



SW Transitway BRT Project

Report Back // What we Heard

Project overview

The Southwest Transitway BRT Project is a new Bus Rapid Transit (BRT) service in Southwest Calgary. The BRT runs from downtown Calgary and ends in Woodbine.

The SW Transitway BRT features two new dedicated bus-only lanes on 14 St SW between Southland Drive and 75 Ave SW that will allow buses to bypass traffic.

The Southwest Transitway functional study was originally completed in 2010. Public information sessions were held in November 2010 at various locations along the route to introduce the project to the public and gather feedback. The study, including the public input, was brought to Council in January 2011, and approved.

In October to February 2016 the project team met with community associations as well as held public information sessions where the project team shared updates and information about the project and asked for questions and comments about the information presented.

A public open house was held on February 23, 2016. Three station design options were presented and participants were asked to tell us why they preferred one of the three options, and how the options could be improved. What we heard themes from the community association meetings and information sessions were shared with participants. Participants were asked to provide comments and questions about the themes and to elaborate on anything not captured in those themes.

Report overview

This report is a summary of the themes we heard at community association meetings and information sessions held between October 2015 – February 2016.

This report also has the themes and verbatim comments from the February 23, 2016 public open house.

What we asked

October 2015 – February 2016 Community association meetings and public information sessions

- The project team shared updates and information about the project and asked for questions and comments about the information presented.

February 23, 2016 Public open house

- Three station design options were presented and participants were asked to tell us why they preferred one of the three options, and how the options could be improved.



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- The what we heard themes from the community association meetings and information sessions were shared with participants. Participants were asked to provide comments and questions about the and to share anything not captured in those themes.

What we heard

The following is an overview of what we have heard so far, for a detailed breakdown of each of the themes see pages 3-21.

October 2015 – February 2016 community association meetings and information sessions

- During these sessions we heard comments and questions about the following themes:
 - Construction timing and coordination
 - Traffic
 - Ridership
 - Station locations
 - Parking
 - Safety
 - Consideration for pedestrians
 - Transit Oriented Development
 - General questions and comments about the project
- For a detailed break down of each of the themes see pages 3-4.

February 23, 2016 Public open house

- During the public open house we heard comments and preferences about each of the three station designs. For a visual of each of the three station design options visit the project page at www.calgary.ca/swtransitway
- We also heard comments and questions about the following themes:
 - Safety, noise and crime
 - Transit oriented development
 - Construction
 - The ring road
 - The ATCO line
 - Parking
 - The budget and costs
 - Station locations
 - Pedestrians
 - Ridership
 - Traffic
 - The process
 - The flyover
 - Different alternatives for consideration

- The c-train and LRT
- And other comments and questions
- All of the verbatim comments we heard at the session are captured on pages 5-21. Only profanity, personally identifiable information and defamatory language has been removed from the report, everything else has been captured as written by the participants.

Next steps

- ▶ Engagement is under way for the project and all feedback received will be themed in a What We Heard report. The What We Heard reports include comments and feedback received.



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Detailed themes from October 2015 to February 2016

Below is themed list of comments, concerns and questions participants have shared at the meetings held with the Woodbine, Lakeview, Oakridge, North Glenmore Park, and Chinook Park/Kelvin Grove/Eagle Ridge community association meetings and at the information sessions held in October 2015- February 2016.

Construction timing and coordination

- Concerns about the timing and coordination of infrastructure projects in the area.
 - Examples shared: the widening Anderson Road, SW Ring Road, and SW Transitway construction.
- Questions about coordination with ATCO and utility upgrades along 14 Street S.W.
- Questions if all three lanes on 14 Street remain open during construction.

Traffic

- Concern about the impact of the roundabout on 24 Street S.W. & Woodpark Blvd, and the potential increase in noise from idling and bus traffic.
- Concern about wildlife safety from Fish Creek Park.
- What will happen with the proposed slip lane leaving North Glenmore Park and rejoining Crowchild Trail?
- Wanting fewer traffic lights, specifically along 14th street.

Ridership

- Questions about transit ridership in Woodbine/Woodlands and whether enough people take transit to warrant this improved service.
 - Are there really going to be enough people using this new service?
 - What are the forecasted ridership numbers for the Southwest Transitway?
- Suggestions to consider scaling back the size of buses if ridership is consistently low during certain times of the day.
- What will happen to existing bus routes in my area?
- How many bus routes will there be in total on the 14 Street corridor?
- Will this ever become an LRT route? Maybe in 30 years or so?
- What kind of buses will be running on the Southwest Transitway?

Station Locations

- What is happening with bus stops in terms of location at the hospital – bottom or top of the hill?
- Is there for sure going to be a stop at 54 Avenue S.W.?
- A desire for a station for the Lakeview and North Glenmore Park community.

Parking

- Concerns over people parking in the residential area or in the Safeway parking lot to take the bus.



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- What is The City planning to do to prevent transit users from parking in my neighbourhood?
- Concerns about park and ride.

