



Green Line LRT

What we heard: North Central BRT and Mobility Studies
April 2021

What we heard: North Central BRT and Mobility Studies - Phase 2



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Executive summary

In June 2020, City Council approved the updated plan for Green Line Light Rail Transit (LRT), which involves changes to travel in north central Calgary (16 Avenue N to North Pointe). The North Central Bus Rapid Transit (BRT) and Mobility Studies will help The City understand people's current travel habits and how they might change with the introduction of new LRT and updated BRT service. The North Central Mobility Study is being conducted to understand how travel patterns may change as a result of Green Line operations and BRT services on opening day, and into the future. The North Central BRT Study will consider improvements from downtown Calgary along the existing Centre Street N and Harvest Hills Boulevard route to 160 Avenue N. Bringing improved BRT service to north Calgary goes hand in hand with improving the overall transportation network to accommodate the future Green Line LRT and BRT services – with the goal of supporting better mobility throughout north central Calgary. For this reason, The City conducted engagement for these studies concurrently and are sharing the results of both studies in this report.

During the fall of 2020, The City conducted public engagement to inform the progression of these two studies. Over the course of this engagement, The City heard that Calgarians are interested in:

- BRT enhancements:
 - Improved BRT service along the Centre Street N and Harvest Hills Blvd route.
 - Improved BRT station amenities, e.g., comfortable, safe, and well-lit stations that are accessible and designed for all seasons.
 - Interest in roadway options for the different route segments.
- Mobility network improvements:
 - Identification of daily travel routes for all transportation modes and improvements needed.
 - Addressing traffic 'hotspots' to allow for improved mobility.
 - Desire to understand impacts of cut-through traffic and interest in maintaining traffic calming in residential neighbourhoods.
 - Desire for more east-west connections for all transportation modes.

Following the fall engagement, The City undertook further engagement in winter 2021. This was divided into two phases, with engagement for the BRT and Mobility studies happening simultaneously:

- Phase 2a: January 28 – February 10, 2021
- Phase 2b: March 15 – 25, 2021

Engagement included online engagement opportunities, virtual presentations and three online drop-in open house events. The City shared these opportunities broadly through social media, e-newsletters, print material distribution, road signs, transit ads and direct outreach.

During the engagement period, several themes emerged for the North Central BRT and Mobility Studies.



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For BRT:

- Desire for faster and more reliable bus service
- Interest in reducing congestion for transit vehicles and cars
- Need to balance providing on-street parking and accommodating traffic during peak travel hours
- Mix of feedback on road infrastructure, e.g. giving priority to BRT vehicles, maintaining 24-hour bus-only lanes, removing park and ride
- Support for mixed-use development associated with Green Line LRT and BRT service

For Mobility:

- Measures for overall mobility enhancements at intersections
- Better connections for walking and wheeling
- Enhancing safety through changes to the roadway, signalling, and lowered speed limits

What we heard from Calgarians during this engagement phase will inform the next steps in Green Line LRT planning in north central Calgary. Both the North Central BRT and North Central Mobility Studies will report back to Council's Green Line Committee in spring 2021 with short-, medium- and long-term recommendations.



Project overview: North Central BRT Study and North Central Mobility Study

Previous Engagement

From October to December 2020, The City conducted engagement on planning for the Green Line LRT projects, including several project-specific workshops, general information sessions and online surveys. During this phase of engagement, we learned that even with the restrictions of COVID-19, Calgarians still want opportunities to provide input and stay informed as The City continues the functional planning process for Green Line LRT.

When it came to the North Central BRT study, we heard:

1. Interest in more frequent service and improved reliability
2. Desire for station amenities to create safe and comfortable environments, to accommodate current transit users and encourage future transit users
3. Concerns about impacts from roadway changes to accommodate BRT

For the North Central Mobility Study, the top themes were:

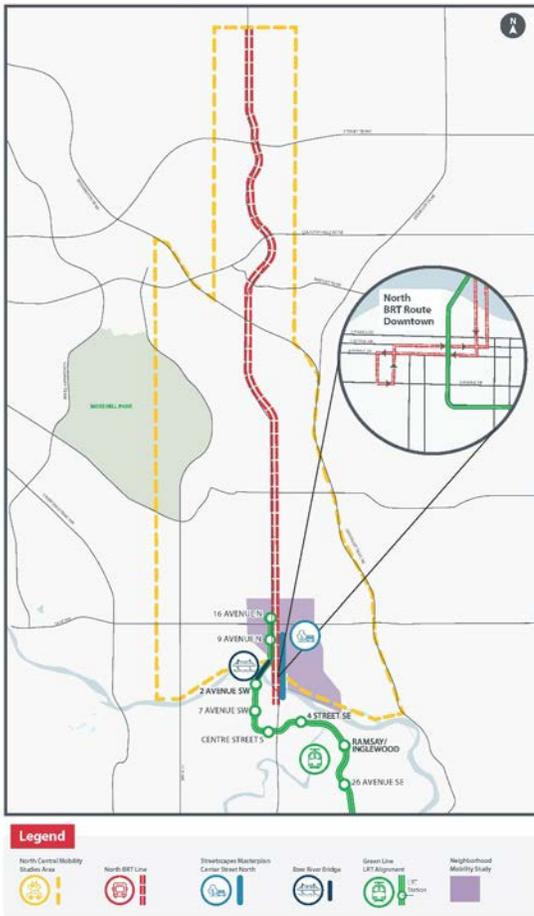
1. Concerns about the impacts on mobility (daily travel) with changes to the roadway
2. Traffic and parking impacts on nearby residential streets
3. Desire for more east-west connections

Building on what we learned during engagement in fall 2020, we designed two additional phases of engagement (2a and 2b) from January to March 2021 for both studies, to better understand preferences for BRT service and priorities for mobility in north central Calgary for current conditions, and when the Green Line LRT is in service. These subsequent engagement phases are described in the next section.

North Central BRT Study

As Green Line leaves downtown and crosses the Bow River to 16 Avenue N in the first stage of construction, communities to the north must connect to the transit network, and bus service will need to adapt to the new LRT line. The study will consider improvements from downtown along the existing Centre Street N and Harvest Hills Boulevard route to 160 Avenue N.

Figure 1: Study area for North Central BRT and Mobility Studies



We are building on the feedback from the first two phases of engagement to help develop recommendations to the BRT corridor, route and stations. These recommendations will be the first step to improve how transit functions in north central Calgary as we plan for the transition to Green Line LRT.

Through Phase 2a of engagement, we sought to:

- Examine the best locations for BRT stations to provide access to key destinations in communities



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- Stations reflected the existing 301 BRT stations and future Green Line LRT stations
- Learn how Calgarians currently use and access transit service in their communities
- Explore BRT service priorities and desires for amenity improvements

In Phase 2b of engagement, we build on what we heard from the first two phases of engagement (phase 1 and phase 2a) to better understand Calgarians' feedback on the proposed improvements to the BRT corridor, route and stations recommendations. As well as the criteria we use to prioritize them into short-, medium-, and long-term investments as we plan for the future transition to Green Line LRT.

North Central Mobility Study

The addition of the Green Line LRT and North Central BRT will change the way Calgarians travel throughout Calgary. This study is being conducted to understand how travel patterns may change as a result of Green Line operations and BRT services on opening day, and into the future. This will ultimately help The City understand Calgarians' priorities to improve services for all transportation users and protect community liveability by reducing cut-through traffic. Public input into this study will help shape the future of mobility in north central Calgary. The study area extends from north of the Bow River to 160 Avenue N, east to Deerfoot Trail and west to Crowchild Trail, with a focus on communities bordering the LRT and BRT routes; it does not include the community of Crescent Heights as there is a separate study is being conducted for this area.

The goal of this study is to understand what changes are needed to our transportation network to support Green Line LRT and the BRT, and to ensure safe and efficient movement for people walking, wheeling, driving or taking transit, as well as for goods movement on opening day and into the future.

Phase 2a of engagement was designed to:

- Look at how traffic patterns may change using The City's Regional Transportation Model (RTM) and location-based data to estimate future travel patterns with Green Line on Centre Street and with and without BRT lanes north of 16 Avenue N.
- Consider the impacts of COVID-19 on traffic volumes and ridership, and analyzing existing conditions where there are congestion and delay issues.
- Identify potential challenge areas due to the change in traffic patterns or where existing issues are amplified.
- Review potential changes to all modes of transportation within the neighbourhoods adjacent to Centre Street between 16 Avenue N and McKnight Boulevard and identify measures to improve safety through traffic calming, and improving our active transportation connections.

Based on what we heard about travel patterns and key considerations for all transportation modes, we refined questions during Phase 2b of engagement to ask for Calgarians' feedback on:

- Proposed locations to improve safety and connections for walking and wheeling.



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- Proposed locations for traffic calming to improve community livability and to reduce cut-through traffic.
- Proposed locations to enhance overall mobility for all transportation users.

All of this work combined with public feedback will help The City identify intersections and corridors as key focus areas for further review and potential improvements.

Engagement overview

From January 28 to February 10, 2021 and from March 15 to March 25, 2021, The City shared information and collected input from key stakeholders and Calgarians about the North Central BRT Study and North Central Mobility Study. Using The City's Engage Framework, engagement was conducted at a *Listen and Learn/Consult* level, allowing The City to provide information about the planning and design process while inviting members of the public to share their views, plans, concerns, ideas, and expectations to build on previous engagement.

Engagement was divided into two phases:

- Phase 2a: January 28 – February 10, 2021
- Phase 2b: March 15 – March 25, 2021

During Phase 2a, we presented initial concepts for feedback and evaluation for the North Central BRT and Mobility studies. During Phase 2b, we built on the conversation to further evaluate and refine proposed improvements.

Engagement objectives

Our objectives in engaging Calgarians with the North Central BRT and Mobility studies were to:

- Continue to promote awareness and understanding of Green Line LRT segment 2 functional planning.
- Build on previous engagement from fall 2020 and learn more about Calgarians' priorities for new LRT and updated BRT service, and its implications on travel patterns in north central Calgary.
- Understand the interests of key stakeholders and mitigate concerns, where possible.
- Ensure that stakeholders understand how their feedback may be considered for future Green Line planning.

Engagement approach

In fall 2020, engagement opportunities were focussed on four geographic zones to communicate and engage with Calgarians in a relevant, community-based approach, and invited them to share their direct personal experience. This approach allowed respondents to hear comments from fellow residents within



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each zone. This phase of engagement focussed on sharing updated information about BRT and mobility in north central Calgary, including questions on specific transit routes and diagrams showing possible options for the roadway to accommodate new LRT and updated BRT service within each geographic zone.

In this phase, The City shifted to a project focus to better engage Calgarians and inform functional planning, where we better understand the unique engineering requirements any specific issues that need to be addressed to develop detailed functional plans for the project, including:

- Examining how the new LRT service and updated BRT service will change travel patterns on Centre Street N and in surrounding communities
- Determining requirements for LRT and BRT stations
- Identifying priorities for updated BRT service

The outcomes of phases 2a and 2b for engagement will be used to refine recommendations and prioritize them into short-, medium-, and long-term investments as we plan for the future transition to Green Line LRT.

Target audiences

Efforts were made to reach as many Calgarians as possible. The City's communications and engagement program included geotargeted social media for communities in North Calgary along Centre Street, direct mail to over 30,000 households in North Calgary, phone calls, virtual public information sessions, curbex signs throughout the community and a public engagement board at North Pointe, as well as direct outreach to Community Associations, Business Improvement Areas and City Councillors.

Primary audiences included:

- Calgarians living in north central Calgary who would be most affected by the new LRT and updated BRT service
- Stakeholders and stakeholder groups along the Centre St N and Harvest Hills Blvd corridor (e.g. Community Associations)

Secondary audiences included:

- Those generally interested in the project and seeking to participate in an engagement session
- Businesses along the Centre St N and Harvest Hills Blvd corridor
- Calgarians

Respect for diversity, inclusion and culture

The engagement program was designed to be respectful and inclusive to the diversity of people living, working and spending time in Calgary. The City took several steps to offer any member of the public the opportunity to participate in the engagement:

- All engagement was conducted online to respect public health guidelines due to COVID-19.



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- Recognizing different needs and preferences for communications, we offered different methods to engage online, for example close-captioned videos, survey, and text transcriptions of video content.
- The online Engage Portal served as a central hub to share written, audio, and video information, as well as to ask questions via a survey.
- Our online engagement events (one live event and two open houses) allowed Calgarians to learn and share at their own pace, and we offered several support measures:
 - Option to dial into meetings or call 311 to provide input, for those without access to a computer or in need of language support.
 - Question and answer sessions directly with project teams and subject matter experts.
 - Lunch hour and evening events to accommodate different schedules.
 - Events were recorded and posted online for those who could not attend at the scheduled times.

Engagement events and participation

During this phase of engagement, we invited Calgarians to share their feedback on the potential BRT corridor, route and stations, as well as changes to improve mobility along the corridor and in adjacent communities in north central Calgary. This feedback will inform recommendations and the criteria The City uses to prioritize them into short-, medium-, and long-term investments, planning for the future transition to Green Line LRT.

To achieve this goal, we offered several tools for engagement, all housed on the online Engage Portal:

- Virtual drop-in open houses with short videos, presentations and background information
- An online survey

The table below provides an overview of the engagement events and participation for Phase 2a and 2b.

Table 1: Phase 2a engagement events and participation

Event	Date	Location	Participation
Online presentation	January 28 – February 10, 2021	Online: YouTube	144 views
Purpose: detailed presentation about the BRT and Mobility studies posted on YouTube for members of the public to view at their convenience.			
Online Engage Portal	January 28 – February 10, 2021	Online survey	3,070 page visits with 183 contributors and 563 contributions
Purpose: survey to evaluate initial concepts for the BRT and Mobility studies. This included opportunities for Calgarians to share			



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Event	Date	Location	Participation
their input in various ways (e.g., declaring preferences on different options, open-ended questions) at their convenience.			

Table 2: Phase 2b engagement events and participation

Event	Date	Location	Participation
Online open house (evening)	March 16, 2021, 5:00 – 7:00PM	Virtual: MS Teams	18 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about the North Central BRT and North Central Mobility Studies			
Online open house (mid-day)	March 17, 2021, 11:30AM – 1:00PM	Virtual: MS Teams	12 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about the North Central BRT and North Central Mobility Studies			
Online open house (evening)	March 18, 2021, 5:00 – 7:00PM	Virtual: MS Teams	14 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about the North Central BRT and North Central Mobility Studies			
Online Engage Portal	March 15 – 25, 2021	Online survey	1,147 page visits 111 survey contributions
Purpose: survey to evaluate refined concepts for the BRT and Mobility studies. Calgarians could learn and share their feedback on the proposed improvements to transportation networks associated with updated BRT service in north central Calgary at their convenience.			

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 those living, working and travelling in north central Calgary. Below is a summary of the social media and complementary promotions tactics used for phases 2a and 2b of engagement.

Table 3: Event promotion for phases 2a and 2b of engagement

Social media



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- Social media posts were created and shared on The City's Facebook, Twitter and Instagram accounts for these phases of engagement. Social posts informed Calgarians of the Green Line LRT engagement opportunities, including online engagement sessions and the Engage Portal.
 - These posts used friendly, plain language and dedicated graphics to attract attention.
 - Altogether, social media posts generated about 3,400 clicks.

Other communications

- In addition to social media, information was shared with Calgarians in a variety of ways, including:
 - Three e-newsletters sent to 3,666 subscribers
 - Info sheets were mailed to about 20,000 households and businesses in the study area
 - 38 road signs (Curbed and Bold signs) were placed in high traffic locations along the corridor
 - Public Information Boards were placed in Eau Claire, Crescent Heights and North Pointe

What we asked and what we heard: North Central BRT Study

Phase 2a: What we asked

For this phase, The City shared updated concepts for improvements to the existing BRT route from downtown to 160 Avenue N and asked for feedback on these concepts to help prioritize improvements.

- How could changes to the proposed BRT station locations listed below (additions, removal, or relocations) impact your use of the BRT?
 - Downtown Operational Improvements
 - 21 Avenue to McKnight Blvd Operational Improvements
 - Downtown Route
 - 16 Avenue to 21 Avenue Operational Improvements
 - McKnight Blvd to 160 Avenue N

Phase 2a: What we heard

The project team reviewed all comments from the online Engage Portal from January 28 – February 10, 2021, as well as questions and comments from the online engagement events. This input was collected and categorized into themes. The results below represent members of the public who participated in this engagement and are not representative of all Calgarians. Where appropriate, we have included verbatim comments from online engagement; these comments are included exactly as they were received, with revisions made only to remove names and other identifying information.



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The top themes that emerged throughout this phase of engagement for the North Central Mobility and North Central BRT studies were:

- BRT options: Preference for options that would provide fast and reliable BRT service during peak traffic hours.
- Pathway connections needed: For those who access transit, Calgarians wanted missing pathway connections to be completed within the community.
- Concerns around congestion and traffic flow on multiple travel routes.
- Improve mobility for people driving, walking and cycling by:
 - Enhancing walking and wheeling connections on main corridors.
 - Mixed desires for bike lanes with some wanting improved bike connections and some bike lanes removed.
 - Desire for improved turning movements and signal timings at major intersections.
- Ranking of corridors according to which are most important:
 - Most important group of corridors are Centre Street N, Edmonton Trail N.E. and 4 Street N.W.
 - Second most important group of corridors are 14 Street N.W., 30/32 Avenue N and 40/41 Avenue N.
 - Least important corridor is McKnight Blvd N.
- Concerns over cost of the mobility improvements.

Phase 2a: Key themes

Based on the engagement questions asked during phase 2a for the North Central BRT Study, input received from the public has been organized into top themes:

- Faster and more reliable bus service
 - *"[The BRT service] needs to be faster than general traffic."*
- Reduces congestion for busses and cars
 - *"For the most part, drivers already keep the right lanes open for busses to stop curbside - but having a dedicated lane during peak hours will ensure there is less congestion and confusion and will keep busses running on time, which is of utmost importance."*
- Need to balance providing on-street parking and accommodating traffic during peak travel hours
 - *"...Remove parking on this route [downtown] 6am to 6pm and dedicate curb lanes during peak hours."*

We also sought to better understand how changes to BRT stations through north central Calgary would impact respondents' use of the BRT.



When it came to BRT station locations, respondents shared mixed feedback on how additions, removals, or relocations would impact their use of the BRT.

- Many indicated they were more likely to use BRT with the addition of stations. Comments suggested if stations were closer, there was a greater likelihood of use.
 - *“The more stations, the more likely I will use it since less walking. But needs to be balanced otherwise too many will just be slow.”*
- Regarding the removal of BRT stations, respondents indicated they were more likely to use transit and would no longer use transit. Comments suggested that if removal of stations meant quicker service and did not remove the closest station to the respondent, they were more likely to use BRT. However, if the removal of station was the one the respondent uses, or it meant they had to transfer to another bus/LRT then they were more likely to no longer use transit.
 - *“If removing a location meant I then had to take another bus to get to a station then less likely to use BRT.”*
- Station relocation comments were based on the proximity to the respondent.
 - *“Additions or minor relocations to station locations would improve my access and make me more likely to use the BRT. Removal of stations, depending on which were removed, would make me less likely to use it.”*
- “No changes necessary” comments primarily suggested that it would not make a difference if there were additions, removals or relocations of stations.
 - *“Would not make much of a difference as long as it does not mean walking an extra km or more.”*
- General upgrades to transit: Concerns about overcrowding on existing bus routes and interest in express service.
 - *“At rush hour the 301 is packed and there are too many stops. Consider having a route dedicated to north of mcknight and one to south of mcknight. I am nto sure on mcknight being the cutoff point though - aim to make travel time the same for people north of the cutoff vs south of the cutoff.”*

We also asked respondents to state their preferences for alignment options for the BRT operations areas, which is shown in Table 4, below.

Table 4: Themes by BRT operations areas

Location	Theme	Sub-theme
Downtown	Route and service efficiency	Needs to be faster than general traffic
	Route coverage	Better coverage of downtown
	Reducing congestion	Reduces congestion for buses and cars
	Reliability of bus service	Need to be able to count on the schedule



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Location	Theme	Sub-theme
16 Avenue N to 21 Avenue N	Roadway configuration	Bus-only lane (during peak hours)
		Dedicated bus-only lane
		Keep as is
16 Avenue N to 21 Avenue N	Route and service efficiency	Bus needs to run faster and be reliable
	Parking changes	Balance of parking and accommodating peak traffic
21 Avenue N to McKnight Blvd N	Reducing congestion	Allow bus to travel with HOV lanes
	Parking changes	Removing parking makes BRT more efficient
		Street parking during non-peak hours is useful
	Reducing congestion	Help reduce traffic during peak hours
	Reliability of bus service	Faster bus service needed to encourage transit use

Please see Appendix A for detailed responses according to each operations area.

For downtown routes, the most commonly mentioned theme was coverage, with just over half of respondents wanting more coverage and just under half indicating they do not want more coverage.

For the corridor between 16 Avenue N to 21 Avenue N, the top themes were:

- Efficiency of bus service
 - Bus needs to run faster and be reliable
- Parking changes
 - Balance of parking and accommodating peak traffic / less need for parking in this area
- Reduce congestion
 - Allows bus to get through / already have HOV lanes in this area

For the corridor between 21 Avenue N and McKnight Blvd N, the top themes were:

- Efficiency of bus service
 - Faster bus service needed to encourage transit use
- Reduces congestion
 - Helps reduce back up during peak hours especially
- Parking changes
 - Parking removed makes BRT more efficient / street parking during non-peak hours is useful

We also received feedback on ranking of priorities for the corridor between 21 Avenue N and McKnight Blvd N. The top priorities ranked as 'very important' were:



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- Improve pedestrian connections at 78 Avenue N Bus Terminal
- Upgraded pathway connections along Harvest Hills Blvd between Country Village Way and Harvest Oak Gate N.E., and Country Hills Blvd to Panorama Hills Blvd N.E.
- In the medium-to-long-term, have a dedicated bus lane in the median of Harvest Hills Blvd N

For a complete table of each location and how each priority was ranked by location, please see Appendix A – Table 8.

Phase 2b: What we asked

For this phase, the project team collected input on the proposed improvements to BRT routes in north central Calgary.

- Is there anything else you would like the project team to know related to the North Central BRT Study or the proposed improvements?
- Please review the list of proposed criteria and rank the criteria in order of importance to you.
- Please tell us if you think there are any criteria missing, or if any of the criteria should be changed.

Phase 2b: What we heard

The project team reviewed all comments from the online Engage Portal from March 15 – 25, 2021, as well as questions and comments from the three online engagement events. This input was collected and summarized for each of the four questions. The results below represent members of the public who participated in this engagement and are not representative of all Calgarians.

