

Project Overview

The City of Calgary is undertaking a project to update the 1984 Plus 15 Policy. The Plus 15 Network is an integral piece of the transportation network downtown promoting the efficient movement workers and goods. Currently new Plus 15 connections are being built in an ad hoc manner. The network is also cited to have inconsistent hours of operation, way-finding challenges, and varying levels of security throughout the network.

Updating this outdated policy will allow The City to work with downtown stakeholders to help improve the network, its security, and overall experiences for all users. The updated Policy is expected to be presented to Council in the third quarter of 2019.

Engagement Overview

Public participation is an important component of the Plus 15 Network Plan. The findings from engagement will drive decisions to develop a Plus 15 Network Plan and Policy that is informed by the desires and priorities of the public.

The public survey was hosted online and ran from March 15 to April 5, 2018. It received 2,329 individual responses. The survey was promoted online, through social media, and through pop-ups in the Plus 15 network on March 21, which gave away nearly 800 flyers promoting the survey to the public using the Plus 15 system.

What We Asked

To capture a balanced understanding of stakeholder input, the project team focused on questions on identifying issues and opportunities related to the current operation of the Plus 15s. Specifically, the questions focused on how the bridges are currently used, what services or improvements might encourage people to use them more often, and how they could be improved overall.

We asked the following questions online:

- 1) How many times a week do you typically use the Plus 15 network in good weather conditions?
- 2) How many times a week do you typically use the Plus 15 network in poor weather conditions (cold/wet/snow)?
- 3) Thinking about your typical week, how many times do you use the Plus 15 network on weeknights (after 6 pm) and/or weekends?
- 4) In order of importance, what are the five main reasons you use the Plus 15 network?
- 5) Did we miss anything? Tell us if there are other main reasons you use the Plus 15 network.
- 6) Do you prefer using the Plus 15 network instead of using sidewalks and/or streets?
- 7) How do you typically access the Plus 15 network? Do you access from...
- 8) When you are on the street and trying to find a way into the Plus 15 network, what do you look for?
- 9) Please tell us what don't you like about using the Plus 15 network (if anything)?



- 10) On a scale of 1 to 5, how easy is it to find your way through the Plus 15 network?
- 11) Do you ever look at the maps in the Plus 15 network?
- 12) Is it easier to find your way through the Plus 15 network when you can see the buildings or streets outside?
- 13) Please tell us how easy or difficult is it to understand the signs for the Plus 15 network?
- 14) How often do you typically use any of the open areas, seating space or outdoor gardens in the Plus 15 network?
- 15) In your experience are there are parts of the downtown that are missing Plus 15 bridge connections?
- 16) Please indicate the street and avenue where you think an additional Plus 15 bridge connection would be valuable.
- 17) Considering the options below, what types of changes do you suggest for the Plus 15 network?
- 18) What types of activities in the Plus 15 network would encourage you to use the Plus 15 on weeknights and weekends?

What We Heard

The survey gave insight into when and why people use the Plus 15 Network, what they enjoy about the network, as well as what aspects need improvement. It also asked questions around way-finding, amenity space, and what types of activities people would like to see in the network in the future.

Overall, the survey shows that weather plays a significant factor in how often people choose to utilize the Plus 15 system. For example, there was about twice the amount of responses for using the network more than 10 times per week in poor weather versus in good weather. Survey respondents also noted that they are much less likely to use Plus 15s during evenings and weekends, and that inconsistent hours of operation are a barrier to use of the network, which naturally diminishes access to and utilization during evenings and weekends.

Reasons for Using the Network

Beyond avoiding poor weather, the main reasons that people use the Plus 15 system is because it provides relatively direct routes, makes crossing streets easier, provides shopping/restaurants, and provides access to offices/places of work. Similarly, the majority of survey respondents (53%) noted that they access the network through office buildings, highlighting that is significant portion of the network connections and destinations are downtown office towers.

Users of the Plus 15 network also make use of the amenity spaces throughout the network, with over 40% of survey respondents noting that they use seating areas, gardens, and open spaces once a week or more. An additional 20% of respondents use these spaces one a month or more, indicating that public space within the network is valued and well utilized.

Navigation and Way-finding

In terms of way-finding and navigating the Plus 15 network, many people responding to the survey (53%) noted that they find the network “somewhat easy” to navigate. However, over 80% of those who find the network easy to navigate also noted that they use the network five times or more per week in poor weather, showing that there is a lot of familiarity with the network from the survey respondents. Of the survey respondents, 25% noted that it is “somewhat difficult” or “very difficult” to navigate the network.

Although the majority of survey respondents do not seem to have significant issues navigating the Plus 15 network and are regular users of the network, over three-quarters of people indicated that they use network maps at least sometimes, which shows that even frequent users of the network require way-finding assistance at times, but also that way-finding and directional elements are well used in the network. Survey results show that most people find way-finding elements satisfactory, but few (19% of respondents) find that they are “very easy to use”.

Updates to the Network

Less than 1% of survey respondents noted that no changes to the network are required. The top two desired upgrades that people have for the Plus 15 network is for increased connectivity to more destinations, as well as consistent and longer operating hours – both of which were heard throughout the survey as current issues with the system. Respondents also noted that dead ends are an issue, which effects connectivity to destinations.

There is also strong desire to see an app to help with navigation and way-finding through the network. Improved signage was also noted as the fifth most desired improvement. Additionally, clear access points and clearer directions scored highly on the list of desired improvements. These numbers, combined with the amount of people indicating that they use signage to navigate the network and the “satisfactory” assessment of current signage, shows a need to improve way-finding elements throughout the network. The below image highlights common responses around what types of upgrades people would like to see to the Plus 15 system.

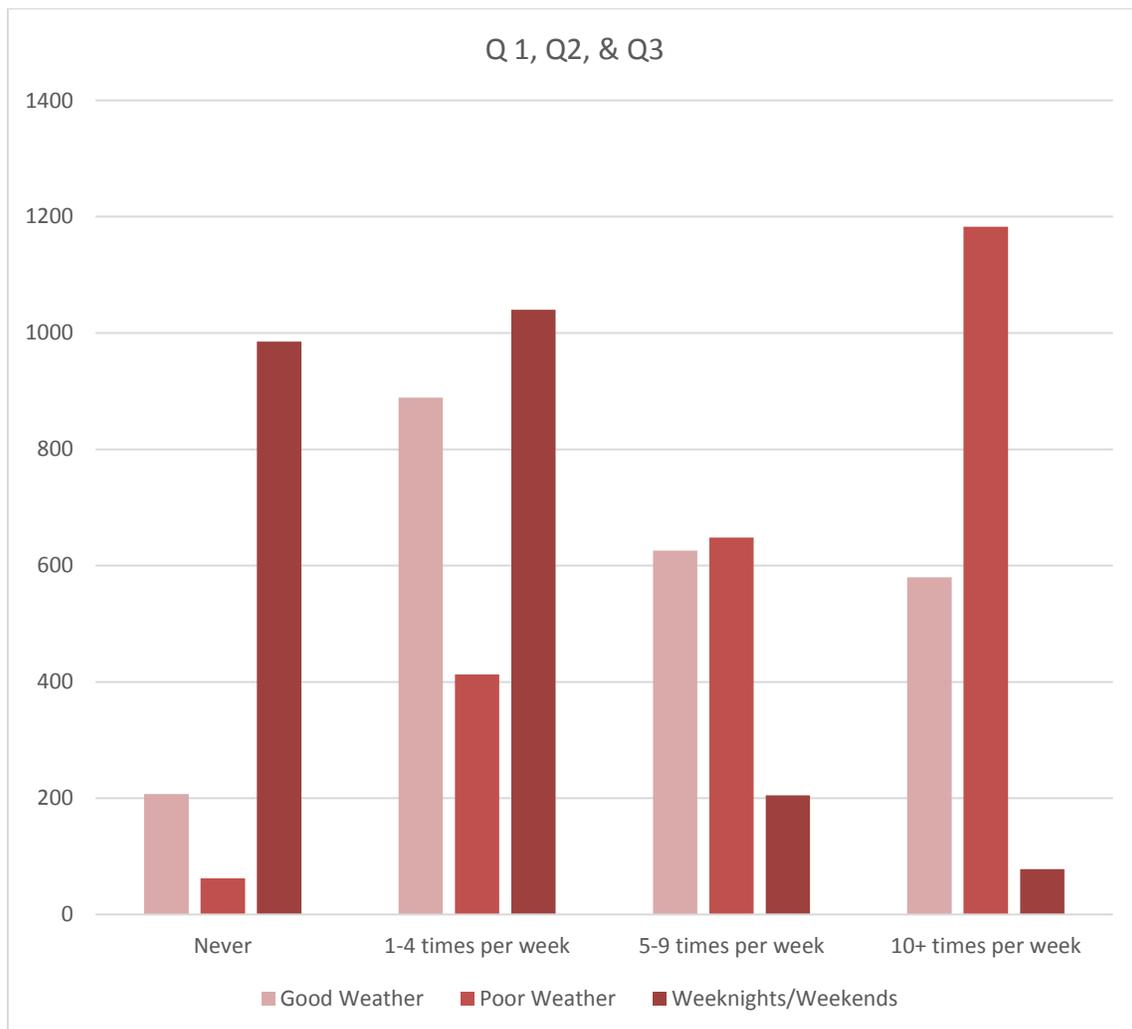
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section below.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.



Summary of Input

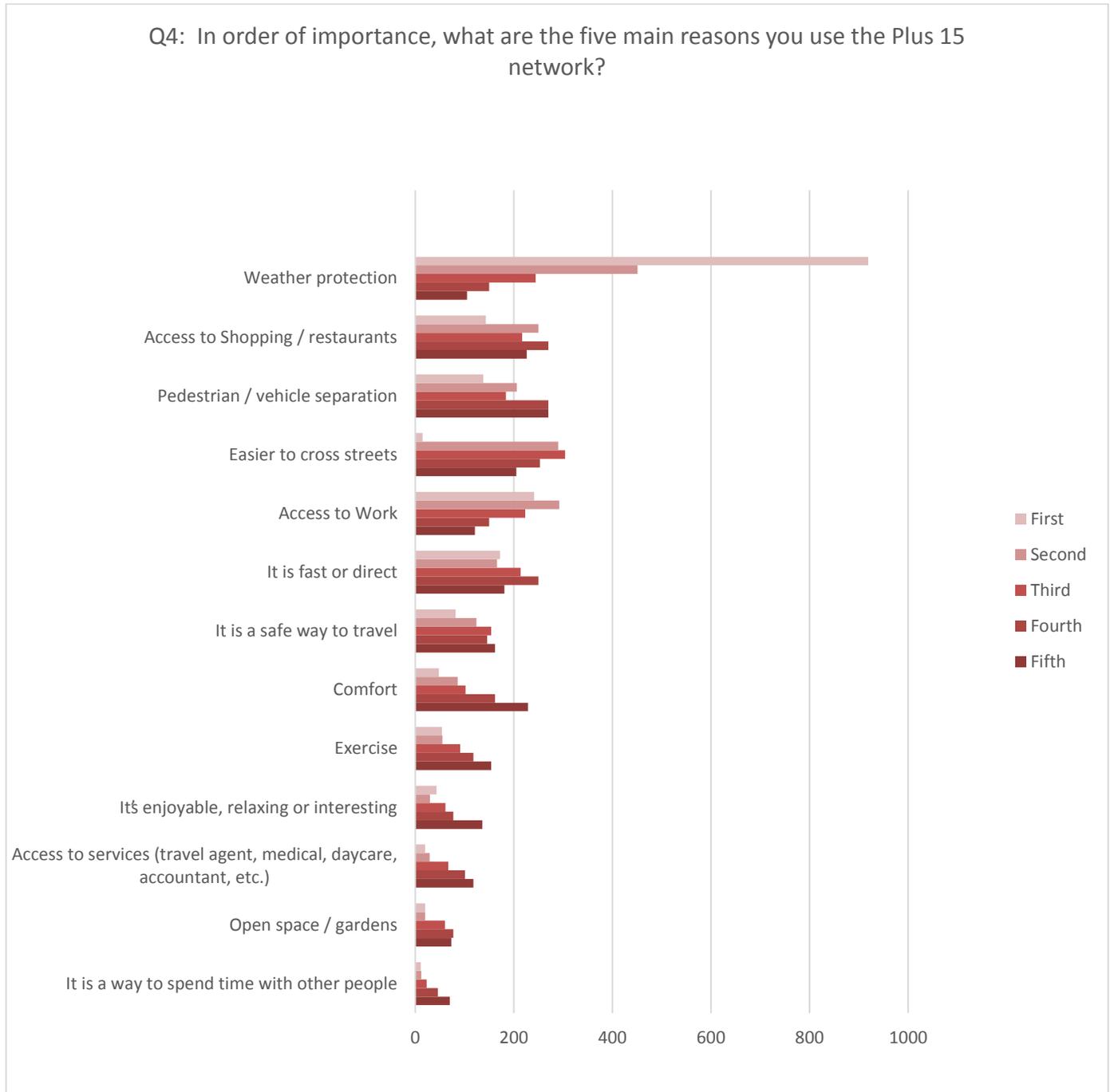
Questions 1, 2, & 3

- 1) How many times a week do you typically use the Plus 15 network in good weather conditions?
- 2) How many times a week do you typically use the Plus 15 network in poor weather conditions (cold/wet/snow)?
- 3) Thinking about your typical week, how many times do you use the Plus 15 network on weeknights (after 6 pm) and/or weekends?





Question 4: In order of importance, what are the five main reasons you use the Plus 15 network?



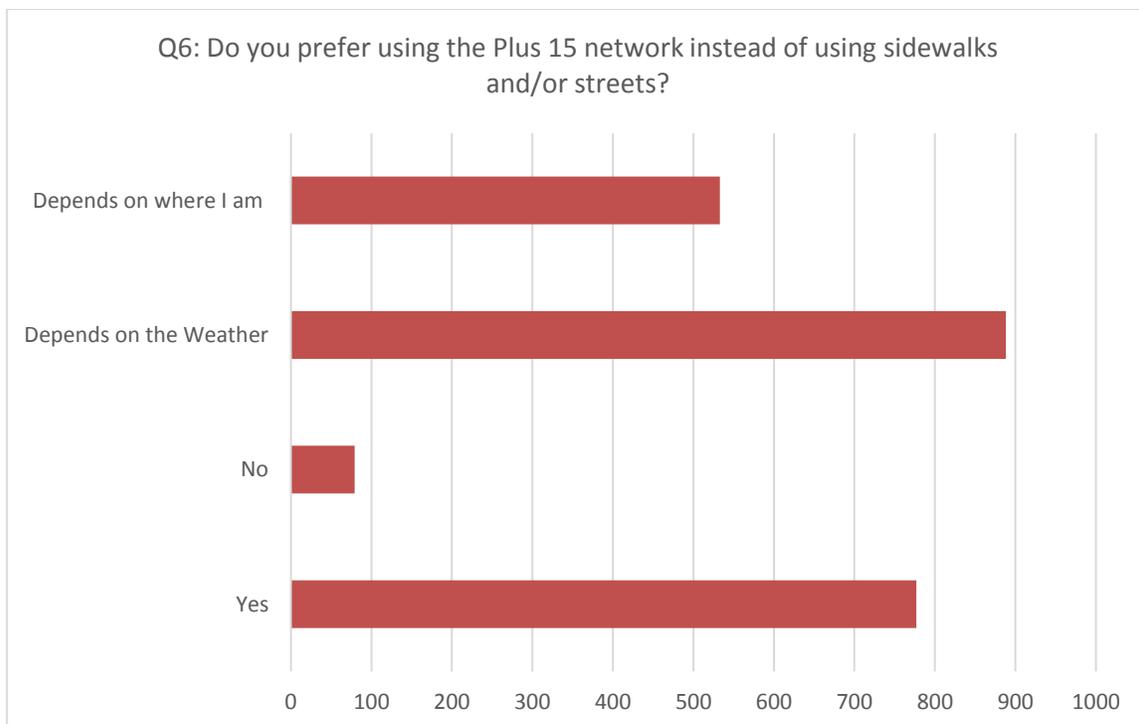


Question 5: Did we miss anything? Tell us if there are other main reasons you use the Plus 15 network.

There were 320 comments ranging from access to food, shopping and entertainment to safety and personal appearance. The top three themes are noted below. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.