Safety

- Concerns over safety on Glenmore Trail if changes are made to the road to make space for bus lanes in the shoulder.
- Concerns about the gas lines buried under 14th street.
- Concerns about width of the lanes once the bus lanes are added.
 - The project will “create dangerously narrow traffic lanes in the section of 14th Street between 75th Avenue and Heritage Drive, due to construction of a second barrier between oncoming traffic lanes.”
- Concerns about emissions and noise on personal health.
- Concerns with cars weaving and traffic accidents.
- Concerns about the left turn from southbound Crowchild Trail to the new bus-only road, particularly using large articulated buses.
- Concerns about the loss of the shoulder lane on Glenmore Trail if it is reserved for buses.
- Concern about the turn into Rocky View General Hospital and what ambulances will do if the bus has the right of way.

Consideration for pedestrians

- Good to hear the overpass is being considered.
- A request that something be done in the immediate term to assure safety at the 90th-14th crossing.

Transit Oriented Development

- Concern that high density development will occur around the SW Transitway station.

Questions and comments about the project

- Request for more information about the project including: timelines, cost, traffic disruptions, and ridership.
- Why do we need dedicated lanes on 14 Street instead of shoulder or HOV lanes like on Crowchild?
- Why hasn't there been a “trial” of this bus service on 14 Street?
- Why do we need a new transit way?
 - Won't the Ring Road bring relief to traffic volumes on 14 Street?
 - Traffic flow along the proposed BRT corridor is relatively good (when there are no traffic accidents or weather issues).
 - Cost, the \$40 million should be spent elsewhere.
- Do not feel that there has been adequate opportunity for public input.
- Would like another option as the LRT is very crowded.



Verbatim comments Feburary 23, 2015 pulbic open house

The following tables capture all of the verbatim comments from the February 23, 2016 public open house. Only profanity, personally identifiable information and defamatory language has been removed from the report, everything else has been captured as written by the participants.

Verbatim Comments – Station design concept 1

Feedback about station design concept #1
0 dots
Comments
Location of first stop at 24th and Woodpark Blvd is not a good location.
Noise, busses idling, parking issues and such will be a big problem.
How will noise, vandalism and parking be addressed at Woodbine station!!!
These buses will make a once quiet community a lot noisier, especially near the Woodbine station. Is there something that can be done to help this?
Vandalism, lighting & safety for any option
Safer Pedestrian Crosswalks
Above grade crosswalks
Instead of putting funds into this fix the system we have make 56 more accessible
Location of bus stop in Woodbine is not in a good location. It is too close to Fish Creek Park
How will the communities west on 14th get out during construction before SWCRR?
RioCan at Glenmore landing because of BRT is putting in high density development!
Which roof design provides best protection from weather? Which is most energy efficient & easy to maintain?
Snow removal on roof? Weight capacity? Steeper roofs might have snow sliding off onto roadway!
I moved to Calgary and bought a house in Woodbine near 24 St and Fish Creek for how quiet it is. The additional noise and bus exhaust will be an issue.
Travesty of democracy -- needless unwanted - was never brought to public & stakeholders - voters will speak next election
Bus stop shelters/stations. More glass to get broken! \$\$\$\$
Keep it simple
I kept being told there was initial community consultation. This did not happen for me. The first I heard of this plan was from the BRT community group.
If the HAVE to be built... solar panel roofs to reduce heating costs.
We live in a cold climate, why are you planning on heating the outside? There should be enclosed shelters. Energy shouldn't be wasted!
What about a pedestrian crosswalk?
Why such big stations?
#1 no glass roof.
Sides of perforated steel - allow light through & you can see in and out (contact city of Victoria re their shelters)
Why so few people shown if millions are expected?
How are you going to control vandalism in glass shelters?



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Poorly designed. Where is the plan?
Simplicity & low maintenance
Why are you heating them? What is the cost?
Option #1 Very Nice
Glass roofs for more light
Why is the BRT end of line station on the Woodlands side when more room on Woodbine side?
Questions about snow shedding on flat roof
Safety is key need to support this with transit officers
Fix the causeway bottleneck first. Then build the Ring Road. Don't need this!!
The quiet area near the Woodbine station can become a great place for vandals and crime to happen. There are not a lot of people around all the time.

Verbatim Comments – Station design concept 2

Feedback about station design concept #2
3 dots
Comments
Why won't you listen to the tax payer
The road south of Anderson on 14th has been ignored. The budget should be directed to this area first.
Diesel exhaust from old artics and noise late night / at time point
Glass roof is a bad idea
We don't need that fancy station ??
Concerned about the vandalism at stations \$Huge\$ problem now at bus stations especially in night hours. Policing will be a problem.
Will parking be strictly enforced?
Nice. Love it!
Like the open/glass for more light
Lighting is key
Glass top is nice - more sunshine. The feel of this is more interesting!
Need wind/snow shelter
Like the look of the roof architecturally
Most visually interesting. I like all the room and area for vantilization
I prefer option 2 design.
Like this option! More style & lets light in
Glass roof so vandals can break it
Crime? Vandalism? Pollution? Re-think!
What's the cost different between the options?
If this gets built we need a sound barrier along the who way -- Very loud!
Make sure lots of trash cans
Does this roof cover the same area as option #3. Can it?
Something better than glass?
More space for protection from the elements
Concern about scale of station "Large" in the heart of the community



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Vandalism concern re: glass.