We heard questions and comments about the proposed plans for BRT service, questions about engagement process, and an interest in maintaining 24-four bus lanes. The themes that emerged were:

- Proposed BRT improvements
 - Interest in bus-only lanes
 - Interest in changes to road infrastructure to enhance connectivity
 - Suggestion for adding amenities around BRT stations
- Evaluation criteria for exploring the proposed improvements
 - Impact to surrounding communities
 - Comments on experience and expertise of City and possibility to explore best practices in other jurisdictions
 - Desire for more information about cost and benefit of alternative options

Phase 2b: Key themes

Based on the two questions asked during this phase of engagement for the North Central BRT Study, public input has been organized into themes:

Table 5: Themes from phase 2b: North Central BRT Study

Question	Themes	Sub-themes
<p>Question 1: Proposed BRT improvements</p> <p><i>Is there anything else you would like the project team to know related to the North Central BRT Study or the proposed improvements?</i></p>	Feedback	<p>Questions about the engagement process</p> <p>Criticism directed towards The City</p>
	Desire for clarification and understanding	<p>Questioning measures in proposed plan</p> <p>Seeking clarity on proposed plans</p>
	Bus only lanes	Maintaining 24 hour bus lanes
	Road infrastructure	Specific suggestions
<p>Question 2: Evaluation criteria</p> <p><i>Please tell us if you think there are any criteria missing, or if any of the criteria should be changed.</i></p>	Impact to surrounding communities	N/A
	Experience and expertise	Experience and expertise of City
	Cost and benefit of alternative options	Cost for alternative projects

When asked to prioritize BRT improvements, the top three criteria which were ranked first were:

- Improved travel time and reliability (50%)
- Cost (18%)
- Cost benefit (ROI) (17%)

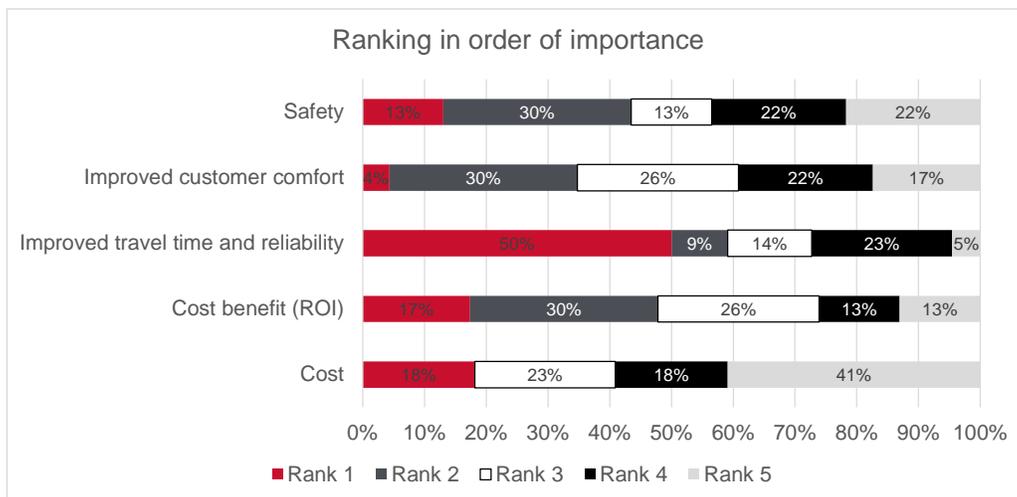
Figure 2 shows a complete summary of the rankings for all of the proposed improvements, with '1' denoting the highest ranking and '5' denoting the lowest.

Figure 2: Ranking of evaluation criteria



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BRT improvements

In asking Calgary transit users about BRT improvements, there was a mix of responses. The top themes that emerged related to suggestions for network improvements and roadway configurations, feedback and questions directed towards The City and a desire for greater transparency on proposed plans, desire for bus only lanes, and specific suggestions on road infrastructure.

When it came to overall network improvements, respondents made suggestions related to specific locations and BRT-related amenities, for example:

“Do not include the park and ride at 40th ave and centre street. This space could provide much more utility to the surrounding communities as a mixed use development. A development like this would also provide taxes to the city and provide more passengers for the proposed BRT and future LRT.”

Respondents also shared specific suggestions for road improvements:

“Please open the road and access from Country Hills to Beddington. Connect Harvest Hills Blv with Central Street. This disconnection suffers large scale of people travelling towards downtown and back to northern area of Calgary.”

A few comments referenced balancing the need for parking and bus-only lanes:

“Consider removing parking on 6 st SW, including bus-only lanes along 1 st. SW, and retain the bus lanes on Centre St. south of 40th Ave. all-day. It would also be nice if, as part of improvements, the



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city could provide queue-jump lanes along 16th at Centre St. for MAX Orange, as this is often an area of delays. At Centre and 6th, consider removing curb bulb to allow for bus right-turn lane and a vehicle right-turn lane, plus the through lane."

Missing Criteria

When asked about missing criteria related to the BRT, transit users primarily reported concerns over cost and benefit of alternative options. Some expressed a desire to consider mobility concerns in north central Calgary more broadly which is being reviewed within the North Central Mobility Study. Several transit users also mentioned concerns over impacts to surrounding communities, with some interest in exploring best practices from other jurisdictions.

For a verbatim listing of all the input that was provided, please see Appendix B.

What we asked and what we heard: North Central Mobility Study

Phase 2a: What we asked

During phase 2a, The City used feedback from the first phase of engagement to develop concepts for improvements to the existing BRT route from downtown to 160 Avenue N. During the second phase of engagement, we asked a series of questions related to current and future travel patterns in north central Calgary to better understand which improvements were desired and which corridors were the most important for the City to study further from a mobility perspective.

- Please tell us which improvements are important to you.
- Please share any additional comments.
- Please rank the seven identified corridors according to their importance.

Phase 2a: What we heard

The project team reviewed all comments from the online Engage Portal from January 28 – February 10, 2021, as well as questions and comments from the online engagement events. This input was collected and categorized into themes for this series of questions. The results below represent members of the public who participated in this engagement and are not representative of all Calgarians.

This phase was about understanding the importance of the identified challenge areas and understanding which improvements were most important to respondents. Through a series of questions, we wanted to understand what corridors respondents would like to see prioritized for improvements, which improvement



measures respondents would like to see implemented, and what respondents saw as the trade-offs and benefits of each improvement listed.

Overall we heard that respondents wanted to see the following elements prioritized:

- Measures for overall mobility enhancements at intersections, e.g. better turning movements and signal timing
- Improved traffic flow, e.g. through the addition or lengthening of turning lanes
- Improved connections for walking and wheeling to encourage active transportation modes

Phase 2a: Key themes

Based on the engagement questions asked during phase 2a, input received from the public has been organized into themes by order of frequency, illustrated in the table below.

Table 6: Main themes from phase 2a: North Central Mobility Study

Themes	Sub-themes	Location-specific comments
Congestion and traffic flow changes	Addition or lengthening of turning lanes	<p>"Intersection of 4th Street and Northmount Dr. needs better turning lanes and timing"</p> <p>[RE: 14th Street N.W.] "Desperately needs a dedicated left turn lane at 24th ave. That 24th ave intersection causes traffic problems in the present."</p>
	Better turning movements	<p>"Centre street should be studied separately, BRT lanes a must. Left turning lanes would be nice if their are only going to be one general lane in each direction."</p> <p>[RE: Edmonton Trail] "Better traffic calming measures would manage the traffic speeds at the cost of convenience, while better turning movements would prevent drivers from attempting to dodge turning cars making the movement more predictable and consistent."</p>
	Changes to signal timing	<p>[RE: McKnight Blvd.] "McKnight is a main corridor and cars should be using this as a main E-W connector. The flow needs to be improved from 4st NW to Deerfoot. Another turning lane and signal improvements would help."</p> <p>[RE Centre Street N.] "signal timing would help with traffic flow. I can't see a downside to this."</p>
	On-street parking	<p>[RE: Edmonton Trail]: "4 lanes throughout is excessive for capacity. Better served with street</p>



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Themes	Sub-themes	Location-specific comments
		parking or reduction to 2 travel and one turning lane.”
		“The pedestrian crossings at 16th Ave and Centre Street are fairly good. The danger is when a speeding truck is trying to make a yellow light. I suggest lowering the speed limit to 40km/hour and adding off-peak on street parking to improve pedestrian mobility. Especially with an LRT station coming.”
Active modes of transit	Improved connections for walking and wheeling	[RE: Centre Street N.] “Pedestrians will need improved access so they can reach BRT and LRT connections, which will slow traffic down.”
		“16 Avenue and Centre Street is one of those cruel intersections where you can be on the wrong side of the street when your connection is arriving. Transit users are forced to either jaywalk or run across the street if they want to make their connection.”
	Pedestrian/cyclist crossings	“24 th Ave (by Confederation Park)”
		“Northmount & 14 th Street” [RE: Centre Street N.] “I feel like pedestrian crossings are best focused on areas near bus stops, future train stations, etc. where people will be tempted to jay walk so they don’t miss their bus. They do slow traffic quite a bit, but are definitely a necessity to avoid accidents.”
Encourage active modes of transportation (general)	“Edmonton trail needs some love to make it a high-functioning, vibrant streetscape that is not a motor speedway running between two neighbourhoods. More functional complexity and amenity levels for active modes, transit and cars would go a long way to supporting the adjacent land uses and help this corridor reach its full potential.”	
Safety	Driver safety	[RE: McKnight Blvd.]: “Option A, turn this into a East west corridor and twin it, will require some property aquisitions, but mostly in the industrial area. Traffic circles would be nice on this road too, circles have no disadvantages of signal lights as they are safer, more ped freindly, calm traffic and are more efficient”



Green Line LRT

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Themes	Sub-themes	Location-specific comments
	Pedestrian safety	[RE: Edmonton Trail] "Safer pedestrian crossings are better for all" "I'm pretty happy with this road as it is, of course, the Greenline will undoubtedly increase traffic on Edmonton Trail. I'd like to see ways to provide more visibility for pedestrian crossings at controlled intersections to increase safety."
	Vehicular speed limits / reduce traffic volumes	"I DO NOT want to see an increase in traffic here at all! I want to see lower speed limits and no turning signs from Centre Street. I live on 31 Avenue and we already have vehicles racing through at all times of day where we live and where our children are playing outside. I would prioritize transit, bikes and pedestrians only and direct vehicles to use 16 Ave, 20 Ave, 24 Ave, 40 Ave and McKnight as their East/West travel choices and improve turning lanes along those roads." [RE: Edmonton Trail]: "Recognizing that a lot of traffic will be diverted here I would like to see as much intervention as possible to make this a less desirable high volume route. Ensure that the vision of Main Streets can still be achieved and respect that residents didn't sign up to live next to a high traffic corridor."
Entire study area: additional comments	No issues or opinions	N/A
	Feedback to The City	"Just wanted to say thanks for all the hard work you have done so far. It's been a rollercoaster, but I strongly feel that our city needs this train line to connect our city better (not everyone can afford a car). I trust that decisions will be made based on logic and fairness, without personal bias/politics/etc."
	Comments on cost	"McKnight needs major upgrades. 14th, 4th and Edmonton Trail need minor upgrades. The 30th and 41st are fine the way they are, save the money. Centre street should be studied separately alongside the BRT upgrades."
	Encouraging active modes of transportation	[RE: Edmonton Trail] "The more Calgarians are encouraged to walk, cycle or use transit, the less need there is for more costly vehicle traffic"



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Themes	Sub-themes	Location-specific comments
		improvements. The last thing Calgary needs is more traffic lanes.” “Due to the increased concern with environmental impact and cost of driving (carbon tax, insurance) more people will select cycling, scooters, car on demand, transit modes of transport. I hope to see scooters expand into more inner city neighborhoods, and so planning should incorporate cycling lanes on any road improvement (new paving or lane expansions). Could be more pedestrians in neighborhoods with continued work from home, and so more pedestrian crossings could be needed in the future.”

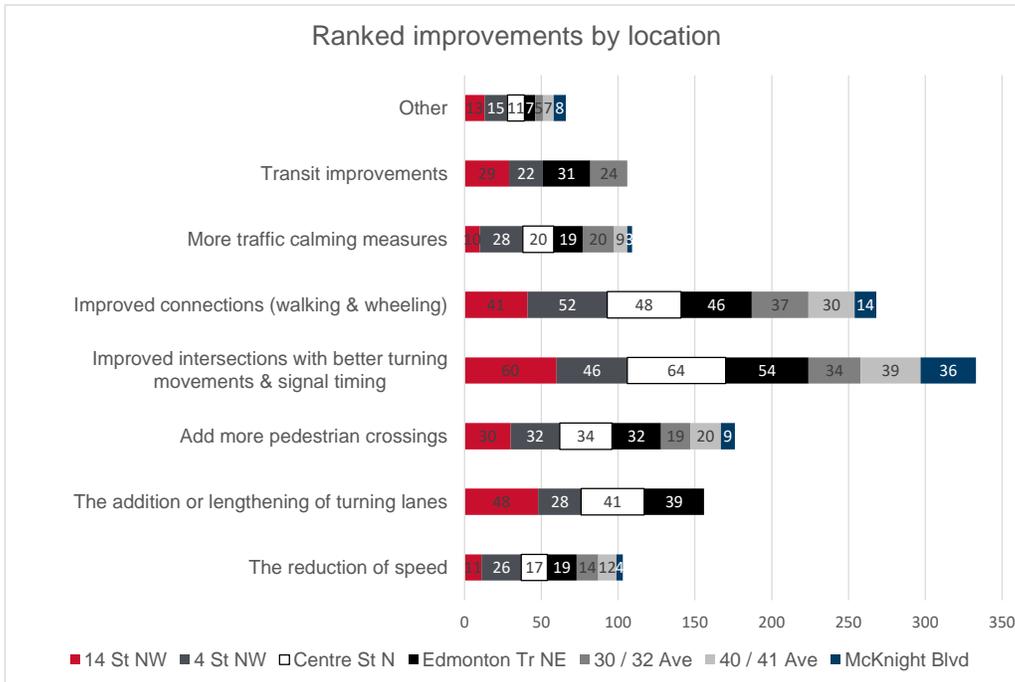
For a verbatim listing of all the input that was provided, please see Appendix B.

In addition to the main themes described above, we reviewed detailed survey responses to better understand respondents' priorities for improvements as well as input on each of the seven key locations along the corridor.

As shown in Figure 3, the top ranked improvements across the seven corridors were:

- The addition or lengthening of turning lanes
- Improved intersections with better turning movements and signal timing
- Improved connections (walking and wheeling)

Figure 3: Ranked improvements by location



When it came to trade-offs and benefits for improvements, the following themes emerged as top concerns throughout the study area:

- Congestion and traffic flow changes
- Pedestrians/active modes of transit
- Safety and visibility

In addition to the feedback on trade-offs and benefits for each of the proposed improvements, we heard comments regarding the following topics related to mobility in north central Calgary:

- Congestion and traffic flow
 - Concerns around multiple routes including Edmonton Trail, Center St N, 20 Avenue N, McKnight Blvd
- Pedestrian and active modes of transportation
 - Comments around improving pedestrian connections
 - Conflicting comments around bike lanes – some wanting improved connections and some wanting them eliminated



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What we heard: North Central BRT and Mobility studies
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- City feedback
 - Various comments including appreciation and uncertainty
 - Questions about cost and taxes of development

We also asked respondents to rank corridors according to their perceived importance. The top ranked corridors by frequency of '1' (most important) ranking were:

- Centre Street N.
- 4 Street N.W.
- Edmonton Trail N.E.

For a detailed summary of top themes and comments by location as well as a detail summary of corridor rankings for the seven listed locations in relation to the North Central Mobility Study, please see Appendix A.

Phase 2b: What we asked

The City asked a series of questions related to current and future travel patterns in north central Calgary, in order to hear respondents' priorities for the overall mobility network and specific locations:

- Proposed study area wide network enhancements
- Proposed intersection and mobility operations enhancements
- Proposed traffic calming measures
- Proposed walking and wheeling measures

Phase 2b: What we heard

The project team reviewed all comments from the online Engage Portal from March 15-25, 2021, as well as questions and comments from the three online engagement events. The focus for this phase was collecting input on the proposed mobility improvements for pedestrians, intersections, vehicles and cyclists. This input was collected and categorized into themes for this series of questions. The results below represent members of the public who participated in this engagement and are not representative of all Calgarians.

The top themes for Mobility in this phase were:

- General improvements
 - Concerns about driving on Centre Street N
 - Interest in more diagrams about the proposed mobility improvements
 - Interest in more details about parking (e.g. residential visitor parking permits)
- Traffic movement
 - Desire for traffic calming (e.g. on Edmonton Trail, 6 Street NE, 40 Avenue)



- Reduced traffic speeds
- Turning lanes/lights to facilitate vehicular movement
- Concerns about temporary traffic calming measures
- Walking/wheeling
 - Cycling connectivity
 - Winter maintenance
 - Safety improvements in areas with high traffic volumes

Phase 2b: Key themes

For this phase of engagement, we reviewed detailed survey responses to better understand respondents' priorities for overall mobility improvements as well as input on each of the seven locations along the corridor that have been identified as potential locations to improve overall mobility through the study area.

Based on the engagement questions asked during phase 2b, input received from the public has been organized into themes according to the frequency of comments:

Table 7: Themes from phase 2b: North Central Mobility Study

Location	Question	Themes
Entire study area	Are there any specific items or areas that you feel we've missed?	Confusion and lack of transparency on proposed plans
		Cycling connectivity
		Traffic congestion
		Turning lanes and lights
16 Avenue & 32 Avenue N.	Enhancing intersections and mobility operations	Confusion and lack of transparency on proposed plans
		Feedback to The City
		Traffic flow
	Traffic calming	Impact of traffic calming on traffic flow
		Questions and feedback to The City
		Improving cycling and pedestrian conditions
Enhancing walking and wheeling connections	Confusion and lack of transparency on proposed plans	
	Feedback to The City	
	Feedback to The City	
32 Avenue N & McKnight Blvd N.	Enhancing intersections and mobility operations	Confusion and lack of transparency on proposed plans
		Feedback to The City
		Cycling paths
	Traffic calming	Confusion and lack of transparency on proposed plans
		Feedback to The City
		Feedback to The City



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Location	Question	Themes
	Enhancing walking and wheeling connections	Pedestrian and bike crossings
		Confusion and lack of transparency on proposed plans
		Improving cycling and pedestrian conditions
		Feedback to The City

For a verbatim listing of all the input that was provided, please see Appendix B.

Next steps

What we heard from Calgarians during this engagement phase will inform the next steps in Green Line LRT planning in north central Calgary. Both the North Central BRT and North Central Mobility Studies will report back to Council's Green Line Committee in spring 2021 with short-, medium- and long-term recommendations. The outcomes of these studies will help support Green Line and BRT and will help provide safe and efficient travel experiences for all individuals using the transportation network.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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List of appendices

Appendix A: Detailed engagement summaries: North Central BRT and Mobility Studies

Appendix B: Engage Portal: Verbatim comments

Appendix C: Comments and questions from online open houses

Appendix D: Demographic information



Appendix A: Detailed summaries: North Central BRT and Mobility Studies

BRT Engagement Summary

How could changes to station locations (additions, removal, or relocations) impact your use of the BRT?

Calgarians shared a mix of responses to this question. When asked about the addition of new stations, many indicated they were more likely to use transit in this case. When asked about the removal of stations, respondents were split on their preference to more likely to use transit, or no longer using transit. Several indicated that no changes were needed to station locations, and few responded they were more likely to use transit with station relocations.

Additions		Removals		Relocations		No changes needed
More likely to use	No longer use transit	More likely to use	No longer use transit	More likely to use	No longer use transit	
9	0	6	7	2	1	5

Downtown operations

In responding to questions on the operations of BRT through Downtown, the majority of participants indicated in favour of a dedicated bus only lane on 5 and 6 Avenue S.W., while a minority of participants were in favour of no change to traffic operations in the downtown area.

Additionally, a large number of Calgarians indicated the need for efficiency of bus service, while several noted the importance of reducing congestion and bus service reliability. There was also a small number of mentions for the lack of need for street parking, and the consideration of fewer numbers of people downtown due to the COVID-19 pandemic.

Option 1: Dedicated bus only lane on 5 and 6 Avenues S.W.	Option 2: No change to traffic operations
39	9



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Most common themes

Efficiency of bus service (18)	Reduces congestion (11)	Reliability of bus service (8)	Fewer people downtown with COVID-19 (3)	Parking (3)
Needs to be faster than general traffic	Reduces congestion for buses and cars	Need to be able to count on the schedule	Dedicated bus lanes not needed with reduced volume of traffic	On street parking is not needed

Downtown route

When asked about the downtown route, many indicated their preference for a shorter and more efficient route, while a similar number of transit users indicated preference for better route coverage of downtown.

A major theme amongst participant responses was in reference to route coverage. This was mentioned by the majority of participants, however, preference amongst those who shared were split between in favour of more coverage and not in favour of more coverage. Efficiency of travel time was another significant theme. Few participants noted the importance of finances, and a small number stated that no changes are needed.

Option 1: Shorter and more efficient route	Option 2: Better coverage of downtown
32	26

Most common themes

Coverage (32)	Efficiency (10)	Finances (3)	No change needed (2)
More coverage Yes - 17 No - 15	Travel time matters	Cost to taxpayers (2) Do both (1)	Leave as is

From 16 Avenue N to 21 Avenue N

In sharing their thoughts on the route from 16 Avenue N to 21 Avenue N, a large number of transit users indicated their preference for dedicated bus-only lane, while a lesser number indicated preference for bus-only lane during peak hours. Few responded that it should be kept as it is today.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Major themes amongst responses were with regard to the efficiency of bus service, and changes to parking. There were also several mentions of the importance of reducing congestion, and the reliability of bus service.

Option 1: Bus-only lane during peak hours	Option 2: Dedicated bus-only lane	Option 3: Keep it as is today
19	27	5

Most common themes

Efficiency of bus service (14)	Parking changes (14)	Reduces congestion (6)	Reliability of bus service (5)
Bus needs to run faster and be reliable	Balance of parking and accommodating peak traffic / less need for parking in this area	Allows bus to get through / already have HOV lanes in this area	Important to increase transit usage

From 21 Avenue N to McKnight Blvd N

When asked the route from 21 Avenue N to McKnight Blvd N, participants shared a mix of responses. A large number of transit users indicated preference for bus-only lane during peak hours, and a near equal number of transit users indicated preference for a dedicated bus-only lane. A small number of transit users indicated that it should be kept as is today.

There were several major themes emerging from the responses, as transit users identified the importance of efficiency of bus service, reducing congestion, and parking changes. A small number of transit users identified the importance of having a good balance and compromising on bus-only lanes.

