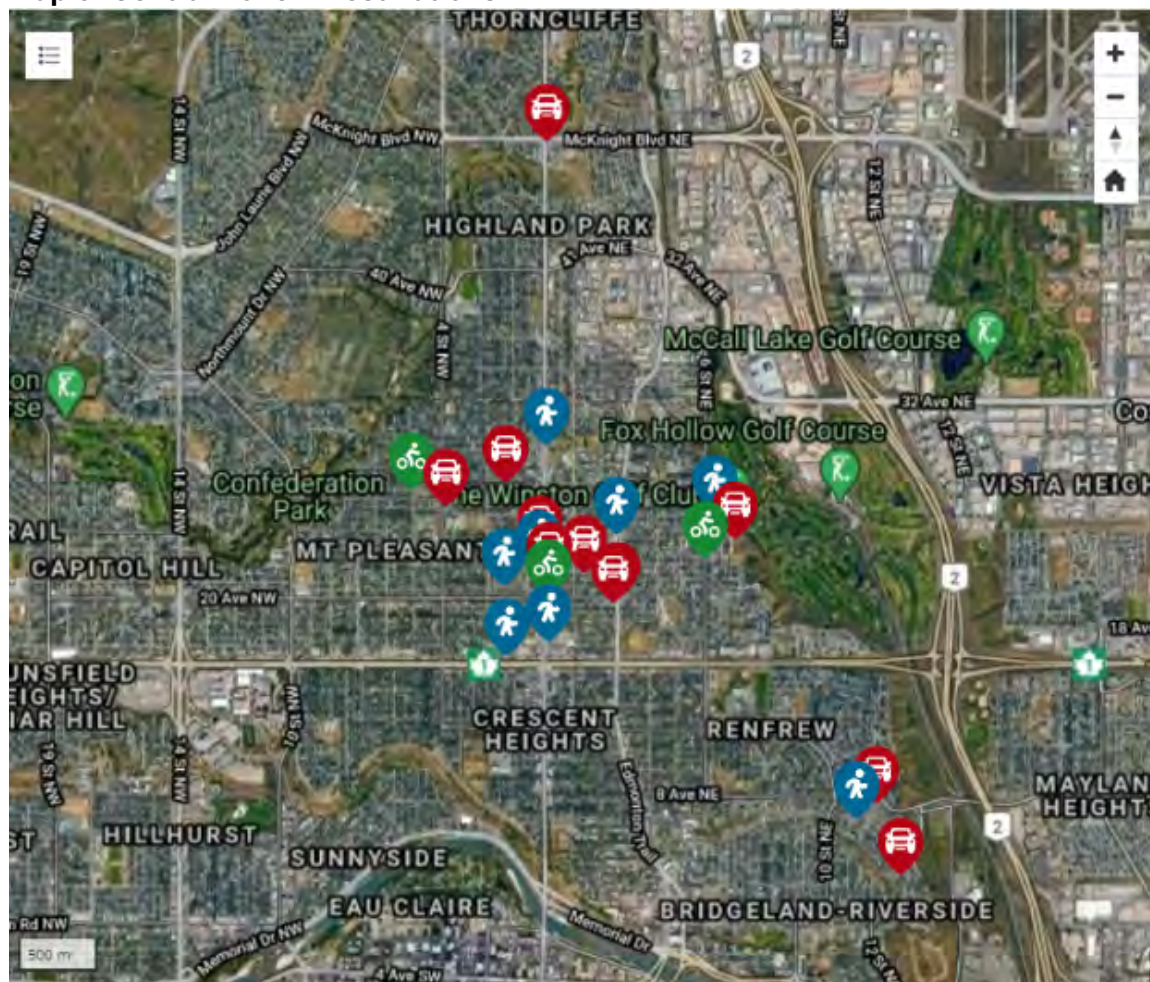


Table 13: Central Zone – Destinations

Theme	Comments
Driving	<ul style="list-style-type: none"> <li>Concerns about McKnight being congested</li> <li>Concerns on fast traffic on Edmonton Trail and Centre Street and safety for pedestrians and cyclists</li> <li>Desire for traffic calming along 8<sup>th</sup> Avenue N.E.</li> </ul>

Theme	Comments
Intersection	<ul style="list-style-type: none"> <li>Centre Street/McKnight Blvd intersection being congested</li> </ul>
Active modes	<ul style="list-style-type: none"> <li>Happy with 6th St. to the Winston heights off leash dog park and general park in that area</li> </ul>