Will there be cameras & classical music? Might be a good deterrent.

Verbatim Comments – Station design concept 3

Feedback about Station Design Concept #3
1 dot
Comments
Don't want to have the audio announcement because of noise pollution/impact.
Concerns that the enclosure is too small but heating from the top would be wasteful for any options
All are fine. Heat is nice but not required.
Kiss & Ride/drop-off of the hubs & other stops
Bike shelters at all stations. If there isn't room add bike racks where front & back tire can be locked.
Bike shelters please 😊
Bike racks should be there as an option especially if no car parking (in any option) Base the # of bike racks on data
This is the land of ice and snow. If you want people to seriously consider taking transit it needs to be warm & safe
Don't waste \$40 million dollars until we see how the Ring Road impacts 14th street.
If we need a bus route, just put a normal bus route - no need for BRT or extra lanes on 14.
Wait until Ring Road is complete and then reassess. Probably won't need any extra work on 14th.
All of these options look like a stupid waste of my tax money. What a shame.
Like that there are garbage cans so people can put garbage somewhere
Why isn't none of the above an option?
Like the glass windows
Try existing road infrastructure.
What about damage to bus stations by vandals? How can it be prevented? Damage could be very expensive.
FARCE! How do you build something and then do an environmental study?
Why are you heating the stations. What is the cost to do this.
Whichever is most cost effective!
Run a prototype route
Think this is best for looks and shade in hot weather.
Glass can be broken or vandalized. Keep it open or use something else to block wind.
Wait times are sooo short - heating is a waste. North wind protection would be better - None of your designs.
Suggestions to ride bikes to the transit circle (or walk) do not take into account our Calgary weather
Vandalism is a persistent problem. What are you doing to address this?
Concern about vandalism. "Big target"
Whichever is the most economical opt. is the one I like.
When it is windy this is unnecessary. Too elaborate. Keep it simple.



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Glass shelters make me feel safer. In Calgary with the cold we need shelter walls.
This design is beautiful. I love to see beauty included in designing things like this.
Thanks for thinking about people who NEED transit 😊 Creating opportunities for all populations 😊
This will be a great opportunity for the younger generation in years to come 😊
Will there be public washrooms at stations?

Verbatim Comments – Safety, noise & crime

Questions and comments about safety, noise & crime
Safety - smaller lanes with large trucks. R Road first.
Security at bus stations is a huge concern. City is unable to provide a safe environment at LRT stations already.
Crime? Vandalism? Property values?
Unsafe: kids and dogs and deer in proximity
Stations: vandalism, smashing, graffiti -- increased crime
Security cameras at sites?
Heavy traffic and asthma links Please address this. Especially diesel engines.
Concerned about car prowling & house prowling at the terminus this scares me the most
What about the guy in the blue house? Having a loop right by his house is terrible & it is unsafe.
BRT will bring undesirables into Fish Creek Park. Crime & Safety issues
What about the increase in crime when you put a bus terminal in the middle of playgrounds and athletic space.
Concerned about lane function in a big snowstorm. So dangerous & huge expense.
How are you going to combat criminal activity close to transit stations?
How often will station be policed? Time to cleanup damage from vandals!
Noise & traffic & smell of diesel don't want that at my house.
Does the city have an ERP available to residents when building over the 14 Street high pressure gas line?
Privacy concerns for those who live on the route.
What about the noise from the buses circling the roundabout? What happens with the people living near there?
This is an unsafe plan for 14 St. SW. This roadway cannot support a BRT!
With more busses there is more chance of accidents (worse accidents) unintended consequences
There is a reason why Woodlands/bine enjoy Fish Creek - Peace & quiet - but this will change the sound & personality of a community with a back-to-nature feel to it!! Does motorized noise have to come right into the middle of Woodcreek?
There are many accidents on Glenmore/14 already. Will this proposal make the current bad situation worse?
What will be done for sound mitigation on east side of 14 Street?
I moved away from transit for peace & quiet
I moved to here for the peace & quiet to retire.
Concerned about people parking on my street. Car prowl etc. at terminus
14th is just <u>not</u> wide enough
3.5 is too narrow for 14 Street. Lots more accidents & no where for broken down cars to pull over.
If you are going to service to 54th run 24th & 90th half of the residents have no access. Concerned about



the washroom at 24th; vandals, etc.