Theme	Detail
Accessibility	Comments included access to parking, transit, as well as wheelchair access and food, shopping, and entertainment.
Efficient / Convenient	Comments included avoiding traffic, waiting at crosswalks, simple to use and quicker than walking outside.
Arts and Culture	Access to theatre performances (Jack Singer, Arts Commons, CPO), architecture, public art, buskers, interesting stores.

Question 6: Do you prefer using the Plus 15 network instead of using sidewalks and/or streets?

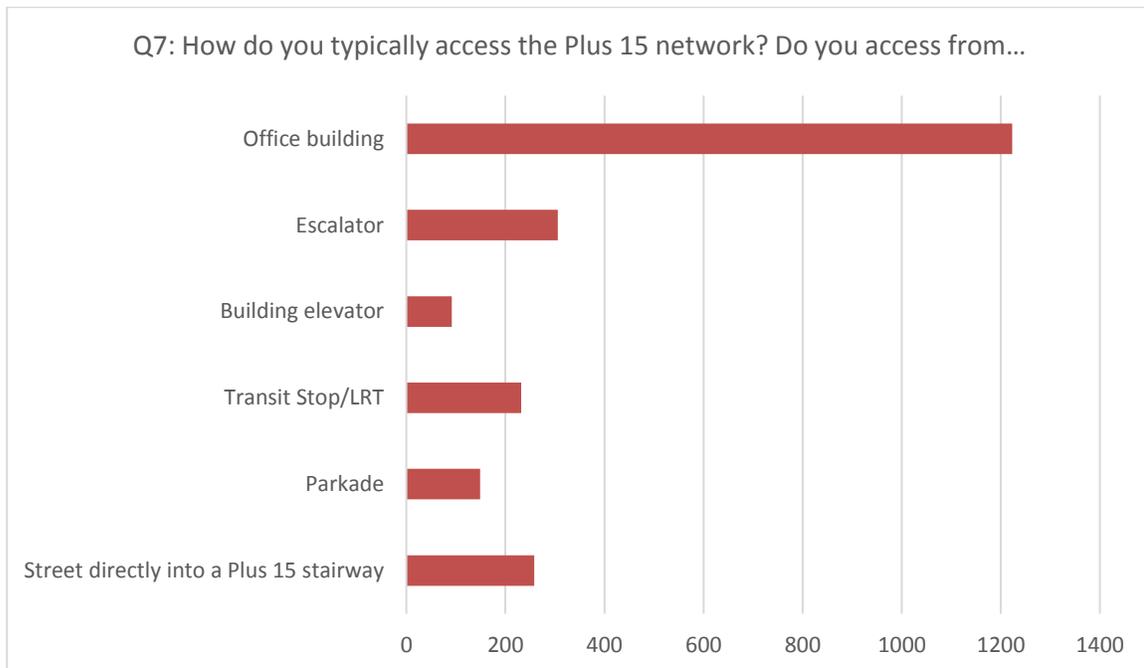




Question 6 continued...

Theme	Detail
Weather	For many respondents, they will use the Plus 15s in poor weather. It's a nice option to have.
Efficient / Convenient	If the route is direct, connection availability, most will not use if it adds significant time to the commute.
Safety	Calgary streets are often not pedestrian safe, Separation from traffic and cyclists

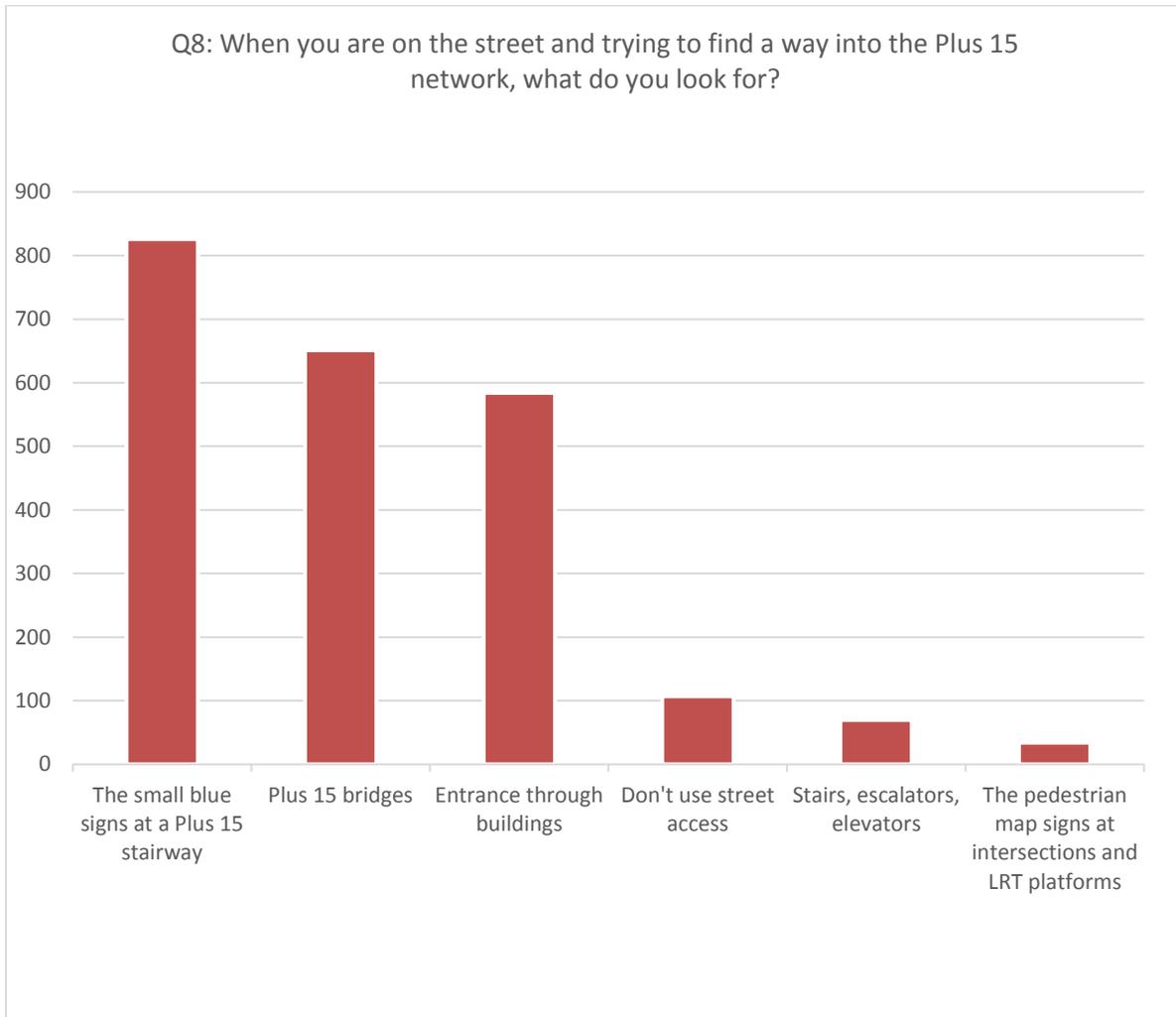
Question 7: How do you typically access the Plus 15 network? Do you access from...



In the verbatim comments (42 responses), access from office buildings and the mall (specifically the CORE) were the top two responses. Additional specific mentions included hotels, Glenbow, Arts Commons, and the Harry Hays building. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.



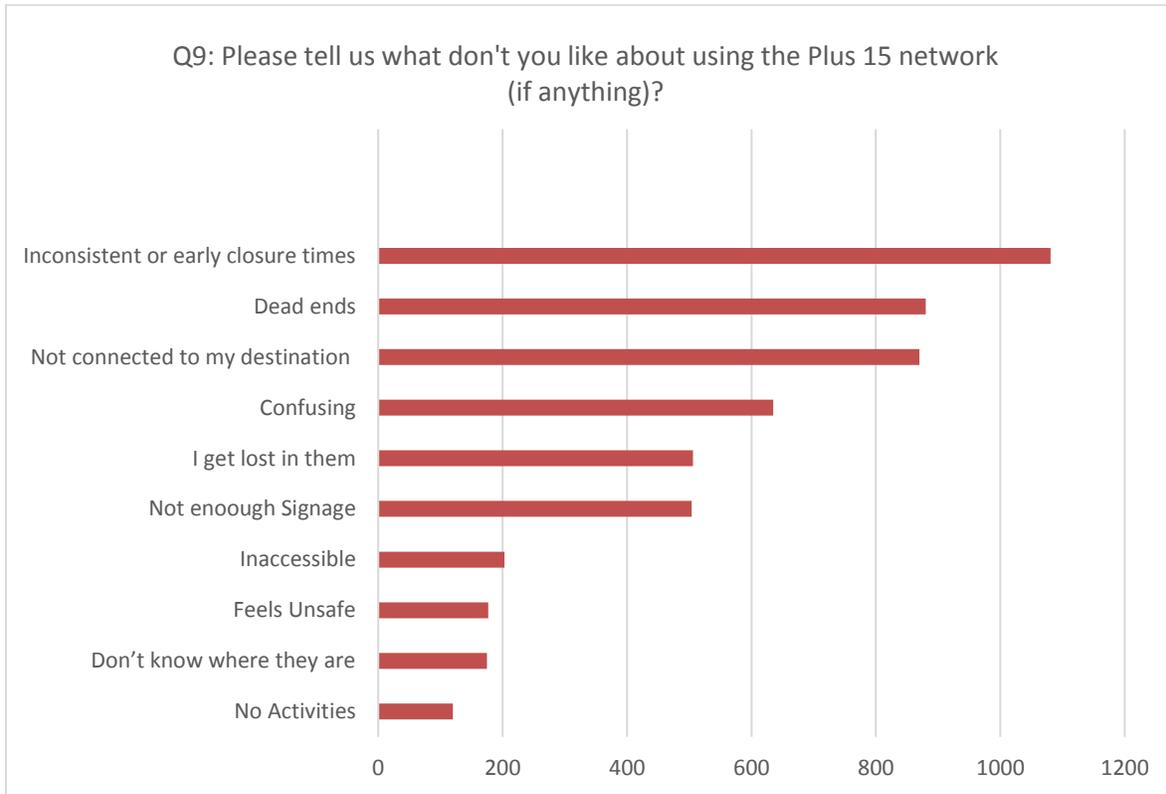
Question 8: When you are on the street and trying to find a way into the Plus 15 network, what do you look for?



In the verbatim comments (20 responses), buildings and signage were the top 2 responses. Online map and preexisting knowledge were also mentioned. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.



Question 9: Please tell us what don't you like about using the Plus 15 network (if anything)?



Theme

Detail

Access and Connectivity

Concerns are around dead ends due to construction and or locked, lack of connectivity (e.g.: library, belt line, Victoria Park), can take longer than walking on streets, and slow walkers.

Community

Responses cite concerns with panhandlers, fundraisers, marketers and religious groups, buskers, and the homeless.

Environment

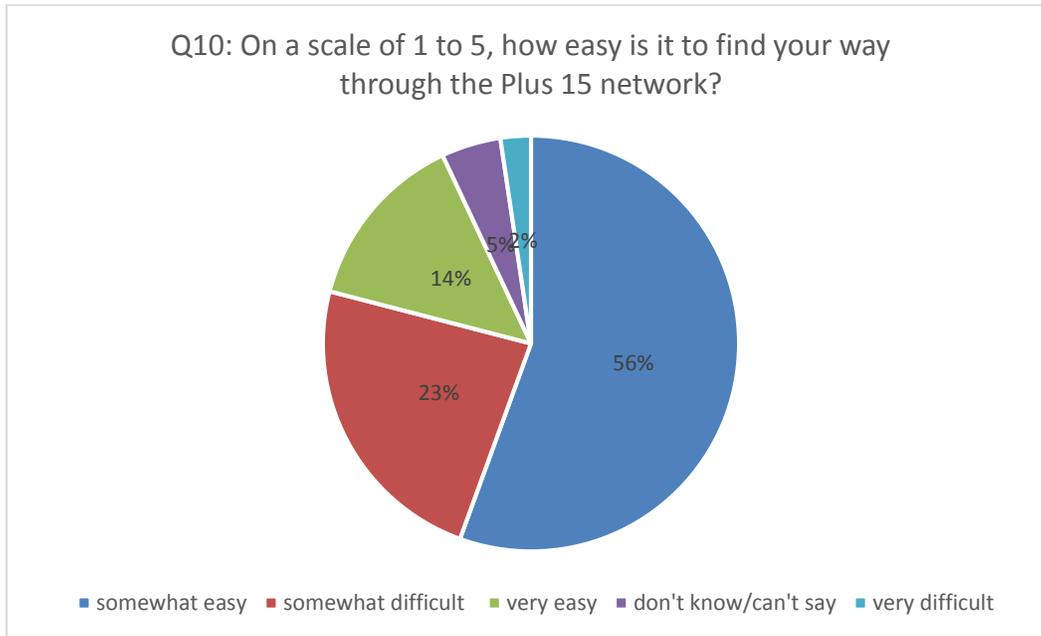
Comments included inconsistent temperature, congestion, cleanliness, and over all lack of attractiveness.

Education (Confusing)

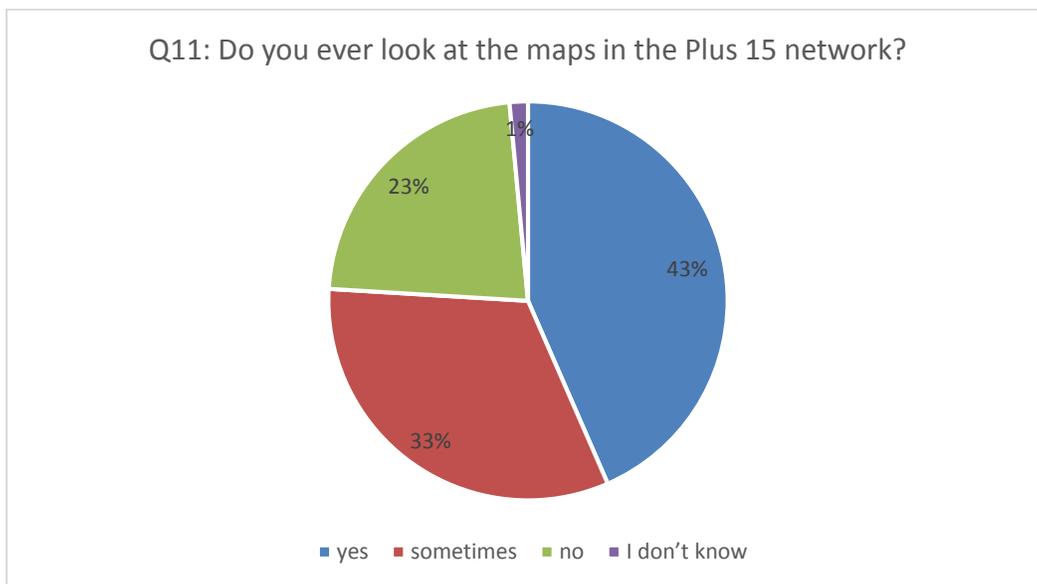
Signage, maps and apps are outdated and/or require prior knowledge to use (such as building names), and removal of digital maps.



Question 10: On a scale of 1 to 5, how easy is it to find your way through the Plus 15 network?

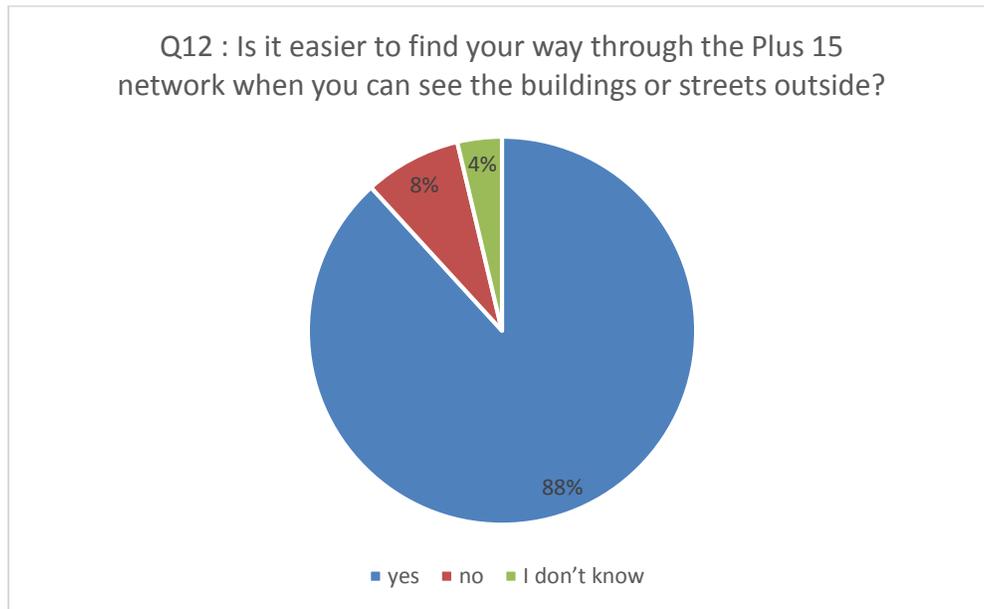


Question 11: Do you ever look at the maps in the Plus 15 network?