Option 1: Bus-only lane during peak hours	Option 2: Dedicated bus-only lane	Option 3: Keep it as is today
23	24	6

Most common themes

Efficiency of bus service (13)	Reduces congestion (11)	Parking changes (11)	Good balance / compromise (6)
Faster bus service needed to encourage transit use	Helps reduce back up during peak hours especially	Parking removed makes BRT more efficient / street	Bus-only lane during peak hours is a good compromise



Green Line LRT

What we heard: North Central BRT and Mobility studies
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parking during non-peak hours is useful

Table 8: Ranking of improvements from McKnight Blvd N to 160 Avenue

	Very Important	Important	Neutral	Not Important	Very Not Important
Improve access to the Park & Ride lot at North Pointe	11	9	13	7	4
Shorten the bus loop at the North Pointe Park & Ride lot	4	6	22	6	5
In the medium-to-long-term have a dedicated bus lane in the median of Harvest Hills Blvd N	20	11	7	3	3
Add a Park and Ride lot at the N.E. corner of Harvest Hills Boulevard N and 96 Avenue NE / Country Hills Road NW	12	9	13	4	6
Improve operations of the bus trap located just south of Beddington Trail N	17	14	10	3	0
Improve pedestrian	21	11	8	3	1



Green Line LRT

What we heard: North Central BRT and Mobility studies
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	Very Important	Important	Neutral	Not Important	Very Not Important
connections at 78 Avenue N Bus Terminal					
Review station locations to address jaywalking concerns around Beddington Blvd N	14	14	10	1	5
Review station locations to address jaywalking concerns on Harvest Hills Blvd between 96 Avenue and Country Village Road N.E	11	15	12	2	4
Improved pathway connections across Stoney Trail N on Harvest Hills Blvd	17	14	9	0	4
Upgraded pathway connections along Harvest Hills Blvd between Country Village Way and Harvest Oak Gate N.E., and Country Hills Blvd to Panorama Hills Blvd N.E.	21	15	6	0	2



	Very Important	Important	Neutral	Not Important	Very Not Important
Fix missing pathway connection at Panatella Gate N.E.	12	19	10	1	1

Mobility Engagement Summary

Please tell us which improvements are important to you (check all that apply).

When asked about which improvements to North Central Mobility are important to Calgarians, there was a mix of responses. Overall, participants identified that Improved intersections with better turning movements and signal timing, as well as improved connections for walking and wheeling, were most important to all locations. The reduction of speed was identified as an important improvement for all locations as well, but was seen as particularly important for 4 St N.W., Centre St N, and Edmonton Trail N.E. The addition or lengthening of turning lanes was only mentioned for a few locations, but was also particularly emphasized for 4 St N.W., Centre St N, and Edmonton Trail N.E. Adding more pedestrian crossings was seen as important for all locations, with specific emphasis to 14 St N.W., 4 St N.W., Centre St N, and Edmonton Trail N.E. Transit users also identified the need for more traffic calming measures across all locations, particularly at 4 St N.W. Overall transit improvements were only identified for a few locations, but was specifically emphasized for 14 St N.W.

Table 9: Ranking of improvements by location

	The reduction of speed	The addition or lengthening of turning lanes	Add more pedestrian crossings	Improved intersections with better turning movements & signal timing	Improved connections (walking & wheeling)	More traffic calming measures	Transit improvements	Other
14 St NW	11	48	30	60	41	10	29	13
4 St NW	26	28	32	46	52	28	22	15
Centre St N	17	41	34	64	48	20		11
Edmonton Tr N.E.	19	39	32	54	46	19	31	7



Green Line LRT

What we heard: North Central BRT and Mobility studies
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30 / 32 Ave	14		19	34	37	20	24	5
40 / 41 Ave	12		20	39	30	9		7
McKnight Blvd	4		9	36	14	3		8

Most frequent comments by locations:

Calgary transit users mentioned several concerns with regard to improving specific locations. Key themes emerging across all locations relate to congestion and traffic flow and pedestrian/ active modes of transit. Safety and speed limits were also significant themes. There were also a several mentions of the importance of costs/taxes, as well as few mentions for no changes necessary. For detailed feedback please see the table below

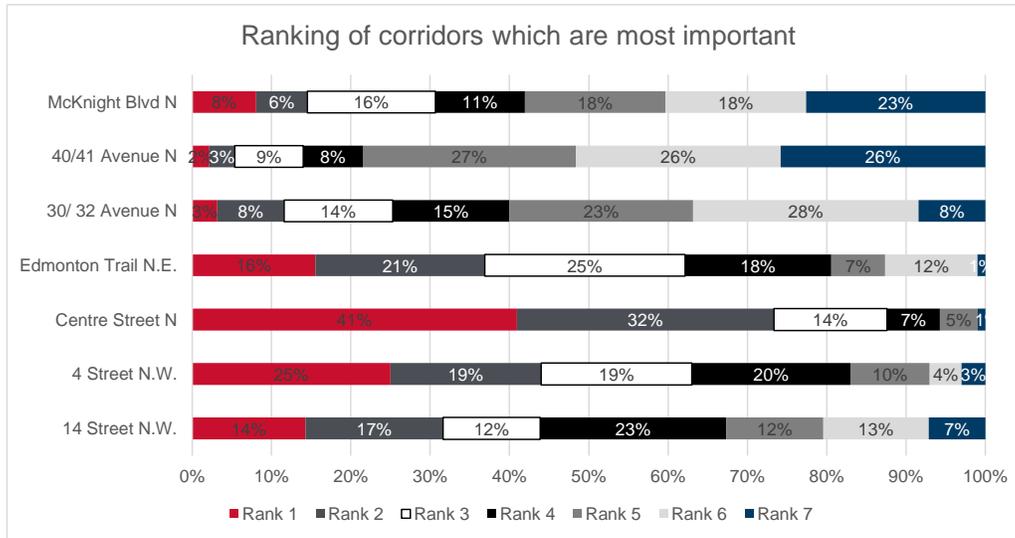
Table 10: Comments by location (by order of frequency)

Location	Comments			
14 Street N.W.	Congestion and traffic flow - Key intersections mentioned – 24 Ave, 20 Ave, Northmount Dr - Managing turns - Signal timing	Pedestrian / active modes of transit - More crossings for pedestrians and bikes - Raised crossings at busier intersections - Separate active modes from traffic	Safety - 14 and Northmount - More crossings needed - Left turns at 20 Ave and 24 Ave	No changes necessary / concern over cost
4 Street N.W.	Pedestrian / active modes of transit - More crossing for pedestrians and bikes - Reduced speed - Pedestrian realm improvements	Congestion and traffic flow - Key intersections mentioned – 40 Ave, McKnight Blvd, Northmount Dr, 24 Ave - Managing turns - Signal timing	Speed Limits - Reduce speed limits	Safety of Calgarians - Safer crossings - Better connections
Centre Street N	Pedestrian / active modes of transit - Prioritize pedestrian, bike,	Congestion and traffic flow - Emphasis on turning lanes - Signal timing	Safety - Centre St and 16 Avenue needs improving for	Speed limits - Reduce speed limits



Location	Comments			
	<ul style="list-style-type: none"> transit over vehicles Improved and more frequent crossings 		<ul style="list-style-type: none"> pedestrian and vehicle safety Crossings need focus on safety 	
Edmonton Trail N.E.	<ul style="list-style-type: none"> Pedestrian / active modes of transit Prioritize pedestrian, bike, transit over vehicles More and safer crossings Better connections along corridor 	<ul style="list-style-type: none"> Congestion and traffic flow More turn lanes Better signal timing Keep main street vision 	<ul style="list-style-type: none"> Safety Safer crossings More visibility and lighting 	<ul style="list-style-type: none"> Speed limits Reduce speed limits
40 / 41 Avenue	<ul style="list-style-type: none"> Pedestrian / active modes of transit Increase visibility of crossing Sidewalks needed No bike lane 	<ul style="list-style-type: none"> No issues / opinions Road is ok as is 	<ul style="list-style-type: none"> Safety Need to increase visibility Intersection at Centre is dangerous Timing for crossing at bus stops needs improving 	<ul style="list-style-type: none"> Congestion and traffic flow Tim Hortons causes congestion Improve flow for all modalities
30 / 32 Avenue	<ul style="list-style-type: none"> Congestion and traffic flow Keep road local focused Traffic calming 	<ul style="list-style-type: none"> Pedestrian / active modes of transit Improve pedestrian realm Better pedestrian crossing Pedestrians, bikes and transit over vehicles 	<ul style="list-style-type: none"> Speed limits Reduce speed limits 	<ul style="list-style-type: none"> Concern over costs / taxes Money should go to other roads
McKnight Blvd	<ul style="list-style-type: none"> Congestion and traffic flow Focus on vehicular flow Signal timing 	<ul style="list-style-type: none"> Pedestrian / active modes of transit Improve connections for cyclists Pedestrian crossing improvements 	<ul style="list-style-type: none"> Speed limits Do not reduce speed 	<ul style="list-style-type: none"> Safety Lots of accidents

Figure 4: Ranking of corridors according to which are most important to the participant



Appendix B: Verbatim comments

Verbatim comments include all written input received through all engagement activities. Emailed comments were referenced in theme summaries, however, cannot be shared verbatim due to FOIP restrictions. All email contributors were also encouraged to fill out the online engagement portal.

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

North Central BRT Study: Phase 2a

BRT Stations

Question: How could changes to station locations (additions, removal, or relocations) impact your use of the BRT?

Comments



Green Line LRT

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Have buses pull over to avoid congestion on bus lane at stops allowing other vehicles by while bus is stopped. Turn bus lane into toll hov Lane.

The more stations, the more likely I will use it since less walking. But needs to be balanced otherwise too many will just be slow

96 Ave is going to be my stop, other station locations don't matter to me. As a note, less stations are more efficient and therefore a faster ride. Make feeder routes stop at the fewer stations and install Park and Rides there too. Using the stations shown on the Greenline Phase 1 map for the BRT should be a good set up.

Reduce some stations north of McKnight, and ensure the BRT does not leave Centre St/Harvest Hills Blvd to enter bus loops. MAX Orange and Yellow have shown the improvement in travel time by avoiding bus loops to be significant, and a good ridership driver.

I currently do not use the 301 BRT as I do not work DT, and when I did, I took the express 116 rather than the feeder bus to North Pointe . At this point in time, my use of the BRT will not be impacted -- UNLESS the express bus is removed (which actually is faster to get DT than the 301!)

It takes 15+ minute to walk between most stations. Instead of 12+ blocks between stations on centre street, it would be more manageable and attractive for commuters to have a shorter spacing like 8 blocks. This would cut walk times substantially while still maintaining a reasonably sparse stop distance. For example, stations at 10 ave, 16 ave, 20 ave, 26 ave, 32 ave, 40 ave, etc.

I think a stop should be added at 8/9 Avenue N, and the stops north of 96 Avenue should be consolidated.

I only care about the 56Ave and Centre Street one - leave it - don't care what happens to the others

The closer the station is to my home, the more convenient it is for me to use. That said, once I'm on the bus, I want to get where I am going fast. I don't mind a short walk to a BRT stop.

Additions or minor relocations to station locations would improve my access and make me more likely to use the BRT. Removal of stations, depending on which were removed, would make me less likely to use it.

If removing a location meant I then had to take another bus to get to a station then less likely to use BRT.

Would not make much of a difference as loing as it does not mean walking an extra km or more.

9th ave station would allow more people to take the brt (#301) so that the #3 bus could be less crowded. There is really no need for fancy bus shelters - doesn't really add any usefulness - the most important part is that the buses run "often" and on time (and don't get stuck in the snow in bus bays)

At rush hour the 301 is packed and there are too many stops. Consider having a route dedicated to north of mcknight and one to south of mcknight. I am nto sure on mcknight being the cutoff point though - aim to make travel time the same for people north of the cutoff vs south of the cutoff.

If the 40 ave station is removed or moved more then a block I would most likely not use the brt as route 3 at 40 takes me direct to work and would be faster then walking to a brt station

Move Beddington station to the top of the hill, closer to the two malls. Also, less annoying to walk uphill then downhill again to get to the station.

There is no cross city route along McKnight Blvd, so access is very limited from North Haven.

Access by Bike is ok, but many many missing links, especially when riding with kids.



Green Line LRT

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Station locations are fine (96 ave is well located), just make sure this MAX bus is faster and more convenient than driving. Park and ride lots at 96 Ave will make it personally more convenient to take, so that's my deciding factor.

If downtown BRT service is removed, and BRT riders are required to connect via LRT at 16 Ave N station, I likely would no longer use transit and would drive downtown instead.

I would suggest upgrading all the stations so that they are well lit, recognizable by the route colour, spacious, enclosed, provide accurate information, and are vandalism-proof.

Center and 28th avenue NW/NE is a well used transit station. Please do not remove this station. If anything please improve it. It's a small space and during winter and rainy days, lots of people stand in wet and cold weather. thank you!

It wouldn't.

it's important to make access as easy as possible for people to use it

Personally, the removal of the 64ave stop would make it much more difficult to use, as I would have to take a second bus to get to school. Any other removal would not really affect my use otherwise.

I am satisfied with the current locations. Removals, relocations or additions would likely negatively impact my use of the BRT by reducing schedule certainty and service levels (frequency).

Minimally because we get on at Northpointe and travel downtown. Improved opportunities to get to Northpointe are always welcome, especially during non-peak times. We tend to take the 116 if it fits for our schedules.

Remove some stations. Having been a user, they are too close together.

Reduce number of stops. The in the morning, the 301 BRT buses are often at full capacity during peak hours as it leaves the North Point station. So, see no need to stop along the way to downtown to pick up more people. Also, most people taking the BRT have a downtown destination. The 301 BRT leaving from North point should in fact be an express bus. Same comment for the way back to North point from downtown during the late afternoon rush hour. This will improve commute time.

I think the station locations from 16 Ave North are good - they tie in with other transit routes and are far enough apart to allow for fast travel. I think the downtown stops could be limited to a few less as several are very close together.

they are fine

Downtown operations improvements

Question: Please tell us why you chose that option.

This was asked as a follow up to the question: *Which option do you prefer: Option 1: dedicated bus-only lane. Option 2: no change.*

Comments

Buses change lanes all the time. In the end you will have a lineup of buses in a row. Leave as is

Motivate people that bus is faster than driving potentially.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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There is always going to be stop/go traffic during peak times and even the BRT is slow moving but still moves a bit more than regular traffic since cars stop/go jammed up as it is during peak time i really don't see changing this will help anyone.

Should reduce congestion

Dedicated bus-only lane is a must to achieve reliable and efficient bus service.

MAX only meets its goals of convince and efficiency if the bus can move faster than general traffic. Such bus lanes also provide opportunity for cyclist use too. Make sure the bus has dedicated right arrow signals to avoid pedestrian interference.

This would greatly improve a known area of delay and lost transit efficiency not only for the BRT, but for other heavily used routes like the 307, 4, 5, 90, 1, 2, and 3. These measures should be implemented on more downtown roads.

For the most part, drivers already keep the right lanes open for busses to stop curbside - but having a dedicated lane during peak hours will ensure there is less congestion and confusion and will keep busses running on time, which is of utmost importance

More transit is the way to make Calgary downtown a more active lively place

in order to make it more appealing to use transit, there has to be a benefit. Being faster than traffic is a significant benefit.

On street parking not necessary.

Having more reliable BRT in the downtown means I will predictably be able to leave to pick up my child from daycare on time.

Making public transit as or more convenient than driving is important to its long term success.

Bus volume during rush hour is challenging to balance during rush hour traffic. Dedicated lanes would support additional bus transit.

This will help the bus get through the traffic congestion faster, also encourage everyone to take the transit.

Having buses get stuck in traffic does not encourage use.

less traffic downtown with most people working from home.

speed is important to get people to use it.

speed is important to get people to use it.

301 bus is okay as is - no need for lane changes

If you are a bus user you are already inconveniencing yourself and doing good for the environment so a perk like good travel flow is warranted. Let the overpaid executives sit in traffic for once.

This will help all buses in downtown

Reduced travel time and better reliability for busses is essential for the service to be useful



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Backwards thinking to slow down a whole city/street/downtown of our city so a mostly empty bus can have a dedicated lane.

Im O.K. if there was one bus lane and 4 driver lanes, but why does the bus need to take two lanes off in option 1? having only 3 driving lanes is to little so I had to choose option 2. Consider 1 bus only lane and 4 driving lanes.

there is less traffic on the road and with recent change downtown (layoffs, people working from home) likely to ever fully revert, there will be space to allow flexible use of the road without impeding the buses

Traffic takes forever to leVe downtown going north

With fewer people expected to be working in the downtown core over the next several years, dedicated transit lanes are probably not necessary

Reduces congestion in downtown and encourages transit use.

Reduces chances of getting caught up in rush hour gridlock. Exit DT much faster.

more efficient for public transport

For a BRT, which is used by commuters and students, I think the reliability of the schedule is the more important factor.

BRT works best in a dedicated lane/transitway. Schedule and service reliability are key drivers of mode shift.

Good quality transit service should be considered as a higher priority than ensuring motorosits can enter/exit downtown slightly faster. Dedicated lanes would allow buses to bypass traffic, and could potentially be used by other bus routes as well

Any options to move busses more quickly (and frequently) through downtown in rush hour is very much appreciated.

Why only those two options? The descriptions don't match the illustrations. Remove parking on this route 6am to 6pm and dedicate curb lanes during peak hours.

The BRT should be as efficient and on-time as possible.

Because this is supposed to be a viable option to driving, so make it quicker!

it always makes the bus faster. downtown onstreet parking is a luxury

6 Avenue and Centre Street are so congested during rush hour. Cars get trapped between buses at stop 5700 and have a hard time getting into a reghular lane as is.

The real issue with bus's on 5th and 6th is having them need to cut across multiple lanes of traffic in a short period of time to turn from bow valley square to center street north. if this was fixed, most of the traffic issues would be resolved.

21st to McKnight

Question: Please tell us why you chose that option.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

This was asked as a follow up to the question: *Please tell us which option you prefer: Option 1: A bus-only curb lane during peak hours. Option 2: A dedicated, bus-only curb lane. Option 3: No change*

Comments

Car lane would move faster

Make hov Lane with toll for carpooling vehicles

Good balance

Best compromise

During peak hours, it can become very slow on this route so a dedicated lane would be great. At the same time, off-peak hours traffic is really slow on this route so leaving it for parking is better

It will only meet MAX goals if it has a dedicated lane. leaving 4 lanes for general traffic to the north and only 2 lanes south of 16th will form a bottleneck anyways. Bus lanes used by cyclists too. Having bus lanes for part of the day is confusing.

Because it eliminates parking confusion, improves all-day travel time, and ensures bus stops are not blocked by short-term parking as they are today. Vehicles can park on sidestreets or on surface lots.

we already have option 1, often times, many people are still parked even when signs show times they shouldn't be parked.

during peak hours will help reduce the traffic congestion caused by buses stopping and going on centre street

same as previous reason

Street parking is not always necessary on a major artery. Best to prioritize the bus during peak hours.

I don't see a lot of parking demand along this segment of Centre Street, and I think there are lots of options to park on the intersecting streets.

There is no parking during peak hours currently.

Bus only lanes suck for drivers

Car Lanes and Parking are going to be lost at some point with the extension of the LRT. Rip off the band aid and speed up the bus travel times so people in North central Calgary can have something close to LRT conveniences while we wait for more LRT funds

Support to transit during rush hour is necessary during peak hours. Vehicles should not be parked on Centre St during peak hours.

It improves transit use, even though it may be inconvenient for some parking. This option is only feasible if there is sufficient alternate parking for residents.

Need to make bus travel faster than other traffic for it to be preferred mode of transport.

BRT is generally only affected by traffic during peak hours.

No need to limit parking on weekends and evenings when there is less traffic



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

speed will encourage more transit riders. I don't think on-street parking is an issue here.

speed will encourage more transit riders. I don't think on-street parking is an issue here.

Road flexibility is greater - lanes open to buses and cars. Could get rid of the street parking during peak hours and maybe during winter due to snow piles

Best balance - and bus riders deserve a break considering what they are doing for the environment. If we didn't have to build and maintain so many car roads we could have a great transit system.

It is the only way to improve movement and retain the accessibility to business on Centre st.

Mppbest of both worlds... parking out side of rush hours is a major need in this Area

There are plenty of busses all day. Part time lanes are going to be parking compliance problem

Never in my 30 years living in Calgary have I parked on Centre street. Ok there was one time, but I could have parked off centre street when visiting Tokyo street market.

Best option would be a centre lane BRT, but this is the next best option. Simple set up Bus on curb all the time, cars in middle two lanes. Dummies will leave there cars on the bus lane when they are not allowed to if the peak hour restrictions areput in

best balance

Rush hour traffic gets better after 20th

no need to completely eliminate all hours parking along Centre St. This move would likely infuriate residents and retail visitors to the area.

This route is always busy, regardless of peak/non-peak hours, and the bus should have a designated lane. Besides, emergency services would be able to use it and respond to emergencies faster,

Transit would be more reliable

it makes the most sense, during peak hours traffic needs to move and people are trying to get to work. Having it off peak hours would be a nuisance to see a lane available but you cant use it?

ease of bus use

On-street parking can be maintained, if not always, and the bus can travel more reliably during peak hours, for commuter and students.

As long as this can be enforced and combined with bicycle infrastructure and pedestrian realm improvements (enhanced ped crossings with flashers at stops/stations).

Improve quality of transit, and help to maintain high frequencies along the route

One lane vehicle traffic is not efficeint without turn lanes. Two lanes minimum

Centre Street is complicated enough with time-specific rules, we shouldn't add additional rules for peak time. Parking can be removed to make the BRT more efficient.

no need to change something that is not broken. These proposed upgrades are poorly thought out, in my oppinion 1, and 2 are severe downgrades.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

there's already a long single-lane (because on street parking) 30 zone by a school, it'll make traffic more peaceful. People who expect on-street parking by their house there wont move them during peak hours anyway; the rest is strip malls with parking al

Losing a lane permanently for traffic in non-peak times will just make travel for residents more difficult and annoying. This change during peak times makes the most sense.

Downtown route

Question: Please tell us why you selected this option.

This was asked as a follow up to the question: *Please tell us which option you prefer: Option 1: shorter and more efficient route. Option 2: Extended route through Downtown.*

Comments

Calgary needs a bus terminal

Can use it to save time if living on West side of downtown, and will be worth leaving car at home for many improving road congestionon

Should be quicker to get into and out of downtown

if we are wanting to increase transit usage, having better coverage and convenience allows for better long-term ridership.

BRT travel times and efficiency matter outside of downtown when traveling north. Nobody will ride the BRT through downtown, people will get off in downtown. Therefor having a longer route will not make the BRT any less convenient, but will improve access.

There are other alternatives to west end downtown.

Due to the high frequency of LRT service along 7th Ave, and the intersection points with other BRT routes, I do not believe it is necessary to extend the BRT into west downtown.