Locations mentioned: McKnight, 8<sup>th</sup> Avenue N.E., Centre Street

## Central Zone – Understanding your daily travel

Map 4: Central Zone – Routes

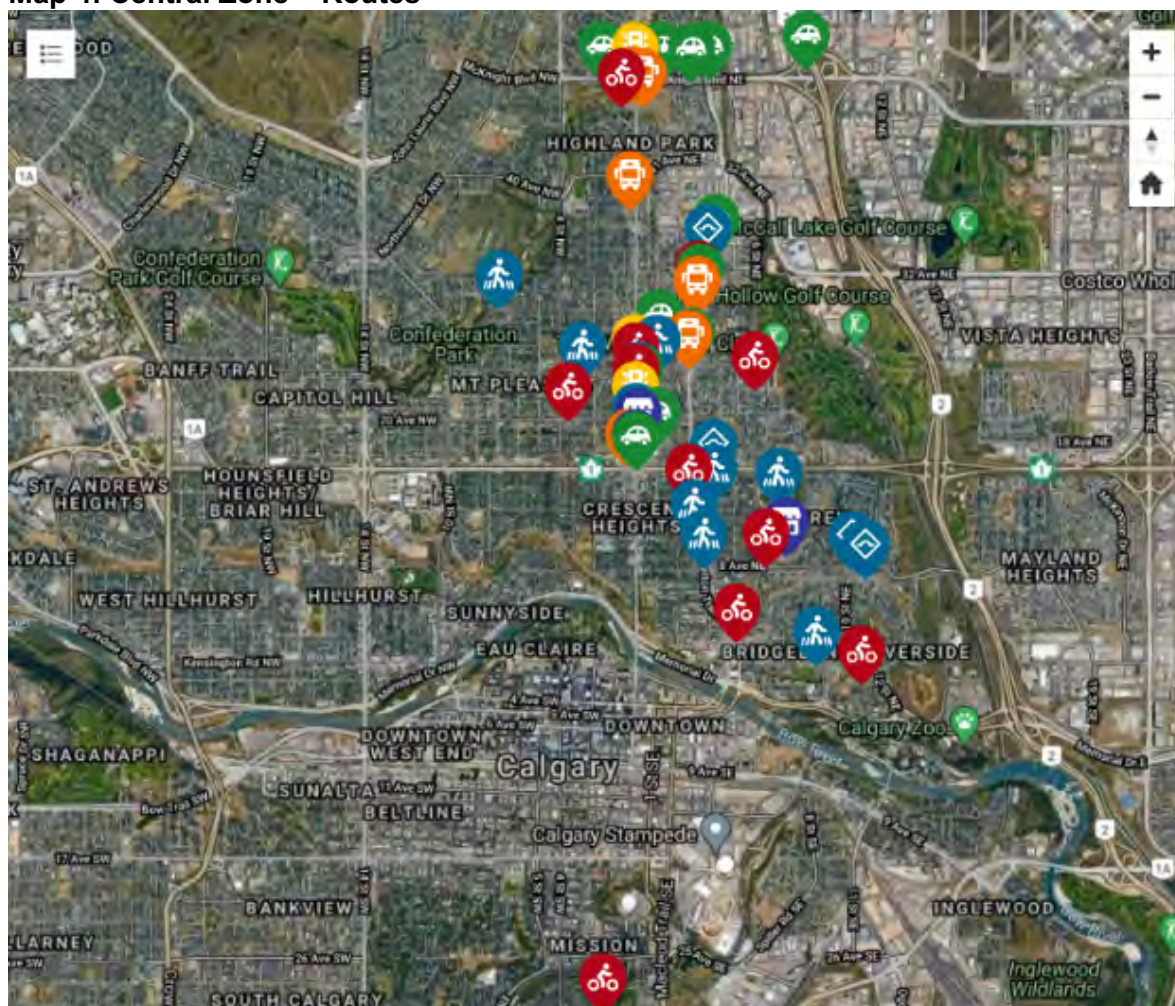


Table 14: Central Zone – Routes

Theme	Comments
Traffic calming	<ul style="list-style-type: none"> <li>Concerns about heavy traffic already on McKnight</li> <li>Concerns about traffic going onto Edmonton Trail</li> </ul>

## Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
October - December 2020

Theme	Comments
	<ul style="list-style-type: none"> <li>• Desire to improve connection with McKnight and Deerfoot</li> <li>• Desire for more crossings across Centre Street</li> <li>• Desire for traffic calming along Edmonton Trail</li> <li>• Desire for traffic calming along 8<sup>th</sup> Street N.E.</li> <li>• Concerns about cut-through traffic in Renfrew and Bridgeland</li> </ul>
Intersection design	<ul style="list-style-type: none"> <li>• Concerns on McKnight and Centre Street intersection – 1) difficult intersection as is, 2) concerns about it being torn apart</li> </ul>
Park and Ride	<ul style="list-style-type: none"> <li>• Desire for a station / park and ride near Centre Street and Laycock Drive</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Desire for connection along main corridors to active modes of transport</li> <li>• Concerns around safety for cyclists and pedestrians in area, generally along main corridors</li> <li>• Desire for more bike lanes along Edmonton Trail</li> </ul>
Connections	<ul style="list-style-type: none"> <li>• Desire for connection on main corridors to active modes of travel</li> <li>• Desire for connections to LRT from Edmonton Trail</li> </ul>

*Locations mentioned: Most comments discussed McKnight, Centre Street, Edmonton Trail, and 8 Avenue N.E.*

## SOUTH ZONE

### South Zone - Understanding your important places

#### Map 5: South Zone – Destinations



Table 15: South Zone – Destinations

Theme	Comments
Traffic calming	<ul style="list-style-type: none"> <li>Concern around Edmonton Trail becoming too busy, as well as residential side roads having overflow traffic from Centre Street</li> </ul>
Parking: residential, business, services	<ul style="list-style-type: none"> <li>Concern around having no residential or business parking around Centre Street</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>Pride around Centre Street culture</li> </ul>

*Locations mentioned: There is a cluster of comments around Centre Street and 16<sup>th</sup> Avenue and Centre Street. There are also comments highlighting pedestrian activity and traffic concern about overflow traffic on residential side streets coming from Centre Street.*

## South Zone - Understanding your daily travel

Map 6: South Zone – Routes



Table 16: South Zone – Routes

Theme	Comments
Traffic calming	<ul style="list-style-type: none"> <li>Concern around Edmonton Trail becoming too busy, as well as residential side roads having overflow traffic from Centre Street</li> <li>Desire for easy driving along the corridors as well as ease for pedestrians along the corridors</li> </ul>
Intersection design	<ul style="list-style-type: none"> <li>16th Avenue and Centre Street N. - Busy intersection</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>Desire for Centre Street to be a core bike route as well as a transit corridor but also concern for safety and Centre Street being too busy</li> </ul>
Parking: residential, business, services	<ul style="list-style-type: none"> <li>Concern around loss of on-street parking and generally a desire to need parking in area</li> </ul>
Pedestrians	<ul style="list-style-type: none"> <li>Desire for increased pedestrian crossing and safety measures across Centre Street</li> </ul>

*Locations mentioned: There is a cluster of comments around 16th Avenue and Centre Street N. and going down Centre Street N.W.*