Verbatim Comments – Transit oriented development

Questions and comments about transit oriented development (TOD)
No need. I believe this is a backdoor to TOD.
20,000 people will be living next door to Heritage Park.
Dovetailing TOD with this BRT project - changes fabric of our community. Has been lack of information about this aspect - seems dishonest
Concern = TOD not in the plan. But will it be in 2 or 5 or 10 years?
We don't need High Density around our drinking water
No growth here! We are penned
Confusion around TOD at LRT vs. BRT stations -- language problem = "unless BRT turns into LRT"
We do not want TOD's in our communities
How many strip malls and 7 Elevens will be built on this line of concentrated transit?
Glenmore Landing RIP. Future high-rise condo's
Not now, but over-time this will change the fabric of our communities
This is a covert exercise in planting TODs and rezoning. That is why there are 19 bus stops. Listen up city councillors. Many citizens are not happy with your decisions.
City info is misleading as it says no TOD.
Adding BRT is effectively rezoning and will happen over time.
Is this really about getting it set up to move in a bunch of density? Not OK.
Woodlands not Woodbine. And concerns about the field Woodpark & 24th (East). Concerns that there could be more development.
Is this BRT plan a precursor to high-density housing? Not interested in re-zoning along the route.
Property values are important - density is not OK

Verbatim Comments – Construction

Questions and comments about construction
People should not have to put up with construction for up to 3 years! This project is a waste of taxpayers' money
The construction for this is a huge impact that causes more disruption.
Pass <u>under</u> 90th Ave?? What kind of construction are we going to have to endure?
An underpass at 90th?? How will I get out of my neighbourhood during construction?
Need all lanes on 14th to stay open!
Very concerned about the traffic during construction. People will be crazy by it. Need to finish ring road & 14th first.



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Verbatim Comments – Ring road

Questions comments about the ring road
Get ring road done!
How does the Ring Road factor in?
The BRT should go on the Ring Road.
I thought this was a contingency plan if the SW ring road was a no go.
Wait for ring road to be complete & use <u>that</u> for BRT. super if parking. This could be a temporary solution?
While this is being built, all communities west of 14th Street are captives - no other way out. Ring Road First!
Ring road first.
Any responsible Council would wait until SW Ring Rd is done before planning bus service on 14 St!! <u>WAIT</u>
Timing is awful. Get the ring road done, THEN see if this is still warranted.
Build the SW Ring Rd first. Put this project on hold!
Ring road <u>first</u> ! Then do your "study".
I'm in agreement (with above comment) -- WAIT!! (for Ring Road)
The disruption to 14th Street is terrible. Hold until ring road. We won't be able to get out.
No! Wait for ring road. This is not needed in Woodbine.
Finish the ring road and then find out what bus service is needed. Yes!
Put the BRT on the ring road

Verbatim Comments – ATCO

Questions and comments about the ATCO line
Project delay will give ATCO time to switch the pipe to SWRR.
The AUC has no application yet from the city to move the natural gas pipelines
Timeline -- with the pipeline approvals
What about the gas line along 14th?



Verbatim Comments – Parking

Questions and comments about parking
Issue of CBE school buses using proposed Woodbine bus station for current pick up of school kids on school buses. Need parking for parents' vehicles as they drop off & pick up - not in a bus lane.
So Woodlands becomes a parking lot for the communities from the south? Disgusting idea!
What is the plan for people driving into the communities of Woodbine Woodlands - park on the residential streets for free and walking to the bus. Our streets become a parkade.
People from south of Fish Creek Park will park in Woodlands & Woodbine
24th goes directly to Fish Creek = problems. People park and ride for fish creek.
Parking. People from other side of Fish Creek parking on Woodpark blvd.
BRT will trigger parking problems. Parking restrictions will create problems for kids and visitors.
Parking is already a concern. Can the solution be started now? - residential permits, education. Solution needs to fit the residents & businesses of the area.
You need to honour your commitment to not put parking in the green spaces.
Consider putting more parking at the stops. At least investigate this now (not later).
Concern about parking neighbourhood
Parking permits are <u>not</u> a reasonable solution to non-resident parking.
Where will the people park?
People from outside neighbourhood will park in the soccer field lot.
Concerned about traffic and parking especially in front of my house for those who pick me up.
Please give more info about residential parking & how to for seniors
If we have people parking in front of our homes - can we get residential parking designation? If so, how --> thru CA?
This will turn our local malls into a park and ride. Fail.
Parking along Woodpark Blvd in front of houses & in park parking lots and along 24th street, etc. What will happen to legitimate parking by residents & visitors?
Bus 56 goes to Anderson station regardless. More effective to add parking to Woodpark station. Otherwise ppl near Anderson won't be your clients. Just go to Anderson.
Riders <u>will</u> park in adjacent communities. I see not recognition of this.
You say there will be no parking issues -- give your head a shake! People from southern communities will be coming into Woodbine to take the BRT! Parking <u>will</u> be an issue!
They'll be parking in front of homes in Braeside, Woodbine and Cedarbrae.
Parking --> What about when we have parties for permit parking
Will permit parking be put in place in some areas?
Use the soccer field parking lot for BRT users!
Parking permits are a terrible solution. Family & friends can't visit residents for more than 2 hours
Parking --> who will pay for all of those signs & tags & extra policing?
BRT buses will <u>not</u> be used if parking not provided. People will not walk, cycle or use feeder buses to get to the bus stations.
I don't want people parking in front of my house!
I really dislike the idea of having to put a parking permit in front of my home for myself!!



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No parking end of 24th Street. No good for a person with a family to access their bus.
Where will riders park? Will they park on our streets?
Parking! Cannot use playground area streets or plaza.
<u>No</u> Parking.
Widen road and add parking to Fish Creek. Add final stop there.
No Parking? Fix Glenmore Trail first before new problems.