Allows participation at the maximum level from across the west side of downtown. People are less inclined to walk a lengthy distance. This option also allows for operator facilities which are absolutely necessary.

We want to encourage more people to take transit

Will support more people from more locations

Option 2 covers a lot of ground where there is nothing. Option 1 might be more useful extended to 8 st since that is a major pedestrian route from beltline.

The way finding for Option 2 is confusing, and it is more intuitive to have a shorter and simpler circuit in downtown.

Neither - leave it as it is

Local Transit/LRT/walking/scooters can address last few blocks



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Existing transit options provide access to the west portion of downtown. My transit needs are connection to my downtown office and to the C-Train system.

This route will not impact the current route for BRT (301). There is not requirement for Station change as well.

Having the slightly longer route will provide a significant improvement in transit accessibility, especially for such a relatively small extension.

Free access on the C-Train from the west side. People can easily transit across downtown which they will have to once the greenline north is built

There is free c-train access across downtown

because it makes more sense than Option 1

The other routes is served by the LRT

No need to change buses for some people - accommodates more needs

Would serve more people. We don't all work in the first half of downtown.

More likely to get a seat at my stop

more coverage downtown

Operators deserve a place to use the washroom, eat lunch privately, etc.

Less buses needed for the route, less possibility for delays

Cost to taxpayers

Better coverage, operator rest facilities

While I prefer closer access to millennium park, I am discouraged by the presentation of a bus terminal downtown. Funding should be focused on building a train north.

Better access/area covered =more use. Everyone will be getting off in downtown anyways so the longer downtown route will not provide a delay for riders

less footprint, less capex to build and less cost to run it. No evidence that people in the beltline have any desire to take a bus to north Calgary

Downtown already takes forever to get through on transit.

Better transit coverage for downtown commuters working in the west end

Better transit coverage for downtown commuters working in the west end

It covers larger area and encourages transit use throughout downtown.

More access to locations in downtown

I would actually like to see both. If we only have money for one, then option 2.

Covers west downtown and accesses more routes for transfers.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

reach more people

I believe that the greater coverage of downtown is very important, and allows greater access to services downtown.

BRT works best in dedicated lanes and not in mixed traffic. The bulk of daily commuter use tends to be in peak hours and the tends to disembark before getting too far west on inbound trips. Convenient LRT link is crucial link in overall connectivity.

This option provides ample opportunity for users to switch to and from trains on 7th Avenue, and allows for higher frequencies to be maintained with fewer buses

Flexible on this one. Tend to get off to switch to LRT or in Chinatown.

There are already existing options for travelling downtown. No need to waste resources

Since this is a BRT route, I think the emphasis should be on shorter and more efficient.

Because there is a free use of the LRT to continue your journey.

better coverage is good, more people will think of taking it

I work at City Hall and catch the 301 or other express buses in Chinatown. It's a ten minute walk to get to bus stop 5700.

I'm not sure there is enough office space on the west end of downtown to really require full bus service. additionally, people can take the LRT if they need to get that far downtown.

16th to 21st Street

Question: Please tell us why you chose that option.

This was asked as a follow up to the question: *Please tell us which option you prefer: Option 1: A bus-only curb lane during peak hours. Option 2: A dedicated, bus-only curb lane. Option 3: No change.*

Comments

Car lane would be free flowing

Easiest travel but would suggest hov lanes for car pooling or making hov Lane a paid toll Lane for carpooling vehicles

Good balance

Best compromise

1, without dedicated lanes the MAX would not be any better than the current bus 2. general traffic is restricted to 2 lanes south of 16ave anyways so might as well do so to the north. 3. gives cyclists a place to ride. 4. avoids confusing time signage

This is required in this section as the LRT will reduce the number of lanes along Centre St, creating a bottleneck at 16th. Transit-only lanes at all times are required for vehicle lane continuity, and to ensure all-day transit reliability.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

We already have option 1 during peak hours, and its not working. There are always a ton of cars in that lane and especially so where there is only 1 person in the vehicle

I have seen dedicated bus-only lanes work well in other countries. It creates the most "C-train" like experience for transit users. An incentive to increase transit use is to have a quicker service than sitting in the same traffic as individual vehicles.

Only makes sense -- we gotta keep people moving reasonable quickly from as far North as Livingston (and beyond) to downtown AND if we don't, then the new MAX line that is being considered will be the same as the old 301

There is not much of an issue from 16 Ave to 21 Ave N

Street parking not necessary on a major parking, but no point in wasting the lane in off-peak hours by keeping it a dedicated lane.

balance of BRT speed and reliability without permanently taking away parking.

I am often travelling during off peak periods, and would rather have reliability of movement than availability of parking.

There is no parking during peak hours now. I'm not sure how it would make the brt slower

Neither - leave it as it is

I want to get up and down Centre Street as quickly as possible during all hours of the day.

Public transit needs will likely continue to grow over the foreseeable future especially with the addition of the green line terminating at 16th Ave.

It would be good to be able to keep some on-street parking, but also improves transit.

Would encourage bus usage

BRT only seems to be impacted by traffic during peak hours.

I think it strikes a balance for businesses like it does downtown for parking.

Encourage more transit use

Encourage more transit use

Helps bus to run faster at peak times but doesn't compromise road use at other times

Bus riders deserve a break consider the break they are giving to the environment -- and this option is the best tradeoff.

This area already has high occupancy lanes

BRT runs all day. Also part time curb lanes are just asking for parking compliance problems

Less likely for people to leave their vehicles past 3pm, causing traffic congestion

Allows for street parking during off-peak hours



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Dedicated lane sounds great. What sounds better would be busses on rails. Perhaps link a couple together. It could really move a lot of people efficiently.

First of all it's not a effective MAX if it does not have dedicated lanes. 2nd if your going to restrict the road down to 2 SOV lanes during peak hours, (when 4 would be needed most) you might as well keep it simple and gmake it bus only around the clock

it's the right balance

Parking won't matter as much if transit is usable and people rode the bus instead.

There is no need to permanently remove parking on west side of Centre St during all hours. Traffic levels on are not that heavy off-peak.

This route is always busy, whether it is peak or non-peak hours. That is why the bus should have a designated lane.

More reliability for taking transit

Ensure BRT access during peak times while making parking available for businesses off peak.

ease of bus use

Good balance between having available parking during non-peak hours and reliability.

If we are serious about achieving mode shift, especially along our busiest corridors with good pedestrian connectivity, then we must have dedicated BRT lanes or transitways to build and maintain schedule and service reliability

Maintaining high frequencies and on time performance should be top priority. Dedicated lanes onn Centre Street would give the route a more established feel, and could help attract more reidership

When I've taken the 301 during the day, it's been very reliable and moved very quickly. I'm not sure it's necessary all of the time.

Mostly business, little value for on street parking in this area

I don't think that parking is an issue here so I am fine with removing some on-street parking.

There is no issue with the way it is currently done. Why would you fix something that is not broken. Busses are already quick enough.

the most efficient route for the bus. there's already going to be fewer lanes southbound with the green line, so it shouldnt be a massive difference

This would allow for faster transit travel during peak times and would also allow regular vehicle travel to continue quickly as well. Parking would only be removed for a few hours each day rather than permanently - more fair to businesses.

Note, your picture is rotated the wrong way which makes it hard to view/understand. stupid! Losing a lane for regular cars will make it difficult to travel north/south across 16th ave unless a turning lane is also added to turn north/east.

On street parking is vital for a pedestrian realm and for business and retail amenities to be viable.



North Central BRT Study: Phase 2b

Question: Is there anything else you would like the project team to know related to the North Central BRT Study or the proposed improvements?

Comments

Do not include the park and ride at 40th ave and centre street. This space could provide much more utility to the surrounding communities as a mixed use development. A development like this would also provide taxes to the city and provide more passengers for the proposed BRT and future LRT.

I hope we get to building this soon.

Implement the bus lanes at all parts of the corridor at all times during the day (from 0600 to 1900).

Given the dearth of public washrooms in Calgary why not create a public washroom (with separate provision for transit operators if need be). One small step in meeting our claims to be pedestrian and tourist friendly.

Centre Street is a major route in to and out of downtown but these plans will reduce the road to a single lane northbound and southbound for key areas. Likely that a transit hub at 16th Ave N and Centre Street will further congest an already busy intersection.

Stop the Green Line! We don't need it for a ghost town when our property taxes go thru the roof again

What kind of moron creates diagrams with half of the images with north to the top and the other half of images with north facing to the right? Why are these not drawn consistently with North to the top? it makes it really difficult to review the diagrams and understand the proposed changes. Is the city intentionally trying to confuse and mislead people on this project? Very disappointed.

While I am a strong supporter of mass transit, the waste of monies of going underground hampers the line going north. The excuse that the line will hamper vehicle traffic in the core is not realistic. Is not the idea of mass transit ment to reduce vehicles thus the excuse is mute. This council's decision makes no sense and as for my ward 3 representative and her decision to support the reduced service to the north will be for the best in the future has lost my vote in the future.

Based on past experiences with City of Calgary the City requires better, unbuased, PM and procurement personnel to manage a project of this magnitude to prevent budget overruns.

I don't believe this project should proceed until ridership demand increases, significantly.

The last proposed pricing was significantly inflated for the reduced scope.

The present mayor should have no involvement is this project.

Consider removing parking on 6 st SW, including bus-only lanes along 1 st. SW, and retain the bus lanes on Centre St. south of 40th Ave. all-day. It would also be nice if, as part of improvements, the city could provide queue-jump lanes along 16th at Centre St. for MAX Orange, as this is often an area of delays. At Centre and 6th, consider removing curb bulb to allow for bus right-turn lane and a vehicle right-turn lane, plus the through lane.

The roundabout shown at Beddington Boulevard is a good idea; also make the BRT only lanes be 24 hours a day rather than just peak hours. It confuseing and BRT needs top priority all times of the day. During not peak hours there is less car traffic on the road anyways so there is no point in having 4 car lanes.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Please open the road and access from Country Hills to Beddington. Connect Harvest Hills Blv with Central Street. This disconnection suffers large scale of people travelling towards downtown and back to northern area of Calgary

Please remove the traffic diverters that have been placed along 1st Street NE from around 17th avenue north to 22nd avenue NE and the ones in mount pleasant. They are serving no purpose in reducing traffic. Traffic is simply being diverted to other streets. Drivers are running stop signs and worse driving over sidewalks and lawns as a work around. This is supposed to be a 'live engagement' however the city has not done anything to address the ongoing concerns of residents in the area.

I like proposed improvements to downtown route, they look awesome! But I am confused about why the BRT improvements omit the area between McKnight and Boddington? There is tons of space to make improvements along Centre St for Bus only lanes, wider sidewalks and mixed used pathway for cyclist.

March 2021 Stantec PDF with 5Ave bus lane ending before 1 St E requires busses make several lane changes into general traffic to turn left at Centre street - it didn't work in 2019, it won't work after COVID. Meanwhile Jan. presentation showed 5av bus lane continue to Centre Str, with what looks like a queue jump for the left turn onto Centre... a much better option. @ Beddington Tr - won't fix issue for NB buses entering HH Bv (standees hang on for lives as artic bus does a "Crack the Whip")

Question: Please tell us if you think there are any criteria missing, or if any of the criteria should be changed.

Comments

- Stop the spending
- Impact to surrounding communities should be considered
- Impact to surrounding communities should be an important consideration that seems to be missing.
- Expertise and experience of City of Calgary Project and Procurement Management outside of City of Calgary expertise and experience.
- Also, comparable prices from other similar cities.
- Actual studies that show the real costs and schedule not the existing guess work
- Cost/benefit of only a BRT and no train vs. the mega-costly north Greenline. To be honest, the City website is a pro-Greenline propaganda machine which precludes citizens from having an informed view. The City website highlights the benefits of a 46km greenline, but no mention of total cost.
- Operational Cost? (BRT lanes useless without frequent buses). Person Travel time? (time from Sage Hill home to Downtown rather than only time on Centre St BRT). Is BRT on Centre St the only option? Sage Hill to DT BRT? Don't turn blind eye to mobility needs for all the North -provide other options

Questions and answers from BRT engagement (online Engage Portal)

Question	Question Details	Answer
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Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

<p>How will left turns work on center street when there is only one lane for each direction?</p>	<p>If curb lanes are dedicated to bus traffic, how will traffic flow if there is only one lane in each direction? Will all left turns be eliminated?</p>	<p>The reduction in the number of travel lanes on Centre Street N means that there will be less traffic on the roadway. While we are continuing to evaluate the corridor, we do not currently anticipate that we will be restricting left turns, but rather that they will occur from the through lane and that through traffic will temporarily be delayed as vehicles turn left off on Centre Street N.</p>
<p>Crime and drug abuse increases wherever these stations are built.</p>	<p>I am concerned that the NW suburbs will see an increase in crime and drug abuse. It has been very clear that these stations attract crooks and addicts. I expect that there should also be an increase in police and security where these stations are. If you do intend to build LRT stations in NW, you need to promise residents that you will increase peace officers and police officers where these stations are. Look at Chinook station, crime is out of control in that area and people don't feel safe.</p>	
<p>Will dedicated BRT lanes also be available for cyclist use?</p>	<p>It would seem safer for cyclists to ride there than on a driving lane or sidewalk. Especially downtown and on the Centre Street Bridge.</p>	<p>The North Hill Area Communities Local Area Plan identified the provision of bike routes on 2 Street NW and 1 Street NE. These routes will provide access to the cycling facilities that will be provided on the new Green Line bridge over the Bow River. We feel these routes provide a better alternative than mixing cycling activity with the bus lanes. As such, cycling is not proposed within the bus lanes.</p>
<p>It states that having bus lanes on the median of Harvest Hills Blvd is a med-long term idea. I thought the LRT was going to be using that space soon?</p>	<p>I find that statement a hint on the fact that the greenline may never be extended north. Harvest hills median I always thought was for the LRT. Putting bus lanes in on the long term would mean it's basically an alternative to the train and the BRT will be permanent. I hope you build the train at</p>	<p>The timing for the extension of the Green Line LRT north to Harvest Hills Boulevard N is currently unknown. As such, we are looking at the possibility of using the Harvest Hills median for the BRT as a temporary option until the Green Line LRT is extended north of 96 Avenue N. This is listed as a "medium to long term"</p>



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

	<p>least to 96 ave ASAP. the BRT is supposed to be a temporary solution, not a permanent one. As a side question, by roughly what point in time can we expect the train to be extended to 96 ave?</p>	<p>option as it may not be implemented immediately. Factors such as cost and value for money are considered within the planning and evaluation process.</p>
<p>Why not use 7th Avenue as a downtown BRT corridor</p>	<p>The bus would run efficiently on this transit only street. Requires limited capital to implement a BRT here. Would not effect other traffic on other downtown streets,</p>	<p>7 Avenue S was previously used for several bus routes. However, as the frequency of the Red and Blue lines increased the mixing of the busses and the LRT created operational issues for Calgary Transit and most of the bus routes have since been moved off of 7 Avenue S.</p>
<p>Will transit-only lanes be considered for more downtown corridors?</p>	<p>Currently it appears the lanes are only proposed for 6th and 9th, however there are large volumes of transit traffic on 5th Ave and 1st St. W. Transit lanes here would improve the overall efficiency of the downtown network, and save significantly on travel time of crosstown routes.</p>	<p>The North Central BRT study is considering bus-only lanes on 5 Avenue S.W. and 6 Avenue S.W. with an intent to improve the current 301 bus route.</p>
<p>How will the city prevent bus delays due to right turning traffic stopping for pedestrians south of 16th Ave?</p>	<p>Vancouver has found increasing pedestrian movements adjacent to bus-only lanes has caused more delays than general traffic due to right-turning traffic holding up the bus-only lane as they wait for pedestrians to cross. How will this be prevented with the proposed configuration?</p>	<p>If the buses ultimately run in the curb lane south of 16 Avenue N, this lane would operate as a general purpose traffic lane (i.e. open to all traffic). In this scenario, right turning traffic will be required to stop when pedestrians are crossing the avenues in the north-south direction, so this will not be a condition that is prevented. North of 16 Avenue N where the dedicated bus lanes are proposed the right turning traffic will also be required to stop when pedestrians are crossing the avenues in the north-south direction, so this will not be a condition that is prevented. However, pedestrian volumes are lower north of 16 Avenue N.</p>
<p>LRT and BRT noise</p>	<p>I live 2 blocks from Centre Street in Tuxedo Park. I'm concerned about the potential noise increase from the LRT. What has been done to mitigate noise from bells at crossing locations, etc?</p>	<p>The Green Line LRT is procuring a new fleet of train cars with modern low floor light rail vehicle (LRV) technology, rather than the existing high-floor LRVs currently in operation. This low floor train technology greatly reduces noise as compared to high-floor trains. The project</p>



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

		team is also exploring options such as soft-tone bells and strategic bell placement to reduce noise for adjacent neighbourhoods. Details such as the exact locations of crossings, bells and other features will be determined as we continue to progress through the planning process.
Why does the bus need to take two dedicated lanes off 5th and 6th Avenue downtown rather than just 1 on each road?	I think the BRT should get a dedicated lane through downtown, but don't know why it needs two lanes going the same direction. 3 car lanes and 2 bus lanes in one direction seems unnecessary, why not just 4 car lanes and 1 bus lane.	During peak periods today, the curb lane is generally filled with buses stopped at the numerous stop locations along 5/6 Avenue. In the current condition, the adjacent lane is a mix of buses maneuvering in and out of stops and general traffic weaving to avoid the bus traffic. By also dedicating the adjacent lane to bus traffic, it will allow bus traffic to flow more freely through downtown and stabilize general operations of the various lanes.
Why is the centre running BRT no longer being considered? It was the best option.	Centre running BRT had the following advantages. <ul style="list-style-type: none"> - Allows for parking and right turns to not be affected by a bus only lane - Occupies the space that the Greenline will take up in the future, therefore a step towards the ultimate goal. - Wide median with the BRT on it makes legal u-turns easy to make at signal lights (like 17 ave BRT) allowing easy access to both sides of the street. - It will create the most reliable times for BRT. 	In the scenario where we were considering a centre running option, it would mean a permanent removal of parking along Centre Street N due to the available right of way (area between the property lines used for the transportation network) along the corridor. It would also result in significant impacts to properties along the corridor due to the additional width required to provide left turns and stations within the median. There would also be significant throwaway costs as the LRT is extended north of 16 Avenue N. The proposed bus only lanes will still allow right turns to occur from the bus lane on the approach to intersections and driveways.



North Central Mobility Study: Phase 2a

Question: What do you see as the trade-offs and benefits of the improvements you have selected as most important to you? Tell us why these are important.

14th N.W. Street comments

Add a bridge to cross above grade

Adding the improvements suggested is a cost

Need for transit

Desperately needs a dedicated left turn lane at 24th ave. That 24th ave intersection causes traffic problems in the present. With increased pressure from the new traffic patterns, fixing this is vital. Intersection at NorthMt is dangerous. Removing the left turn, yield on green when turning off 14th street onto NorthMt and replacing it with dual turns would help improve safety for drivers and pedestrians. 14th street could use better bike facilities as well especially in Kensington

At times as a person is driving north or south on 14th Street N.W. the traffic lights are not coordinated for a better flow of traffic.

Improved intersections will make through traffic movement more efficient, but merging traffic might create bottlenecks on the intersecting roads. Pedestrians will want improved access, perhaps more controlled crosswalks, which will slow traffic down.

create less back up

Traffic will flow better with timed lights. No known downside.

Improve flow of vehicle, transit and pedestrian traffic movement.

With reduction in available vehicle flow on Centre, this street needs to take on the extra burden in traffic. Need to match improvements to the land use - can just blanket apply these types of things. Need more urban design, trees, etc.

Better and more efficient turning lanes will help traffic move more quickly past the intersections. There will be less "cutting into the through lane" if the turns are more efficient.

lengthening of turning lanes allows for through traffic not to be held up because of vehicles making left hand turns.

will make car travel more difficult/longer times at intersections, but the idea is to make transit more usable and reduce the need to drive and make it easier for folks to get to the transit options by walking or wheeling.



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There appears to be enough pedestrian crossings. I don't see many pedestrians or cyclists at the crossings, other than at 6ave & 14 st NW (cycling lane). I believe the pedestrians crossings that exist, serve the population well - 8ave & 14st ped overpass, SAIT, cycling crossing at 6ave, and flashing lights at 2ave NW. There could be work done at 24 ave (by Confed Park) and Northmount & 14st for pedestrian and cyclist crossings.

Additional turning lanes and better turning movements and signal timing would help traffic flow better at rush hour and likely reduce cars cutting through neighbourhoods but would reduce sidewalk space but few people actually walk down 14 st.

14 should focus on improving movement for vehicles. Larger street that connects far north and south - major transportation and transit route

24th ave from 14th st northbound should have a turn signal. to avoid the congestion created by The City on 16th ave, people are using 24th ave as a short cut to Crowchild. Putting up the new lights at Crowchild from 24th was a terrible idea. Why is the City so hell bent on making driving so difficult when the MAJORITY of people drive??

Bike access would be best separated from the traffic as 14 st can be a little crazy. It would be best to convert a sidewalk to a multi-use pathway, but this may eliminate parking. Parking is at least fairly poorly utilized along 14 st. and is debatably dangerous. Addition of turning lanes or signals may necessitate the reduction of on-street parking, however it would make the intersections a lot safer.

Lower taxes

Reducing speed and adding safety for pedestrians and cyclist may slow vehicle traffic down, but also promote more active modes of transportation, which may ultimately reduce car traffic congestion.

Improving the pedestrian realm will potentially take away space for car through traffic. This is ok. Slowing cars down should be part of the strategy along this street.

What I find is that the cross buttons don't typically trip a light change in heavier trafficked areas (16 Ave for example) therefore not encouraging people to use alternate commuting methods. It's not fun standing on a corner in-20 waiting for a walk signal. A solution may be raised pedestrian crossings at some of the busier intersections. 14st and JL has very easy access to parks but an unfriendly way of getting there by foot, bike....

Traffic moves more uniformly and less congestion people not having to go around those turning

Recent changes to bike lanes negatively impact vehicle movement (ie Northmount and 14th), comments would assist

install pedestrian overpasses and eliminate the ground level crossing.

Improved connections for walking & wheeling are important to encourage bus/biking/walking traffic, but may cause some slight delays for cars.



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it is generally a nasty route for pedestrians, aggravated by the sometimes very long distances between safe crossing points. More and safer crossings please (followed up with strict enforcement to deter drivers running lights, blocking crosswalks, making turning movements that endanger pedestrians, etc.)

14 turn onto Kensington west, stop light at bottom of 14 st hill - why ?

I love the tunnels that go under 10th and 14th street. Great for pedestrians and bikes.

"Left Turn signals nb 14 st to wb 24 ave nw.