## Project: Streetscape Master Plan for Centre Street N.

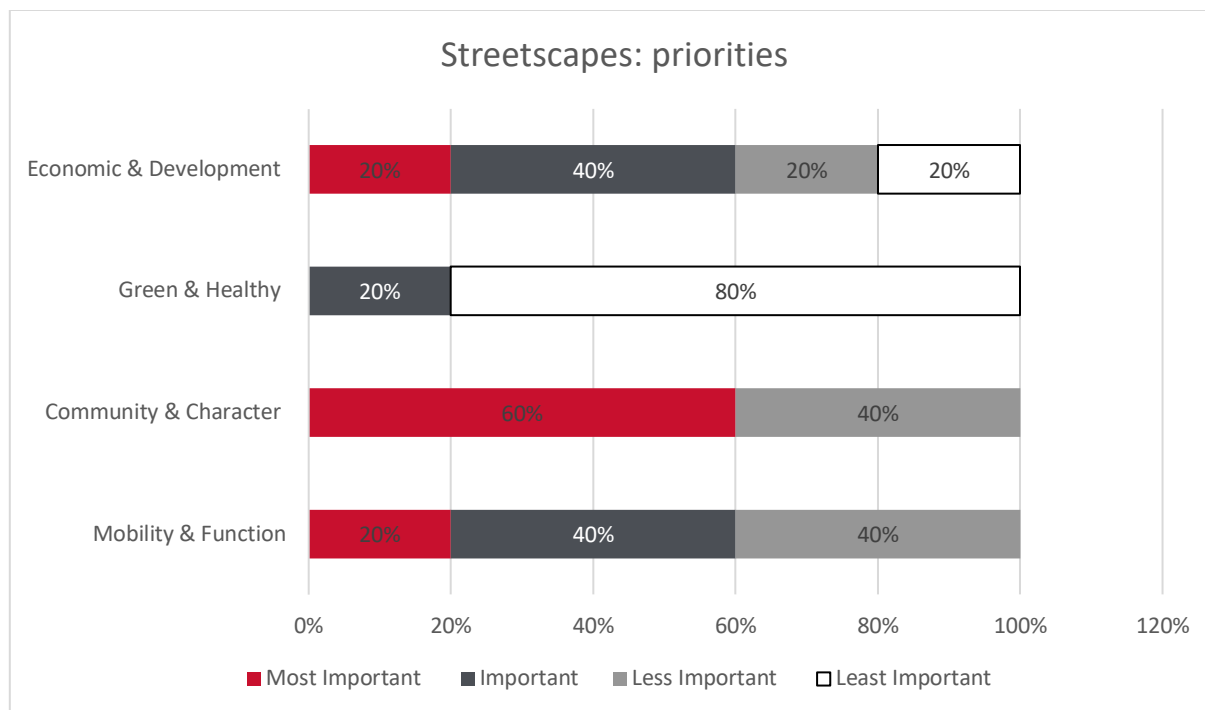
### Q1: Streetscape amenities

Category	Comments (verbatim)
<b>Pedestrian comfort (8)</b> Various factors influence the sense of comfort/safety a person feels as they walk along the road. These factors include wide sidewalks, dedicated walk zone, buffer zones from the road and crosswalks.	Need ease of pedestrian crossing of Centre to restaurants and small businesses.
<b>Improve lighting (4)</b> Lighting that is used to enhance the pedestrian experience through the space. This does not include the streetlights for traffic; however, refers to light poles that are oriented for pedestrians, light bollards, up lighting, flood lighting, etc.	The current type of overhead traffic stoplights that are used on Centre street and most Calgary roads give the roads an industrial and car-oriented feel. Instead consider using the type of beside road traffic stoplights that are on main street Banff (AB). They will fit the main street character better in my opinion and make the street "feel" more pedestrian and bike friendly.
<b>Trees and vegetation (4)</b> The use of trees, shrubs and perennials soften the appearance of asphalt and concrete.	Sunny spots with park benches and trees contributes to a pleasant and comfortable environment for small businesses and local restaurants.
<b>Calm traffic (3)</b> Use of tools to reduce the speed of vehicles and cut-through traffic in the community.	Need to have a transition from busy main street to quieter residential area. There are many pedestrians and kids crossing 12th Ave to access community facilities, parks and the high school.
<b>Gathering place (2)</b> Identification/tailored design of sites along the corridor that can become destination points and gathering places.	Tigerstedt Block should be a priority area for improvements this is the busiest area for pedestrian and gathering activity along the whole corridor.
<b>Celebrate heritage (2)</b> Incorporating historical elements of the site in the overall design of the streetscape to creatively connect the past with the present and future.	Maintain views of Church and good pedestrian connects to Wild Rose and other churches in the area. These play an important role in vitality and bringing people to the area - good walking connections back to the main street will help support the businesses there
<b>Celebrate community (2)</b> Establishing a streetscape character that provides unique experiences for users or	Keep the art that is here and consider adding more murals

## What we heard: Segment 2 – Functional Planning October - December 2020

Category	Comments (verbatim)
provocative design elements to emphasize local identity and create vibrancy. Examples include banners, light displays or public art.	
<b>Street furniture (1)</b> Furnishings found in public spaces for the use of the general public.	Make room for and allow outdoor patios for small local businesses here. The sun hits this spot and makes for a very pleasant spot to enjoy a meal or coffee. A bit of greenery/ trees and/or flowerpots and baskets would be nice too.

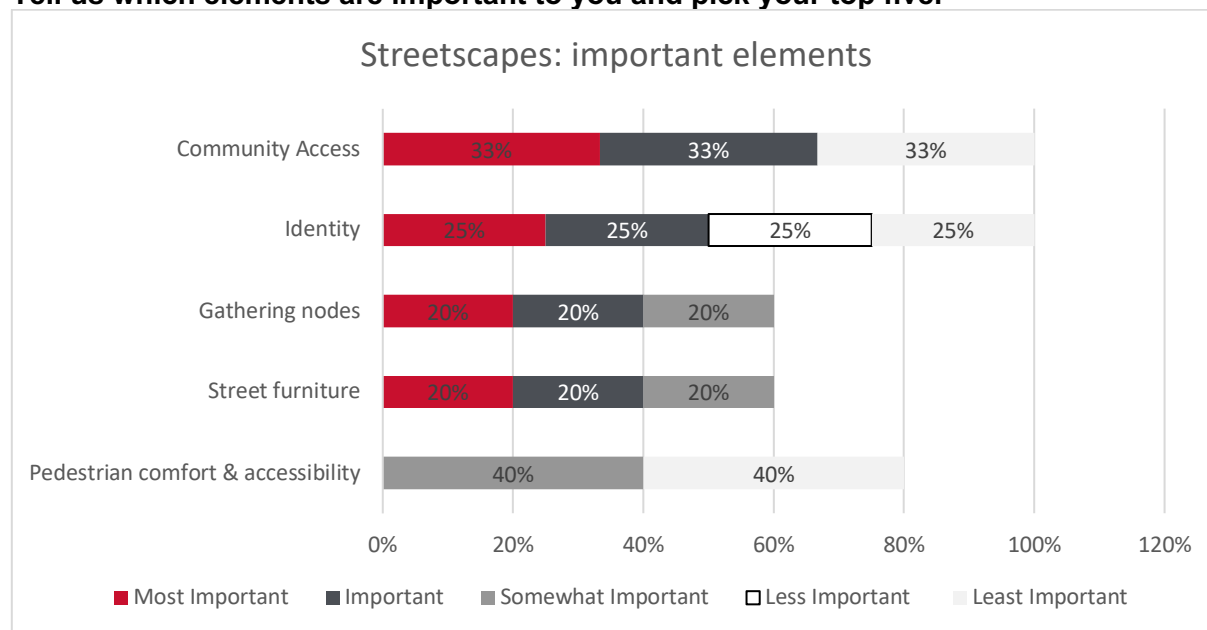
[illegible]



**Please tell us why you selected the rankings or let us know if there are any goals you don't agree with, or if you feel there is a goal missing.**

- Centre street is currently very **inconvenient to travel on** as well as it is in very rough shape with unoccupied buildings
- **Community vibrancy** should be number one
- I'd like to see Center street become a pedestrian **and Green Line thoroughfare**, think of it being a nice place for a future crescent heights **Christmas market**
- They look good to me