Verbatim Comments – Cost/budget

Questions and comments about cost/budget
How can the city of Calgary be committed to a project without a budget? This is no way to be spending taxpayers' money. You are handing a blank cheque to Stantec.
Cost not equal to time savings
The design & cost of this needs to be re-evaluated
Waste of tax payer \$
Private industry would have budget costing. Why not public?
Budget updated?
Save the money, build the cancer centre
Costing? <u>Hello?</u>
This project is not cost effective.
SW BRT what is the cost?
Where is the <u>costing</u> ?
Such an expensive thing
How much \$'s really?
Is this the most cost-effective way to provide increased capacity -- is this driven by Woodland/Woodbank needs or by needs of southern communities?
Money for this should go to the greenline.
Wrong priorities -- not spending money on right things.

Verbatim Comments – Station locations

Questions and comments about station locations
I like the idea. But how about people further from the stations. How will they get there?
People need to not have to take their cars to the stations. --> The road across from the community building.
Why would you go into Lakeview and not let people get on & off!
Glenmore Landing is not a destination. Heritage park is. It is just a shopping space.
Please put the stations where people actually go -- not too much walking I'm getting older.
Widen road and add parking to Fish Creek. Add final stop there.
How will injured or sick people walk from the station to the hospital?
24 St/ Woodview Drive -- move it closer to Braeside station -- halfway in between. More access for



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walkers.
This section of W. Park Blvd & 24 is no place for a circle & terminal. Find another place.
Better for wind protection to have the "end of the line" station on the Woodbine side. West side of 24th.
Aging people need easy access to the station w/o having to drive there. "If so, I would like to take it." * Aging population *
Bus needs to start in Evergreen Bridlewood Providence, bypass Woodbine 37th --> Anderson -->14th
Maybe we don't want the stations? This is being pushed through so fast.
Why is it ending it in Woodbine / not Anderson?
Where's Haysboro!
Why does BRT not go further south to Bridlewood?
Love the downtown stops!
Please consider putting the BRT terminus @ 24th St & Anderson. This way it can effectively service the communities south of Fish Creek and it won't impact residential.
Provide a "golf-cart" shuttle to Rockyview/Care West from transitway station
One of the bus stops is currently a CBE hub for drop off & pickup. This is a major issue.
One of the bus stops (ball diamond) is a major drop off/pick up hub for CBE. This is a major issue and needs to be addressed.

Verbatim Comments – Pedestrians

Questions and comments about pedestrians
Lanes on either side of 14th - cheaper - no need for tunnel; won't block intersections; safer for pedestrians. PLEASE RECONSIDER
I'm concerned about pedestrian safety at 14th Street & 90 Ave -- already dangerous - more so with this project!
I live in Haysboro. Will my family have <u>safe</u> access to Glenmore Landing over 90th Ave/14th St?
Better keep pedestrian access across 14th St at 90th Avenue!
Keep walkways safe. Consider nice architectural options.
Make crossings safe: lighting, near people, emergency buttons, wind & rain break & cover
Aging people need easy access to the station w/o having to drive there. "If so, I would like to take it." * Aging population *

Verbatim Comments – Ridership, existing & future transit service

Questions and comments about ridership, existing & future transit service
We are very happy with the 56. There is no need for it in Woodbine.
4-car trains; low ridership during non-peak times now . No bus into Rockyview Hospital if this goes through as planned. We don't need this!
Need to be coming out of evergreen. The areas with kids and families.
Where does ridership com from? Kids grown up.
There will be no ridership from Woodbine! Look at our demographics.



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Cost already out of control an no shovels in the ground yet. Presenting projected ridership in 2029 is dishonest.
Why BRT when we have an LRT <u>and</u> #3
LRT is not always an option (as it exists now)
Create the bus route on existing roads to see if ridership is there -- test the assumption
I don't ride the bus anyways
I will use this if I don't have to pay to park downtown!
We are a limited growth area. We don't need this. There will not be serviced
How can population grow much more? We are contained.
Where are all of the "millions" of riders going to come from? Where will they park?
Such a huge cost and disruption and aggravation for so many people, to address a small number of people who need & want a more direct route to some destinations. We already have a good route to downtown.
56 Rt. Has too low a frequency.
No one uses the bus now so why this project in Woodbine?
The 56 does what this is proposing to do already by connecting you.
People in Woodcreek don't take the bus often enough to put in a BRT. Wait until Ring Rd is done and evaluated.
What happens to #56? Continue to Anderson - won't be able to get on at Southland.
Where are the <u>millions</u> of people coming from no jobs.
Wrong population to take advantage of this service - not enough young people.
Please post info about current buses - we still need them. My world is on MacLeod -- not north!
Do a trial bus run 1st then re-evaluate
Did you ask potential "new" riders if they would actually take the BRT?
Waiting for this for years.
Increase LRT parking, it goes with sunk costs of platform enlargement and extra cars. BRT is NOT needed as presented.
Wish this was up & running already - but look forward to better transit service
Can you do studies while doing prep work & is the city just going to go ahead for 'future' No bus ridership needed in this area - maybe way south.
Feeder buses from south of Fish Creek Park to this BRT will be efficient, carry more people. It's a lot of money to speed up buses for so few blocks!
Buses are more than half empty - train is what is full.
Please extend bus route to Fish Creek/Lacombe or Bridlewood in order to P/U more passengers
Questioning the need for the project - lots of seniors - will they use it?!
Is the increased transit more needed from west of Woodbine to Anderson?
Woodlands/Woodpark can't get any bigger = no need for bus growth.
Happy to continue having Anderson as the LRT directive for Woodlands area. So I can fit on the train!
Where is 100K people coming from?
Glenmore Landing is already full. Where will people go?