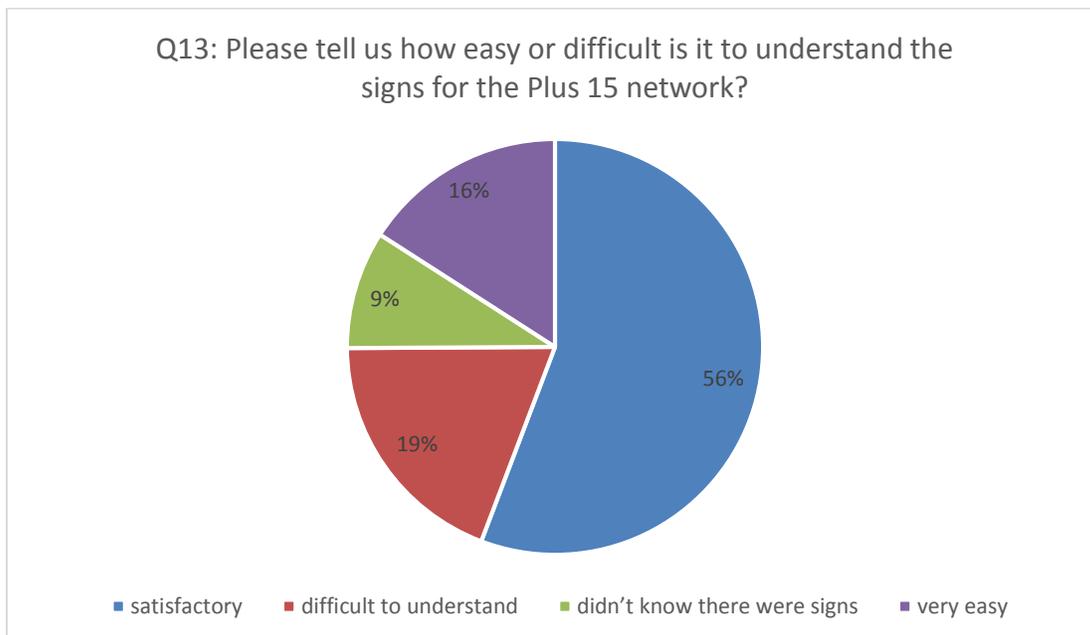




Question 12: Is it easier to find your way through the Plus 15 network when you can see the buildings or streets outside?

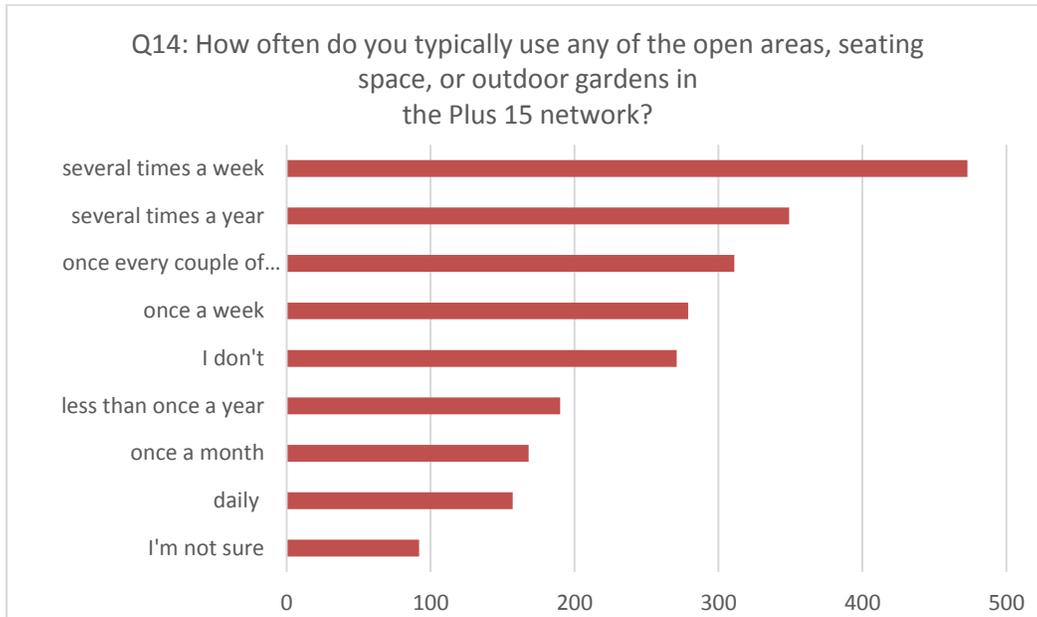


Question 13: Please tell us how easy or difficult is it to understand the signs for the Plus 15 network?

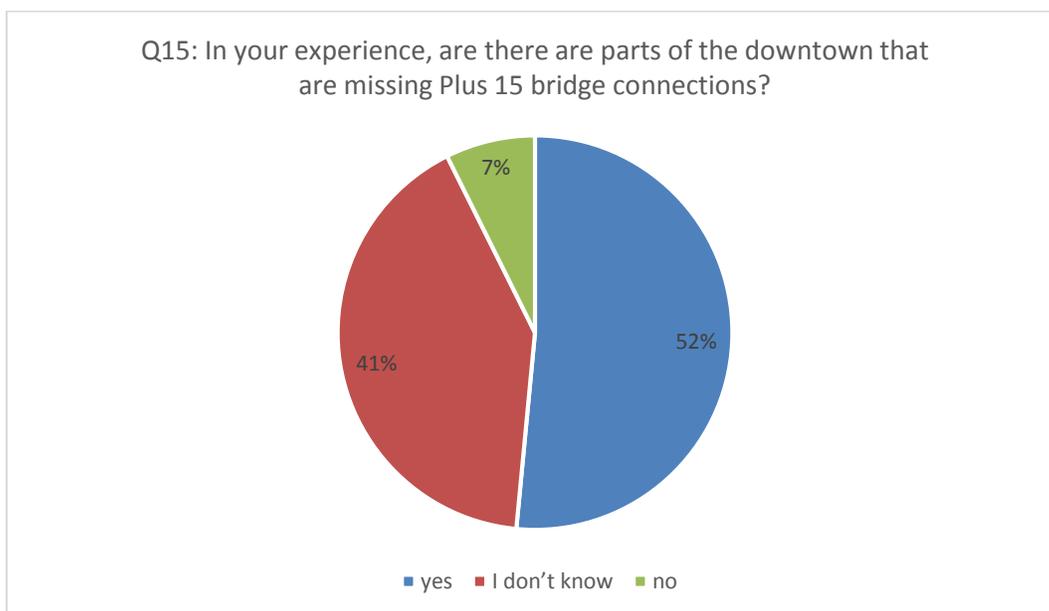




Question 14: How often do you typically use any of the open areas, seating space, or outdoor gardens in the Plus 15 network?



Question 15: In your experience are there are parts of the downtown that are missing Plus 15 bridge connections?





Plus 15 Network Policy Update

What We Heard Report
May 10, 2018

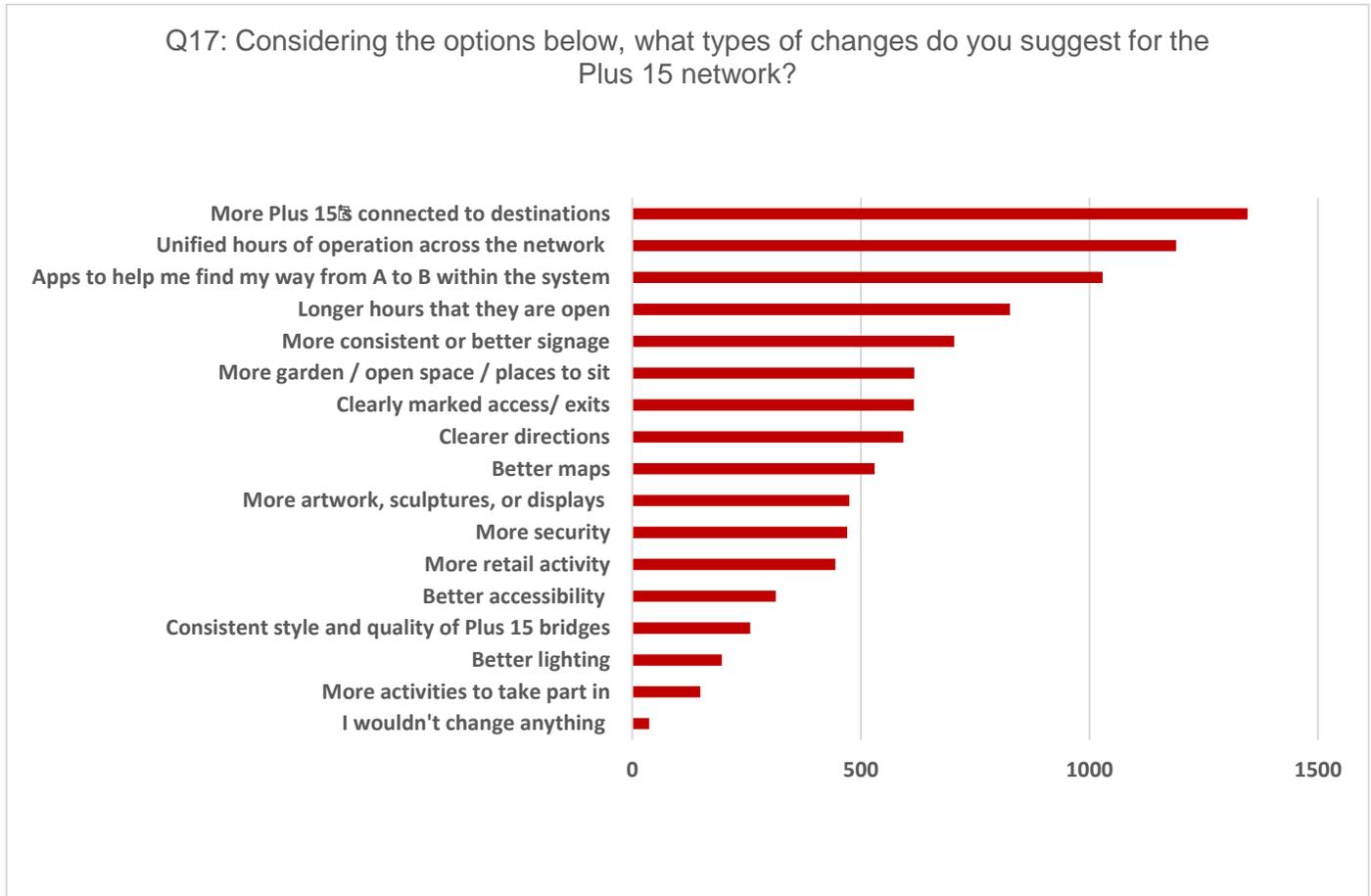
Question 16: Please indicate the street and avenue where you think an additional Plus 15 bridge connection would be valuable.



For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.



Question 17: Considering the options below, what types of changes do you suggest for the Plus 15 network?



Theme

Detail

Access and Connectivity

Consistent open and closing hours, more connections (e.g.: hotels, Eau Claire, Greenline), fewer dead ends, wheelchair access

Community

Ban amplifiers (buskers); provide better busker entertainment; some would like to see buskers removed entirely. No offensive imagery (anti-abortion); Other concerns surround homeless, vagrancy and loitering.

Education

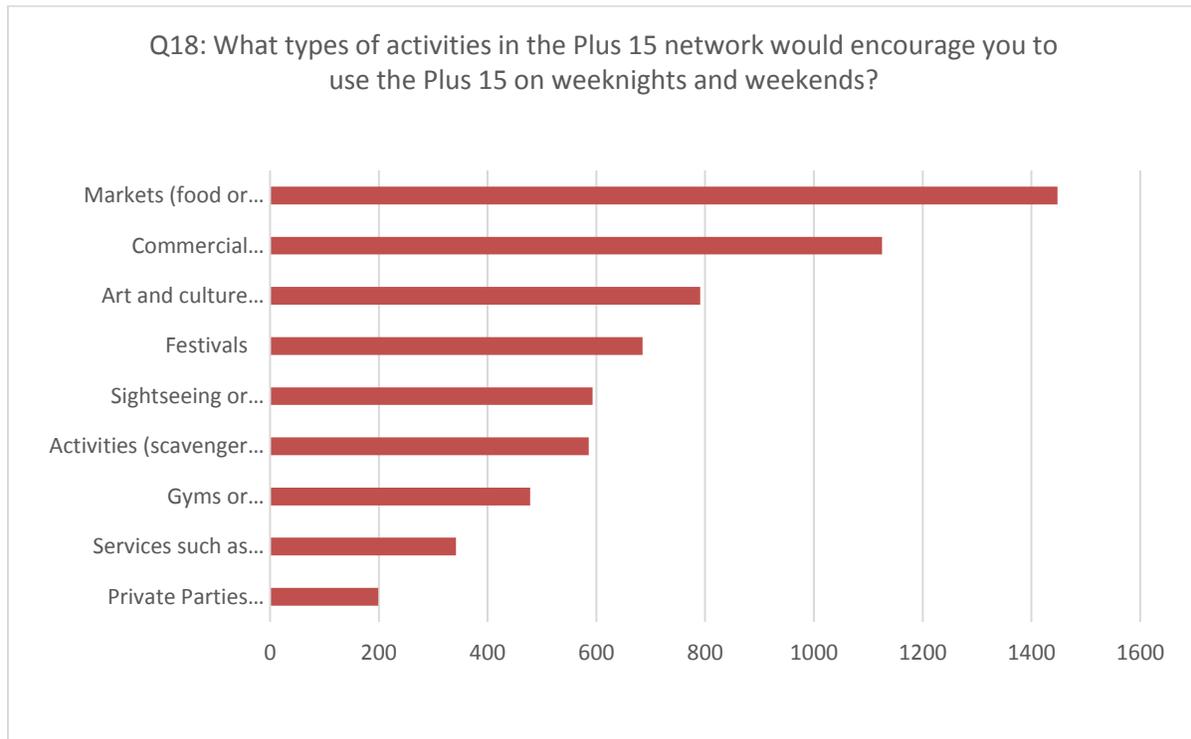
Pedestrian traffic signage, use google maps, interactive maps, directional signage (N, S, E, & W), and current (unofficial) app, is not usable.

Environment

Consistent temperatures, better air circulation, more green spaces.



Question 18: What types of activities in the Plus 15 network would encourage you to use the Plus 15 on weeknights and weekends?



134 comments. The majority of respondents would not use the Plus 15 network on the weeknights and weekends regardless of activities. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.

Theme	Detail
Wouldn't use	People who don't live downtown would not come downtown. They come down for special events but find the network not accessible or connected.
Accessibility	Longer hours for residents to use, more connections, open doors.
Life Balance	Family orientated activities and facilities, walking groups, pet access, 5 k runs.

Verbatim Comments

The following is a record of the feedback received through online engagement. Verbatim comments presented here include all that were provided. Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions; otherwise, comments here are completely un-edited.

Question 5: Did we miss anything? Tell us if there are other main reasons you use the Plus 15 network.

Access from parking (e.g. municipal or convention centre parkade) to entertainment (e.g. Arts Commons)

Access from parking lots

Access through Jack Singer to view art installations

Access to and from parking garages.

Access to cinema. Access to ctrains.

Access to clients, access to professional services, access to fitness facilities, client interaction

Access to different foods in numerous buildings. Able to support downtown businesss

Access to food amenities at lunch-time or coffee break with friends/co-workers/network

Access to good coffee shops is also very important

Access to lrt

Access to parking

access to parking structure

Access to things that happen downtown after 6 pm like arts, theatre performances, movies, restaurants and cafes. ie. Torrential rain after 6 pm early in week and they are CLOSED! Hours vary so much, problematic.

access to train stations

All the connected business on plus15 that i want to get access to

Also use often on weekends when go to CPO, dinner etc. Feel safer than street after dark, though not really concerned. Mostly weather related.

Always hoping to be surprised and enchanted by amazing architecture

Art work in arts commons

Attraction really nice architecture and views

Avoid smokers!

