



## **What We Heard**

*ready to engage!*

Community Information Forum

Thursday, January 21, 2016

**Did this evening's presentation boards and/or ready to engage! team provide you with the information you needed?**

- Yes, but obviously more needs to be discussed
- They improved my understanding
- Somewhat, still have questions which I would like answered
- Yes
- Yes
- Absolutely, Thank you
- No
- Yes
- Very good, Amazing turn out
- Yes
- Still some areas needed-ie 90<sup>th</sup> &14<sup>th</sup> Street
- Yes
- Yes!
- Yes- presented even more negatives to the proposal-all rational
- Yes
- Yes

- Yes
- Not really, but a good start
- Yes
- Some information, yes
- Very helpful
- Yes
- Yes but have questions that would like answered by City Council: Brian Pincott

**If not, what information do you still need, and how can we get it to you?**

- Put a link to the city's website on our community websites!
- Impact of lane narrowing on safety! Time line if exchange built at 90<sup>th</sup> Ave and 14<sup>th</sup> St.
- Who do you think will start using these buses? Have studies been done on people volume for these buses?
- Start a City Hall petition
- Where was Councillor Pincott and his team? Why are they not engaging with their people?
- Insufficient detail re location, design, size, and functionality of bus stops; effect on traffic flow
- More details from the City and who approved this plan.
- Up to date information on turns from and to 90<sup>th</sup> Avenue and 14<sup>th</sup> St SW
- The room was too small to see your boards. Hold again somewhere else
- What can we expect? Do we actually have a hope of making a difference?
- I agree we need to City to present their information, plans and rationale
- If I wanted to live in a community like (*name of community removed*) I'd move there!

- It's all on the websites, thank you.
- Better visuals slowing traffic flows at intersections would be helpful, though I do appreciate all the effort that went into this!
- More info on who is behind ready to engage

**Do you have concerns with the information presented here?**

- No, other than let's keep this momentum going!!
- Inadequate explanations; inadequate City presence
- Many concerns!!
- Yes- lets stop it!
- Yes, very poorly thought out!
- No-Congratulations-Excellent format- we need to rent the Saddledome next time!
- Too many to list. But overall one of the dumbest plans I have ever seen. We bought and live in a "suburban" area, not an "urban area"! This is looking like an urban plan.
- *(name removed due to derogatory comment)* and *(name removed due to derogatory comment)* were not here, nor had any representation
- I will research further
- Why so different from the City's interpretation and/or communication
- Who can we trust? Comments such as right turns EB to S Bound at 75<sup>th</sup> Ave, Heritage Drive and 90<sup>th</sup> Ave is not correct. Please check out your info before printing and distributing.
- *(profanity removed)* excuse to high density mass transit program!
- Yes. The City's infractions should not be ignored.
- The info seems somewhat biased. Saying buses = more emissions is not accurate.

- It appears our community concerns seem discarded by City leaders where minds are already made up.
- 14<sup>th</sup> Street already too congested. Is this a move by the City to put in high density towers around 90<sup>th</sup> Ave and/or Glenmore Landing??
- None-waiting for it to be placed on the website

**Do you have any comments about The City of Calgary's engagement process to date?**

- Total lack of "engagement" by the City! Where is our Councillor, Brian "*(word removed due to inappropriate nature)*", Pincott?
- Dishonest!
- Yes, was extremely poor. And today? None of them are here!!
- Terrible
- It is the pits, it could not be worse. I am completely disappointed by the lack of transparency, accountability and honesty.
- Has been none that I am aware of therefore hard to comment
- Disgusting
- Seriously lacking
- Terrible and secretive!
- Not enough consultation with the communities prior to plans
- Lack of transparency again. Why the Ring Road is not completed before changes to 14<sup>th</sup> St- impact is not known
- The City has not engaged! Put someone at this type of meeting from the City who lives this traffic daily.
- Waste of money, do nothing till we see how the SW Ring Road alleviates some traffic concerns. Highly unlikely ridership would justify this proposal

- Transparency/consultation
- Lacking
- Please do not do this in our residential area!
- What engagement process? I feel like I have been away and missed my chance to vote
- Yes – Not good enough
- Insufficient
- The City of Calgary needs to stop misrepresenting the facts. We do not want this. Give the \$\$ to the SE BRT, they need and want it

**Please provide any additional comments or questions.**

- I would like to volunteer in any way necessary!
- Our community (Bel-Aire) was impacted A lot with the Glenmore Trail project. They said that we did our part and wouldn't be impacted any more. How come that changed??
- Keep going! Thank you
- This project needs to go back to the drawing table 100%, start over new, engage the Calgary Ward 11 communities, work with Community Associations, suggest and come up with an honest budget, transparent intentions and disclosure of City's full intentions for development.
- No documentation re need, utilization, cost benefit, relationship to the ring road, etc.
- Thanks
- I was so uplifted by the turn out
- Cancel this plan. Build ring road and move on!!!!
- How will parking be handled at the stations? Can see that people will try to park in communities. Do not want to have to rely on resident only parking
- The total cost is not true- a lot of things are not included
- Need a bigger room

- Thank you for calling attention before it was too late to try to get our voices heard
- It takes a long time to exit my community (Pumphill) currently. This 'plan' does nothing to alleviate traffic concerns and I believe it will actually be worse in the long term.
- Thanks for initiating the engagement process
- One question/concern I didn't see was the fact that currently no bus route exists from Anderson to 90<sup>th</sup> Ave. Why not as a first measure at least introduce a new route that might move those transit customers more easily from Woodbine to say Rockyview Hospital. Seems they are skipping this and going straight to spending \$ 40 million on this BRT. I spoke with the City person re my opinion. She indicated that she would find out and post answer on the web. I will keep my eye on this.
- It would seem that Councillors and leaders are really unconcerned with collective public opinion
- This will not work as presented. What's wrong with using 24<sup>th</sup> ST across to Lakeview. 50<sup>th</sup> Ave across sandy beach. Just 4 lanes as each are. Better usage even for emergency vehicles. This keeps roadways smaller, but in better directions for people to move N/S and E/W. Takes traffic off the already congested "Super Roads".
- Thank you!
- The proposed widening of 14<sup>th</sup> Street SW is ill conceived in regard to its technical implementation and its transportation solution for three main reasons:
  1. The widening of the 14<sup>th</sup> Street for the dedicated bus lines meets with technically insurmountable bottlenecks on its way along the Glenmore Trail and further to Crowchild Trail and finally its merging with the downtown traffic. Mixing of the traffic with dedicated bus lines would chaotically hamper the

passage of vehicles. The bottlenecks at the present traffic form mostly a single lane and do not allow any dedicated lane for buses. The widening of 14<sup>th</sup> Street is only a small part of the route that connects respective communities with the downtown area ignoring insurmountable challenges down the road.

2. The dedicated bus service will require a number of additional operating buses and connecting lines.
3. Passengers considered to use the dedicated bus line would require additional bus services to access the surrounding communities. Such bus services are presently serving the transportation through the LRT, which provides a faster means to reach the city core. The dedicated bus line would become a poor copy of the LRT transport at an unjustified expense to the public.

The questionable utilization and economy of the dedicated bus service that hampers the passage of vehicles will indisputably lead to its later abandonment and become the memento of the stupidity of its creators.