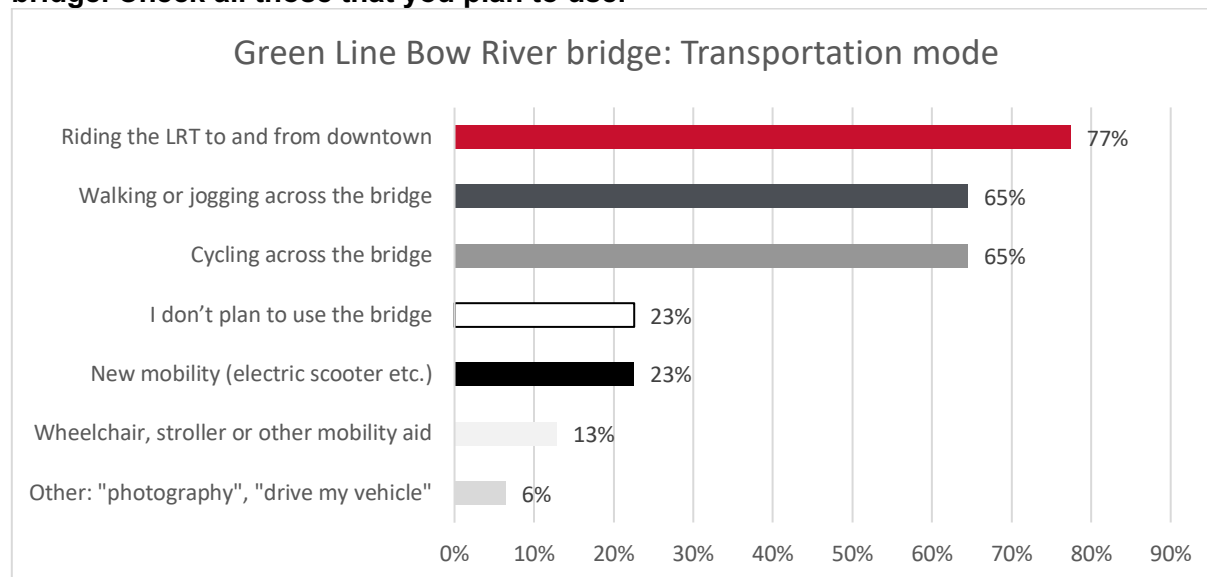
Tell us which elements are important to you and pick your top five.



Of the elements listed, the ones identified as most important were **community access, identity, gathering nodes and street furniture**. Community heritage, traffic calming, public-private interface and transit were generally ranked as less important. This suggests that that residents are interested in access into community and businesses from Centre Street N., maintaining/enhancing a unique streetscape character for Centre Street N., and creating comfortable places, including seating, bike parking and public spaces.

## Project: Bow River Bridge

**Q1: Please tell us all the different ways you plan to travel across the new Green Line Bow River bridge. Check all those that you plan to use.**



## Q2: Active transportation on the bridge

When cycling, walking or 'rolling' across the bridge what features could be included on the bridge to make your travel experience enjoyable, interesting and safe (for example, lighting, public art, viewpoints, seating, divided path for safety, signage, interpretive information)

Theme	Feature	Upvotes
Divided Pathways	1. Separated grade, such as a divide between pedestrians and cyclists. Also, a smooth gradient, like if the path continued up Centre Street.	0
	2. Separated walking and biking lanes, lighting that keeps the bridge safe at night, but not excessively bright, spans Memorial too.	1
	3. A divided path would just be lovely, but not a hard barrier between pedestrians/bikes + skates. Something like the peace bridge/Riverwalk	3
	4. Separating cyclists and pedestrian traffic is a no-brainer, especially with a bridge so long that will see so much use.	2
	5. 2 multi use pathway crossings. One below that connects the two river pathways and one above that connects the main street to PIP/downtown	6
		6



Theme	Feature	Upvotes
	6. separate bike and walk lanes, rest stops, slow traffic turn-offs, selfie phone stands with lightings that double as selfie lighting	6
	7. Like the peace bridge put separate bike and walk/stand lanes. Viewpoints with seating are a good idea	1
	8. Divided paths for safety.	
Amenities	1. I would expect having at least a handful of bump-outs with seats would find them used a lot.	2
	2. Especially if the city keeps holding fireworks displays on the Centre St Bridge, it'd be a shame if you don't have LOTS of seated viewpoints	3
	3. lighting, places to stop, public art and divided path	
	4. You want to spend more money on accommodating pedestrians considering the neighbouring center street and curling club bridges have pedestrian access	
	5. Dedicated platforms above memorial	
	6. Wide pathways at least 5m width and a fence that people will not jump off...	
	7. Public art and areas that people can stop to take photos out of the way of cyclists and scooters. Good lighting is a must!	
	8. Zipline to accelerate access to PI	

### Q3: LRT on the bridge

When riding the new Green Line LRT across the bridge, what features or amenities would you like to see (for example, ensuring unobstructed views, public art)?

Theme	Feature	Upvotes
Public Artwork	1. Art should just be a form of simple colorful nighttime lighting display, not tacky overpriced art. A good unobtrusive view is very important	1
	2. The two best public art opportunities are at the two ends of the bridge. If there's any on the bridge itself, ensure views are not obscured.	
	3. Public art	
	4. It should have a train theme public art.	

Theme	Feature	Upvotes
Lighting	<ol style="list-style-type: none"> <li>1. On one of the pylons overlooking the park add a really large screen television for information and public events. Add floodlights.</li> <li>2. lighting</li> </ol>	
Speed	<ol style="list-style-type: none"> <li>1. Good views and of course a quick ride, public art is not really necessary. LRT users care mostly about speed and reliability.</li> <li>2. a speedy ride</li> </ol>	4

## Q4: Bridge look and feel

Calgarians have expressed many different priorities for the design of the new Green Line Bow River bridge. Please tell us three words you would want to describe the new Green Line Bow River bridge.