Avoiding cigarette smoke on Stephens (1) as well as the usual vomit patches, sketchy people. I took it at random because I was curious. The fact that it connects to high-end buildings interests me (art/gardens/architecture)

avoiding cold

Avoids the long wait for traffic light changes.

Because all of the shopping has been internalized.

Because the pedestrian light on 5th avenue and 2nd street is ridiculously long

Before and after work to get around quickly, during lunch because it's easy and warm.

Being able to access meetings, clients etc. Without having to bundle up for weather. Arriving in business attire without added coats boots etc.

Business networking - more likely to run into contacts than on the street

Can walk non stop without waiting for the pissily poor timed traffic lights in this city.

Can't type in area above so I didn't answer it. Mostly access to work - it isn't the fastest route. Exercise, Weather protection.

Clean. No salt, not slippery

Coffee

connecting doors are a mixed bag when it comes to direction of doors opening, VERY inconsistent and causes traffic flow bottle necks.

Connects to the train station.

Convenience

Convenience

convenience

Convenience

Convenience and weather

Convenience and weather protection

Convenience, there's access to much of downtown in the plus 15 network.

Convenient

Convenient, clean, safe, warm, quiet, access to services, beautiful and interesting, where I can network with colleagues, separate from cars, great architecture, interesting to show my kids. It is a jewel of Calgary.

Convenient, safe, access to services, weather protection, access to other buildings without going outside and waiting.

Convienient

could not get reasons part to work 1. weather 2.interesting 3. comfort 4.access to shopping restaurants 5. relaxing 6. exercise

Counting peds during economic downturn doesn't seem effective. What are you using to compensate/normalise the numbers to be reflective of regular traffic from 3 years ago?

Curiosity

Definitely convenience, and access to food courts and other buildings. Especially when weather is poor!

Definitely for the access to shopping/services, lighting, and more direct ways to get places (sometimes)

Direct is the opposite. It is usually - Hey I have 20 minutes to kill, let's go to the food court that has something different that's one block away as the car drives but takes 12 minutes by +15.

Do need to change work shoes

Don't have to change shoes take a coat in bad weather much easier /convenient for meetings.

Don't have to put on outdoor clothing to meet someone

don't be afraid to make each plus 15 unique.

Don't have to wear outerwear, and the cows in the Centennial Parkade!

don't need to bring a coat between meetings in varying locations/to access lunch options etc.

Dont need to dress for the weather.

Don't need to put in extra layers of clothes in the winter

Drivers downtown are often so focused on their route, and the next turn, that often crossing the streets at peak times feels unsafe as the driver's do not watch for pedestrians in crosswalks. Plus 15s help illuminate that.

Ease and convenience

Easier to cross streets during construction blockages.

Easy access to food courts

Easy access to good fast food and other good dining eateries.

Easy to wander mindlessly and safely

Emphasis on safety, not feeling too isolated. Ensuring sight lines are not obscured.

Evening events---feel safer, don't get my hair messed up from the wind.

Exercise and access to amenities like shopping, restaurants and services.

Exercise circuits at lunch

Expand in other areas of the city.

facilitates networking discussions to grab coffee, bite to eat, etc. during workday without having to plan to go outdoors

Food! Great places to meet friends for lunch! Going for walks in the winter - it allows me to stay active and we have loong winters!

Get away from the drug users in the streets, train stations, hot spots like alpha house need way more police presence...why not spread the social assistance around the city not concentrating it in Victoria park!

good way for exercise too!

Great for networking

Great Networking - running into peers

Great place for my daughter to learn to walk and interact with people.

I am a professional street entertainer and perform in the +15's with the blessing of security

I am a senior and I bring others downtown to walk in the Plus 15 network in the winter time. So much better than mall walking and so much safer than walking outside on icy sidewalks. Love the Plus 15 system! Enjoy the artwork and gardens too.

I am too lazy to put a coat on to get lunch.

I cannot change the order of importance in the question above. My preferences are (1) pedestrian/vehicle protection; (2) easier to cross streets; (3) weather protection; (3) exercise; (4)

I could only put in one answer instead of five

I currently have an injury that limits my ability to walk on uneven/icy surfaces. I prefer the Plus 15 for mobility.

I didn't know that the plus 15's were open on evenings after 6 and on weekends otherwise I would use them more during these times.

I do not enjoy using the plus 15 network. It is an absolute garbage design that has killed all ground level retail and life in the downtown core.

I do not tend to use plus 15 system in the evening because (1) I do not feel safe (2) I'm never sure which plus 15 bridges are open and which may not be open.

I do not work in down town ... But I live in downtown. I do not see a value except bad winter days. Though sometimes it is good for accessing shoes and services but it require to walk more than normal cross street.

I don't actually always feel it is safe at night so I have to weigh weather vs safety often.

I don't use the loud

I don't use it cause its too damn confusing

I don't want to put my jacket just to cross the street and have lunch.

I enjoy being able experience buildings I wouldn't otherwise have reason to enter.

I enjoy strolling through it, looking at artwork, and often bump into friends unexpectedly.

I enjoy the art, sculpture, buskers and vendors sometimes. Add in people watching, and it's a very cultural experience!

I enjoy the simplicity ... the ease of avoiding traffic and being able to almost get every where i need to get. we should connect more offices and have more links to get to various services and food places and gardens

I have lived in Calgary since December 1981. I love Calgary's Plus 15 network and have always considered it the best thing about downtown Calgary.

I have stopped using the PLUS 15 because access to City Hall and the Central Library are no longer possible. Please extend access towards the East Village!

I include access to work, shops and restaurants with access to services. It's easier to transport children, especially those in strollers, through the Plus 15 than to negotiate curbs, traffic, signals and panhandlers downtown.

I like it

I live downtown but don't work there so I can only use in the evening. It a) needs to be open 24 hours b) be attached to residential buildings. I use the plus 15 100% of my trips throughout doentown

I live downtown, so for getting around besides a transit pass epecially in the winter its awesome. some areas could definately benefit from an expansion. would also be great to see further flood policy added to downtown's valley building codes

I love using it to play Pokemon Go.

I need to get to the train to go to school and work

I only "never" use the Plus 15 network on weeknights and weekends because it's mostly inaccessible! Those are the times I would normally use it most if I could.

I personally really enjoy some of the musical artists I hear in some of the street crossings. Coincidentally the accoustics can be quite impressive its an odd venue but the musicians use it well. I think live music should be a peaceful part of the system.

I really like having interior access to most buildings but there are instances where the is no direct route to places I wish to go.

I take the Plus 15 to get from the parking garage to work

I try and avoid it because fresh air is amazing!

I use it for all the choices provided.

I use it mainly to get from the 4th Street CTrain platform to Bankers Hall for work every morning.

I use it to park indoors and then go to events at Arts Commons.

I use the +15's a couple of times a month in bad weather or to access food services. This is not never, but never was the only applicable choice I had in the questions above...



Plus 15 Network Policy Update

What We Heard Report

May 10, 2018

I use the Plus 15 to busk and make judicious with my band. We have made significant connections with corporations and individuals which had increased our exposure. I think we also provide a bit of culture in the plus 15 while still being respectful

I was unable to rank the reasons from 1 to 5 in the survey. Mine would be (1 to 5):Easier to cross street/Comfort/Ped vehicle separation/Exercise/Open space Gardens

I will love to use the plus 15 more often but it is close most of the time at the hours that I need it. You should increase the access after 6 pm and on weekends

I will use it to get to the next building over, farther than that and I'll go outside.

I work at Andrew Davison and the Plus 15 from City Hall is closed. The morning walk outside is poorly lit, and feels unsafe. If it was reopened I would use it at minimum twice a day, sometime 4-6 times depending on mtgs

I work at two locations downtown, Plus 15 is significantly faster than waiting at all the lights between the two locations.

I work in catering and pushing a cart between +15s is generally easier than pushing it on the uneven sidewalks of downtown.

I work in multiple buildings, it's convenient and I run into people for short conversations all the time - so there is a unplanned social component

I would prefer to use them even after 6pm if possible they should remain open till midnight

I would use it everyday if it would be connecting every downtown street and avenue. It is confusing and takes forever to get from one avenue to another because buildings and transit stations are not well connected.

I would use it more if my office was connected to the full network. I am only connected to the city hall network

I would use it more if there was a good map of the +15 network

I would use it more often (weekends and the evening) but the doors are always locked after 6pm from the streets. Very frustrating. The network should remain open till at least 11pm on Thurs-Sat and till 9pm other nights.

I would use it much more if my building was directly connected to this amazing network

I'd actually say that everything you've listed is equally enjoyable to me.

I'd love to travel outside more however it's often polluted with people smoking. It's odd that the fresh air is found inside now.

If I could I would have written all of the above - they are all very important reasons why I use the plus 15. I'm originally from Vancouver and I love the plus 15. I live downtown so I can get from home to work inside.

In addition to weather protection, it allows downtown workers to go about their business without having to bring everything (jacket, umbrella) with you to coffee/lunch/errand.

Interesting stores in plus 15...adds to culture and ambiance of downtown core.

Is a truly unique and interesting urban environment ... only Calgary has something quite like this in the world!

It always feel like exploring.

It can be use as an art gallery or advertising tool.

It exists! There are areas where I have never been because they exist technically but are actually unavailable to ordinary people. A magical walkway exists: use it!

It is a fast or direct, safe way to travel.

It is a great networking opportunity as you often meet people who you have been meaning to contact or perhaps somebody you haven't seen for years.

It is amazing

It is easier to get to one place to another.

It is fast/direct, comfortable, a cuddly sense of pride in my city, easy city exploration, exercise, & access to a variety of services.

It is generally accessible for people with mobility disabilities.

It is interesting and a great system to show friends from the suburbs or visitors to the city.

It is safe and easy to connect anytime of the year. Specially in the winter month's its a cool connection amongst various building in the downtown.

It is the "most alive"

It is way easier to walk in the +15 in high heels then on the street where there are many grates where your shoes fall in.

It makes it easier to go building to building with my friends who are wheelchair bound and can't get over the snow mounds in the winter. It is far safer and easier for us to get around together.

It seems safe, Security Personnel are visible, plus 15s are clean

It would be nice if there were more amenities that drew an after 5 crowd. Also LOVE LOVE LOVE the small pop up shops (ie. Kona Poke)

It's great. But more direct access from train stops would be better.

It's a unique and interesting feature of Calgary that should be promoted more. It should be both expanded (join up the non-connecting parts) and the hours extended. It's an important part of the city that is often overlooked.

It's a very interesting aspect of the city; unique. It should be promoted more. In addition, the unconnected parts should be joined up, and the hours extended.

It's a way to avoid [language removed] drivers in Calgary. Oh. And a reminder that the City couldn't care less about my safety on the roads and will just offload it to the building operators.

It's also enjoyable and good exercise, but I mainly use it to travel within downtown and access stores and restaurants along the way

It's clean and warm

It's convenient

It's convenient and direct

It's easier to set a plus 15 entrance as meeting spot

It's easy access from or to indoor parkades etc. so you don't experience bad weather.

It's fast, direct, and convenient, and goes directly to my work.

It's faster than waiting to cross the street. Also Bow Valley College has 2 so I can quickly run between north and south campus to get coffee during breaks during classes

It's fun to explore other buildings to see what services they have available. The Plus 15s make them more accessible and you don't need a coat and boots in the winter.

It's just nicer than the street with artwork placed around and garden spaces. I can bank, get lunch, see the doctor and I'm not having to go outside and cross roads and deal with bad weather. Also wandering the +15 is fun to do with friends!

It's nice to be able to walk to work in winter without freezing.



It's nice to see buskers performing in plus 15's from time to time.

It's nice to see public art

It's not entirely correct to say I never use the +15 on evenings/weekends, but it is less than weekly.

It's safe, secure, easy to use.

It's the one thing the city has 100% done correctly. The city should be proud it created something so efficient and effective.

It's the only network of its kind in the world. 18km of connectivity; something to be proud of. Every new skyscraper in Calgary that is built adds an extra connection. Pretty awesome.

It's where everything is. There is very little at ground level near my work.

I've lived in Calgary, always and only inner city, and have been on the Plus 15 exactly three times. I despise it. I prefer sidewalks; I prefer to engage my city in real public space.

Just the obvious fact that if you work downtown - it makes the most sense to use them. Why would someone go outside and zig zag crosswalks rather than using the plus 15

Keep away from unsafe vehicles

Keeps me out of second hand smoke from smokers outside!

Keeps shoes and clothing out of the mud and snow

Less barf on the sidewalks from the drunks and drug addicts on the morning commute.

less homeless people to deal with

Less pollution

Less pollution

Less wear and tear on my shoes so I don't have to replace them as often

Live Buskers, most are talented, a few annoying, electric guitars

Love watching the people.

Main reason why I walk outside: fresh air, help make outside safer, make outside streetscapes more safe and vibrant

Mainly for work

Mainly to get to work in comfort and out of the weather.

Makes it easy for families with kids to explore downtown.

Many in the list are similar (comfort/weather protection). If I didn't work downtown I would use them MUCH less frequently so it is the main reason I am in them, but not "why" I use them.

Many of Calgary's downtown streets feel dangerous and unpleasant for pedestrians and the +15 is a safer travel option.

Meeting Place

More secure to walk at night when they are open

Mostly to get away from the smokers outside

Much cleaner than the saliva / urine drenched sidewalks and streets of downtown Calgary

Much of my days are taken up assisting the young man in the wheelchair to access the life of his choosing

My family and I use the Plus 15s a few times per year (winter mostly) for urban exploration. It's a unique experience on the weekends. We enjoy the art installations.

My main reason is that I am in a scooter and it is easier to get around. I could not change anything in the previous section???. My one issue is there is no handicap button to go from Harry Hays building into the delta.

Near me, the new +15s are more pleasant to walk through than cramped sidewalks with no good restaurants/stores.

Needs to be open at 6 am so I can walk to work

Networking

Networking, coffee, lunch.

Nice to not have to have a coat at an event - walk via +15 and it is one less thing to worry about.

No need to change footwear or bring a jacket to get across town.

No pollution

non-start, stop route for exercise

not able to rank choices on screen - choices #2, 1, 3, 8, 12

Not as busy at night, but frustrating if doors are locked. Its good to have it open at least until 9pm and on weekends

Not interested is seeing more money wasted on art

Not sure if 'protection from weather' includes staying warm or just protection from rain and snow, but my main reason is warmth and I don't need a jacket.

Number of smokers outside, constanting dodging clouds. (There is no way Cannabis can be in public spaces)

Often it's a shortcut to final destination, hours of operation are good and facilities are clean.

Often run into former colleagues or acquaintances, probably more often than I would on the street.

On the weekends, I can park at work and access the Core.

Overall convenience.

People watching and the pleasure of being in a bustling urban space. Unfortunately we can't seem to deliver this at street level (with some exceptions), so +15 it is.

People-watch, shop

Physical accessibility (easier for my friend with a cane to walk with us)

Play Pokemon go

Please make them all dog friendly!

Please open the plus 15 on weekends and after hours to re it's

Plus 15 system can get very warm

Plus15 kills downtown streets. Businesses located there not on streets, so they are closed when Plus 15 is closed, so after hours and on weekends Downtown is dead.

poor questionnaire design (this survey).

Protection from bad weather is the biggest

Public art

Quick breaks from work

Rather would walk through pedestrian ways than on city blocks with cars

Safe and warm late at night

Safe for little kids to walk freely

Safer for children

Safest option for people in wheelchairs or on crutches.

Safety

Safety

Safety

Safety! Especially in the evenings.

Safety, however there needs to be increased security with the increase of volatile (most likely homeless) people.

Safety. You don't slip on the ice or snow.

Scout out and buy Girl Guide cookies.

Security concerns, would like more security presence

Security presence / cameras make me feel more safe

Sidewalks are a mess in Calgary during the winter. Easier to walk in th +15

Sidewalks are cracked/broken or too tight

Sightseeing

Simple

Since the #9 bus route was converted, there are no longer any easily accessible buses from the Ctrain that can be reached on time when crossing as pedestrian 3 blocks. Plus 15 makes it easier in cold, but crowded and poor door config, usually miss Bus

social hub

Socialize

Some bicycles on the road make it dangerous to walk on the street.

some businesses can only be accessed in plus 15 and I run into clients frequently

Some plus 15's are beautiful.

Some segments of the +15 network have very poor climate control. A good example is at the Husky building, the plus 15 often turns into an greenhouse in the summer.