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Having BRT is fine, key! Helps with getting around the city.
Would like a feeder bus from Evergreen to Woodbine station.
All we (community) need is a shuttle bus Woodland/Woodbine to Heritage Station or route 90 or 20. We/community didn't ask for or were consulted. Savings of a shuttle instead of a \$50 mil. project (this proposed BRT)
The SW Transitway is the reason I'm considering moving to Woodbine & Oakridge
What impact to existing bus service?
Thank you! It's about time we can get to MRU in less than 1.5 hours.
Why would communities currently well served by but to train want this? We don't want this!
South bus only lane that goes into North Glenmore Park is good, but need a northbound one too! (on Crowchild Trail). Do this now when \$\$ is available for projects and improvements.
The jobs in Currie Barracks may not use transit - they might live there. The #s don't make sense.
Now... 2 buses & one ctrain to Mount Royal. Coming... 1 bus to Mt. Royal ☹ Great planning
Provide actual numbers: how many Woodlands/Woodbine residents need to go on this route/this direction. Make sure actual #s warrant the money spent (on BRT).
Better bussing means better communities
Create a basic bus route using existing bus stations.
The BRT in Douglasdale is more like express bus. This route will be very long, not express.
This is a terrible time to do this project. Jobs & traffic are decreasing. Stop. For the love of common sense. Just stop!!
If this bus does not loop around through Woodland & Woodbine, it is useless. Why would I wait for a #56 and then get off to wait for this bus? I will simply sit on the 56 and take it to the train!
<u>Ridership</u>
There is no need for it to go all the way to Woodbine
There is no feeder/local bus planned to get people to the south end of this BRT route. Do this now, not 10+years
Should just have a bus to MRU.
Try a bus route first to Mt. Royal University. Would save a lot of money.
Improve other services 1st - ex. Sunday service?!
Need to be strategic about the arterial bus routes instead.

Verbatim Comments – Traffic

Questions and comments about traffic
This bus route will impact hundreds of resource in Braeside and thousands of driver on 14th Street -- for buses to gain at most 10 minutes of travelling time.
Traffic will slow down on 14th during hospital shift change time.
Dedicated bus light at 75th will slow traffic a lot.
Still not convinced 14th St. won't be a gong show.
Poor original planning - will be high traffic



SW Transitway BRT Project

Report Back // What we Heard

Concern about increase in driving traffic
Underpass at 90th just for busses seems inefficient. Unnecessary crossover lights.
Cedarbrae --> we will be landlocked because of increased traffic
Design: 2 bus only lanes -- doesn't seem like most efficient use of min. space -- better to have bus only lanes
130 Ave will be a short cut from - City will run buses from - Providence to the SW BRT corridor .
90th Ave is blocked up - awful traffic already - why make it worse?
BRT should be delayed. A bad idea will cause more congestion along 14 St & 75 Ave. The city should listen to the public input.
I hope the road designs are better than what was done when Crowchild joins Glenmore -- 4 lanes of traffic & everyone crosses over -- it's a mess and not well designed. Already the lights at Heritage & 14 Street is too long & traffic backs up.
14th St & Glenmore Trail are already very congested. Adding 2 bus lanes to 14th Street & buses using shoulders on Glenmore & narrower lanes on 14th Street will only exacerbate the problem. Also if no parking areas are provided to get the BRT, it will create a huge parking problem in Woodbine.
This is going to increase traffic on 14th - no doubt. The cars do not have many options.
You are effectively increasing our transit times to downtown for the next 30 years.
Don't want it right by house it will make it difficult to get in and out.
You are going to stop all traffic at Rockyview how many times an hour?!
Increased traffic from feeder buses plus people parking to take bus. Not the right area.
Where the traffic circle and bus depot are going are right by playground zone. This will increase traffic and increase danger.
What about emergency vehicles enter & exiting Rockyview hospital. This will impede them!
14 St is not the problem. The problem is 14 St is the only choice. Since the mid-70s the south of Calgary has grown by a quarter million people, and add the ring road.
Crowchild can't handle any more traffic
How/why was this prioritized over the SE and their traffic congestion?
A fender bender on Glenmore will put the BRT in paralysis.

Verbatim Comments – process, the project & communication

Questions and comments about process, the project & communication
Whose idea was this and why
No concrete answers given to questions
We should have heard about this before.
The consultation was done 20 years ago. This is too far away in time.
Have not heard anything about this before.
Big joke. Farce.
Poor plan!
Very poor way to display info. Cannot get within 5 feet of info boards!