Top themes:

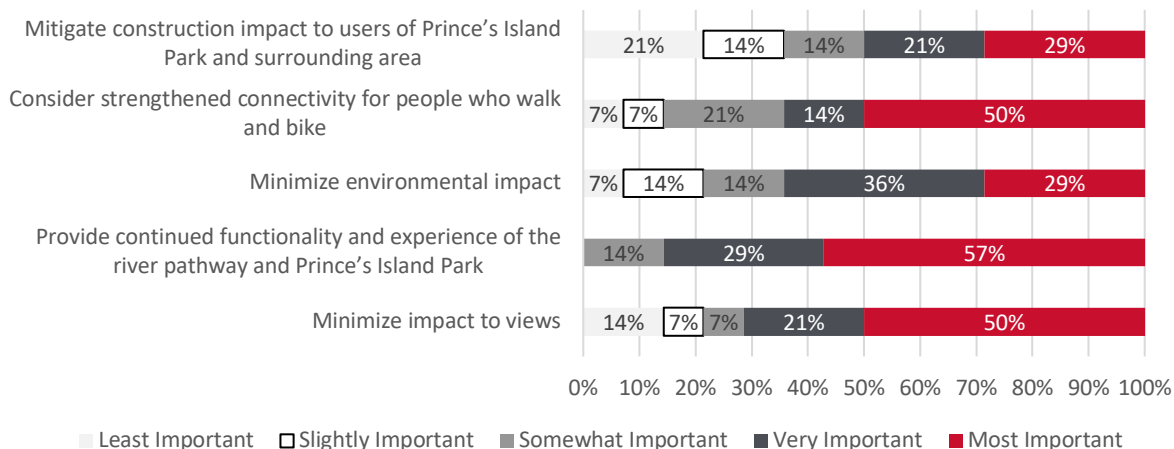
1. Similar to Centre Street bridge
2. Complementary to surroundings
3. Arches
4. Lighting

- Key Quotations:  
"Arched crossing, *similar to and complements the Centre St bridge. Also, the arches will allow the bridge to span the river without any pylon*"
- "Low profile and fitting, just a few arches or maybe that trestle design, nighttime lighting display would be nice similar to centre bridge"

## Q5: Bridge objectives

City Council has approved 'objectives' for the design of the new Green Line Bow River Bridge. Please tell us how important each of these objectives is to you using the 5-point scale provided. In this activity, "1" would be least important to you, while "5" would be most important to you.

## Green Line Bow River Bridge: design objectives

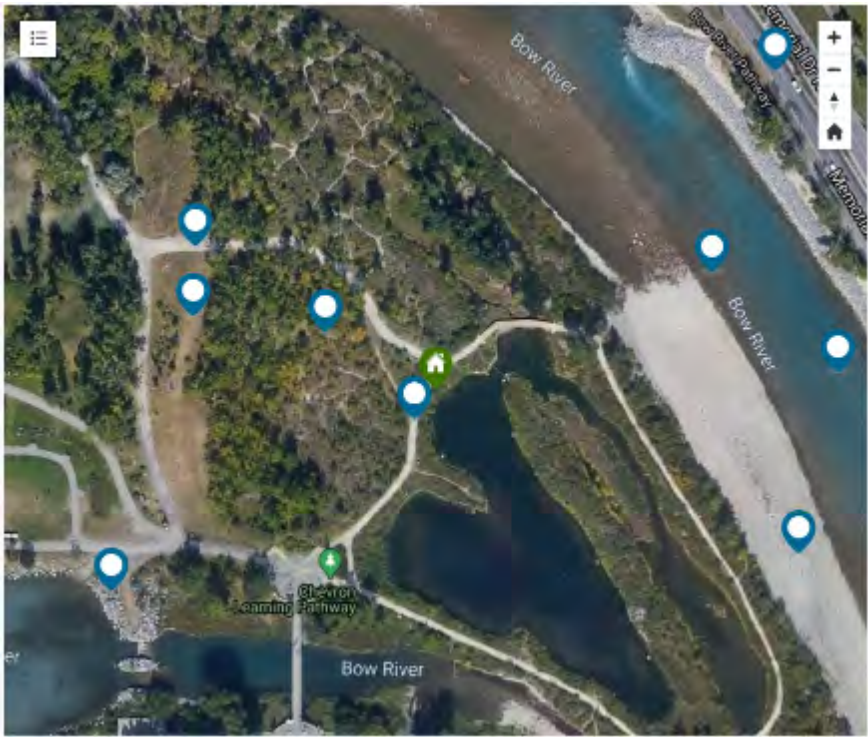


### Q6: Prince's Island Placemaking

The new Green Line Bow River bridge will cross the east end of Prince's Island Park. Please tell us how the space beneath the bridge and around the bridge piers could be used or designed for park programs and activities.

Top themes:

- Environment
  - "Make the design avoid pylons in the river, better for the riverbed and river users."
  - "A rule of thumb to help best preserve the wetlands: No part of the bridge should overlap with this pathway (at the border of the wetlands & PIP). Also, important: how could the various methods of lighting the bridge affect the park & wetlands beneath it?"
- Placemaking/making the bridge a destination
  - "If the bridge looks nice and fits in, the park will be fine and continue to be a prime Calgary destination. Keep the train slow (40km/h) and the noise pollution will be minimal too. Those alarmists complaining about the bridge "destroying" the park have no reason to be concerned."
  - "YYC needs a sand beach! Why not along this stretch of calm water? Hop in over your lunch break! If you're worried about unsavoury characters, have it patrolled. Would be a great view of downtown and add a great summer amenity to Prince's Island."



**Q7: McHugh Bluff area**

The new Green Line Bow River bridge will cross the east end of McHugh Bluff on the north side of the Bow River just west of Centre Street. Please tell us what destinations in your community are important to connect to? What routes are most important to you?

**Table 17: Top themes for Bow River bridge (McHugh Bluff area)**

Theme	Comments
Viewpoints	<ol style="list-style-type: none"> <li>1. Improve aesthetics here! An at-grade crossing with a crossing arm will add to the clutter. It distracts from an otherwise beautiful view.</li> <li>2. Not only should the bridge be accessible from the river pathway but also from the top of the hill. Have good viewpoints to look over the city from</li> </ol>
Trail connections	<ol style="list-style-type: none"> <li>3. Add a grade separated crossing of Memorial for the pathway connection to the new bridge as well as connections to the north river side pathway</li> <li>4. When the bridge meets Samis Rd, the pathway should allow for cycling connection to McHugh Bluff, Samis Road, AND Centre St. Widen one side of Centre St or close down a lane for a cycle track.</li> </ol>

Theme	Comments
Design/vision	<ol style="list-style-type: none"> <li>Consider that the Centre Street Bridge is a landmark feature of the city. Make the new bridge fit in with it. I suggest making the LRT bridge have an arch pattern like the centre street bridge. Sling the pathway crossing underneath.</li> <li>The Dudley B. Menzies Bridge is a dedicated LRT bridge crossing the North Saskatchewan River in Edmonton, something like this would be pretty cool and have a cool design on a bridge</li> </ol>
Safety	<ol style="list-style-type: none"> <li>Devoting 2 lanes of traffic on Centre St to LRT tracks might cause some traffic to use this shortcut, unless the bridge is designed in a way to prohibit/discourage that</li> </ol>
Other	<ol style="list-style-type: none"> <li>I still think you should bury part of the line under the hill and let it emerge in the center of centre street. Build a suspension bridge with lots of floodlights to make it appealing (I think burying the line IS the best option)</li> <li>What ever bridge design you choose, make sure it does not have pylons in the river, better for river users and river ecosystem</li> <li>add rock throwing platform for memorial motorist</li> <li>Concrete the opposition to project by the Legion by placing a pylon on the field of crosses</li> </ol>



**Q8: Eau Claire Promenade**

The new Green Line Bow River bridge will touch down along the Eau Claire Promenade and presents an opportunity to create an interesting space at this location. Please tell us how this space could be used or designed to create an attractive and stimulating place.