Sometimes quicker than walking outside

Spaces to sit, relax and work on laptop. It would be nice to have WiFi throughout the plus15 network

Stores in plus 15 add character and ambiance to downtown core

Streets have been made hostile, in some places, because we assume people will be in the Plus 15. I end up using the Plus 15 because we left streets to be dominated by cars.

Sunlight

Tend to use it more if I'm working on building that's connected to the network.

That's where the retail is - simple enough. In areas where stuff is outside I travel outside where it's inside I use the Plus 15.

The +15 network needs to go further south to 4th Street past 9th Ave. More businesses in Beltline will better utilize or have better classed commercial space. Connect to Green line C Train. There should be more on West end downtown also. More! More! More

The above question wouldn't allow me to enter my choices: (1) pedestrian/vehicle separation; (2) crossing the street; (3) weather protection; (4) exercise; (5) comfort

The city only seems to maintain cyclists lanes or roads and the pedestrian sidewalks are in rough condition or closed.

The long wait for traffic lights. Lights aren't synchronized for pedestrians.

The people I'm travelling with want to use it

The Plus 15 system needs more security. Homeless are always sleeping/drinking in them and I don't feel safe even in the morning

The plus 15 system works well considering our climate. The reason why we lack an active street life is due to a lack of residents living in the downtown zone.

The reason that I don't use the plus 15 in the evening is that there isn't any guarantee that they will be open for traffic.

the view

There are areas that are just an enjoyable walk. I do a 30 minute loop most days on my lunch in poor weather. It is also a great way to find different restaurants and small one off shops..... It's like a lesser version of the Toronto path.

There is an opportunity to brand this network. The name Plus 15 is very sterile. This is a great amenity for Calgary and should reflect that. Skywalk or Skyway come to mind.

They should be much wider and even have businesses in them

To avoid being hassled by strangers

to avoid crowds, especially during events downtown

To avoid the second-hand smoke I get inundated with while walking outside.

to explore

To get from office building to Ctrain platform

To get to meetings

To keep clothing clean

to look for the buskers, good ones, not those who twiddle away with nothing creative to show

To remain familiar with where certain businesses are located.

To show people why there is no street life in Calgary

To stay off creepy sketchy downtown streets at night

Too many smokers on the street

Unfortunately some of the buildings downtown do not have a plus 15 attached to them. Some of the old structures need to come down.

usually a more direct route. Don't need to have big winter parka on when going shopping

View artwork or people watch below

Views

Walk and talk work meetings making good use of travel time between productive work sessions.

Warm and protects my work shoes from the elements

Wasn't able to prioritize the main reasons

watch and enjoy buskers performances. However in the Suncour Plus 15's Christmas music is banned. Specifically at the James Short, Suncour and other north to China Town intersection Tee intersection.

we like the access from parkades to the Plus 15

We really need a Plus15 App with GPS and search ability!

what if you never go downtown because it is a shithole

Wheelchair accessibility - flat surfaces and elevators

Why are there only positive options? I avoid them. They ruin views down streets. They are unpleasant corridors going from nowhere to nowhere. Horrible urban experience.

Would be awesome to have a grocery outlet on +15. Like Co-op, Safeway, Walmart etc.

Would be nice if they were open later and on weekends. I live downtown and use to access shopping during inclement weather

Yes, something very important is missing. The life of the city must be the street, that is aimed for all and not only for office workers. Don't kill the street public realm with more +15 bridges. We better improve the street! That is the real challenge!

You don't have to bundle up and wear boots. Easier! My hair.

You have covered all the reasons

You should add another category of use (several time a year before "never").

Your "Site Feedback" button is NOT working. And this question "What are the 5 main reasons..." is also NOT working. My order of main reasons: Weather, Comfort, Pedestrian/Vehicle separation, Access to Work, Exercise.

Question 6: Do you prefer using the Plus 15 network instead of using sidewalks and/or streets?

At least in the Plus15 you don't risk getting run over by someone on the bike

depending on time of day

Depends if I'm in a hurry

depends if it adds significant time to commute

Depends on connection availability and weather.

Depends on how I feel. I like the change of scenery. Sometimes it's easier to get to a store via +15.

Depends on several factors: if I'm pushing a stroller or wheelchair (yes), if there are rowdy or drunken people on the streets (yes), if the sidewalks are clogged with ice mountains (yes), if it's really cold (yes). When it's sunny and there are festive events happening outside, no.)

Depends on the weather. Some connections through the Plus 15 network are convoluted and it's faster to go outside.

Depends on weather and where I am

Depends on weather and where I am

Depends on weather and where I am

Depends on weather AND where I am.

Depends on weather and where I'm trying to go.

Depends on weather, accessibility, and where I am

Depends on where I am going. It is often more efficient to use sidewalks/streets.

Depends on where I'm going

I enjoy both sideways and the raised +15

I prefer sidewalks and streets and would like to see the city pay more attention to those

I prefer to be outside but in winter you don't have to 'winter-up' on way to a client meeting.

I prefer using the +15 only in places where Calgary's streets are not pedestrian friendly.

If I am going north to south or vice versa I prefer them. This is because traffic lights favor east-west vehicle traffic, rendering the street option very poor. It would be better to make downtown more pedestrian-friendly in the first place in my opinion.

It really depends on the weather and location and the people at that said location. The overall environment makes my decision. Its a nice option to have.

No, but I like a big city experience with activity and hustle, and sometimes the +15 network is the only place where that's been facilitated.

The weather AND where I am

Usually yes, but depends on many circumstances, weather, exact destination, intermediate goals.

We walk with the children for work on days we can't go outside

weather and location both matter. Safety after 6 and on weekends is also a major influence no decision making

Yes, if the route is direct.

Question 7: How do you typically access the Plus 15 network? Do you access from...

all of the above

All of the above, dont work in an office but would use it if i did

All of the above. Primarily Transit Stop, Office Building, or Plus 15 Stairway

All the Above

Building to building for convenience. There is often not apparent ready access to an escalator or elevator. I have some mobility limitation so stairs are not a suitable access option.

Direct from LRT, and from within office towers equally.

Ex. from Glenbow entrance

first and last options equally

from downtown mall

Generally from the street through office or other buildings downtown, however, even when the +15 is open, these towers lock their front doors after 17:00 making the +15 inaccessible.

Half and half office building where I work, and the parkade.

Harry Hays

Hotel

Hotel building

Hotel stairs

I am downtown rarely, but when I am, it's in the evening/night. Every time I've wanted to use the +15 system, I haven't been able to figure out how to access it. A couple of times I've managed to find the entrance but it was locked or the +15 was closed for maintenance.

I avoid them.

I don't like the +15 system. Would rather see the city make streets pedestrian friendly

Jaywalking ;)

LRT to work and office building from work

Mall

My office is connected to TD Core so I enter from the second level of the mall

Outside stairways connected

see above

Shopping Centre

Shopping centre.

stairs from an office building

Stairs from building lobby

Suddenly by walking in a building.

The Core

the core

The Core (passes by 3rd Street LRT on the other side.)

The core mall. It's a reliably open entrance. Lots of other entrances have strange hours or might be randomly locked.

The Core shopping centre

The CORE Shopping Centre

The Core Shopping Centre as it is a hub with multiple office towers on all sides, including Bankers Hall, Home & Dome Towers, Watermark, etc.

Through buildings (without signage), specific entry points or at random (core mall)

Through my work/office

Through office and shopping buildings

via shops and LRT platform, City Hall or Arts Commons street entrances, otherwise office doors.

Question 8: When you are on the street and trying to find a way into the Plus 15 network, what do you look for?

blue signs, but they are often wrong

Bridges, first, then link to blue sign for access. Only recently noticed they are on the street map pillars. They, the maps, seem confusing and small to read.

I access from buildings I already know have entrances to +15 because it is otherwise difficult to figure out where the entrances are.

I look for pedestrian bridges to confirm that a building has access to the +15. Then I go that building and access the +15 from there

I would never do this. It's a way to connect to other buildings while I'm in a building. Out on the street, I would just walk to my destination

I'm already familiar with several access points

Im from Alberta know most building

In evenings, no access thru office towers so we go thru open connected restaurants I.e. Earls, Cactus Club.

look for the bridges and/or the Plus 15 sign

None, because the sidewalks are better.

Office building. The direct stairway access points are very unreliable.

Online Map

online tool or ask my coworkers

Plus 15 map on the smartphone

So difficult to find unless you are familiar with the system

the plus 15 sign to indicate a door or the stairs to get to the network

The Signs, which need to be more visible and accessible at some points. quite a few closed sections. feels like living in an abandoned city some times with the amount i know of in the east end alone

usually I know exactly where I'm going and don't need to search. If unsure, would typically go into building that connects.

Question 9: Please tell us what don't you like about using the Plus 15 network (if anything)?

+15 such as the one which passes the Stock Exchange goes a bit out of the way. I usually cut outside and jump into the +15 again at another entrance.

1. Some portions are overheated and other not heated at all. There should be a fairly constant temperature regardless the season.

A number of the stairwells to access the plus 15 are exit only, which makes it harder to get into the plus 15

Air circulation..

All doors should be automatic during business hours. Some are some aren't. People just drop doors on your or try to funnel both directions through the same door.

All of the above.

Annoying panhandlers, bums and fundraisers harrassing people

Are not inclusive in so many ways.

Areas of really uncomfortable heat or cold in winter, areas of uncomfortable heat in summer.

At times can be very congested. It's difficult to navigate around so many people. Specifically Fifth Avenue Place at peak times. People waiting in lines for food block the flow of foot traffic.

automatic doors that constantly open and close. They could remain open during business hour, as these doors barely stay closed for more than a few secnds before they have to open again. It's a waste of energy I think.

Beggars and I assume non-approved marketers (ex JW) are in well traveled bridges of the network everyday

Beggars and other people soliciting on bridges

beggars or people wanting to talk to passer by's

Beggars in the +15, Bums Sleeping

being challenged, confronted or approached by street musicians/homeless/selling products

Boring corridors. We could put more pubic art in them!

Boring. Add some art or some info about the area or street. I like the buskers but sometimes they are too loud.

Building access not open in evening

Buildings that close and lock their +15's well prior to the posted closing time.

Buskers

Buskers & Beggars are usually the thing I find most offputting in the +15s. Some buskers are so loud (or so terrible to listen to) that it is difficult to continue my work conversations with co-workers as we move around downtown. The beggars are just a general detractent and sometimes make me feel unsafe. Also some groups (like JW.org) that are clearly pushing a religious agenda and are super persistnat standing there everyday all day are just intrusive. I feel like Im being advertised to and unlike a city sidewalk when I see these types of people, I can cross to the other side to avoid, you cannot do that in a +15 so I feel the regulation for these activities has to be tighter and stricter and I actually feel all this activity should be banned from the +15s and be done on the street/sidewalks. Shoe shiners, people selling things etc I feel are fine in the +15s as they positivley impact the atmosphere but beggars and buskars and adgenda pushers only detract from the appeal of the +15 system.

Buskers and vagrants

buskers are annoying

buskers in the middle of the plus 15 corridors

Buskers playing music making it very loud

Buskers playing their music too loud

buskers, sleeping homeless, mostly natives, religious freaks marketing their corny beliefs.

Buskers. I can't walk to work without passing at least one. Most are okay some terrible aka loud guitar player

Buskers. Music is too loud.

Busyness and not staying on the proper side (like driving)

By confusing I mean signage off the streets in really hard to find and then when you do find it the doors aren't always open or give you no indication as to the times that you can access the system from that door.

Can be confusing if you're not used to it and know your way around

Can take longer than going outside.

Charities/religious organizations that use the plus 15s for community outreach. They often stay in the same spot for months at a time so you if you walk by them every day it gets very frustrating

Closed for repairs but doesn't re-open

closed sometimes after hours

Cold

Congested at times (lunch) and there are sometimes too loud music (most of the music is at respectable levels)

congestion, folks who stop in the middle of the hall to chat, cell phone users dodging along (walking slow)

Connections that are not open. For example the Andrew Davison connection and the one from the downtown library

Construction and cutting off YWCA from Library to get to LRT on 7th disappointing. Happy library is moving from US embassy for better access to City Hall, LRT platforms, Arts Commons.

Could be a good space for more vendors and late night activities

Crowded so not easy to get through in timely manner, doors are sometimes difficult, winding nature with crowds makes it difficult to get to destinations

Crowds. & they are not easy at first. You need to become accustomed to them.

Dead after hours

Detracts from vibrancy of street life in much of downtown

Dirty passage on Plus 15 Delta Hotel, dusty, old carpet, dirty glass door, pot smokers in stairway

Dislike the panhandling and the different groups stopping you for money for their cause.

Do not appreciate that some of the stairwells leading to the +15 attract the less desirables who may hang around and smoke POT!!!!!! I notice this particularly in the +15 stairwell connecting the Delta Hotel to the old Telus building.

Does not connect over the rail line or connect two eddison buildings network

Doest open up early enough for me from a parade to work

Don't like how City Hall sets different rules - i.e.: New Library doesn't need to be connected to save money.

Doors between the buildings are too narrow and pose a risk since they aren't wide enough

Doors that don't automatically open on main routes

downtown areas not connected to the network

During winter it is too hot

Early closure times by business towers. There should be a way to access late at night.

Early morning and late evenings can be a little scary for a women to walk alone, there's usually people lurking or drunks walking around. Security isn't easy to find

Especially when the weather is bad, there are often a lot of homeless and/or drunk/drugged-out people loitering around the Plus 15; begging for money, causing fights, passed out/sleeping, and/or doing drugs, which makes it very uncomfortable for everyone else to walk around.

Feels unsafe after 5:30

Felt safe before but now there is an increase in dangerous and volatile people.

Google maps navigation type service doesn't exist to use practically for new users.

Hard to get to 10th Ave via +15, no connections on that side of downtown.

Having to open doors - they should have electronic open/be wide open during work hours

homeless people

Homeless people

Homeless people begging or organizations soliciting money

Homeless sleeping and drinking in the plus 15 everyday. I don't feel safe and security said they are not allowed to touch them.

Homeless/Transient people congregate in the bridges and stairways, which are not patrolled often.

how narrow some of the doorways are relative to the width of the actual +15 walkway.

Huge disconnect from the city.

huge temperature differences between buildings

Hurts street level business

I believe the city should invest more into artwork and scenery. Many tourists are interested in the +15 network, and I have taken my daughter to see the cows and other artwork such as Chihuhy in Jamieson Place. So my complaint would be that it's not visually pleasing in most cases.

I do not like being approached by the various activists or charitable entities (buskers are fine however)

I don't like the bad buskers that make it awkward to walk through.

i don't have any issues, our +15 system has always been a system i am happy to have. i know all the routes.

I don't like some of the unqualified buskers and jw.org people standing around

I don't like the charities that call out to you to listen to their spiel. I see you, if I wanted to talk to you, I'd stop. Plus I've said no to you 10 times already this week.

I don't mean to be churlish but can you do anything about the proliferation of UNTALENTED buskers in the +15s. Electric guitarists, whistlers whose range extends to a mere 3 notes, accordion players - same range - all not great. It's bad enough sometimes that it feels like a knife through the brain. Especially the bloody electric guitarist....don't get me started on him... It's actually embarrassing. Please do something....thank you.

I don't see what direction i am heading

I like it as is, it's always great when new buildings add links.

I prefer the outdoors

I prefer to walk outdoors

I REALLY don't like the huge Plus 15 over 3rd St. and 4th St. SW between 7th and 8th Avenues. The street below is far too dark and looks like a no-go zone. If they were the standard size without shops, there would be some natural light. No more of these, please.

I start work at 6:00 am and while the plus 15s are usually open, sometimes they are not (the opening time is 7:00 but that is not early enough for alot of people)

I take the 4th street plus 15 from the LRT to get to work and the walkway going over towards Holt Renfrew is treacherous. Whatever is painted on that floor that has some grit in it to make it less slippery is not doing its job. On a wet day - someone from your organization should be there and see what it is like when actual users walk on there.

I think they take life away from the street.

I want a more vibrant downtown... On the street. So I walk my talk and go outside.

I want to select all of these options, but can't. They all apply. The Plus 15 also hurts street-level vibrancy and is exclusionary to certain types of people. It is not truly public.

I wish the Ave. & St. were labeled on the inside.

I would like to explore the Plus 15 network in spare time after work / weekend but they are closed then.

I would love for there to be activities! More art and things would be awesome!

If you are using it very early in the morning, sometimes doors aren't open in the Plus 15 (even though it is after 7) but it hasn't happened lately.