SW Transitway BRT Project

Report Back // What we Heard

Stop this. Council paid to stop a [profanity removed] decision, not implement it.
City Hall needs to stop & listen to the people!
We were not consulted about this project. Presenting it as a fait accompli is disrespectful and insulting.
Public consultation 3 yrs after project approval?
It's a shame we can no longer trust City Council to do what is right. They are only concerned with their views of what the city should be like and not what the people want. City Council can not be trusted.
City council has lost the confidence and trust of the community.
This is a done deal. It is a slap in the face to be talking station design <u>now</u> .
Do you stand behind your planning study or not? If so... why all the changes? It is clearly lacking, which is why we now have to speak.
Poor consultation before approving this project. Design concept is totally dysfunctional & a waste of money.
This project should go to a plebiscite. S.W. BRT
You have not been talking to us effectively
When has this been going through? First time we are hearing about it.
Be more transparent about the process
Go to the community first
Lack of communication from Councillor's office
This BRT has to go to a plebiscite
Transparency around mayor's expense account.
A public forum - where PM is at front - maybe a plebiscite?
City is being shady. Access & finding info about project wasn't easy. Felt like something was being hidden. No trust.
Need chairs, presentation, access to information, can't hear Q&As, waste of time.
I'm not happy that no one is here to listen.
Unfair representation
How do we stop a project that obviously people do not want?
Why?
Totally against this.
People who live in these areas are <u>upset</u> . Why are you not <u>listening</u> ?
This is being pushed through.
Would be good to have a large group presentation & discussion about pros & cons
Big-time lack of communication. On impacted street.
Better consultation! More community input! Haysboro!
Need a transparent process. Need to be listened to by decision makers.
This is an example of the city attempting to sneak something by the citizens. Terrible communication!
This is a bad joke! Do it right if it is worth doing. Only 3 houses in Chinook Park need to go to do it right!
Need a formal meeting style.
Poorly though. A solution looking for a problem.



SW Transitway BRT Project

Report Back // What we Heard

I am for this project - this meeting seems like it is more about petition - this communication isn't working.
Is this input even going to be listened to? This feels like a done deal.
I am <u>strongly</u> opposed to this. <u>PLEASE</u> reconsider or re-design.
The City has to listen to hear!
We need a way to stop this - or we go to court
Consultation has not been good. You can't consult in 2010, go away and not talk to people for 5 years.
sneaky. Nobody know prior to it happening
Concerns about the dishonesty - Glenmore landing & sale of city land - ridership #s? - costs! Grossly under-estimated
Concerns that the Councillor isn't listening.
Need more transparency & respect
This is not democracy
I heard about this thru RTE. After review, I think it's a good plan. But we need more sessions where neighbours talk to neighbours about it. To understand each other.
What is really being considered with this input? What decision will it influence?
Where/who is my councillor?
Councillors seem to avoid questions = bullying.
Decision was made without community being consulted.
Mayor Nenshi - whose dime paid for Switzerland trip in January?
Listen to the community you work for! You work for us!!
We want to see change. This is a done deal.
Social media is not interacting with the people - Don't hide behind social media
People didn't know about this. People want to see transit better, but this process is
Councillor refuses to listen or engage his voters.
Bad idea
Poor setup of this evening's presentation
Why aren't people at the City listening?
Never heard about this until R.T.E.
How do we stop it?
Who is making the decision - someone on the "inside track" like developers?
Ill conceived, poorly planned, no engagement. Benefits: Mount Royal U Currie Barracks only.
Why? Not needed.
I might be the only one, but I like it. Good work.
Please build SW Transitway ASAP.
<u>No</u>
<u>No. Ridiculous.</u>
Like the idea of the project
No real solutions



SW Transitway BRT Project

Report Back // What we Heard

Love it!
Get going!
This station is actually the Woodlands side. Concern they are being ignored.
Give the money to the SE BRT. That will be money well spent!
Concept is great. Focus on SE as our current service is adequate
One dedicated bus lane in each direction on 14th.
This is not a transit solution. This is a transit PROBLEM.
Wants better connections across town. Key issue is time in the rush hour.

Verbatim Comments – flyover

Comments and questions about the flyover
Would rather see \$ put to more LRVs. Glenmore causeway has bottleneck.
I'm excited! But are weak points: 14th/Glenmore overpass bottleneck; keep 1 lane only for the bus on overpass.
Suggestion: widen bridge over golf course; use a switch lane for opp. Direction busses 14th Glenmore bottleneck.
The bottlenecks on Glenmore & 14 & Crowchild can be solved in another way.
How exactly will the BRT alleviate congestion at the 14th Street/Glenmore flyover?
Why aren't you fixing the Glenmore flyover?
Budget for flyover for merge onto Glenmore?
Are you removing the 14th Street U-turn??
Improve the WB flyover FIRST, then let's talk!
Until something is done on the Glenmore flyover & Crowchild nothing will fix it.
If you are going to do this <u>FIX</u> the Glenmore Flyover.
WB flyover is the problem. Fix it first.