Left turn signal sb 14 st to eb 20 ave nw."

Increase lanes are terribly dangerous, add curb extensions to ease crossings

The high congestion occurs at the same times as high pedestrian traffic. Better management of the turning movements and signals would potentially increase the time at lights but potentially move more vehicles and people through the intersections under controlled times. This includes many right-hand turns which are bottlenecked by pedestrian traffic, holding up both those wishing to turn or continue straight.

Please do not add any more calming measures - enough already.

Do not add anything for cars. Think of transit, pedestrians, and cyclist.

Benefit is better traffic flow for all directions

Better management of left turns at 20th Ave and 24th Ave would make for safer intersections and reduce congestion by clearing vehicles out of the intersection.

Costs more much safer to separate traffic from slow movers on a major road.

This intersection is already a bottle neck, with this traffic change it will make it worse. This needs better flow to move traffic quicker.

Less engine on time

"#1 Add a turning left lane at 24th ave so people waiting to turn dont block one of the lanes and cause big back ups this is a heavily made turn so there should be a arrow too. There is space in park to widen 14th and install the lane so no disadvantages

#2 Lengthen turning lanes at 20th ave

#3 Install north-south bike route through 16th and 14th ave interchange area.

#3 Add left arrow for traffic turning off 14th onto northmount westbound.

#4 Add turning left lanes around 8 ave. There is space."



Green Line LRT

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As much as possible, separating walking and wheeling from each other and from vehicles reduces conflict and the risk of collisions. Speed reductions might reduce seriousness of injury, but not the likelihood of injury.

It is painful to be driving east or west along 20th Ave or 16th Ave during rush hours. Long waits to cross 14th St at 20th Ave NW.

Intersection timing makes or breaks a route. It is important to not feel like you are having to stop at every light or people will find other routes/shortcuts through neighbourhoods. I also think it is important that pedestrians and cyclists be given as much consideration in planning as vehicles.

I don't have any issues with 14th St.

The most important improvements should be for pedestrians as current conditions are very poor. Lighting is poor, crossing are not well lit nor they have beacon lights, sidewalks are narrow and too close to the busy street. The city should install help/sos buttons.

Retail development along this corridor. Unless the suggested changes to this road come hand in hand with rapid development encouragement from the city to developers (similar to the support give to east village), the road should remain relatively the same until such times as we are ready to accommodate the new businesses. This is especially important at the 14th and North Mount area, but also in the Kensington Rd. to 5ave section, and around 24th Avenue.

Prioritize and support active modes and transit wherever possible especially between downtown and McKnight Blvd. as these areas are well supported by open, grid-based street networks and good connectivity via regional and local pathway systems but less well-served by more frequent and safer active mode crossing points (signalization, shortened crossing distances by removing "pork chop" turning lanes and increased use of mid-block crossings with ramp bulbs and user-activated crossing flashers.)

14 street is a key connector for those who travel between Highwood (and north) and South Calgary/Elbow Park. Smoothing traffic flow along that route would be very helpful, but may increase the amount of traffic flowing through those areas

Safety! There must be a way to allow for better/safer traffic movements while also protecting the pedestrian movement and safety.

more frequent transit options connecting to LRT. better biking options to LRT. more thought needs to be given to a more conducive pedestrian/ bike environment to entice people out of their vehicles.

Improved pedestrian crossings and connections have the potential to increase vehicle congestion, but would help to improve walkability in the North Central neighbourhoods, and potentially attract more residents and local small businesses in the longer term

Bike and pedestrian at grade crossings are critical. Otherwise 14 Street acts as a barrier.



Green Line LRT

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I think that additional pedestrian crossings are important but it won't matter if additional effort isn't put into increased pedestrian safety.

There is need to prioritize north/south traffic versus all other roads crossing east/west

We need to keep the vehicle traffic moving so we don't end up with a lot of vehicle backup. Also, there needs to be better movement for vehicles turning.

Need left turn light turning from 14th on to 20th Ave (going South to East).

This is a major travel route for daily commuting. If you wish to make the largest positive impact on residents you will focus on changes that improve driving commutes.

I don't really think that any reduction of speed, traffic calming, or other changes are needed. This is a major roadway through the area. If people want calmer traffic, they should use a different road.

So many people forget that 16th Ave is also a residential road with hundreds of Calgarians living on it. As such we need to add traffic calming measures such as off-peak on street parking and lower the speed limit to 40km per hour.

already congested at peak hours

4th Street N.W. comments

I primarily use this corridor as a pedestrian and cyclist. Improving connections are needed to improve safety. I have had to run to avoid being hit crossing 16th ave by turning vehicles on several occasions. There needs to be better signal prioritization (vehicle left turns on arrow only for example) to allow pedestrians to cross without having to constantly look over my shoulder

I'm not an engineer, but it seems like alternate routes besides Centre St will be important for drivers trying to go southward with the reduced capacity of Centre St once bus lanes/GL are present. The commute for those who live far in the North is already quite far, so tacking on more time each day due to disruptions, especially if construction in the area lasts over six months, will be difficult on those trying to pick up kids from school, or get home after work, etc.

Build pedestrian overpass

Sidewalk improvements would have to be accommodated - space is already being utilized

slower traffic which can also be good

Intersection of 4th street and Northmount DR needs better turning lanes and timing.

4th street might need some traffic calming to respond to the new traffic and stop it from becoming a car sewer. Roundabouts at the medium sized intersections would be nice. Mcknight intersection needs to be



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retimed in favour of McKnight, it green for 4th way longer than it needs to be. Unnecessary left turn signals off 4th onto McKnight can be removed as well as they just waste time and are not justified by the volume of people using them.

When the weather is uncomfortable, it is nice to have a shelter as you wait for a bus; the drawback is that some people damage these shelters.

Improved intersections will make through traffic movement more efficient, but merging traffic might create bottlenecks on the intersecting roads. Pedestrians will need improved access so they can reach BRT and LRT connections, which will slow traffic down.

helps to make pedestrians more visible, especially since a lot of people seem to cross 4th early in the am or late in the pm to catch the bus going south on 4th.

Improve flow of vehicle, transit and pedestrian traffic movement.

Need to match these improvements to the land use. Don't need additional ped crossings or speed reductions along whole corridor but need these where the land use requires it.

4th street is cutting through Mount Pleasant community, and there is already a lot of traffic going through. Reduction of speed will ensure it's more pedestrian friendly

Similar to the prior answer. will make car travel more difficult/longer times at intersections, but the idea is to make transit more usable and reduce the need to drive and make it easier for folks to get to the transit options by walking or wheeling. This street though could be converted into more of a gathering street with expanded sidewalks with restaurants with patios, bakeries, food trucks etc. Makes for a more livable city.

Certain sections of 4th st are 60 km/h(?), it seems too fast for this street. Maybe the new pavement enabled people to drive faster. Traffic calming could be used by 40th ave NW ped crossing. Cyclists use this road due to the direct connectivity of N to S, rather than zigzag along 1 and 2st. Pavement improvements and/or flow could be made to 1 and 2 st to enable cyclist traffic. My view is that 4st would be a great spot for a cycle lane from 12ave to 60ave (junction to center st)

Need to reduce speeds where there are white dividing lines on 4 street, especially between 20 Ave and 42 Ave. vehicles routinely speed over 60kms in these areas. More pedestrian crossings and traffic calming measures are needed to reduce the speed, especially because when the lanes are reduced it causes lots of frustration when drivers try to merge and still pay attention for pedestrians and bike.

The left turn lane when heading north on 4th Street and turning left on 16th Ave needs to be lengthened. Its current length results in significant traffic backups because cars wanting to continue north have to wait for cars to turn westbound.

4th should be more a community street - not a through fare. School zones and businesses can benefit from slower speeds and less traffic.

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Green Line LRT

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This street is used by many motorists but, it runs right through many residential neighbourhoods. Motorists should be nudged to use other 'main' roads by employing traffic calming measures.

Saving taxpayers money

Personal vehicles won't be able to use 4th as a major thoroughfare but residents and visitors will gain a true neighbourhood main street.

Slowing cars down should be a goal of the project.

Especially around 20th Ave there are a lot of pedestrians and schools. Slowing traffic would make it safer for walking but slow traffic flow... this could divert more traffic to centre street. It's important to me because I live and walk here a lot.

As a pedestrian I'd vote for a safe crossing over a short one, and as a driver I suspect that some dedicated turn lanes [right and left] with clearer sightlines might reduce accident-causing turns at, notably, 20th Avenue (a gong show, unpleasant for pedestrian and motorist) and 16th Avenue (where the dedicated left-turn lanes on 4th street work well but there are no dedicated right-turn lanes; also an awful lot of red-light running at that intersection in all directions.

very difficult to get out of neighborhood as traffic is focused into one lane. Have to wait several minutes to get a break in traffic to turn

I would focus on traffic calming between 16 Ave and 40 Ave NW and make the neighborhood more accessible to transit, bikes and pedestrians. Slow the traffic down!

"Safety from left turners racing oncoming traffic.

Less stopped congestion in the left lane of cars stopped, waiting for a chance to turn.

Less chance of sideswipe collision from people changing to right lane to go around stopped, waiting cars. Especially nb 14 st at 24 ave nw."

More people on transit makes traffic better

If you make the road it will have more traffic. It sucks taking lanes out centre street.

Take away the calming devices on 4th St & 20 Ave, allowing people to turn without halting traffic. Ensuring there are 2 lanes going both ways

Please no more calming measures or impediments to traffic. More isn't always better

Plan for transit, walking, and cycling.

By making signal timing better for the direction of the "rush" it makes it worse and more frustrating in the other direction.



Green Line LRT

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I understand that traffic needs to flow through the inner city neighborhoods to reach the city core, but without traffic calming measures past experience shows that drivers are not respectful of the safety of the pedestrians and cyclists sharing the streets with them.

Would like to see traffic circles or lights at 24th Ave. Intersection gets blocked up with school buses which reduce site lines for pedestrians and other traffic. With schools on either side of the street plus a busy shopping centre on another corner, there's lots of cross traffic of all kinds at that intersection.

Less engine on time

"4th is a problem free road and does not go downtown, the \$ is better spent elsewhere, still here are some ideas

#1, extend the MUP that exists on the north half of the road all the way south to Crescent drive. Then it can run down the hill and connect to the PIP river bridge. There is space for it, no downsides.

#2 McKnight intersection improvements. ie 6 lanes on Mc

#3 Add traffic circles at northmount and 40th ave. Provide traffic calming, better intersections, easier for pedestrians, to cross."

I realize reduction in speed may impede traffic flow but as a resident on 32nd Ave crossing 4th St to take transit or access Confed Park is very dangerous, particularly in the stretch from 40th to 28th. during rush hour in particular speeding is frequent, including people impatiently speeding in the outside lanes to get around slower local traffic, they have frequent "near-misses" with pedestrians even at crosswalks. Slowing them down and better lighting of crossings would make it safer.

The more Calgarians are encouraged to walk, cycle or use transit, the less need there is for more costly vehicle traffic improvements. The last thing Calgary needs is more traffic lanes.

4th Street is the heart of the Mount Pleasant residential community but it is treated as a commuter road. I think there needs to be reduced speed along here (40km) and more pedestrian crossings.

I walk my dog across 4 street every day and if this is going to be an area seeing more traffic, because of centre street being reduced to 1 lane each direction, it is important this road remains safe for residents walking in the area. It is all residential along this 4th street section so traffic calming is essential.

Turning congestion at 40th Ave is a problem. There needs to be an arrow N and S.

Traffic calming measures as many drivers use this route as an alternative to Centre St and 14 St so they speed through. Also, many pedestrian improvements are needed, just as for 14 Street.

"Missing links.... there is a missing link at the end of Egerts park that ideally could run parallel to McKnight.



Green Line LRT

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If serious work is being considered at 4th Street and McKnight, I would recommend a pedestrian tunnel to be installed from NW to SE corner of the intersection.

Again encouraging development along 4th street with what ever proposed changes there might be. Develop strip-mall by 40th Avenue, and similarly around 4th Street and North Mount drive."

Traffic calming on 4 St is already excessive. It has encouraged cars to cross-cut east/west between 4 St NW and Centre St. Residents have difficulty if we want to turn left onto 4th

Promote mode shift away from cars to active modes and transit for improved health, lower emissions, safer streets, and greater connectivity and mobility efficiency. 4th Street from Crescent Hts. to McKnight Blvd. does not need more capacity for cars. It needs to be a place where on-street parking can be better integrated with adjacent land use and the provision of pedestrian amenities like bulbed crossing nodes.

That intersection is like a barrier to those who live SE of that intersection to connect to the pathway NW of that intersection that leads to Nose Hill park.

Traffic lights at all intersections along 4th Street NW will be the only way for vehicles to be able to pull onto 4th Street NW from side streets and allow pedestrians to cross 4th Street NW when the additional traffic from Centre Street N is diverted away from Centre Street N because of the installation of the Green Line. Vehicular traffic movement for local communities either side of Centre Street N cannot be sacrificed because the Green Line is built along Centre Street N

Safety! There must be a way to allow for better/safer traffic movements while also protecting the pedestrian movement and safety.

north of 30th Ave traffic calming devices would be appreciated with safer biking lanes on 4th St.

These measures may increase congestion, but would make the corridor a more attractive place to live. There is already a lot of incremental densification occurring in the area, with a small section along 4th street that could be improved into more of a "main street". Improving the pedestrian environment, and slowing traffic could make the area more attractive to live, and help attract more small businesses.

People matter as a first priority. 16 Avenue failed at this when the landscaping was not maintained! People move to the bus and LRT. People only make LRT successful when they can travel safely on beautifully landscaped and protected routes to transit facilities.

I am mostly concerned about pedestrian safety and connection so I am ok with the trade-offs. The only traffic related issue I think should be addressed is the addition of turning lanes - the lack of turning lanes in addition to parking lanes makes it difficult to navigate 4th St in a car.

Fourth street is an awesome street. Even when busy. "Best kept secret"?

By the weird and awful ways you've strangled 2 street, forcing locals such as myself onto 4 and Centre you need to make this flow better. I say this as someone who walks their dog twice a day and used to walk into the downtown. If you're forcing people onto 4 street you must improve traffic capacity and flow.



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If people want calmer traffic for cycling or walking, they should use one of the side streets. there are limited north/south traffic roads in this area. Making the few existing roads more difficult to use for cars is not a good idea.

Living just west of 4th Street near 16th Ave I feel that 4th Street has become a boundary that one should never cross. 16th Ave is too busy and 20th Ave is too far away. There should be a signalized pedestrian crossing in between. I would suggest at 4th Street and 17th Ave NW to allow for the east/west flow of pedestrian traffic. This keeps pedestrians close to the 16th Ave amenities and businesses that rely on them but also allows for a safer crossing on 4th Street.

again, congested at peak hours, need more turn lanes & longer times

Centre Street N. comments

I feel like pedestrian crossings are best focused on areas near bus stops, future train stations, etc. where people will be tempted to jay walk so they don't miss their bus. They do slow traffic quite a bit, but are definitely a necessity to avoid accidents. I appreciate the work you have ahead of you to figure out how to strategically implement improvements while minimizing disruption to the established routes people take.

Build overpass for pedestrians.

All measures slow down transit, but if you want a thriving corridor you have to encourage pedestrian traffic

Construction required to improve cycling access here. I think the proposed improvements of BRT to Max style shelters would be great

Centre street should be studied separately, BRT lanes a must. Left turning lanes would be nice if their are only going to be one general lane in each direction.

How will the Green line affect the cars/trucks going in and out of downtown?

I'm confused why 20th ave is left off of this list. It is currently a confusing intersection where the lane reversal ends. There are also congestion issues here on 20th ave waiting to turn/cross with limited ability for vehicles going straight through (on 20th) to get around those waiting to turn left.

Improved intersections will make through traffic movement more efficient, but merging traffic might create bottlenecks on the intersecting roads. Pedestrians will need improved access so they can reach BRT and LRT connections, which will slow traffic down.

Improve flow of vehicle, transit and pedestrian traffic movement.

Most important is improving the pedestrian experience along shops and cafes. Also need street trees and benches to enable outdoor cafes. It is shameful that you are looking at this without land use - need both to work together. Having been heavily involved in MDP/CTP work - I am so saddened to see this unfortunate separation between land use and transportation planning, This appears to only consider traffic engineering and all the policy has been left out.

There are no right turn bays on the north side of 16th Ave, which is hazardous to pedestrians and cars on the road.

Goal is efficient travel by vehicle. Improving or adding turning lanes will make traffic flow more efficiently.

The bus trap on Centre Street was a huge error when it was constructed and it prevents the logical flow of traffic north and south.



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will make car travel more difficult/longer times at intersections, but the idea is to make transit more usable and reduce the need to drive and make it easier for folks to get to the transit options by walking or wheeling. This street though could be converted into more of a gathering street with expanded sidewalks with restaurants with patios, bakeries, food trucks etc. Makes for a more livable city.

I don't have many suggestions, I believe the Green Line will help flow, and 3 lane / 1 lane rush hour improvement helped a lot.

signal timing would help with traffic flow. I can't see a downside to this.

Walking and cycling connections must become safer than current state. Crossing Centre St today at a marked crosswalk is very dangerous. It is also very dangerous today to cross at lit crosswalks (for example at 7 Ave). Vehicles (with the exception of city buses) consistently do not stop.

If Green Line is continuing north - best to set this street up as a pedestrian focus and transit street now and get people used to using alternative routes.

-

The city has a chance to create an interesting, urban area here. We should not waste it by encouraging more vehicles than are already there.

Saving tax payers money

Not sure I see problems in these areas

elimination of bike lanes.

Add a right turn lane on Centre southbound [not much widening required for that]; wider and better-maintained sidewalks and curbs all around the intersection; better-maintained bus stops [they are always filthy there]

Centre street between 16 Ave and 12 Ave tends to be chaotic with multiple lanes of traffic and several pedestrian crossings. Would like to see pedestrians and cycling traffic prioritized although this could come at the expense of longer vehicle traffic commute times.

with only one lane all turns cross the lane will be terrible and hold up traffic behind person turning

I would prioritize transit, bike and pedestrian traffic, so more people take transit, bike or walk in this neighborhood. There should be 'no turning' into neighborhoods during rush hour and speed limits lower.

Put red light cameras on pedestrian crossings

Centre St and 16th Ave in particular is a dangerous intersection. Those traveling southbound on Centre, wishing to turn left onto 16th have very low visibility of vehicles in the right Northbound lane of Centre. Safety will come at the cost of convenience and time.

I want to cross centre safely, but also have cars move efficiently through it

"Advanced green at southbound Centre St and 16th ave missing.

Bus bay for north bound Centre St bus should be moved to the south side of 16th ave - not really safe design as is"

If you are going to take out a couple of lanes for the LRT you better add some very long turn lanes otherwise it will become near useless once it hits a very low capacity.

Benefits of these improvements could be more efficient traffic flow, better availability of pedestrian crossings, hopefully safer as well. When you do traffic studies I bet you don't assess anything regarding pedestrian traffic.

Centre Street will become a main LRT transportation corridor. As such, we can best manage the situation with clear signalling and signage and helping the pedestrians and cyclists safely cross this road.



Green Line LRT

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Need to have turning lanes and turning signals on Centre at 16th Ave. Have seen many near misses of people turning left from both north and southbound.

Less time idling

Its not fair to ask since the fate of this road depends on BRT and LRT concerns. I would say though that the city should just calm it down and put 2 total lanes in and add turning lanes. Signalized ped crossings are bad because they slow BRT down, activated lights are better. BRT gets right of way. Build a MUP down the entire length of the road from Beddington to Downtown, will be well liked and used by both cyclists and transit users. There is space for it and no downsides.

The more Calgarians are encouraged to walk, cycle or use transit, the less need there is for more costly vehicle traffic improvements. Centre Street is hard for pedestrians and cyclists to cross so improved crossings are a priority. The lane reversal signage on Centre Street can be misread as green lights and the overhead signage is often mistaken for crosswalk lights. The traffic signage on Centre Street is too busy and it's easy to miss a pedestrian trying to cross.

Centre Street is dangerous to cross for pedestrians, speed needs to be reduced and more pedestrian crossings installed and properly maintained. The pedestrian crossings need to be of the same format, right now they are all different, some have lights, some not. The paint wears out on the markings on the road. Drivers don't stop when waiting at the crosswalks with no lights. Centre St is the Main St of Tuxedo Park but is not super safe when crossing from one side to the next.

The addition of a biking lane would ideal for my commute to and from the core on a daily basis. With a biking lane on center street, it would make my biking commute safer as I wouldn't have to worry about proximity to vehicles/traffic.

If the LRT/BRT is going down the middle of the road real thought needs to go into how vehicles will safely turn left in front of the tracks. The level crossing in the northeast is a danger and the scene of countless accidents so I would hate to see those mistakes repeated with this project

"Turning congestion at 40th Ave is a problem. There needs to be an arrow N and S.

In general, road conditions on Centre St N are a challenge with pot holes etc."

Same comments as for the previous streets. The most important improvement is the overall feeling of safety as a pedestrian. The streets must be better lit, wider, provide help/sos buttons, have more crossings with beacon lights or at least shorter wait times at the intersections. Walking as a woman along those streets is not safe at all.

"Pedestrian crossings should be every 2 blocks on centre street. Since this is 4 lanes these need to be with flashing beacons.

Bicycle crossings should be enabled by bicycles on the street, not pedestrian push buttons."

I worry about residents being "trapped" and having poor access entering and leaving the neighbourhood by car and bicycle, due to a focus on commuters passing through

Study after study has debunked the "more room for cars = less congestion" fallacy. Centre street from the top of the hill to 21st Ave. NW is one of the most disjointed and dysfunctional streetscapes in Calgary. Create an enhanced pedestrian environment to link and connect to transit, businesses, amenities.

Need advanced left turn arrows at Centre and 40th! Very busy intersection. Right next to a BRT stop and Tim Hortons. Pedestrians cross without light to catch buses. Not safe.

Encouragement to select alternative ways of being in the city ie bikes, walking will improve a community sense of wellbeing, and reduce congestion, pollution, frustration, accidents.



Green Line LRT

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Pedestrian visibility and convenience is really important when the LRT restricts crossing opportunities. Tried to walk to Lina's the other day and Centre Street retailers had not shovelled the sidewalks. This needs to transition to people first priority so locals walk to local stores.

Pedestrian safety and connection will be even more important when pedestrians are accessing a train at-grade.

None of these options are helping people move. Priority needs to be focused on vehicles (private and public transit)

"Advance green for left run from Center St southbound to 16th ave Eastbound needed. Lengthen the left hand turn from Centre St northbound to McKnight westbound. Also means improved timing of the lights at McKnight and 4th to reduce backups and perhaps the bend of McKnight to John Laurie between 4th and 14th needs to be addressed, as it seems to be a bottleneck.