If you know your way around them, they're easy to navigate but it's generally from walking them many times that you figure it out. If you don't use them all the time, it can be difficult to navigate

I'm familiar with Plus 15s connected to City Hall and the Core Shopping Area. Not so familiar with the areas north of 6th Avenue and west of 4th Street, SW

impacts to street level public realm

In cold weather, the homeless like to keep warm in them or the access stairwells.

In crowded periods (lunch hour) narrow doorways or single file door ways make flow difficult. Gates would be more accessible than doorways.

Inconsistent heating in winter and some are better maintained and cleaned than others

Inconsistent heating levels in winter and some are cleaner and better maintained than others.

Inconsistent or early opening and closure times (I'm in very early and some are closed)

Indirect or longer route to my destination

Indirect routes; cannot open doors manually

Indirect routing in some parts, gaps in network

Indirect, especially for North/ South

Individuals standing in the middle of the plus 15s wanting to talk. I am all for charity but there are better locations to utilize this, rather than holding up others trying to get somewhere.

Inefficient walking path, often disconnected or requiring blocks of additional travel.

It always takes longer to get somewhere using them than going outside. And outside is good for the soul.

It can be hard to find entrances and/or connections. Dead ends are confusing (ie. current Central Library.)

It can take a lot longer to get to your destination with all the zig zags. Choke points and slow walkers can really add to travel time.

It could use an ambassador guide (volunteer in hospitality or student). Signage needs colours that reflect the map. Then again, maps are so last century. Need universal, multi-language, multi-purpose mapping (beacons!). If google works in Toronto, you should probably get them involved. Or blackberry!

It is a longer route to my destination

It robs the street of streetlife. Internalizes retail so that it is only serving business workers. Marginalizes low-income people. Casts shadows on public space. Emphasizes fear of winter. Promotes auto-dependency.

It takes longer (having to zigzag to a destination)

It would be nice if it stretched further south into the Beltline/Victoria Park beyond 10Ave

It's annoying on the weekends when SO many are closed, and when the blue signs at Plus 15 stairways point to doors that are so often LOCKED!! It is useless to have a sign if the door is locked, and even in the middle of the day so many are locked.

Its hot

It's not confusing for familiar places I visit all the time, but the few times I enter them from unfamiliar buildings, I have a hard time finding out where to turn to go where I want.

It's not direct, it does not feel entirely public, and it doesn't contribute to street life downtown.

It's not quicker than walking outside, you get detoured out of the way using the Plus 15

Keep right except to pass signs or something, I often get to my destination faster on the street because other people meander all over the hall and make it difficult for faster walkers to travel.

kept too hot in winter when wearing winter gear to access plus 15 network

Kills street life

Kills the life of the city on the street level. Montreal has managed a street life with a far more extensive underground network, why can't Calgary?

Kills the street life. More difficult to navigate than streets. Does not promote Calgary to become a better winter city by design hospitable outdoor streets. Kills small business and commerce downtown. Takes investment away from active frontages in downtown core. Makes cars think they own the roads and unsafe for pedestrians.

lack of direct routes, religious promotion by Jehova's Witnesses, overly loud musicians

Lack of north-south connections, particularly on the western and eastern ends of the network

Lack of security.

Largely unavailable on weekends

Late night hobos

Like Everything about them. Just wish there were a few more connections in the area that I work in

Long detour compared to walking on the street.

Longer route than walking outside

Lots towards the east don't connect to the residential of east village. Bow valley and library don't go anywhere

Loud and irritating buskers, homeless people, solicitors and religious people with signs

Loud buskers, normal volume buskers are great

Loud music buskers, numerous homeless and drunks in morning, poor security

Many are not direct between certain buildings. It's quicker to walk outside.

Many of the doorways are too narrow, making people pause for oncoming pedestrians.

many shops and services not open on weekends.

Many stairways with signage are locked from the outside, making it confusing to find an entrance in unfamiliar areas.

Maps of the systems are hard to find or outdated.

Most areas are connected but I've had enough occasions when I can't get to the location unless I go outside

Most entrances are closed evenings from the street even if that part of the network is open.

most of the shops shut done at like 5:30, its frustrating to not have those ammenities open later

Musicians and panhandlers

My issue is after-hours access. Many +15s are open until midnight, which is great, but finding an entrance seems impossible after business hours. I would like after-hours access points to be clearly marked on maps.

Need more

Need more connection to the rest of DT, east village and even the Beltline. It should connect as much as possible to improve both traffic and community connection.

Needs a few more bridges

Needs to be more extensive.

never ending construction, bridges closed for long periods

No app for mapping out my walk.

No art or buskers

No direct route to my destination doubles the distance

no issues - build more of them!!

Non-direct connections

Not a direct route to destination

Not a direct route to where I'm going

Not a very direct route to my destination (which leads to confusion and getting lost)

Not all buildings are connected and sometimes it is longer than going on the street to get to the destination. The older buildings especially can be maze-like to navigate through

not always a direct or short route to destination

Not always a direct path. Either need to exit +15 and cross street or take a 3 block detour

Not always direct

Not always direct routes between buildings. Sometimes have to walk around 4/5 blocks to go between buildings 1 block away.

Not always directly connected to streets, so have to go out of my way to access the network

not always the best lit and feels unsafe

Not always the most direct route from Point A to B

Not as direct as travelling outside

Not being outside, the cold atmosphere of + 15, contributing to having nobody on the sidewalks and make Calgary look like a ghost town

Not directly connected to CTrain with enclosed access. I don't even want to step outside at all.

not enough businesses like restaurants or food courts open in evenings and weekends so i don't go often on weekends to downtown core

Not enough indoor plants.

Not enough of them

Not fresh air, disconnected from "downstairs"

Not much security within

not open early enough

Not wide enough doors especially between HARRY HAYS and DELTA / not self open and close

nothing i lve them

Nothing. It's great.

Occasional panhandlers (not buskers)

often closed earlier than listed. Doors from outside staircases are always locked. Bridges between 2 open buildings are closed?

Often not a direct route and takes longer than outside

Often unclear how to enter the network from the street even with the signs. There might be a locked door or changed entryway. Office building is usually easier.

operation hours close to my area

Other

Out of date maps or signs about closures.

Packed with people, sometimes when the wide plus 15 funnels into a small exit with glass doors (ie. suncor to the bow) I walk into the glass doors and it's both painful and embarrassing

Panhandlers

Panhandlers

Panhandlers and/or buskers

Panhandling

Panhandling (minor) and organizations selling services (red cross, etc) (

Parts of them are dirty, smelly and hot - depending on where you are in the core

People with clipboards trying to stop and ask questions

Poor connections to street level. Surely there's enough density of workers/residents to justify better activity at street level that connects well to +15 through interesting and active lobbies and stairs/escalators.

Poor lighting in the hallways by parking lot CPA 54

Poor/no heating (in winter)

Public entrances are hard to find

Religious peddlers or "musicians" begging for money.

Removing the digital maps that allowed you more options for searching.

Roundabout routing. Streets can be more direct. Also, no street addresses inside.

Signage (map) is not accurate or up to date.

Signage doesn't match building names on maps

Signage relies on you knowing the building names you are passing through

Slow people who walk side by side

Slow walkers

Slow walkers staring down at their phones

Slow walkers who amble two or three abreast! I would love to see signage like that on the highways: "Keep to the right" or "Let others pass"

Slow walkers!

slow/not direct

some are dirty and feel abandoned, temperature in some is unbearable

Some are looking worn out, need sprucing up

Some are not accessible

Some are not heated, or very poorly heated.

some are poorly heated, very cold to walk through in the winter.

Some are really cold, and leak water

Some areas are prone to bottle necks often because a building still uses manual doors or the bridge is too narrow.

Some buildings allow their security staff to lock the plus 15 before the posted closing time. This blocks access to other buildings that honour the posted hours, forcing me out into the elements at night.

Some buildings randomly close sections of the skywalk when signage clearly states it during operational hours (8th Ave PI in particular), and the +15 website and app are very out of date.

Some buildings that do have +15 system are closed... so you can't access the +15 on the weekend

Some corridors are too narrow. Too many people.

some locations attract undesirable people smoking weeds and appear to be unfriendly

Some of the +15 system does not feel sequacious or fully integrated. I don't like the sections where the door shuts automatically (instead of sliding doors). Also, on weekends and late evenings some sections close and it is confusing when find a route that I typically use is blocked. There are also some gaps in the network. I would also like to see better integration between the street level and +15 level for shops along pedestrian street corridors.

Some of the homeless people or groups of people using the plus 15s can make me feel unsafe

Some of the infrastructure is old and leaky. With construction, etc. parts of it seem disconnected...

Some of the older ones are extremely cramped and not well designed

Some of the stairwell acesses are filthy - seem like someone's urinated in them.

Some of the wonderful smells Calgary has to offer.

Some parts are outdated, especially the west section. More Plus15 would be great and even more fun items in buildings, such as music, festivals, and gatherings

Some parts are very run down. Specifically the Delta hotel connection to the Harry Hays building. There is also lots of drug use that goes on there

Some stairwells are not conducive to walking if you are wearing heels - I am aware of at least one outdoor staircase that is made of metal & has lots of holes in it.

Sometimes annoying access in some areas

Sometimes doors are locked from accessing (one from Chinatown close to James Short parkage and TD Canada Trust)

Sometimes in the evening there are very sketchy people in the plus 15s

Sometimes is way to meandering

sometimes it takes longer to get from point A to point B

Sometimes it's quicker to cross a couple street level blocks than go up, around, down

Sometimes they are difficult to access from street level (ie. doors are locked at inconsistent times)

Sometimes they are extremely warm without a lot of air flow.

Sometimes they're not as direct as I would like.

Sometimes, even when it connects to my destination, the route to get there inside the Plus 15 is so far out of my way that it is much quicker to walk outside, unless it's -30C.

Sometimes, even when it connects to my destination, the route to get there inside the Plus 15 is so far out of my way that it is much quicker to walk outside, unless it's -30C.

stair access can be unpleasant (I've seen people having sex, homeless people sleeping and had to call an ambulance one.

Stairways from the outside is unsafe (dark, smells, homeless people, garbage, icy in the winter)

Stop the buskers! They block the frowded Plus 15 s and are really loud and annoying , especially that guy worth the electric guitar! The doors should be left open or removed- they are a hindrance to the flow of people, especially at lunch time.

System is not completely connected

Takes away from street level life

Takes longer than gping outside

Takes longer to get to destination

Takes me longer going to my destination. Parking to my place of work.

Takes much longer to walk somewhere in +15 than outside

Takeshita much longer to get somewhere than if someone's used the street.

Temperature irregularity, some areas it is really cold in winter and others are really hot.

Temperature range

Thanks i many homeless people and Jehovah's Witnesses.

The +15 maps on the internet are not up to date and do not include all the +15's. I use the +15 map available on the internet to plan my route.

The app

The buskers that play loud guitar music with a speaker and is really crappy

The connections around City Hall/Library/Rocky Mountain Plaza are very inconvenient. Closed, or not connected to the rest of the network.

The entire system should be available 24/7

The fact there isn't any +15s south of 10th

The heat is always blasting. I like the +15 to get some exercise in for my lunch hour and when I'm speed walking the heat is too much .

The musicians during the lunch hour and after work - I use the plus 15 for exercise during the colder months and the 'noise' of them playing is not pleasant plus it makes it challenging to speak to the person I'm with.

The new +15 maps

The online map is not helpful, it needs to be more user friendly

The panhandlers

The plus 15 map is confusing.

The skateboarders in the afternoons and the people sleeping in them

The smell

The street enterances don't feel safe

The system around Bow Valley College/City Hall isn't connected to the rest of the +15 system. Maybe I wanna walk to the Core during lunch but nope. Gotta take transit in -40° blizzards instead

The times vary and it makes it very confusing as to when I can use the plus 15 and when I can not. I personally need it open 7 days a week from 6am-10pm during he winter.

There are no public bathrooms. I don't work downtown, but come downtown often to meet people for work reasons. If you are just there for a quick coffee meeting (but don't have an office there), there are not many washrooms to use.

there doesn't seem to be anyone enforcing any rules, like when attached buildings close on a fake holiday, or claim ownership of the walkways.

There is no app!

There is no interactive map to help navigate. The maps available online are not interactive and there are very few maps in the actual +15 in case you get lost. Plus the signage is inconsistent. There should be one are every street or avenue or cross-section of both. If the city would invest in an interactive + 15 map like Google maps, I would pay for it!!!

There is no order when walking. Walking on fmbrifges can be on left or right thus running into people. Also take corners without realizing there can be other people around the corner when they are not on their side of the bridge. le walk on the right side of the bridge like normal traffic.

There is often not apparent ready access to an escalator or elevator. I have some mobility limitation so stairs are not a suitable access option. All Plus 15 crossovers should be completely enclosed and not accessible to extreme weather conditions.

They are closed on weekends

They are sterile and isolating.

They can get very hot, no air circulation.

They don't open early enough for people who start work early

They don't connect far and widely enough.

They KILL street level commerce and activity.

They kill street life in the city.

They take like off the street.

They're often indirect

This is unavoidable, but people walk in groups and block the entire walkway. I see the +15 system as a FAST way to get somewhere during the day. Traffic rules should apply. Slow on the right, pass on the left.

Too busy sometimes and slow walkers in groups that spread across the path

too crowded

Too crowded around lunch time

too hot

Too hot in the winter

Too hot!!

Too indirect

too many buskers and homeless

too many groups asking to sign up with their organization

Too many people trying to sell stuff or get you to sign up with them. I don't mind talking with these people sometimes but its getting to the point where it feels like they harass you or purposely walk in front of you so that they can bombard you with their sales pitch. I've seen this bother a lot of people. If they need to be in the +15, please direct them to a more open walking space rather than directly on the bridges where traffic is already high and compact.

Too much people traffic and all the access stairways under blue signs seem to always be locked

Too warm

Ugly look and lack of maintenance. The 4th Street LRT Stairs and Bridge is a guillotine in wintertime, not only that the stairs are never cleaned and they are always stocked with snow and ice, but the bridge that connects the 4th Street LTR Stop and the Holt Renfrew Building is a SKATE RINK. The East portion of the Plus 15 is outdated, looks old and ugly, needs to be revamped, activities needs to be added, restaurants needs to be warned as there's always bad smell due to not sufficient ventilation out from the kitchen.

Ugly. Takes away from street level atmosphere.

Uncontrolled volume levels for buskers

Unsafe and uncomfortable when homeless hang on in it

Unsafe at night and during windstorms

Urine or other waste from others in the Plus 15

Vagrants

Vagrants inside the plus 15 early in mornings or evenings - smoking, drinking, loud and smell bad. Feel worried for safety when alone.

Vagrants wandering then

Vibrancy and activity along streets and sidewalks should be prioritized

When on the street it can be difficult to find where to get access to the Plus 15. Sometimes stair wells to Plus 15s can have people sleeping in them and it can feel unsafe.

When people are busking, playing music TOO LOUD! NO AMPLIFIERS SHOULD BE ALLOWED!

When those individuals in vests try to sell you things.

When trying to go north south downtown there are limited linkages and you end up having to walk way further than necessary.

Wish i had access to an updated map of the plus 15 so i could plan my route ahead of time

Would rather be on the streets and have better streets than +15

You lose the street interaction of buskers

Question 16: Please indicate the street and avenue where you think an additional Plus 15 bridge connection would be valuable.

" - 9th ave and 1st st sw area to make a complete loop

- The Bow to Telus Convention \ Hyatt area would be great"

" - Lack of direct connections to train station.

- Minimal +15 connectors around 2nd Ave and 4th Ave, for example from the Devon building and Livingston Place."

" - Missing direct link between Telus Convention Centre and The Bow

- Missing link near the Fairmont Palliser"

+15 crossings over 7 ave

+15 to current library that is covered that can be used during the winter time from delta hotel south

-From Nexen to the School of Public Policy on 8th ave/street

(1) Municipal building to new Library. Glaring omission! (2) Any/every location where pedestrians cross the road and delay traffic (and vice versa) or are at risk from injury (vehicle/pedestrian collisions, especially LRT/pedestrian conflicts).

1 st se and 12 ave as well as between Hyatt and the bow tower

1 Street SE and 8 Ave should connect with the rest of the network

"1) City Hall/Municipal Building into the old library (used to be there)

2) Connector to Andrew Davison Building on 1st SE connecting to Rocky Mountain Plaza

3) Andrew Davison Building to the Bow Tower

4) Andrew Davison across the train tracks into Telus Convention Center

5) Telus Convention Center to Glenbow Museum"

1) To the new library. 2) The entire eastern piece does not have +15 connectivity to the western piece. Need bridges to connect these. For example, from the Hyatt to the new Telus building.

