

Planning the Green Line

North Central Mobility & BRT Studies

PHASE 2 EVALUATE HIGHLIGHTS

In January 2021, we conducted the second phase of online engagement on the North Central Mobility Study and North Central BRT Study, which included virtual drop-in open house events in the evening and during the lunchtime and an opportunity to provide online feedback.

The North Central Mobility Study used feedback from phase 1 and technical analyses of future traffic growth projections to develop ideas for improving future traffic conditions. During phase 2 we shared The North Central BRT Study 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 for feedback on these concepts and to help prioritize improvements.

WHO WE REACHED



AWARE 40,000+

The number of people who were made aware of the project and opportunity to get involved. Tools used to build awareness included: Social media, bold signs and informational displays, mailed postcards/ brochures, and email updates.



INVOLVED 3,200+

The number of people who actively or passively got involved in some way. This includes people who visited the website, attended an event, subscribed for email updates etc.



ENGAGED 250+

The number of people who provided input online or at an event.



WHAT WE HEARD



CONTRIBUTIONS 500+

The total number of contributions received through all participation opportunities.

KEY THEMES:

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

- 1. BRT Options:** Preference for options that would provide fast and reliable BRT service during peak traffic hours.
- 2. Pathway Connections needed.** For those who access transit, Calgarians wanted missing pathway connections to be completed within the community.
- 3. Concerns around congestion & traffic flow on multiple travel routes**
- 4. Improve mobility for people driving, walking and cycling by:**
 - Enhancing walking and wheeling connections on main corridors
 - Mixed desires for bike lanes with some want improved bike connections and some want bike lanes removed
 - Want improved turning movements & signal timings at major intersections
- 5. 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
- 6. Concerns over cost of the mobility improvements**

WHAT ARE WE DOING NEXT?

The project teams are continuing their technical analysis and using the feedback that has been gathered to determine the recommended improvements.

The proposed improvements will be shared with Calgarians for input in March 2021. The feedback will be used to refine the recommended improvements.

The final list of recommended improvements will be shared with Calgarians prior to the recommendations being brought to Council in April 2021.