Nothing about Centre and 20th Ave? Definitely a concern as it is quite busy and important for the community to get to and from homes."

See answer above re: 4 street.

I bike in this area daily from Tuxedo to Downtown. Center street does not need any changes to accommodate cyclists or pedestrians. Cyclists who want to travel downtown should use 1st NW or 1st NE to get downtown. 1st NW should be further improved for cycling instead.

The pedestrian crossings at 16th Ave and Centre Street are fairly good. The danger is when a speeding truck is trying to make a yellow light. I suggest lowering the speed limit to 40km/hour and adding off-peak on street parking to improve pedestrian mobility. Especially with an LRT station coming.

Edmonton Trail N.E comments

Similar to the above.

Upgrade to express way

No suggestions - bike trail runs through here

Consider changing the timing at McKnight intersection, it's green way longer than it needs to be for Edmonton Trail. Meanwhile Mcknight backs up almost all the time here, (even during non peak times). Fix that intersection. Don't drive any other part of this road so have no comment about anything else.

Edmonton Trail will get more spillover traffic. Intersecting at Memorial Drive is a pinch-point for both vehicles and pedestrians. Build a pedestrian bridge, perhaps elevate Edmonton Trail over Memorial to improve downtown access - both costly improvements but worth it.

to prevent long backups.

Improve flow of vehicle, transit and pedestrian traffic movement.

See notes above. Most important is to link improvements to the land use context - block by block. Parts of Edmonton Trail should have traffic calming and more pedestrian crossings, others should not. Talk to your urban designers. So disappointed that this singular approach is being taken.

will make car travel more difficult/longer times at intersections, but the idea is to make transit more usable and reduce the need to drive and make it easier for folks to get to the transit options by walking or wheeling. This street (like most others) could be converted into more of a gathering street with expanded sidewalks with restaurants with patios, bakeries, food trucks etc. especially closer to memorial/1st/16th/20th aves.



Green Line LRT

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Center and Edmonton trail intersection needs improvement for vehicles. A turning lane for Edm trail onto 16 would help (S and N bound). I don't not like the idea of diverting traffic into the neighborhood.

allow more opportunity for pedestrians to cross safely but will likely slow down traffic a bit.

Edmonton trail has lots of businesses and potential cool spots, should be encouraged by reducing speed and making more pedestrian friendly. Allow local traffic movement but not treat as a commuter route.

Add more traffic lanes. This is my daily corridor into and out of downtown. I find it generally moves with good speed, however, especially at memorial drive when heading into downtown, the traffic can be backed up for blocks. Just crossing bridgeland can take longer than the entire rest of my commute. The lights on Edmonton trail need to be synchronized and given priority over cross streets.

-

Inner city. We should be encouraging more pedestrians and bicycles.

Recognizing that a lot of traffic will be diverted here I would like to see as much intervention as possible to make this a less desirable high volume route. Ensure that the vision of Main Streets can still be achieved and respect that residents didn't sign up to live next to a high traffic corridor. Edmonton Trail currently is unappealing from a development & visual perspective and jamming more traffic down here is going to limit any opportunity for revitalization.

Help taxpayers

Cars may have fewer travel lanes but this will not contribute to congestion because the opposite is true. Making it easier for cars to travel attracts more of them.

At memorial drive specifically add a raised pedestrian crossing. The rest I don't see as problems
elimination of bike lanes.

Improved merging onto McNight would be helpful to avoid a backup on Edmonton Trail.

Same as my comment above. Prioritize Transit, bike and pedestrian traffic. Lower speed limit and no turning into neighborhoods during rush hour.

Safer pedestrian crossings are better for all

With the parking times on Edmonton Trail, the section between 16th and Memorial becomes a dangerous area, with cars darting between lanes to avoid parked cars or those turning left in both directions. Better traffic calming measures would manage the traffic speeds at the cost of convenience, while better turning movements would prevent drivers from attempting to dodge turning cars making the movement more predictable and consistent.

I want to cross safely but also have cars more efficiently

Better road means more traffic. Build it and they will come is the motto for all urban streets.

I'm pretty happy with this road as it is, of course, the Greenline will undoubtedly increase traffic on Edmonton Trail. I'd like to see wats to provide more visibility for pedestrian crossings at controlled intersections to increase safety

More pull off areas for buses so they don't block traffic flow.

Answer very similar to those given for 4th Street.

Less time idling in vehicle

Edmonton Trail is going to need proper left turning lanes to operate under a higher traffic load, especially at larger signalized intersections like 8, 20, 32 and 36 ave. Having people wait to turn out of the left driving lane cloggs the road cuts capacity by 50% and causes jams. The big downside is unlike 14th st (has the same problem at 24th ave) there is no space to widen to add the turn lanes on Ed Tr. Property acquisition will be required. Extend the Ed Tr bike lane near river north please!



Green Line LRT

What we heard: North Central BRT and Mobility studies
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The more Calgarians are encouraged to walk, cycle or use transit, the less need there is for more costly vehicle traffic improvements. The last thing Calgary needs is more traffic lanes.

This area, like 4 street, has a lot of residential along it. Again, it is important that pedestrians feel safe crossing the road with increased traffic, or you are going to lose the walkability factor that is important to these neighbourhoods

Speeding on Edmonton Trail is a huge problem.

Turning congestion is a problem all along Edmonton Tr except for 20th Ave because there is a turning arrow.

Sidewalks need to be wider, streets need to be better lit, and overall feeling when walking down the streets must be safer, especially for vulnerable groups.

You are not being explicit enough about the increase in volume we are going to realize on Edmonton. You need to do more intervention to ensure this doesn't become a freeway. Development is already happening on this corridor to achieve the Main Street vision and you can't compromise that

"Pedestrian crossings should be every 2 blocks on centre street. Since this is 4 lanes these need to be with flashing beacons. Crossing facilities are lacking north of 25th Ave.

Speed is too fast on Edmonton trail. 4 lanes throughout is excessive for capacity. Better served with street parking or reduction to 2 travel and one turning lane."

See responses above. Edmonton trail needs some love to make it a high-functioning, vibrant streetscape that is not a motor speedway running between two neighbourhoods. More functional complexity and amenity levels for active modes, transit and cars would go a long way to supporting the adjacent land uses and help this corridor reach its full potential.

Need advanced left turn arrows / lane at 40th Ave!

Ditto from above

Edmonton Trail could connect better to pathways. Lots of local cross-traffic to stores, yet virtually no pedestrian or bike facilities.

Same as above responses. The wait time to turn onto 16th Ave is also quite long.

During non-pandemic time, Edmonton Trail can be quite busy. Right hand turning lanes seem to be a significant cause of back up, for example: at Edmonton Tr N turning east to 16th Ave N, Edmonton Tr S turning onto 20th Ave N. Perhaps a timed right turn only signal is beneficial. Edmonton Tr S at Memorial is often backed up. Better timing of the lights at Riverfront Dr and 4th St may improve this problem.

See above comments re : 4 street and centre.

16 Avenue and Centre Street is one of those cruel intersections where you can be on the wrong side of the street when your connection is arriving. Transit users are forced to either jaywalk or run across the street if they want to make their connection.

If people want calmer traffic for cycling or walking, they should use one of the side streets. there are limited north/south traffic roads in this area. Making the few existing roads more difficult to use for cars is not a good idea.

Overall pretty good.

40/41 Avenue comments



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Never noticed any problems on this road. A roundabout at 4th street would be nice. Other than that It seems to work fine the way it is. Roads like 14th and Mcknight need fixing a lot more than this road does.

These connectors don't link up well to Deerfoot Trail. Building better connectors will help shift spillover away from residential streets, at a cost. As a pedestrian, it is not an easy area to cross over.

Improve flow of vehicle, transit and pedestrian traffic movement.

Address these contextually with the adjacent land use.

I don't frequent this area so don't have pertinent feedback.

I have no issues with this route

-

This street needs sidewalks. Badly.

Taxpayer relief

elimination of bike lanes.

the intersection at Centre Street is important to transit and pedestrians. A lot of connections missed and scary moments as cars turning east and west off of Centre come dangerously close to striking cyclists and pedestrians.

This is a main connector route for transit connecting the NE with the University on transit

This road cuts through the community of Highland Park. It is very busy with pedestrians, bikes, cars.

Safety is key. Need to slow down traffic and increase the visibility of pedestrian crossings. Need to add a crossing and traffic calming at 40th Ave and 2nd/3rd street at the top of the hill. 40th crosses a bike route on 2/3rd street but there is no cross-walk here! It is very hard to see over the hill. Hard to cross as both a pedestrian or vehicle.

this is in large part industrial, except for a couple blocks west of Centre St. The Tim Hortons causes congestion.

Due to the hills and angles of the intersections, it's sometimes difficult to see traffic while making turns.

Reducing speed will reduce the severity of accidents.

Don't use much.

"This is an intersection where U can be on the wrong side when your connection is arriving. U R forced to either jwalk or run across to make your connection. The stop on Tim Horton's corner could be better. You have to get off the 3/301 ASAP to get to the 38 stop (if you are going NE). The City can work w the Tim's improve this corner.

If U R heading W on the Circle Route & need to catch the 3/301, U have to hope the driver will let you out before xing the intersection to catch a connection."

This road is okay as it is. No changes necessary other than facilitating better turning.

30/32 Avenue comments

Pedestrian bridge

I don't drive this road and it seems small and not important. Consider spending money on some other roads mentioned in this study instead.

These connectors don't link up well to Deerfoot Trail. Building better connectors will help shift spillover away from residential streets, at a cost.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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I live on 30th Avenue and there are several accidents that occur at my intersection as a result of people trying to cut west or east while avoiding 32nd Ave (the main connector). This road is not a connector road, and I do not believe it should become one. Traffic calming will increase safety for children that live on the street.

Improve flow of vehicle, transit and pedestrian traffic movement.

Need to address these with the adjacent land use.

I don't frequent this area so don't have pertinent feedback.

Try to keep traffic to being local. Improve E-W traffic along 20ave and 40th ave. Keep 32 ave as part of the cycle network. Maybe more stop signs to hinder cut through traffic.

this route is most often used as a "shortcut" but goes through confederation park and communities.

reducing speed and more traffic calming measures will make commute times increase slightly

This is a residential street. should not become a traffic through fare.

-

Residential neighbourhoods should be entitled to residential speeds (slow). Push more east/west onto 16th avenue and Mcknight.

This is currently a very narrow road especially in winter and parking on either side that it's some times difficult to maintain two way travel without pulling off to the side.

Help taxpayers pay their taxes

Not sure

elimination of bike lanes.

I DO NOT want to see an increase in traffic here at all! I want to see lower speed limits and no turning signs from Centre Street. I live on 31 Avenue and we already have vehicles racing through at all times of day where we live and where our children are playing outside. I would prioritize transit, bikes and pedestrians only and direct vehicles to use 16 Ave, 20 Ave, 24 Ave, 40 Ave and McKnight as their East/West travel choices and improve turning lanes along those roads.

Connect this area to the largest network

Will need some sort of controlled intersection (lights or traffic circle) at 4th St NW. Would welcome traffic circles at other intersections to reduce speeds.

Let vehicles travel freely and get home. Pedestrians and transit users pay less in taxes. Value their time and money as much as they value their own.

This is a micky mouse road, not a East West mobility corridor. Look at Mcknight instead to address East West Mobility concerns. Mcknight should be widened to 6 lanes now with interchanges planned in the long term. For a road like 30/32nd make it bike/ped friendly and calm the traffic, don't try and make car operation any better. This road should not get any \$.

I live on 32nd Ave between 4th St and Centre St. People using this to cut through drive excessively fast. a 3 way stop at 32nd and 2nd St would help, as would traffic calming which has been successful at improving the safety for locals on 2nd St between 20th and 32nd.

Heading westbound up the hill on 32nd Avenue at Centre Street is an adventure in winter. 32nd Avenue NW is the only way to cross through Mount Pleasant to Cambrian Heights even though most of it is primarily residential. A traffic light at 32nd and 4th St NW might help during rush hour.

I'm not sure what needs to be done but riding a bike on 30/32 is almost a deathwish.

This is a very narrow road between centre and Edmonton trail. You need to remove parking to accommodate anything additional.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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32nd features a lot of unique and interesting land uses and business frontages that are dominated by automobile access. This is actually OK as it is part of the character and charm of a lot of the area. However, even local businesses and residents need to walk to the local restaurants, stroll along Nose Creek pathway, or pick up a spare part of their car, furnace, or dishwasher. A little more love for the pedestrian realm could be transformative.

This road cuts through the community of Highland Park and Tuxedo. It is very busy with pedestrians, bikes, cars. Safety is key. Need to slow down traffic and increase pedestrian crossing visibility.

This is a residential street but used for access between 4th St and Edm Trail. Can an upgrade as you are doing along 24th Ave NW to improve an area for biking be considered along here.

Great opportunity to connect to the Nose Creek pathway. Major employers like the City of Calgary Transit, provide little or no sidewalks or pedestrian facilities to access stores and restaurants along Edmonton Trail.

Fine road. Better paving would improve the driving experience.

I don't use this area as much. Not able to comment.

This road is okay as it is. No changes necessary other than facilitating better turning.

It is fine.

McKnight Blvd comments

Make Express way from McKnight trail to John Laurie blvd

It needs to remain a fast road but welcoming

This road is a mess. The pavement is horrible, its always backed up and congested, see more accidents at McKnight more than any other road and had bad connections for cyclists. Widen to 6 lanes, put a pedestrian bridge in between 4th and Centre and retime the lights to be green longer for McKnight. Downside is property acquisition and cost, but dig the money up and widen this road, it desperately needs a make over. Retiming the lights in favour of McKnight is cheap and the least you can do.

McKnight is not pedestrian friendly, and some intersections bottleneck with traffic turning. Putting in these improvements comes with its own price tag.

Improve flow of vehicle, transit and pedestrian traffic movement.

McKnight Blvd is a significant east/west route. Intersections must be improved to make traffic flow more efficiently. Rush hour at McKnight/Deerfoot is a disaster.

I don't frequent this area so don't have pertinent feedback.

McKnight is a main corridor and cars should be using this as a main E-W connector. The flow needs to be improved from 4st NW to Deerfoot. Another turning lane and signal improvements would help.

signal timing may improve traffic flow but could impact pedestrian ability to cross except at controlled intersections

McKnight is a busy street with lots of cars. Nothing there for pedestrians as it's very car-centric. make improvements to help cars.

-

This is a road where more vehicular traffic should be encouraged. Take the cars out of the residential neighbourhoods and put them here.

Taxpayer relief

elimination of bike lanes.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Fewer accidents at Centre and 40/41.

Again, let's get vehicles moving and to their destination

"Option A, turn this into a East west corridor and twin it, will require some property acquisitions, but mostly in the industrial area. Traffic circles would be nice on this road too, circles have no disadvantages of signal lights as they are safer, more pedestrian friendly, calm traffic and are more efficient.

Option B look at McKnight, that's the real east west corridor that should be studied. It should be widened to 6 lanes and in the future, interchanges at 4th, Centre and Edmonton Trails."

Would really help with connectivity between the neighbourhoods on either side of the "no man's land" of McKnight as it winds its way through this area. Aim to make stronger links between the local and regional pathway systems.

Except between 4th and Centre this is a thorough fare. I wouldn't suggest bikes or pedestrians but maybe some traffic calming.

Heaven help you if you have to walk here!

This road gets backed up really quickly and I believe that improved intersections would help that.

Reducing speed is NOT an option

Don't use as much

Traffic is a huge problem and hold up here, although the addition of the BRT lanes really helped over the years.

This road is okay as it is. No changes necessary other than facilitating better turning.

Are there any additional comments you would like to provide to the project team or anything you feel is missing?

Additional comments

"Just wanted to say thanks for all the hard work you have done so far. It's been a rollercoaster, but I strongly feel that our city needs this train line to connect our city better (not everyone can afford a car). I trust that decisions will be made based on logic and fairness, without personal bias/politics/etc."

worried that as a resident of crescent heights i will have one less travel option to choose from an already limited number of options. Significantly increasing congestion on Centre will make Edmonton Trail the only nearby option to travel north / south.

Reducing traffic lanes will make everything worse than it already is.

I think safety for cyclists and pedestrians is paramount importance. It would be great for future greenline LRT planning that the crossings are improved from what we currently have in places like Marlborough and Sunridge/32 Ave NE. Overall, I am impressed with all the hard work that the City is doing to make Calgary the best it can be.

McKnight needs major upgrades. 14th, 4th and Edmonton Trail need minor upgrades. The 30th and 41st are fine the way they are, save the money. Centre street should be studied separately alongside the BRT upgrades.

I know that the planning team has already decided to build the green line as a surface train; however, I really think that this is very short-sighted. Other cities around the world have their trains underground in densely crowded areas. When it is underground there are fewer traffic collisions. In Calgary, we hear of trains hitting cars/trucks and pedestrians every year.



Green Line LRT

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I am concerned about spillover onto Edmonton Trail and 4th Street with traffic to/from downtown. Improving traffic and pedestrian flows there will ease residential impact.

You have missed the connection between the adjacent land use and the road. Best practice requires that you look at these corridors block by block. This engagement tool is far too wide sweeping to give you useful feedback.

I think the sections of the north section of the Green line that are on the surface will be a major impediment to vehicle traffic. I hope it never happens

As you can tell, I am big on traffic reduction/car dependence in favor of good and useable transit as well as changing the dynamic on many streets to more gathering places (more like the European experience)

"Due to the increased concern with environmental impact and cost of driving (carbon tax, insurance) more people will select cycling, escooters, car on demand, transit modes of transport. I hope to see escooters expand into more inner city neighborhoods, and so planning should incorporate cycling lanes on any road improvement (new paving or lane expansions).

Could be more pedestrians in neighborhoods with continued work from home, and so more pedestrian crossings could be needed in the future"

I don't want the green line to come north of the river. Seems excessively expensive for such a short distance. And what a bad time to invest in transit when vacancy rates are through the roof and more people are shifting to working from home. I firmly believe we need to see how the new normal settles out before overcapitalizing on unnecessary infrastructure.

Stop the Green Line ... please ... before you bankrupt us all

Since slowing down traffic on 14th street from 20th ave to 5th ave, more people are now choosing 19th street and speeding along it instead. Need to slow traffic on 19th. before someone gets hurt or killed.

Please don't destroy Edmonton Trail.

Stop wasting tax payers money

This is an excellent opportunity to improve conditions for cyclists across Calgary. Our recreational cycling paths are great, but the network is less-than-functional for people getting around for errands, between neighbourhoods, etc. Any redesign should prioritize active transport modes.

Please don't prioritize the speed and comfort of drivers above all else. It's time our city balances the priorities of people who get around without a car with those that do. Top priorities: safety of pedestrians and wheelers, and creating more enjoyable and livable streets.

Be bold, these are important changes for the City!

elimination of bike lanes.

I see you are proposing 18 Ave as an on street bike path. There is insufficient room for a dedicated bike path. As a narrow residential street two vehicles can barely pass each other now. Removing parking would be unfair to existing residences. Due to low traffic volume, vehicle traffic and bike traffic are able to co-exist on the street without any modifications required.

On the previous question 20th Avenue is missing. As traffic is pushed off Centre Street, with 16th Avenue already busy, more traffic will move onto 20th Avenue as a link between Edmonton Trail and 14th Street NW (and beyond). It is already frustrating for drivers and dangerous (in spots) for pedestrians. It needs attention.

"I'd like to bring to your attention a traffic problem in Sunnyside which will be exacerbated by the Green Line installation and traffic diversion to 10th St. NW.

The PDF files in this Google Drive folder describe the problem and proposed solutions:



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<https://drive.google.com/drive/folders/1Buw772nw8JdOATaH1RSZkD6cwtS77rBN?usp=sharing> One PDF describes a problem with vehicle access on the block. Please download all files for future reference. My contact info: [PERSONAL INFORMATION REMOVED]

This area can be connected to the pathway network quite easily, please do so

Please look at ways to improve our sidewalks and pathways. Why aren't the very few paths in the area kept clear of snow by the city? Why is lighting so inconsistent? Why aren't there more lit per crossings?

Please stop spending money we don't really have. The green line is not a priority right now. Expansion is not a priority. We can't even use transit effectively right now.

Please remove the temporary barricades on 1st NE. They are causing more frustration and danger than good. I also don't think the City will be able to keep up with the required snow removal in order to make them useful.

Need to keep snow buildup along side of the roads and sidewalks in mind when designing any changes - affects cars and pedestrians - very poor access for pedestrians on Centre St in particular as plowed snow ends up on sidewalks- need wider sidewalks and places to put snow

Don't like the HOV lanes but if you're going to keep them they need to be enforced. And no matter it is unsafe for bikers and pedestrian on 41 Ave NE. You repaved 40th but would it have killed you to continue to McKnight and down 6th St? NE pays taxes too

I believe the Green Line is a spectacular waste of tax payers money. It will bring upheaval and ugliness to this area of the city with very little return. It is a street to nowhere. If we had a better more efficient bus system like all the other major cities in Canada, including airport transit, We would not need this. We are the only major city that does not have transit to its airport or universities and even after the Green line is done, we still won't have this. Shameful waste.

Stop planning for cars only. Make the city accessible for all

20 Ave is a major east-west corridor through this neighborhood, I'm not sure, but think bike lanes may have a negative impact and would be better placed on one of the nearby avenues. This is, unless 20 Ave could be widened to accommodate.

Would like to see the diagonal diverters removed from Tuxedo Park and replaced with traffic circles. They make community arteries unusable and people have been performing dangerous maneuvers to get around them.

Fix roads cut green line and save billions. No work DT anymore your strategy is outdated.

Ask Nenshi to kindly resign.

MCKNIGHT SHOULD BE STUDIED AS A EAST WEST CORRIDOR!!!!!! its way more important for mobility than little 32nd or 40th avenues. It should be widened to 6 lanes, there will be the downside of property acquisition, widening it is worth it. The long range should plan for interchanges at 4th st Centre st and Edmonton Tr

i missed the engagement period for north hill comments on the recent traffic changes, but the forced turn lanes on 2nd st North of 20th do not help traffic flow. It does reduce people cutting through the neighborhood but that had already been accomplished through the traffic calming along 2nd. I like many neighbours use 2nd as our main pedestrian and cycle route, avoiding 4th or Centre due to speeding traffic, particularly north of 28th st.

"Traffic Circle needs to be installed at McKnight and John Laurie Blvd.

Rendering here:

<https://imgur.com/a/teknlho>



Green Line LRT

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we are just absolutely oppose the Green Line, because it costs too much. We can't afford it. John

You need to take a serious look at Edmonton trail and propose some really improvements

These traffic issues are all outlined as priorities in the current North Hill ARP (2003). These have enabled development but without the investment in pedestrian infrastructure. Not having the money isn't an excuse to implement more poor transportation projects, as the tax lift from development should have addressed the gaps by now.