"1. Bankers Court - Penn West Plaza

2. Penn West Plaza - Fairmont Paliser

3. Telus Sky - Hyatt Hotel

4. Bow Tower - Andrew Davison Bldg

5. Reconnect Rocky Mountain Plaza/Court to central library & bow valley college."

10 ave

10 ave & 4 st SW

10 St 6 Ave

10 street

10, 11, 12 ave, past 8st

10th ave and beyond. 5th street to 10th street sw. Harry hays connection.

10th ave sw between 1st & 2nd streets. There is heavy pedestrian traffic crossing the street in unsafe conditions.

10th Avenue and 1st Street SE

10th Avenue and 5th Street

10th avenue Beltline. Would be great to access +15 over train tracks if possible

11th Ave and 3rd Str. SE

12th ave

Plus 15 Network Policy Update

What We Heard Report

May 10, 2018

"12th ave & 1st street

Along 10th and 11th ave"

130 Ave and Barlow

14th ave to 8th ave!

150 9 ave sw

17th ave

17th Ave

17th avenue. West end. Eau Claire.

"1st , 7ave sw

Centre street ,6 ave sw"

1st Block of Stephen Avenue

1st st sw and 9th ave. I guess you cant go through the old alberta grain exchange, but maybe south over 9th ave from brookfield place, then east through the railroad building to the pallisser

1st St.SW across to the Bay.

1st street and 7th ave east west north of 7th ave

1st street and 9th avenue (penn west into the fairmont palliser and gulf canada to penn west).

"1st Street SW between Fairmont Hotel and points to the west

The convention centre and points to the north"

2 Ave SW & 2 STR SW

2nd st & 4th ave - Jaimeson to Centennial

2nd street and 11th Ave

2st SW between 5th and 6th Ave.

308 4th ave sw to the Westin and to Canada Place. It takes a long time to go west from 308 building or from Calgary city centre due to poor plus 15 access.

333 5th Ave SW to Bow Valley

3rd ave

3rd ave anywhere back into the core from the west end

444 7 Avenue Southwest

4st - 7th Ave sw

4th Ave and 1st Street SW

4th ave and 2nd street

4th Ave and 7th street. and also towards the west end of downtown.

"4th Ave and 8th St SW

SE of Harry Hays"

4th ave between 1st and ctr SE

4th Avenue and 2nd Street from Jameson Place over to Stock Exchange... for 1 block, you have to go through 3 different +15 bridges by going around

4th St and 5th Av. Bank of China has a dead end, or from the North you have to go outside to cross the street.

5 avenue and 8 street

5 Avenue between 7 and 9 Street

5th and 5th Street to 7th ave (across courts)

5th and 5th. I volunteer at the YW downtown and drivers are unsafe turning at that intersection. I am scared that someone in distress accessing our services will get hit by a car who is not observing the rules of the road. Although the Bow Valley College Bridge is there, it is not always open (and YW is open at night as well).

5th ave and 4th st above gainsborough galleries.

5th ave and 8 street

5th Ave and Centre Street as well as 7th Ave and Centre Street

5th ave at 7th st (crossing 5th ave)

5th ave to 7th ave, 4th street to 7th street is not easily accessible

5th Street and 11th ave sw

"5th Street and 6th Ave SW - Courthouse, courthouse parkade (across the street from the courthouse)

4th Street and 7th Ave SW - Connecting Barclay Centre to the +15 above the LRT station"

5th street and 7th ave

6 av & 5 st and 8 av & 1 st

"6 Ave and 2 St

Also access to the Eau Claire YMCA"

6 Ave SE & 1 St SE. There's also nothing connecting the Municipal Building to downtown.

6 Ave SW between 5 and 6 Streets - towards the Ctrain

6 th ave and 5th street SW

6th Ave and 1st ST SE (Andrew Davison Building) and Municipal Building. Need connectors to get between these two buildings as well as to connect Andrew Davison with the Bow

"6th Ave and 2nd St SW

9th ave and 1st St SW"

6th avenue and 2nd st

6th avenue and 2nd street

6th Avenue to Bow Valley Square.

6th street

6th Street & 6th Avenue - providing another north/south connection

7 ave and 7 street joining elveden towers to the western buildings

7 AVE SW and 7 ST SW

7th Ave and Centre street from the new Telus tower to the Hyatt hotel

7th Ave between the convention centre and the bow. 7th Ave and Centre Street to the new Telus Sky.

7th ave Centre St to Bow Tower

7th ave centre street from Hyatt to Telus/sky or Hanover

7th Ave Connecting the Bow to Hyatt Hotel

7th ave to 8th ave at centre street, then 8th to 9th to link to the Hyatt

7th Ave to Bow bldg

"7th Avenue and 7th St.

6th and 2nd St to go East without going around through Exchange Building"

"7th avenue and 9th street sw

1st street SE and 6th ave

1st SE and 7th ave

1st SE and 8th ave

1st SE and 9th ave

1st sw and 8th ave

1st sw and 9th ave"

7th Avenue and Centre Street

7th Avenue and Centre Street - connecting the Hyatt and the Bow Tower

8 ave SW or 7 ave SW and Centre St S

8 Ave west of Bankers Hall to 8 St

8 Avenue

8 avenue from 7 St to 8 St SW

8 Street and 8 Avenue. Connect to the BDO building.

801 6 Ave SW and west of there.

8-9 Ave is too disjointed. Sometimes have to go to 5ave just to get over 3 streets

8street

8th and 8th area.

8th Av area between 6- 4th st

8th ave 1st street se

"8th Ave and 1st st SW

9th ave between 1st and 2nd st SW"

8th Ave West of Bankers halls feels cut off. Can't access places like Calgary tower/Marriot/Penn West building etc via Plus 15 when heading East out of bankers/EAP etc. That whole segment of the city feels detached.

8th Avenue (Stephen Avenue between Hudson's Bay Company and Hyatt.

8th Avenue from the bay to city hall

8th st lrt connection

8TH st SW (mac's, moxie's, and so on). Also more towards east village would be great

8th street and 8th ave. Requires outdoor connections.

9 Ave & 1 St SW

"9 Ave and 1 St. SW - from the Edison to Bankers Hall

3rd Ave - from Calgary City Centre going West to the new buildings

South from the core into the beltline"

9 Ave SW to 10 Ave SW at 2 st SW. Easier to go from LRT station, cross the CP Rail train tracks, and reach National, Craft Beer Market etc

9ave and 2st SW

9th & 2nd to Penn West; if trying to get to Prince's Island or Peace Bridge from the Downtown mall the linkages are confusing when you get to the hotel

9th ave - Penn west plaza

"9th Ave & 1st St

7th Ave & Centre St"

9th Ave 1st street

9th Ave and 1st St SW (Bankers Court to Obsidian)

9th ave and 2nd street (PennWest Bldg) SW and 9th Ave and Centre St (access to LaGermaine) and 4th Ave and 2nd St (coming from New City Tower through Jamieson to the Met Centre)

9th ave and 5th street

9th Ave and south.

9th ave between 2nd and 3rd street no plus 15 connecting the penn west building

9th avenue

9th Avenue and further south. China town. First St. SW is mainly a dead end.

9th avenue in between 1st and 2nd streets. In particular, 215 9th ave see, the Penn West building.

9th Avenue needs more signage

9th avenue needs to connect to the mall somehow

9th street 9 th avenue

A connection across 1st Street SW, closer to 9 Ave or 8 Ave.

A connection between 6th ave and 7th ave plus 15 systems between 4th and 7th street SW, have to back track to stay in the plus 15 system when trying to go between this area

A connection between 7th & 6th Ave somewhere between 2nd & 7th Street, which are the closest connection points at the moment.

A connection between Bankers Court or Hudson's Bay to 9th Avenue & 1st Street, to connect the south west and south east sections of the Plus15 network would be nice. Similarly any connection from the South East section (Calgary Tower - Bow Valley College) into the main system would be a great addition.

A connection between the +15 network at City Hall/Arts Commons/Calgary Tower to the larger network throughout downtown.

A connection between The Bay and the Convention Centre. (Maybe over the alley between 7 & 8th Ave and Centre & 1st St E.?)

A connection somehow between the Bay and the Hyatt. I know this involve more than one bridge but it would be great if the main network would connect with Arts Commons etc. in some way.

A connection somewhere around 1 ST/Centre ST & 7 AV/8 AV would be fantastic

A connection somewhere between the City Hall/Palliser Square plus 15 section and the main core section. Possibly around 1st street and 8th/9th avenue.

A connection to 10th ave and 8th street, near MEC or the downtown u of c campus

A contiguous connection from the new Calgary Public Library (or even Studio Bell) through City Hall and all the way to The Bay shopping mall.

A massive Plus 15 bridge over the tracks to 10th Ave. (I know Gulf Canada but that's just one and it stops at an awful parkade)

A plus 15 network to cross the train tracks would be ideal.

A sign in the Western Union Building (8th ave + 6th st SW) indicating the system ends would be good. I know there's no way to connect south to the Calgary Parking Authority section of the line, but this dead end confuses people regularly. This area seems to have more traffic since it was connected to the larger network through 707 Fifth.

Ability to get to City Hall area, better connections across to 10 Ave S.

access from 10th Avenue

access from the CORE to the Glenbow Museum. Quicker access from Mall to library/Bow Valley Collage

Access south of rail tracks

Access to all area, would be nice if they extended to the outer downtown regions

Access to eau Claire market from either the Sheraton or Livingston

Access to hyatt??

Access to Palliser hotel would be handy. Would be good to get from Intact Place to Brookfield place. Currently going from Intact Place to Bow Valley requires going many blocks out of my way.

Access to the Bay from Bow Valley or from Petro Canada building

Access to the belt line. Anything past 8th st

Access to the eau Clair market and the globe cinema - the art commons Centre.

Access to the Hyatt and Convention Center.

Accessing +15 from East Village can be challenging in bad weather.

Accessing Jack Singer, to west end of the core nearest to 10th St bridge, city hall, new library, all to be accessed from anywhere in the existing plus 15

Accessing North bound train stations from the north side of the tracks, you have to go south to The Core to access 4th street station, and that's the only one accessible by +15s

Across 1 ST SW in southern downtown

"Across 1 Street SW between Stephen Avenue and the CPR tracks.

From the convention centre (north) to the Bay (across Centre Street and 1 Street SW).

More options for crossing the CPR tracks and connecting to the Beltline."

Across 10 Ave

Across 10th Avenue S.W.

Across 4th street between 5th and 6th.

Across 6th Avenue SE from Andrew Davidson into Bow Building and across 1 Street SW by 9th Avenue to connect the loop.

ACROSS 7TH AND 8TH AVENUES

Across 8th street @ 7th ave. More crossings to 10ave (esp. 8th street)

Across 9 ave/train tracks and 5 street SW to the south, Jamieson place to Westin

Across 9AVE and Railtracks to beltline

Across 9th ave. Across the train tracks to 10th ave.

Across 9th avenue from Bankers Hall at 3rd st sw.

Across 9th Avenue to connect the Deloitte Building with the Penn West Building at 2nd St SW.

Across Centre St @ 7th Ave

Across Centre Street between 8Ave & 7Ave

"Across second street SW

Heading south past 9th Ave"

Across Stephen Avenue

Across the CPR mainline and towards 8th Street/Century Gardens

Across the ctrain tracks. There aren't many connections.

Across the railroad.

across the train tracks

Across the train tracks south. Traveling east from the Bay/ connecting the Fairmont and Calgary tower section to the rest of the network.

Across the train Travis into the Beltline

Additional connections from Bankers Court to the south and east. Connections from the new Manulife tower to the north line, through the courthouse area. Most important connections would be into the Beltline - either Centre 10 or 396 11th.

After 9 Ave

All bridges which are permanently closed should be reopened.

All buildings downtown should be connected to the +15 network

All buildings should be connected

All of the Plus 15 access buildings should be connected. There are parts (i.e. Glenbow Museum, library) that cannot be accessed to the rest of the main system (i.e. Harry Hays and Bow).

All of them. The missing links in the network are the most annoying parts (including the links that get closed early or on weekends)

All over downtown. Specifically the portion from connecting through the John Dutton Theatre at the central library, on all buildings across from the Core shopping on the other side of 7 ave

all the way to the other side of downtown, namely to 8th ST SW and 8th Ave SW

along 4th ave north towards Shaw building, direct route along 4th ave heading east towards Harry Hayes

along 5th st from 6th to 8th ave

Along 9th avenue and bow valley college

Along Centre between 6 and 9 Ave. Also, along 9 Ave between Centre and 2 St SW.

along Stephen ave east of the bay

An obvious entrance at every train station downtown

Andrew Davison building to Municipal Building no open plus 15.

Andrew Davison to the Bow tower to eliminate the rampant jay walking. Not having the network end in the Hyatt hotel

Any

Any way to get south of 9ave indoors. The building next to the Westin is a road block, in order to get to Livingston place from east of Westin you need to go around into CP go west all the way into fifth avenue place and up through international hotel. It's very inconvenient. On the north end of the city, 4ave its less connected laterally. Hard to get to China town without going south and working your way to james short. Really there's far too many pad parking lots in the way.

Anything east of Centre Street.

Anything east of Centre Street.

Anything east village, anything west of 5th street sw, anything south of 11th ave south

Anything past 10th avenue SW. Or 1st let station to Brookfield place

Anything south of the CPR tracks (Beltline), West Calgary, the new Eau Claire towers, and East Village. I understand that the city is trying to remedy this, and some buildings are joining the network. But seriously, not every building is properly connected. Us living in condos downtown would love to be able to have access to the +15.

Anything west of 5th Street. Anything South of Gulf Canada. 8 Street LRT has nothing.

Anywhere after 9th ave and buildings by the city hall

anywhere going south connecting to the Saddle Dome / Stampede Park

Anywhere in the Beltline (south of 9th ave), more multiple connections from each building so you don't have to walk the long way around using one route of the +15.

Anywhere in the downtown core.

anywhere on 1st between 6 ave and 9 ave

Anywhere south of 10th ave, more enclosed walkways in the NE section of downtown.

Anywhere that you have to walk a block or two in the wrong direction and backtrack to get to where you need to be.

Anywhere you can put it! I love plus 15 and have it open on the weekends!

"Around 1st and 9ave SW

1st and 8th ave SW"

Around the court house (for example to get from 9th Ave to 6th Ave around 5th street...)

around the courthouse - watermark to 6 ave

Arts Common, Glenbow Museum, Telus Convention Centre to rest of the network

Arts Commons/Calgary Tower area should be connected to the "main body" of the +15. The little sections that are separated islands should be connected to the "main body" of the +15.

Arts Commons/Tower section to the Bay/Core shopping etc. that connects to most of the rest of downtown.

As soon as you get near the south east corner of down town (towards City hall) there are still +15's but they are not attached to anything. There are no +15's that connect City hall directly to the main network that is most frequently used. Bow Valley college/library is a dead end, and so is the one that goes to the theater across from City Hall. What is the point of connecting city hall and Bow Valley if it doesn't go anywhere?

As the east village gets built up I hope that area is connected. even if the weather is crappy its nice to go that way and walk along the river

At 6th Ave between 5th and 6th st. Connecting to another bridge crossing 7th Ave between 5th and 6th. It's very roundabout to get to The Core and Bankers Hall from NW downtown near McDougall.

Au claire

Bankers Court building needs another connection besides Bankers Hall.

Bankers court directly to scotia Centre. Bankers court to penn west building. The two would connect the dead ends in the area.

Bankers court to the Bay

Basically just more options for shorter walks between 2 points

Belt line

Beltline

Beltline

"Beltline

Calgary tower to gulf square"

beltline area - once you cross the railroad tracks the Plus 15 network is disconnected

Beltline connections

Beltline!!! East Village!! If we are doing this - let's really do this

besides 4th street to north

Better/more direct connections to LRT platforms.

between 3 Street SW and 1 Street SE along 8th Ave

Between 4 ave and 8 ave on 5th street

between 9th Avenue and 10th Avenue

Between Arts Commons/Stephen Ave/the Core. I often am parked at my office near the west extremities of the +15 network and go to Arts Commons along Stephen, but can only make it back to either the Marriott or the Fairmont (out of the way route). The +15 doors are often still open at those times but there's nowhere along those routes to get into the +15, that is no dedicated +15 doors anywhere along Stephen that I've figured out (maybe Banker's, but it's pretty far)

Between Bow Valley Square and Intact Place, between Gulf Canada Square and Palliser/Calgary Tower complex

between Hyatt and The Bay, Hyatt and The Bow is a hard area to have +15 but would be great for travellers to get to the Stephen Ave area in bad weather.