Verbatim Comments – alternatives

Comments and suggestions about alternatives
Why not Elbow? It already moves along.
Have you considered a flyover for the intersection of 90th Ave and 14 St SW? If the flyover had the left lane com down on the west side of the Northbound lanes, and the right lane come down on the east side of the NB lanes it would allow traffic to flow freely.
The bus loop at the end of 24th @Woodpark should be at 24th and Woodfield to reduce traffic into Fish Creek Park and to keep traffic lighter for the children accessing the parks at that location.
Why not have bus lanes on either side of 14th Street? <u>Why not?</u> Unless high density housing planned on west side? Way cheaper option.
Rather than circle @ 24 & W.P. Blvd. why not put it on Anderson so buses from south don't come into residential area
Would like to see a loop. It should not be a terminus. It should be a loop.



SW Transitway BRT Project

Report Back // What we Heard

Looks like this is being built only for a small area. What is needed is a better connection @ Chinook.
Should be looking at other solutions: more parking @ train stations & more feeder buses or different routes. - more trains. Is this really the right solution?
Glenmore weave and connection 14 St. Thinks we could restripe Crowchild and Glenmore with striping not construction.
Take the opportunity to do 6 lanes from 90th to Anderson
HOV lane on 14th Street vs. transitway. Let's make this work for all users. Buses will not use dedicated lane for most of the day. You need to fix the causeway first. Jamming more into a narrow pipe doesn't work.
Build a causeway over the Weaslehead at 37 Street and avoid 14 Street to downtown.
14th street lane reversal?
This would be better done as a HOV lane & they are cheaper. And bus lane won't be used constantly.
We need to see what the impact will be at Southland DR & Bradbury DR.
Get rid of the turnaround on 24 Street & Woodpark. Loop east from Safeway and down & along Woodpark to 24 St.
Have the bus go around Woodlands/Woodbine. No need for traffic circle.
Why not build a northbound bus lane against the wall at Glenmore Trail merging to Crowchild? Do it now so the whole BRT is more efficient - not stopped by every stall, fender-bender etc!

Verbatim Comments – C-train/LRT

Comments and suggestions about the C-Train/LRT
Forget the concept. Make better use of existing LRT -- build parkades.
Bigger park & rides at LRT stations
Need an LRT to the airport
Improve connection to the west side by improving connection to LRT.
Contrary to the c-train development. We are currently feeding them we should focus & improve that instead. Money would b better spent.
This funding will be better directed to Green Line SE to Hospital
Irresponsible spending. Better use of transit \$. Extend the C-train to the airport.
Put parkades at all LRT stations instead!

Verbatim Comments – Other

Other comments and questions
Where is Transit Teddy?
Bring back uber!
Let uber operate much more sense
Taxes up, property value down, quality of life degraded.
Why no pilot with bus along route?
More Transit Teddy
This is great. Property values will increase because there are more options to get to school & work.



SW Transitway BRT Project

Report Back // What we Heard

This isn't about transit! This is about big business
B - Better R - Re T-Think
Our roads are really bad.
There should be an opening with a transit mascot. Barry the bus?
Solicitous search prior to property purchase did not indicate coming work.
Conflict of interest with sound barrier project company.
Home value will drop!
Environment issues not discussed.
Tree destruction along 14th?
9 weeks & no clearing of snow on residential area - snow clearing is important
Bus only lanes = problem. 1. Unattractive. 2. Excessive dividers (concrete)
PLEASE fix "shoulder" 14th St. south of Anderson. Big holes on sides, encroaching onto driving lanes.
Overhead announcements along 14th Street?
Bus upgrades to C.N.G busses which are quiet and don't have as much pollution/smell.
Where are they going to plow the snow on the narrow road on 14 Street?
Make medians along 14th Street high enough to cut headlights from oncoming traffic. They did it in China so I'm sure it can be done in Calgary. I think it's an important safety feature for night time driving.
Concern about movement of homeless into Fish Creek
How is the City going to deal with homeless people using shelters for living and sleeping in?
This isn't about transit. This is about big business!
Our city forefathers did not envision Glenmore Res surrounded with Condo's
This is way too small of a space. Should have a sit down with the city
14th Street - not pave since 2001 - not acceptable. Patching not done properly
Very dissected 24th Street.
Woodpark & 24th street. This is the entrance to a provincial park not 'vacant space'! Deer come up out of this park every night. Does anyone actually visit these sites? Horrible idea!
Terrible idea to have bus turnaround at entrance to provincial park (24th) where wildlife is.
After 30+ years in Woodbine we are concerned about the safety of wildlife from Fish Creek crossing Woodpark Blvd right where the traffic circle is planned.
Deer at my house now. They will go away if this comes.
Who is this really helping? Smells like money to me!
We are in a recession! What growth are you planning for?
The people who are on the buses. Bunch of transients on the buses.
No city growth west of 24th Tsuu Tina Nation!
If you want to spend 40 million dollars, put in some train tracks.
Very concerned about the value to our house at the end station
<u>Communities</u> . Disappearance of: pathways, common meeting places, fabric of comms! Catalyst of dev't.
⊗
One major project at a time. Finish Crowchild & Flanders 1st!!
Crowchild Trail is a way bigger issue - deal with it first.
Fixing the weaving on Glenmore causeway is more important than the 14 St bus lanes