**Table 18: Top themes for Bow River bridge (Eau Claire Promenade)**

Theme	Comments
Active transportation	<ol style="list-style-type: none"> <li>1. extend the multi use pathway that separates pedestrian and cyclists (as it is through east village) don't let the green line bridge interrupt the river pathway system. no at grade crossing.</li> <li>2. Designated Cycling/Scooter lanes here, in the summer the chaos of pedestrians, skateboarders and kids playing around makes biking through this area difficult.</li> <li>3. Like mentioned in some other comments here, Biking, skateboarding, rollerblading and E scooters need a better connection East West through these plazas and a wider bridge to PIP. The whole pathway on this side of the river all the way through downtown should be upgraded to a bike/scooter highway with multiple lanes in each direction so it's easier to pass slow moving</li> </ol>

# Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
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Theme	Comments
	riders or ride next to a friend without obstructing or being obstructed by oncoming or passing traffic. 2 lane undivided bikeways hardly cut it.
Viewpoints	4. incorporate a small hill that allows the shielding of the CTrain noise and view as well as provide an opportunity for a lookout, tobogganing hill and zipline crossing the lagoon
Safety/lighting	5. Have scores of exits from the station (not just two) and make sure they are well lit and have escalators and elevators going up and down from the stations. But keep the stations well lit.
Other	<p>6. this is now the narrowest bridge connected to the island by far. given the increase in traffic the green line will bring to PIP and Eau Claire - and seeing as the current bridge construction happening west of here will also make this the oldest bridge connected to the island - making a massive upgrade to this crossing just makes sense.</p> <p>7. YYC needs a beach! This area would be perfect for a sand beach, since the water is calmer than on the river. Have it patrolled if you're worried about unsavoury delinquents. Wouldn't you like to cool off and get your tan in on your lunch break?</p>



## Q9: Additional comments

Theme	Comments
Active transportation	<ol style="list-style-type: none"> <li>1. I would like to reiterate my points about cycling connections. Firstly, I appreciate that a separated cycling path is being considered for the multi-use pathway along the green line bridge. Secondly, cyclists will only use it if it is not a steep gradient the entire length. The Green Line bridge I imagine is fairly long, so I imagine it would be a similar gradient to Centre Street, which is easily the smoothest gradient up the hill. So, when the Green Line Bridge meets the hill at Samis Rd, the smooth gradient should continue. Samis Rd is too steep and not well separated from cars, and the path that goes Northwest to McHugh Bluff is also a bit steep. So, the cycle pathway should continue up Centre St. Either by widening the existing sidewalk on the East side of Centre St or closing off a lane of Centre St and permit only cyclists (and e-scooters and whatnot), if space allows. Lastly, at the top of the hill, there should be adequate connection to 8th Ave, a major cycling route. Thanks!</li> </ol>
Overall support	<ol style="list-style-type: none"> <li>2. I want the Green Line built because it would be more convenient to get around the city. I really like visiting different</li> </ol>

Theme	Comments
	<p>train stations, and I want to visit the new Green Line stations and see how modern they look. - Sam, 11 years old</p> <p>3. while building this bridge make sure you place a lot of lighting, some public art, landscape and make it cool designs</p>
Other	<p>4. Please consider reorganizing this page. It's quite difficult to navigate. There are so many sections and buttons to press to be able to provide my feedback. I had to give up halfway through the questions because it become to difficult to keep track. There is also very limited information available here that I am not even sure what I'm providing feedback on. Will you have any events?</p>