(1) Do not forget about bicycles. Bicycle travel should as convenient as by car, not an afterthought. (2) How will people living west of Centre St drive to Deerfoot Trail? Centre Street will be slow/congested and also difficult to cross. Many will need to turn left onto a much busier 4th St to get to 16 Ave & 20 Ave

If having the Green Line built along Centre Street N greatly reduces the amount of vehicular traffic that can move along Centre Street N, then the nearby streets such as 4th Street NW and Edmonton Trail will need large road improvements to take the excess traffic that currently uses Centre Street N and is then diverted away to these aligned streets. It is already very difficult to pull out on to 4th Street NW in rush hours and this problem will only increase when the Green Line work starts.

The active transportation map proposes pathways along the old Highland Park golf course. I think this is great! There is a lot of activity in this park. Especially since COVID. It has become the community dog park. I have also seen people snowshoeing and cross-country skiing over this winter and playing sports such as freebee golf in the summer. Not sure what the future plans are for this area, but whatever is done should be integrated into the community from a pedestrian access stand point.

How do we rebuild our cities post-COVID? This project can be undertaken in new and inspiring ways. Please read this article about Doughnut Economics being applied to a City <https://time.com/5930093/amsterdam-doughnut-economics/> It provides some out-of-the-box thinking regarding how we use and live in our cities.

We need to celebrate pedestrian crossings as a success, not treat them as a barrier to individual vehicles. People are the priority.

Better signal timing is practically free. The city needs to do a better job.

I honestly feel like you hate cars. I'm not in love with them and when I had a job downtown walked 40 minutes each way rather than driving. But for most of us this isn't possible and adding commute time with this civic engineering is extremely detrimental to the well being of the community.

Please get this right. Don't make another 32nd Street nightmare. 32nd Street already sucked when I moved here in 1994!

I don't believe that any of these corridors need any improvement. The roads and access way is adequate as is and any changes to accommodate pedestrians or cyclists (note, I am a cyclist myself) will just make the roads worse for everyone overall. If cyclists or pedestrians are important, some of the side streets should be updated or modified to accommodate these groups (such as 1st NW)

I would like to see an opportunity to provide feedback on 20th Avenue as an East-West corridor. Thank you!

Please fix the 16th Ave sidewalks. They have been left in an unfinished state consisting of a mix of asphalt and concrete with separation throughout making them very difficult to walk on and impossible to use with any type of mobility challenge.



North Central Mobility Study: Phase 2b

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations to improve overall mobility through the entire study area. Are there any specific items or areas that you feel we've missed?

Comments

Continued improvement of the 10th st bike path would be appreciated. A protected bike lane down the hill from 16th ave into Kensington would greatly increase safety. I have nearly been hit by many cars cutting the corner. Better winter maintenance would also prevent cyclists from using the sidewalk

I will place this under this heading as I do believe you missed this in Phase 2A. In 2A you stated "4 Street N.W. at 64 Avenue N.W., McKnight Blvd N.W., 40 Avenue N.W., 20 Avenue N.W., 16 Avenue N.W." You should have gone farther south on 4th Street N.W. down to 13 Ave. cont... in next field...

Won't driving on centre street forever be worse if this train is built? Why is there nothing on the City's website the discloses negative impas of this train? So biased.

16th Avenue overpass over Deerfoot Trail. Turning 18th Ave N into a Bicycle-friendly route. Improving the bike pathway along Centre St from the bridge, North of Samis Rd N, and South of 8th Ave N.

It is difficult to understand what the proposed changes are for the items mentioned in the medium and long term measures. There should have been some diagrams or additional documentation that outlines what these proposals would actually look like.

Quite disappointed in the lack of measures on Edmonton Trail. You are going to force a lot of traffic down this road and you are doing little to mitigate the impact this is going to have on nearby residents

In the previous engagement the recommended loss of visitor parking permits to residents in the 100 blocks of 7 Ave to 13 Ave NE & NW was not mentioned. The Green Line presentation nor the presenter was transparent on this. What information / particularly impact to local residents is not presented?

Crime, congestion, property values and wait times.

Please address the need for a north-south cycling connection adjacent or along Centre St, preferably via multi-use-pathway or cycle track. Additionally, there is an ongoing need for east-west Deerfoot Tr. cyclist crossings at McKnight and 32nd Ave. Consider 20th Ave. bikeway.

Addition of right turn lanes in all directions at the intersection of McKnight Boulevard N.E. and Centre Street N.

Yes, there should be a northbound left turn light at intersection of Centre Street N and 64 Avenue N. Currently, this spot is very risky due to high traffic volume.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations to enhance intersections and mobility operations between 16 Avenue & 32 Avenue N. Are there any specific items or areas that you feel we've missed?

Comments

"(And possibly 12th Ave thru Cresnet Heights) Rosedale had a recent Traffic Calming measures put into place when the entrances to our neighborhood were close along 16th Ave. This was a major failure. The city has failed to follow up on and complete the project in Rosedale. cont...next field..."

Why is there nothing on the City Website about the cost of the full train line? Is it over \$10 billion? Why only promote benefits of the full train line but hide the cost? Not honest.

Not at this time. But I disagree with a New Traffic Signal at 18 Ave N.

"What does Intersection Operations & Design Modifications actually mean? What will you actually be doing?"

While adding a light at 18th avenue will help get in and out of Safeway, it will slow down that section of the road and make it more congested closer to 16 ave sw."

On Edmonton Trail you have nothing proposed north of 24 Avenue. North of this area is currently a freeway where people will regularly travel 70kmh. You need to do more between 24&40 to slow traffic down and make it safer. There are regular accidents on the curve between 32 & 34/35

In the previous engagement the recommended loss of visitor parking permits to residents in the 100 blocks of 7 Ave to 13 Ave NE & NW was not mentioned. The Green Line presentation nor the presenter was transparent on this. What information / particularly impact to local residents is not presented?

Past city projects have shown little real future planning and emphasis on personal agendas and legacies.

Clarify what a Intersection Operations & Design Modification is. I don't know if your talking about simple light timing changes, traffic circle construction or adding more lanes.

How will these intersection changes enhance or impact the bike-ability of 20 Ave NW as a shared roadway? (and other shared roadways in the area)

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations to enhance intersections and mobility operations between 32 Avenue N & McKnight Blvd N. Are there any specific items or areas that you feel we've missed?

Comments

Seems good.

With the bottle neck that the city is planning at Center street you know the cut thru problem will increase. Cresnet Heights has a study to cover this going on presently. Rosedale should be included in this study. A change made in either community affects the other. ...cont in next field...

A bike path from 4 St NW to Centre St N along 40 Av NW. A bike path adjacent to Highland Golf & Country Club that connects to 4 St NW and Simons Rd NW.

In the previous engagement the recommended loss of visitor parking permits to residents in the 100 blocks of 7 Ave to 13 Ave NE & NW was not mentioned. The Green Line presentation nor the presenter was transparent on this. What information / particularly impact to local residents is not presented?

Real planning not guess work and person agendas.



Green Line LRT

What we heard: North Central BRT and Mobility studies
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Please address the need for an all-ages and abilities east-west bikeway through this area.

"Operations & Design Modifications" is a vague term, please explain better what that is: Traffic circles?, more lanes?, better light timing?, right turning bays? Saying what you're going to fix it but not explaining how is a weak point for this survey. McKnight=6 lanes. traffic circles where possible.

What about the area past McKnight? The same improvements should be made, as well.

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations for traffic calming measures between 16 Avenue & 32 Avenue N. Are there any specific items or areas that you feel we've missed?

Comments

Water will find the least path of resistance, just like traffic.

Not at this time.

The temporary traffic calming measures are not effective or welcomed by the community. I've read the summary feedback and the negative comments were overwhelming. Why would you proceed with these measures when the community has overwhelmingly been against them?

Calm traffic on Edmonton Trail and 6 Street NE

Please be very transparent on the impact to residents in the proposed areas. The fact that visitors to residents in the 100 blocks from 7 Ave to 13 Ave NE and NW will have to pay to park when visiting was hidden in the earlier presentations. So what important info isn't been shared this time?

Real planning not guess work and person agendas.

Preference is for traffic calming via bikeway introduction.

How will these traffic calming measures enhance or impact the bike-ability of 20 Ave NW as a shared roadway? (and other shared roadways in the area)

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations for traffic calming measures between 32 Avenue N & McKnight Blvd. Are there any specific items or areas that you feel we've missed?

Comments

40th avenue provides a much more direct connection between my community (Cambrian Heights) and the greenview industrial area where I frequently travel for many purposes. Traffic calming would make this a safer area to bike through. Provision of an alternative dedicated route could be appreciated.

Not at this time.

Do not use the temporary measures currently implemented. Traffic circles would be much better and more effective.

What happened to measures on 40 Avenue?

Please be very transparent on the impact to residents in the proposed areas. The fact that visitors to residents in the 100 blocks from 7 Ave to 13 Ave NE and NW will have to pay to park when visiting was hidden in the earlier presentations. So what important info isn't been shared this time?

Real planning not guess work and person agendas.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

We need better bikeway and pedestrian crossings at McKnight and 32nd, given these are gaps to the new pathway along McKnight east of Deerfoot.

What about the area pass McKnight? The same improvements should be made, as well.

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations to enhance walking & wheeling connections between 16 Avenue & 30 Avenue N.. Are there any specific items or areas that you feel we've missed?

Comments

The sidewalk additions are long overdue. For a city that claims to be pedestrian-friendly there are way too many areas without sidewalks, even in the inner city. And stop having seasonal sidewalks or apparent sidewalks that are then signed as not sidewalks!

Make 18 Av N a Neighbourhood Greenway for Walking and Wheeling. There are lots of people who use it because it is parallel to 20 Av N.

6 Street NE needs upgraded sidewalks and has a ton of missing links. This is a busy ped and bike corridor getting to Nose Creek and Victory Park.

Shared use pathways do not work well. We already have several examples of this in the city. Please separate pedestrians and cyclists.

Make the project, costs and issues really transparent and not something that fits city hall private agendas.

Clarify what a "Pedestrian Crossing Enhancement" is. Crosswalk?, Crossing lights?, Signal lights?

Improving the bike-ability of 20 Ave NW as an east-west corridor, especially for winter riding.

Question: Through our engagement, technical reviews and studies, we've determined the sites shown above as potential locations to enhance walking & wheeling connections between 32 Avenue & McKnight Blvd. Are there any specific items or areas that you feel we've missed?

Comments

Build a path from the intersection of 40 Av NW + 4 St NW to Simons Rd N.

Shared use pathways do not work well. We already have several examples of this in the city. Please separate pedestrians and cyclists.

Real planning not guess work and person agendas. Transparency and do what is best for ALL of Calgarians. STOP WASTING MONEY WHEN YOU DON'T HAVE ANY!

Construct a shared-use pathway rather than a sidewalk along 40th Ave.

What about the MUP next to 4th street south of 40th ave?

What about the area pass McKnight? The same improvements should be made, as well.



Appendix C: Comments and questions from online open houses

Questions and feedback from North Central BRT Study engage event, March 16, 2021, 5:00 – 7:00pm

What are you proposing for future service up to Carrington & Livingston once communities to develop?

When you say long term proposal how long are you looking at?
Long term is 10 years

I do have concerns with GL going up or not going up from 16 Ave to 40 Ave on Centre St.

Will BRT continue to run to 40 Ave N to downtown to current stops now?

Is it just going to stop to 16 Ave & I have get on GL to get to downtown? Right now, I have got bus, train, and then walk.

I don't take BRT as there is no glass shelter by my house close to 16 Ave and Centre St and so it is so cold waiting at shelter during winter- when I had wait at the shelter I use to hide in the building close to 16 Ave until the bus came- I wish the people who design the bus routes actually take the routes for a week to see issues and understand that it is unfriendly. I live in Centre St since 1976 – everyone got BRT except Centre St north. Every outlier community gets express buses so its about time we get BRT.

How is the City taking ridership feedback? At 40 Ave will I have to transfer.
No, the BRT will go all the way downtown.

Why station at 16 Ave going west? Why not going further?
BRT go all way up north pointe and BRT work similar to 301

Will the new BRT stop at 16 Ave, 28 Ave & 40 like the 301?
Yes

Why is the 16 Ave going west- why not going further?
BRT is going all the way to North Pointe and will work like 301

Will the new BRT stop at 16 Ave, 28 Ave & 40 like now?
Yes

In addition to BRT- you will continue the 301? – this will be decision by Transit closer to when BRT opens

So, we may lose 301? Yes, but BRT will offer more buses and amenities than 301

Do you mean more frequencies?
Yes

How about after-hours service? We have limited transit options to get around as Uber & Car2Go is gone. If I attend a hokey game and chose to drink and I don't want to pay \$50 cab I only have transit as alternative.

Commented [SB1]: @Beverly Ma Please add the comments to these tables – thanks!

Commented [SB2R1]:

Commented [SB3R1]: @Robyn Welsh Please fill out these tables with each comment and question by Friday EOD.

Commented [SB4R1]:

Commented [RW5R1]: @Sarah Bradley All comments and questions are in here, just let me know if you need me to make any adjustments!

Commented [SB6R1]: Looks great - thanks very much. I just adjusted the table titles for consistency (e.g. event title, date, time)



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

How will you address these needs? You go to enjoy hockey game or concert downtown & waiting at the bus stop in Chinatown at Centre St I have had homeless person come up and spit in my face as this occurs because I have wait over 20 mins here for the bus- so how will you address safety concerns?

Have Calgary transit put in CTVs?

We can look at having better transit schedules to match hockey & concerts so that if you drink and take transit it provides safe option

For me I learned that when comes BRT- having enclosed shelters is a top priority for me and other people. Will we be using the same buses as right now?

Yes, to keep maintenance costs down & using existing facilities

Will we consider other buses that have more room or have racks to place stuff on them? I believe the people buying buses are the people who drive cars and not taking transit.

Just wondering for BRT about the lights at 16 Ave & 20th- will it be sequenced for buses to have the priority at the lights?

We will look at this detail design

Any situations in southeast where you can learn something to apply to this BRT?

17 Ave BRT Max is little different than this one as this BRT is temporary until GL goes in based on funding

Is any of BRT plans dependent on provincial agreement on funding?

Going Council in April with recommendations and will secure funding through approvals

How is BRT going to look from 16 Ave to downtown?

GL questions - When would construction start? Is it going to at surface?

Will this BRT replace current route?

Will there be any transit parking lots in the area?

Done analysis on parking and the BRT will closely follow existing service

Will the BRT replace any current routes?

What's the difference btw the existing 301 and the BRT routes & Max bus system?

301 routes more like express service, the BRT more like a Max service. This BRT is going upgrade functions and amenities closer to Max service.

Any street view renders? It sounds like this will be like International Avenue Service. Yes.

Questions on GL Bridge came up: will it still be possible to cycle under Centre St bridge? Yes

What priority given to buses on the lanes?

Will be using the paint on the road to operate during peak hours



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Is there a concern if it is painted orange, in off peak people will be afraid to park there? Risk of confusion?

Yes, we will do educational rollout with paint & signs

Are there any locations you are proposing?

We are being like GL locations & 311 locations – will have max shelters?

Yes, propose shelters

Is their park & ride off Harvest Hill Blvd N now? No, make sense to implement to increase parking.

What variables are we looking at? What cost benefit tradeoff?

Will we have service plan reviews?

When we have BRT route, we will look at overlap of 301 so there will be route changes to make it efficient

What is the timeline for physical operations & service reviews?

SR- review will be complete by Transit when it will be online

Going to do anymore engagement after this?

We will do inform style present to public what we decide on?

Wondering if left turns will be allowed where Dairy Queen while BRT is implemented?

We will keep the left turn to provide access in the community

I have friend lives in the area of 40 Ave and gets very busy around all those signals so be great maintain the signals.

is any of this dependent on provincial agreement on funding?

when would construction start?

Was there an estimate to tunnel this segment? \$ value please

will this be Lrt or tram?

Depending on the approval process [PERSONAL INFORMATION REMOVED] mentioned, we could be looking at short term improvements later this year or 2022.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

This is specific to BRT (Bus Rapid Transit)

Questions and feedback from North Central Mobility Study engage event, March 16, 2021, 5:00 – 7:00pm (Mobility Room)

Curious how the line is going to join into the centre of centre street? Is there going to be dedicated bike lanes - the LRT bridge would be the one that would have the bike lanes as the centre street bridge doesn't have capacity

Disappointment that the Greenline is on surface.

13th Ave gates – opening the traffic calming gates to allow more business access within the community?

Some issue with how the information was presented – the traffic gates could be removed – creating tension between businesses and neighbours – no decision has been made, just working through a proposal.

City has been working with the CA – will be working with the impacted residents as they move closer to the opening of Greenline.

Issue with the gates – why are we not talking to the residents? If there is a balance, then why is the balance tipped to the businesses.

What is the plan about businesses improving their frontage and the buildings so that people would even be willing to go to those businesses?

Been in cities where trains are a big deal – if people want to go DT for work, the pub etc – taking the train is more popular than the bus. Just wanting to say that they're happy that a train is going in.

There is a process to talk to the residents about traffic calming – and how are we going to reach out to people as they feel they are not being adequately communicated with.

Floating ideas is not a great way to let neighbours know – they're anxious and stressed now. This was poorly done. And why were the gates at 13th Ave being surveyed this weekend (March 13/14)?

Future GL station sites – do we know when they'll be established?

The LRT bridge will connect with Centre Street by 7th Ave – this will have cycling and pedestrian facilities which will connect to the existing amenities (and some amenities will be enhanced).



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

What will it be like before the LRT is built while the BRT is running – there won't be an HOV lane on Centre Street north of 16th Ave.

Questions and feedback from North Central BRT and Mobility Study engage event, March 17, 11:30am – 1:00pm

Is there going to be a difference from this route to 301?

What is the plan for BRT during construction of Green Line?

I am a bit worried about my commute to be impacted negatively during construction- I was hoping for more clarity on the plan maybe additional roads open

The GL & BRT segment under design so we don't know construction details yet

What is the difference between 301 and bus line?

The way 301 operating is not traditional BRT- the BRT should run similar to LRT with similar service just not on a line- likely hood this BRT will replace 301 with better amenities and approval travel time

Will we be using the same buses?

At this time, we will be using similar buses. Transit uses their fleet for all uses. They haven't purchased special buses for BRT. They would switch new bus during lifecycle, but this BRT is considered temporarily.

There are lanes for LRT going up Centre St?

The vision is going up North Pointe but time wise not sure due need more funding. An opening day stage 1 be up to 16 Ave

Does the Airport bus run down Centre be impacted?

Once this service is put in place, there are revisions to service plan- Transit will do reevaluation on what efficiencies and routes can be made better.

Are you using historical data to make decisions on BRT or are using COVID 19 data?

Using historical data

Are you taking out parking from 7 St on Centre St up to 16? Crescent Heights area?

Will where people park to access businesses along Centre St?

What are the timelines for BRT?

We have short, medium- and long-term recommendations. Looking at the short improvements first

Projected timelines as soon as next year – do you mean Jan 2022?

Start construction April or May

As BRT study what is your impact on parking along Centre St?

For section adjacent to Crescent Heights we are just running down the road. In Centre st- BRT will run in curb lanes

Are you taking out parking in the area?

There would be no parking there on Centre St. Once LRT is implemented there will be no parking there



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Are you doing study on Centre St? There is bunch of trucks on Centre St at 4 am –
We don't know about this.

You said going Council in April? Last year in June 2020, the one thing is look at BRT study as part of discussion with Council will include funding or just design piece?

Both- project funded through GL- value wise depends on what Council approves and we will make our recommendation

Is BRT waiting for LRT to finish to start?

Comes down to short, medium, long term recommendations- there are some things we can implement right away.

You said BRT can operate as fast as LRT so is BRT continue until capacity doesn't allow
I said can operate very similar- this instance more of funding issues waiting for funding than capacity

In terms of Land attribute to BRT – is there going be an issue in terms of securing land?

No, because trying to minimize cost and BRT is temporary – looking to keep large investments down

Can you show 9 Avenue north?

We are not proposing BRT improvements there

Have you already got budget for BRT on opening day? I wondered what the push and pull is to get BRT started and LRT done.

We go to Council we are putting cost improvements together as package and depend what is approving will be our budget for construction

Do you have photo of the McKnight area?

Tying area to continuing service

In this area people are breaking the glass at the shelters. Do we have non-breakable glass for shelters?

This is issue with Calgary transit- with Max shelters type of glass is more durable so if someone breaks it won't crumble all over the floor

To summarize what you said won't be a lot of change for BRT until LRT?

Yes, looking do short term improvements to help improve service

Concern about traffic in Beddington area from BRT- sent to Mobility room

What will happen at 78 Ave BRT improvements?

Between 26 Ave N to 42 Ave NW - We are looking to differentiate backup in this area – and upgrade to Max stations

The only issue is in bad weather the buses have hard time get up the hill away from Centre St- buses always stuck there. Is there something you will deal with?

I will pass this on to my colleague in Transit

I do ride transit lots and I am going downtown I take number 3 bus or 301 right downtown rather than drive and find parking. So, will you increase bus traffic?



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

The way it will work - transit will do realignment of all routes once the BRT service is being closed to being implemented.

Is there going to be LRT up Centre St eventually?

The plan is to go up north to North Pointe when funding is available

Can I ask you where the Province is at with funding with LRT?

I work on LRT so feel free to look at the green line website for more info

[PERSONAL INFORMATION REMOVED] what do you know about BRT? I know a lot and I know I won't see LRT in my lifetime as money talks. We should have Max go all the way up to Cross Iron Mills station that Airdrie transit goes to or the south one given that Livingston and Carrington are going up fast – so nice extension to extend it to Airdrie.

The red line is the current route of 301, this BRT study is looking to make improvements along the route

So, more buses? With elimination of express bus routes that were very critical as often the buses were too full, so I want more buses.

With new improvements for 301, is to increase the number of buses, on Centre St on peak times have transit only lanes up to McKnight after that area here is not needed right now.

Showing Beddington Loop ramp – does that mean you are rip out parking here?

Yes, showing maps where we will maintain parking.

So, use it for peak hours and just paint the area?

Yes, as there is not enough room for us to build a separate lane.

Will it be Transit only lane? Yes, we are proposing transit only

In Centre St – I've been in Coventry Hills for 20 years and I noticed that when we closed down Centre St Bridge I am thinking traffic patterns never recovered from this as people found better ways to get downtown so I don't think you would get push back to have transit only lanes.

For the first few phases of engagement we haven't had much push back on having transit only lanes. When LRT is built will only be traffic in one direction.

Something beneficial in Beddington Loop as sometimes the buses must wait for traffic to space to have buses through- maybe an option to have traffic lights.