## Potential alignment options to accommodate BRT

Figure 1: BRT alignment options in the North and Central Zones

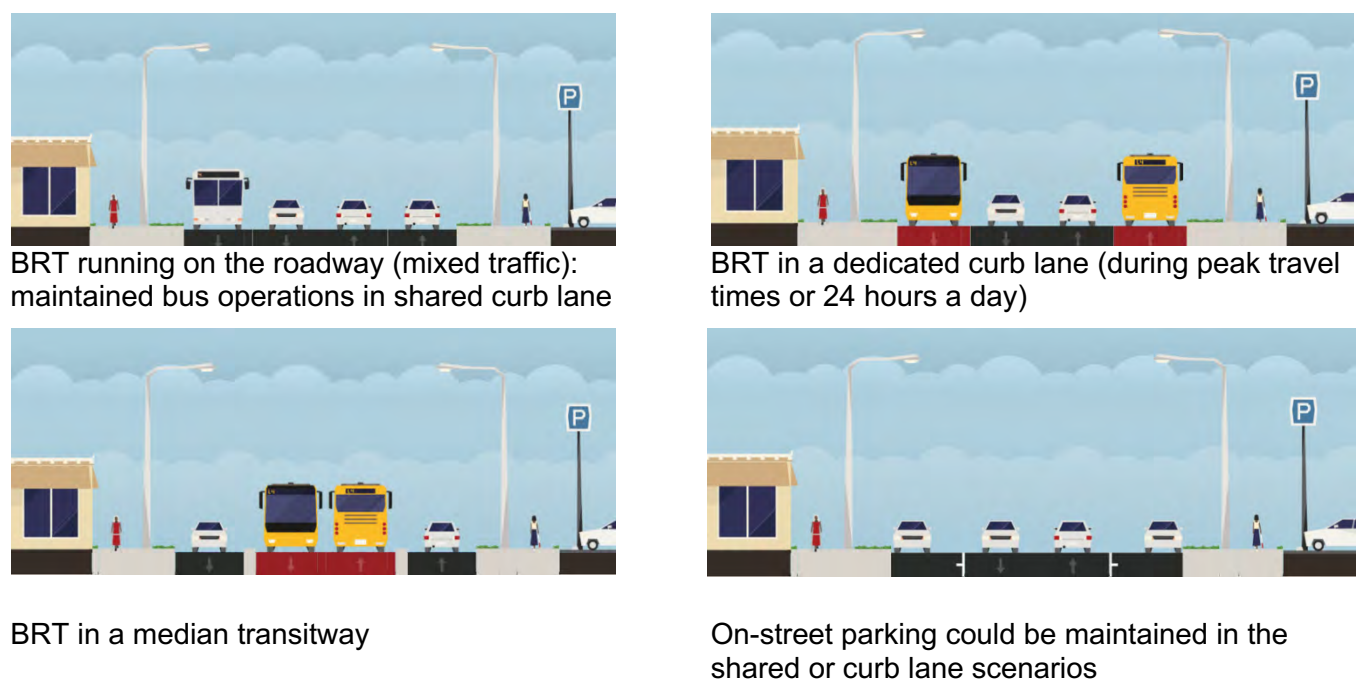
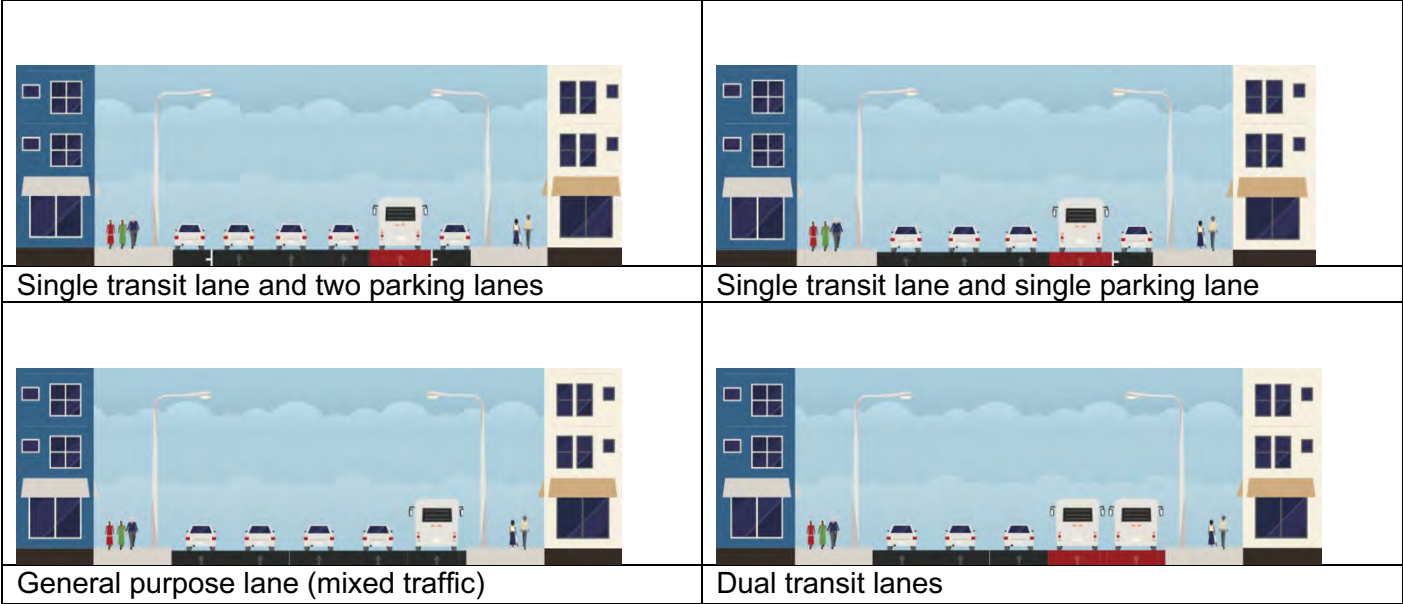


Figure 2: BRT alignment options in the Centre City Zone





## Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
October - December 2020

### Appendix C: Detailed communications and engagement tools and reach

**Table 19: Communications and engagement tools and reach**

Tool	Participants reached
Public information sessions (including video recording)	140
E-newsletter	3,666
Green Line LRT Update brochure	31,393
Public zone workshops	45
Eau Claire open houses	104
Community Associations and Business Improvement Areas meetings	15
Engage Portal (unique visitors)	5,572
Social media (City of Calgary accounts)	
• Posts (organic and paid)	24
• Clicks	8,873



## Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
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### Appendix D: Green Line Public Information Session Feedback

**100% of respondents** indicated that they would attend another online presentation using Microsoft Teams.

**Q1: How would you rate your experience using Microsoft Teams for this event?**

- 50% somewhat dissatisfied
- 25% somewhat satisfied
- 25% very satisfied

**Q2: How much do you agree with the following statement: it was easy for me to join this session on Microsoft Teams?**

- 50% agree
- 50% strongly disagree

**Q3: Did the moderated question and answer period work for you?**

- 75% well
- 25% very well

**Q4: How would you rate the format of tonight's presentation?**

- 25% good
- 75% very good

**Q5: Did you get the information you were looking for?**

- 25% No
- 75% Yes

**Q6: Were you able to have a question answered via the moderated question and answer period?**

- 25% I didn't ask a question
- 75% Yes

**Q7: Do you prefer an online session or an in-person event?**

- 25% I prefer an in-person event
- 75% I prefer an online session

**Q8: Did you encounter any technology issues we should know about?**

- No, but it was a little tricky to find the link to join the session. And the Q&A in teams isn't as easy to have follow up questions and clarifications, some of my questions weren't addressing parts of what I was asking.

- I tried 3 times to 'log in' but had repeated difficulties so I just joined anonymously. The only other issue I noticed was the host needs to get either a headset mic or stand alone mic as the fan noise from his laptop was rather loud when his audio was turned on. Other than that, it was a well run session, I thought. Even though the turnout was low, please do not be discouraged. These sessions are extremely important as part of the planning process.
- Yes, the link sent in the follow up reminder email did not work & I had to dig out another link from the original notification of sign-up.
- yes, I'm not a frequent Microsoft Teams user and it was a hassle to get access. In the end, I was provided a reference tool mid presentation and that helped

**Q9: Why do you prefer the virtual format?**

- Right now with COVID, it is safer and more convenient. It is also less time to join (no travel, don't have to go out in the cold).
- There is greater control of the participants so little time is wasted. Also, everyone can ask a question and see each other's questions so they don't
- It's easier to get clarification on Qns or info presented, get a more in-depth understanding, liaise with other participants & confirm if misheard
- Works well with Covid -19 safety considerations. Also, we can access online after

**Other comments**

- Info on all 3 bridges; we'd like to see environmental impact assessment documents for the river valleys, for this project, and cumulative