We did investigate traffic lights but from an operational point there is no room for a bus to turn



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

How about bus sensor light at the bus stop to let bus through would be good idea around Beddington Trail

Now interest where I am interested in Harvest Hills Blvd map. I like proposed park and ride lot here. This good idea.

Another spot – northbound on Harvest Hills where things back up we should fix the lights here to help traffic get through.

North of North Pointe map- the area is building out quicker than your map. I came here as I do a lot of business in Airdrie and disappoint close Centre St so put the BRT all the way out to Airdrie as they have south station and it would be natural point as Airdrie transit goes out Cross Iron Mills, Calgary. Airdrie has express bus route and one bus that goes Cross Iron Mills so look at their mapping and I see it being Airdrie and Calgary's best interest to link with the Airdrie bus. This will help people as north central Calgary as we are upset that LRT is going so far south but not north so anything to get faster transit up in north central Calgary would be great.

I know Transit had some conversations but something Calgary transit would have take to build a partnership.

Questions and feedback from North Central BRT and Mobility Study engage event, Mobility Room, March 17, 2021, 11:30am – 1:00pm

Kids walk from 4th St SE to the school – kids walking from Catherine Nichols Gunn school (6625 4th St SE) and need to cross centre street at 68th Ave. They go this path for their swimming lessons while the kids are in school. This is a concern with that many kids walking across such a busy road.

Where will the parking go when the parking is taken out along centre street?

Parking issue and crime prevention

Bottlenecks on centre street – with the traffic during rush hour especially.

More communities are putting in blockages to stop cut through traffic – so for some folks, it can be a giant “J” hook for him to get home along centre street. Crossing will only be at controlled intersections – 12th Ave and 16th Ave...

Bigger concern isn't getting to work, it's getting back home – will I be able to turn left at 4:30 afternoon or do I have to go up to 16th? The concern is that I can only get into my community in certain ways – so how are we going to manage the changes so that traffic and people can move.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Questions and feedback from North Central BRT Study engage event, March 18, 2021, 5:00 – 7:00pm

I am from SAIT and I have few questions. I am taking procurement course; I learn hard move utilities and the trains- what other long items for the LRT?

LRT be overhead poles, utilities- TELUS and Enmax and Shaw and oil and gas lines in downtown. When they get to stations it depends on what they look like such as glass for shelters can be long lead item. Does that help?

Yes, trying to relate to what I learn to the industry.

My tip is look at the smaller components- LRT vehicles, the infrastructure the trains run around, waiting amenities, things like conditions for pedestrians

Do you know what BRT is?

In between phase normal bus and LRT- you can utilize existing road and do enhance service this way

When is project complete?

Go Council April 2021

Let's go through presentation. Evaluate the improvements to look at the cost benefit part.

We like to know what improvements are important to you? Once we confirm improvements, we will have it in buckets- short, medium- and long-term improvements. Here is summary what we are proposing showing the slides.

I appreciate simply loop- the downtown is that around the 2 Street station. In this section the LRT will run downtown. Where is the GL line location? So no opportunity to make the 6 Ave BRT closer to GL station?

Transit no longer want buses riding on 7 Ave due LRT therefore we select the 6 Ave

Okay on cold winter day this is not great integrated connection. You must do some studies this improves BRT as it is as bringing it right downtown. Have you done the ridership improvements going downtown versus approving the GL connect on 16 Ave.? AS you could stop BRT right at 16 Ave.

I don't have numbers to give you, but when people use transit the number one detriment is the number of transfers people must do so offer BRT downtown to eliminate the transfer at 16 Ave, so we have been careful.

With LRT going 16 Ave ridership will service east over crossover – doesn't make sense people way up north in Panorama to take bus at 16 Ave.

General view negative of park n rides south of Beddington Blvd- but there will not be a park n ride there?

Yes, as it is only 20 spots

I'm from the Greenview Industrial BIA (east of Centre St. at 40 Ave.) Will there be any closure of 32 or 40 Ave. in constructing this? Will there be a NB and SB bus stop at 40 Ave?

Not anticipating major closures here but will know more at detail designed.

Parking is a major problem in the area. I think a parking lot would help alleviate that. Otherwise, people will be parking on the side streets.



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

We are looking at things be more value to money and convertible to LRT

Are there time improvements on BRT?

Above McKnight looking at 5-minute improvement but I don't have numbers starting from North Pointe yet

Are you both BRT users?

Not really doesn't go where I need go. The connection at 16 Ave is not great or convenient for me.

Do you live in the north?

I use live in the north but now in NW.

So, you are looking take Max Orange

When LRT is in, we do anticipate traffic on center St will go down so BRT & LRT will still work at sustainable level.

We like your feedback on criteria to evaluate the BRT – cost- benefit, safety, comfort - and will categorize it to short- medium- and long-term improvements and will show you the options

Is this about portion south of 16 Ave related LRT? Or is this just BRT?

LRT- Just seems odd we are going straight up middle then underground design. What is the design standard the train and rail is shooting for?

Sorry this is about BRT- so I would contact 311 request or the upcoming GL sessions in April.

This is prelude to GL? Yes

Is the BRT going be faster and have its own dedicate lanes?

Showing the maps – we are looking to do upgrades by implementing the transit only lanes during peak hours to make reliability better and upgrade stations to Max stations as this will be temporary service till GL extend north.

I really want BRT, however, if you not going buy up land especially in southern part, there kind isn't space to create dedicate spaces for GL, how are you going to do this to create dedicate bus lanes? Talk through presentation

Not adding new lanes, just using it in existing lanes

Does that mean cars will ignore it and go in bus lanes?

It means beg. we will need education and implement cameras- it usually says takes 6 months for public get use to big changes

This is for all bus routes?

Yes, there will more BRT buses running so less of the other buses needed

I'm up in ward 3 somewhere in the area the GL taking away parking and traffic lanes – I can see people be upset about parking.

I don't have all info, but we have Mobility room.

You are finally building the park n ride after 30 years

Will North Point be being terminus?

On the days I go downtown but lane of people wanting to turn right on Country Hills Blvd gets congested. Will bus be able to go around people here?



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

There are ways to adjust the turning lane to make it better

Is there way make the turning lane longer?

We can investigate this during detail design

I guess it is hard for you as you don't have normal traffic.

The data we use is based off normal data and times

How will pedestrians cross at Country Hills Blvd. All the junctions are so huge

When BRT goes Livingston it stops doing the loop. Will the express buses cease to be to get people on to BRT?

I don't know which ones will be changed- opening day of service Transit will do engagement.

I know transit just cut all the express buses. Once everyone goes to use buses again- what is timeline for BRT? Going Council April. Once we get approval we g into detail design of short and medium time.

So if take up to 5 years we can hope things are back to pre-COVID – with BRT will that allow more 301s carry people. Yes. Just BRT carry all way downtown.

Questions and feedback from North Central Mobility Study engage event, Mobility Room, March 18, 2021, 5:00 – 7:00pm

Off of 12th Ave and Edmonton Trail – but because of the way 8th Ave is set up, people use 12th Ave as a cut through – are there traffic calming going to be considered. This is looking east from Crescent Heights towards Renfrew and Edmonton Trail.

14th St being a corridor wide study between John Laurie and 16th Ave will pick up more traffic.

Good to have 2 lanes on centre street to act as a deterrent and trying to address the cut through traffic and how are we dealing with all users of the network.

The temporary work is probably going to be permanent as the money probably won't be there to go farther north than 16th Ave.

Will BRT be built prior to the opening day of Greenline? If it is, when will it be constructed?

41 Ave has people walking on the street because there are no sidewalks. What are you doing about missing sidewalk



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

- The area isn't very bike/pedestrian friendly and that's a big concern for us.
- I see little bike usage in the area, it's a steep hill.
- [PERSONAL INFORMATION REMOVED] - I am here on behalf of the BIA. I think sidewalks are the biggest issue I've heard from businesses. We'd be happy to meet with you anytime. TYhe board meets once a month on Zoom.
- My tel is [PERSONAL INFORMATION REMOVED]
- You're going to have a lot of happy people if a sidewalk goes in!
- The city building dedicated bicycle lanes – are there plans to build more through this area

Questions from BRT and Mobility Study engage event, Neighbourhood Review Rooms, March 17, 2021, 11:30am-1:00pm

- like cross walks in 20th avenue area
- Traffic calming in area (Des' work) is super great and has been amazing for residents (Balmoral circle); game changer for feedback
- hate curb extensions as a cyclist and don't see a lot of improvements for cyclists
- Is there a way to have more direct line with cycling to travel through traffic interventions and not be pushed into traffic
- how will intersection of 16th Avenue North work with the GL being there and people just parking there
- Are you aware of local developments and impact travel patterns; what does this mean for pedestrian improvements/ opportunities
- supportive of Greenview Industrial sidewalk
- how much of traffic calming is informed by GreenLine modeling, as expecting traffic to move to other streets with GL in place
- Are there any traffic calming measures in the Greenview Industrial BIA are (40 Ave to 34 Ave, Centre St to Nose Creek)?
- relabel 'Highland Golf and Country Club' as 'Highland Valley' or 'Highland Park' etc.
- Should be converted to a park
- Currently creating a gap in the bike network
- Concerned about lane closures on 32nd Ave connector. Lots of traffic going through at rush hour
- biggest concern in highland park is lack of sidewalk
- Not very pedestrian friendly and would like to see more accessible for pedestrians
- will the signal at Centre Street be impacted by the 19th Ave and 2nd Street circular park?



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

23rd good for cycling connection improvement
interested in 20th avenue crossings

Noticed drivers don't follow speed limited between 10th street and 10th avenue

Need to enhance safety

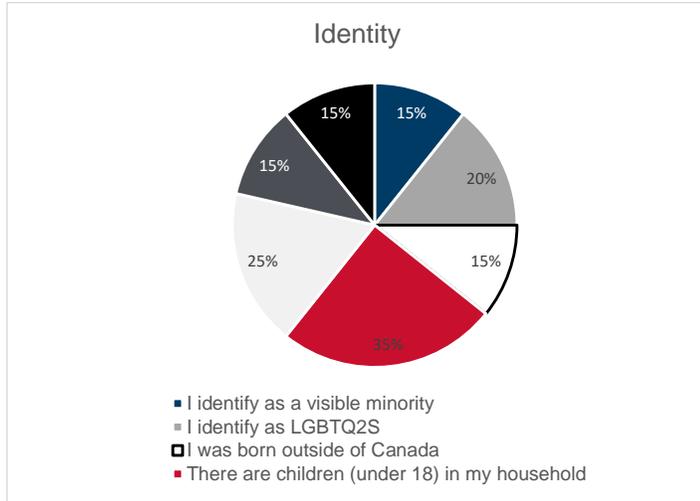
Concerned about designs coming out with speed bumps

want to about area between 16th avenue and downtown as he lives near Centre Street at 9th avenue

Appendix D: Demographic information

As part of The City's engagement process, survey respondents provided optional demographic information, which is summarized in the following graphs.

North Central BRT Study: Phase 2a

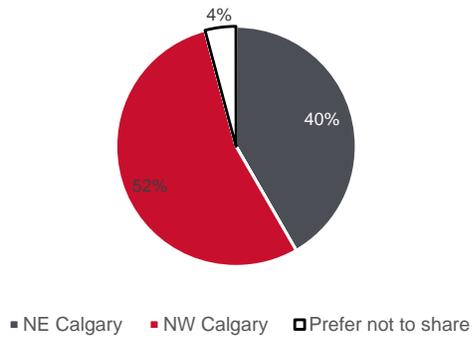




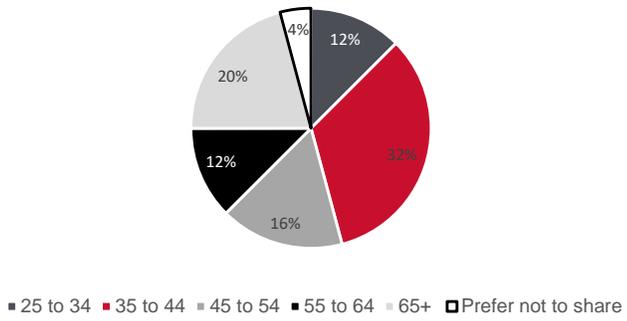
Green Line LRT

What we heard: North Central BRT and Mobility studies
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Location



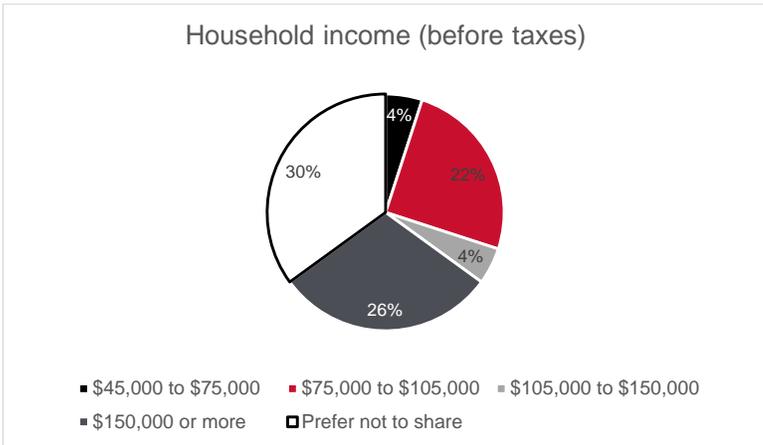
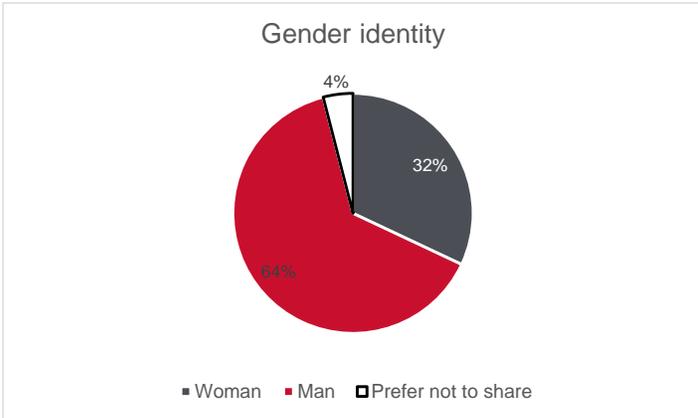
Age





Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021



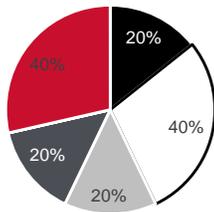
North Central BRT Study: Phase 2b



Green Line LRT

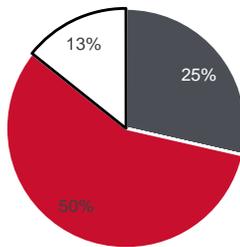
What we heard: North Central BRT and Mobility studies
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Identity



- I identify as a visible minority
- I identify as LGBTQ2S
- I was born outside of Canada
- I have moved to Canada within the last 5 years
- There are seniors in my household

Location



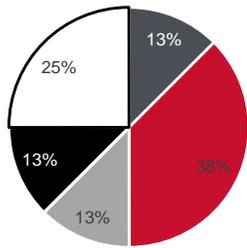
- NE Calgary
- NW Calgary
- Downtown



Green Line LRT

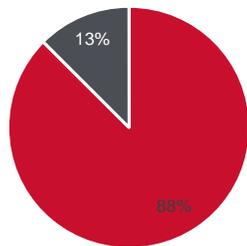
What we heard: North Central BRT and Mobility studies
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Age



■ 18 to 24 ■ 25 to 34 ■ 35 to 44 ■ 55 to 64 ■ 65+

Gender identity



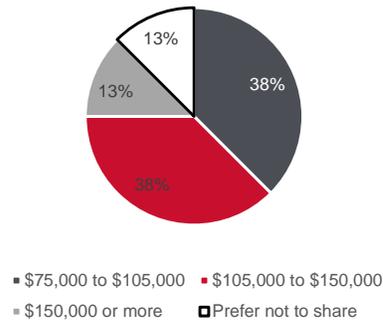
■ Man ■ Prefer not to share



Green Line LRT

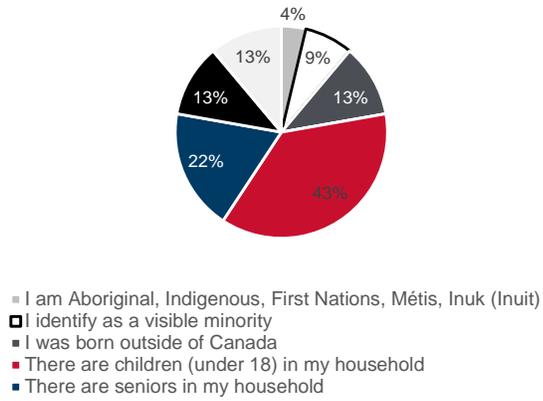
What we heard: North Central BRT and Mobility studies
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Household income (before taxes)



North Central Mobility Study: Phase 2a

Identity

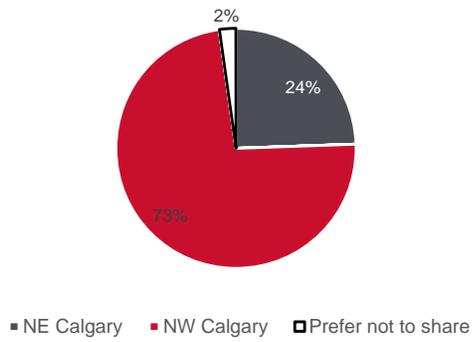




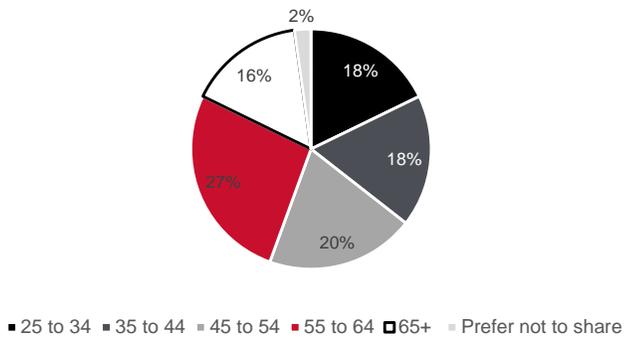
Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Location



Age

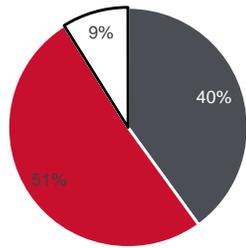




Green Line LRT

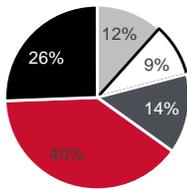
What we heard: North Central BRT and Mobility studies
April 2021

Gender identity



■ Woman ■ Man ■ Prefer not to share

Household income (before taxes)



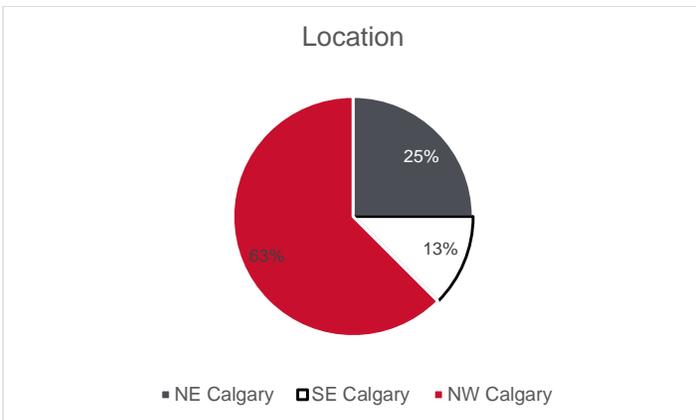
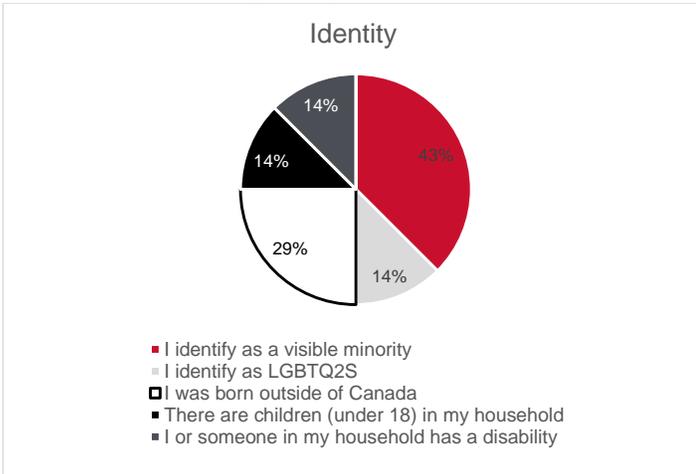
■ \$45,000 to \$75,000 ■ \$75,000 to \$105,000
■ \$105,000 to \$150,000 ■ \$150,000 or more
■ Prefer not to share



Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

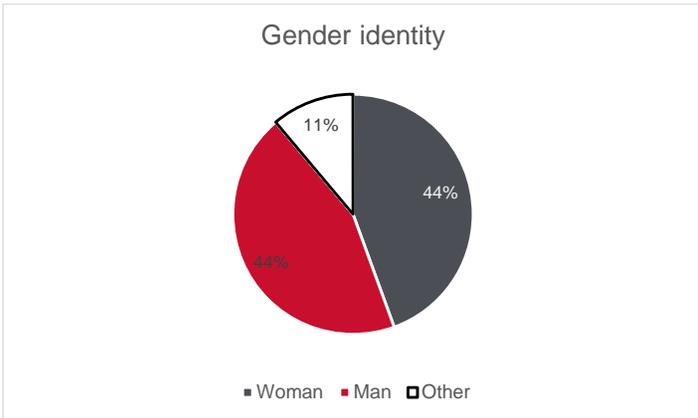
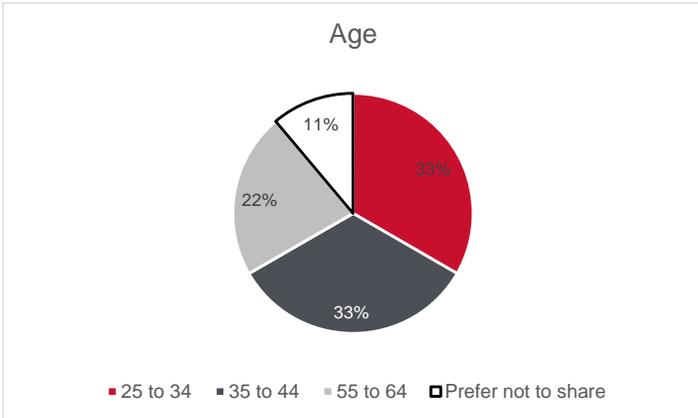
North Central Mobility Study: Phase 2b





Green Line LRT

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Green Line LRT

What we heard: North Central BRT and Mobility studies
April 2021

Household income (before taxes)