## Appendix E: Green Line General Engagement Feedback

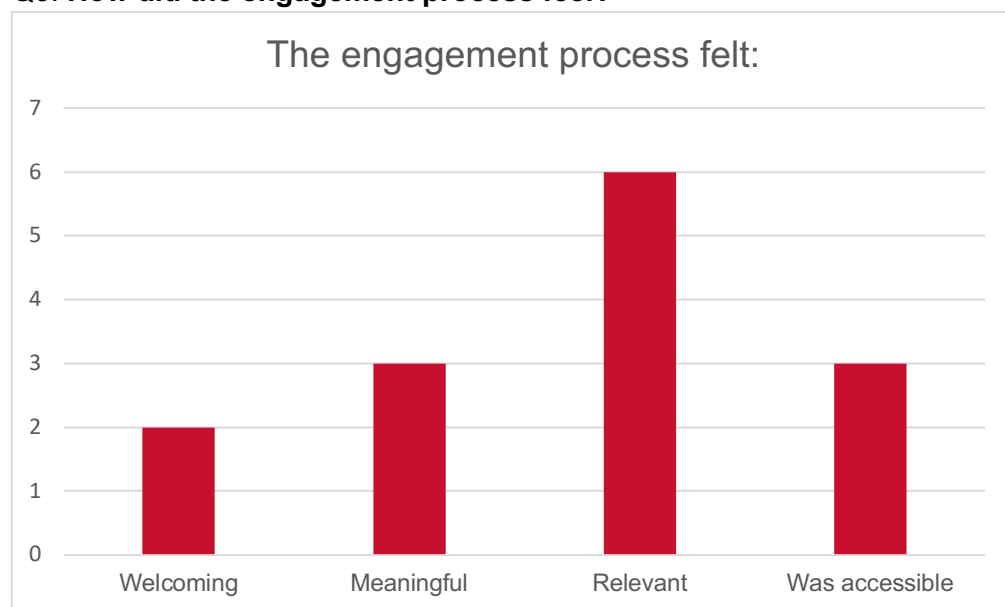
**Q1: I am satisfied with the opportunity to participate and provide input.**

- 50% agree
- 50% disagree

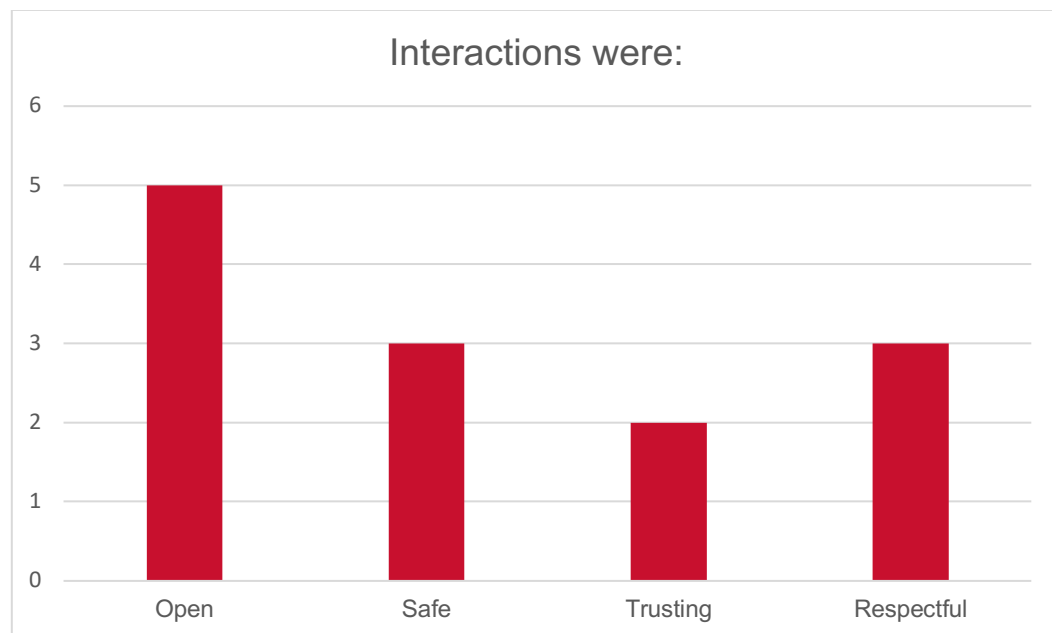
**Q2: Tell us about your experience.**



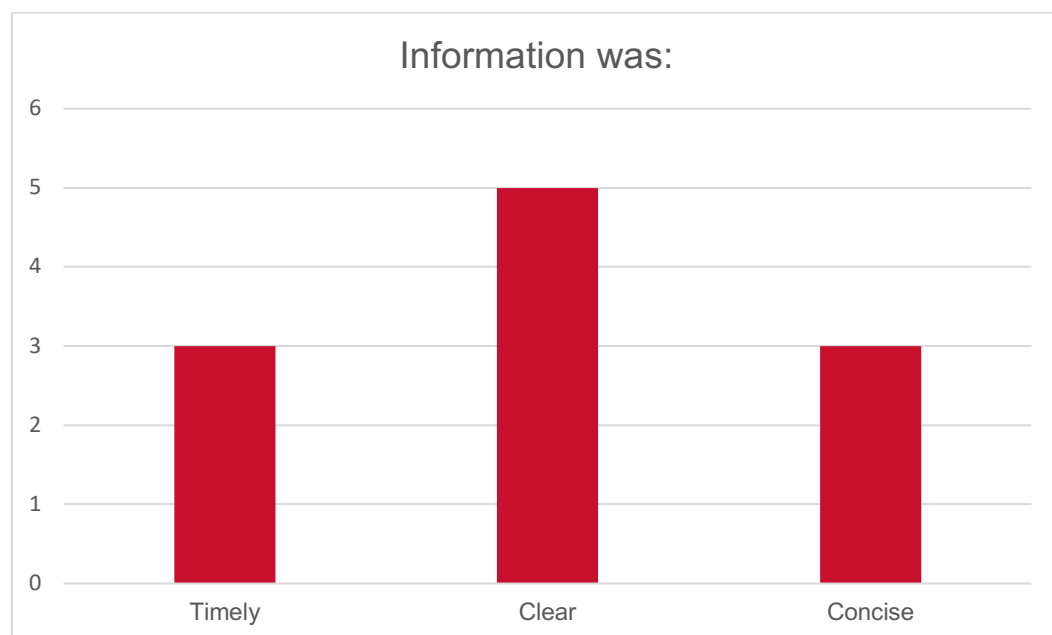
**Q3: How did the engagement process feel?**



**Q4: Interactions between participants and the project team/City Staff in the engagement process were:**



**Q5: Information provided during the engagement process was:**



**Comments:**



## Green Line LRT Stage 1

What we heard: Segment 2 – Functional Planning  
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- Advertisement along center street would be a good idea to get people who are invested in the topic
- Timeline for engagement is too short. I'd strongly encourage another month as folks are busy with the lead up to holidays, the pandemic etc.
- Wow there's a ton of info here but it's really well organized Great work
- Great job! Very easy to follow and well laid out
- Not specific enough