Between James Short parkade to Dragon City mall. 4 Ave SW by Centre Street

Between Jamieson building and Met center. 4th ave and 2nd street sw

Between new bow building and city hall

between the Bay and the Good Life on Stephen Ave.

Between the Bow and Central library.

Between the Bow and the Hyatt

"Between the Calgary tower and the core. It is lacking anything on 9th past gulf Canada square

It is also very misleading when the Telus convention center has a +15 but is not accessible from the train. This is very inconsistent with all the other ones connected to other buildings."

Between the central library and west campus bow valley college or between north and west bow valley college. 6 ave and McLeod trail SE

Between the Hyatt Hotel & The Core Shopping Mall; Hyatt to Bow Tower

Between the SE side of downtown (ending at the Palliser/and the building across the street) to the remainder of the network along 8th - starting at The Bay or somewhere further along 9th.

Between the Sheraton Hotel and the YMCA(1st Avenue SW) Between the Hyatt hotel and the Bay (1st Street SW)

between Westin hotel and Jamieson Place

Beyond 7th street SW and Beyond 9 Ave into Beltline

Bow building

Bow building to 8th avenue

Bow Building to the City Hall complex, McDougall Centre to points west.

Bow River access

Bow tower to Andrew Davison building. Hyatt Regency to Telus Sky (when complete). Scotia Centre to Bankers Court. Also more crossings of the railway to 10 ave.

Bow Valley College

Bow Valley College and City Hall!

Bow valley college and Everywhere that currently doesn't have access.

Bow Valley College is part of the system but it's basically cut off from anything else relevant (i.e. The Bow, Suncor...)

Bow Valley College to new BOSA develeopment (Loblaws City Market) being constructed at East Village.

Bow Valley College to the rest of down town. The +15 walkways in that part of the city seem to be all closed up.

Bow Valley College, City Hall, Jack Singer (essentially the East end of downtown) is not connected to the western assertion of the plus 15 which is incredibly frustrating and defeated the purpose of a plus 15.

Bow Valley to bow tower

bow valley to the core downtown and back

Bow Valley Tower

Brookfield- Intact, Eau Clair-Calgary City Centre Building- Westin Hotel

Brookfield to TELUS Len Werry and soon TELUS Sky access

BUILD MORE PLUS 15's ALL OVER AND TO EVERY BUILDING AND PLACE KNOCK DOWN WALLS AND EVICT TENANTS I DONT CARE JUST BUILD MORE I LOVE THEM SO MUCH BUT IM BORED BECAUSE IVE BEEN ALMOST EVERYWHERE I NEED MORE

buildings closer to river aren't well connected toward train station

Buildings north of 7th Avenue & west of Rocky Mountain Place: 1st Street SE, 6th/5th Avenue SE, & over 7th Avenue to the Centre Street CTrain station, as well as through Stephen Ave SE to 1st Street SW (for access to CORE/The Bay and fitness centre)

By Eau Claire

By/through the courthouse. This is the only part I feel stops downtown from being even more connected.

Calgary City Centre to Eau Claire, Calgary City Centre to Devon Tower

Calgary Courts centre - if plus 15 went through there or across courthouse park, it would greatly shorten the distance between many locations.

Calgary Courts Centre and buildings thereabout

"Calgary Courts Centre; a connection to the Hyatt from say, Telus Sky, would permit connectivity to the southeast portion of the +15 (Palliser hotel to Municipal Building), U of C downtown campus

."

Calgary Tower

Calgary tower to bankers hall

Calgary tower to core mall

Calgary Tower to The Bow

Can't recall now.

Can't get from Petro-Canada to the Convention centre.

Can't get to the Fairmont hotel or One Plaisier square from the Core.

Can't go from core to convention centre, can't go from core to city hall, can't go from core to calgary tower/Fairmont hotel +15 network.

Can't say for sure, just find some destinations must be reached by going outside

cant think of one

Can't think off the top of my head

Center 10, 517- 10 Ave SW

center and 6thave, it is hard to connect going south

Center and 7th ave

Center St and 7 Ave SE

center street and 7th avenue

Center street and 9 avenue sw

Center Street between 7th and 6th Ave, From the Hyatt to the Bow

Center street station to buildings on 5/6 Ave. It may be part of on going construction

"Center Street

9th Avenue

City Hall

East Village

New Central Library"

Center street/7th ave (hyatt to the main +15 network). Or, at least connecting the Calgary tower to the main downtown core +15 network.

Central library

Central library is not connected

Centre 10 - 10th Ave SW and 5th Street

Centre St & 7th Ave

Centre St and 7th Ave; 1 St SW and 9th Ave

"Centre St crossing 7 Ave connecting Hyatt & Telus Sky

6 Ave & 1 St SE connecting The Bow & Hyatt

connection to Chinatown

connection to the East Village (especially the new Library)"



Plus 15 Network Policy Update

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Centre St. at 7th Ave. SE

Centre Street and 9th Ave SW. You can't go from the Calgary Tower and/or the Fairmont Palliser Hotel to The Bay/TD Square without going outside.

Centre Street from 5th ave to 7th ave

china Town

China Town

China town needs to be connected, and several blocks. Most of the time it is faster to go outside than take the +15 my use decreases significantly in the summer

China town to new library

Chinatown

Chinatown

Chinatown

Chinatown

Chinatown

Chinatown

Chinatown

Chinatown

Chinatown and east village areas

Chinatown and east village areas

Chinatown interior

Chinatown to city hall area.

"Chinatown

Eau Claire"

Chinatown, Eastern downtown towards city hall and the new library

Chinatown, NMC, new library

Chinatown/Harry Hays area

"Chinatown;

Prince Island Park"

City Center to Devon or Jamieson to Westin hotel

City hall and across the railway tracks between 9th& 10th ave

City Hall and just about anywhere else.

city hall and new library

City Hall from Core is not easy and is 'round about'

City Hall is not connected.

City hall Library and Bow tower

City Hall to Bow Tower. East Downtown to the Core.

City Hall to new Central Library.

city hall to new library

city hall to old central library, city hall to new central library, Andrew davison building to the bow

City hall to Telus

City hall to the Bay

City Hall to the new library.

City Hall to the new Library. Connect all of the east village condo to condo including new arena.

City hall to the public library and Eau Claire Market

City Hall, Bow Valley College, Hanover Building

City hall, library, arts common

City Hall/Jack Singer/Calgary Tower - to the rest of the system somewhere!! You really need to figure a way out to connect that piece!!

Close to Stampede grounds would be helpful

Close to the Fairmont Palisser/east of downtown

Connect city hall to core area

Connect city hall to the Core north of 9th

Connect city hall to the main network

Connect Convention Centre to West Downtown

Connect energy plaza to bow valley, new buildings through Eau Claire difficult (centennial to city centre)

Connect from Thompson's at Centre Street to Scotia Center along 8th avenue. Connect the SE sections to the rest of the network. Connect City Hall to US Consulate Building to Andrew Davidson building to The Bow building. Connect Hyatt Regency to Hanover Building.

Connect further south and further east.

Connect HBC, Telus Convention Centre, and Hanover building

Connect more into the beltline, especially by 10th and 8th street, and also connect close or near to shumir

Connect Telus convention/Hyatt +15 network with rest of downtown

Connect the bit of +15 at the Telus convention centre to the main +15 network that accesses the Core and The Bow.

Connect the Bow Tower to the convention center (Center Street/ 6 Ave SW to Center Street/ 7 Ave SW

Connect the eastern network (City Hall through Glenbow and Library through old Police HQ to the rest of the network.

Connect the Main West end system with the East end system

Connect to Eau Claire

Connect to newer buildings towards Eau Claire Market

connecting 12ave sw near 2nd and 4th street.

Connecting across the CPR line to connect 10th ave and 9th ave without going through the parkade (ie west end of downtown)

Connecting Arts Commons to the Hyatt

Connecting Bow Valley College and City Hall to the rest of the pathways at Bow Tower and beyond.

Connecting Eau Claire would be great. Likewise, expanding the network east to the East Village, west of 8th St and south of 9th ave would be fantastic. If we want to get really ambitious, having even a single, long +15 down either 4th or 5th St (connecting the residential area in the Beltline) would be amazing.

Connecting Encore Place north to 6th AVE SW would close a loop. Also, the map is missing the connection between Encore Place and 707 by the way.

Connecting from the Bay to areas East of the Bay is an issue. Connecting to Bow Valley Sq is very roundabout, thus I rarely do so.

Connecting from the Hyatt/Convention Centre into the broader network in central/east downtown.

Connecting municipal building to the network that connects to the bow building

connecting network east of centre street (glenbow/convention centre/city hall) to network west (suncor)

Connecting over 5th avenue SW past 6th street by McDougall and 7th Street

Connecting Telus Convention Center (and that connected section) to the rest of the +15 network.

connecting the Bay through the old PanCanadian Plaza building (1st and 9th ave across from the Fairmont Palliser hotel)

Connecting the Calgary TELUS Convention Centre to the core shopping centre

Connecting the Fairmont Palliser Hotel West (1st St and 9ave SW)

Connecting the southeast portion around City Hall to the rest of the network would be valuable, but given heritage buildings, can understand issues with this.

Connecting to Library and from Performance arts section to Bay linked TD section.

Connecting to Macdonalds on 8 street by 7 ave and also Tim Horton on 8 & 8.

Connecting to the Eau Claire Market. Connecting the library to the rest of the Plus 15 system. Connecting to Chinatown.

Connecting to the office buildings in the beltline. Connecting to west part of downtown.

Connecting to Victoria Park would be great. That, then connects to the LRT hub at city hall. East village is close-by, but since it's low-vehicle promoted, there may be need there, as well. The alternative thought is, 'what views will a +15 create/hinder? Since the height is established (15 feet) why not utilize a drone to capture potential locations and what the overpass would showcase (aid planners/stakeholders). Just my two cents.

Connection between 7th and centre

Connection from 6th ave to 8th ave between 3st and 7st... too long of a walk if you want to access the core. Should have more plus 15 into The Core.

Connection from City Hall to Rocky Mountain Plaza is closed

Connection from NW side 2nd street and 4th Ave SW into Westin. Connection from NE 6th ave 2nd St SW to SW corner (Energy Plaza). NW corner of Centre Street and 7ave to SE corner.

Connection from The Hyatt down towards The Bay would be ideal. Wouldn't have to go outside to get to more restaurants. Another idea would be connection from the old Police Admin building/Bow Valley College, to the Bow Tower.

Connection into the Hyatt, palliser, connections to the east end of Stephan ave

Connection needed across 6 ave. and 7 ave. to Hyatt Hotel from the Bow office building. This would connect this isolated SE part of the system to the rest of the downtown.

Connection needed between Andrew Davison and Municipal Building

Connection to Bow Valley College & City Hall

connection to Ctrain station

Connection to east side of downtown I.e. east village, City hall, new library, etc.

connection to east village and new central library

connection to Eau Clair Market would be nice.

Connection to eau Claire

Connection to Eau Claire (2nd ave and 2ns Street)

Connection to eau Claire market

Connection to Eau Claire YMCA, between Eau Claire Tower and Shaw buildings.

Connection to Eau Claire.

Connection to Rocky Mountain Plaza and the old Public Library has been lacking this connection (I believe It's actually closed) for a while now.

Connections among buildings closer to 9th Ave would be nice

Connections from Calgary Tower going West. I can connect a little bit going East, but I frequently need to go from Calgary Tower North and West and there is no connection without going outside for at least a block.

Connections from Telus Towner, TransCanada tower towards the Hyatt, and Telus convention center.

connections to 10ave SW and further south.

Connections to buildings south of the railroad, also Eau Claire.

Connections to city Hall and East village are needed.

connections to the east of downtown is very limited. missing connections between The Bay/Telus Convention or Bow/Convention or Bow/Bow Valley

Connections to the south

Connections towards the Hyatt and to 10th ave

Connectivity between the Core and the Museum/Telus Convention Centre and Jack Singer

Connectivity from the Bow to the Telus Convention Centre Plus 15 system. Albeit, eventually this will get built, if the BOW tower #2 is ever built, it would be nice to have now (maybe even via the new Telus Sky building?)

Convention Centre to the core

Court house, bow valley college

Court house.

Courthouse

Courthouse building (even going around the periphery), and a connection between the main set and the city hall routes (which includes the entertainment area), Eau Claire market, many of the residential towers. As for specific street and avenue, the problem is that there aren't buildings where the logical bridge would be. The main library is cut off internally, so just joining that up to the old city hall would work.

Courthouse, easy access to 12th and towards 17th from west side of downtown

Cowtown west end and belt line area at least 9,10 ave

Cross 1st street at 9th Avenue to connect Penn West Plaza with Palliser Hotel so you can reach the Telus convention center from the west.

Crossing 1 St in thr southern area of the Plus 15. Better north-south link to the south and south east rea of the Plus 15.

Crossing 2nd st SW, between 4th and 5th Ave. is the only E-W connection between 2 distinct +15 'zones.' Additional connections E-W, maybe further North and South could complete some 'loops' and improve functionality.

"crossing 7 ave between 6th and 7th streets SW, also

crossing 8st between 6th and 7th ave SW"

crossing 8 Ave SW at 6 St SW (west side of intersection)

"Crossing 9th Ave SW at 5th Street SW.

Safe connection w/ 10th Street SW and the various restaurants and new hotel, etc."

Crossing Center Street - need more than oneAlso Crossing First Street SW south of 6th Ave.

Crossing Centre Street and to connect with the new library. The fact that there is no Plus 15 connection to the new library is a HUGE oversight and beyond comprehension.

crossing over 6th Ave at Centre street S

Crossing to the beltline over the rail would be fantastic to connect where we live to where people work.

Crossings over the CPR line

Definitely to the central library, bow valley college, and eau claire market.

Direct access leading up to Telus Convention South or other popular conference destinations.

Direct connection to Jamieson Place from Canada Place. Palliser hotel to anywhere.

"Disconnect between the Plus 15 that runs through Manulife heading west and the one a block further going through 8th Avenue place and the parkade. A crossing over 8th Avenue would be great.

Need to make the times consistent for the network. Some connections close at 9 while others close at 6 making it impossible to use the network if you are working later when it would be the most beneficial."

Dominion Centre (665 - 8th Street SW) should be linked to the existing Sandman Inn +15.

Down 1st se

Down by the Hyatt, the Bow, the Convention Center

Downtown library to city hall and Chinatown

Downtown Ramada block. Area of 8st and 5 ave sw

Dragon city mall to Telus/Harry Hays/ other side of centre street. +15 to Eau claire would be nice

Easier access to City Hall and East Village would be amazing.

"East / west ends of the system are disconnected:

- Connect Banker's Court to EnCana Place.

- Connect Hanover Place / TELUS Sky to Hyatt Regency.

- Reopen connection through Rocky Mountain Court to Old Central Library and allow indoor travel from Old Central Library to Bow Valley College South Campus.

- Connect Hudson's Bay to Hyatt Regency along the alley way between 1st St SW and Centre St south of 7 Ave SW.

- Allow 24/7 travel through Municipal Bldg to connect 8th Ave and New Central Library"

East and South East side of downtown

East downtown (library, city hall, bow valley college to the bow, Telus and rest if the network)

East downtown, over Centre Street

"East end connection to new Public Library

Connection between The Bay and Palliser Square system

Beltline district needs numerous connections"

East end if the core east if Centre street has limited connections.

East end of downtown anywhere

East from the Bay

"East from Westin Hotel

Into Chinatown"

East of Centre St SW towards Telus Sky, Calgary Tower, between the Bow Tower.

East of Centre Street, south of 9th Avenue, and West of 7th Street.

East of the Bay

East of The Bay. Specifically to the Pan Canadian building - now called The Edison.

East side of downtown, also eau Claire

East side of downtown, especially connecting the Glenbow museum to the main +15 network

East side of downtown. Bow building to ctrain/ Hyatt to Tower centre

East side of ENCANA bldg. across the street

East village

East village to mission.

East Village will eventually need connection, connection from Downtown to Stampede Grounds would be beneficial (or extend free-fair CTrain zone to Grounds), 10th Ave and 4th St SW (connection to National/Craft/Japanese Village complex and other growing 10th/11th Ave buildings), connection from Holt Renfrew (7th ave/5th St SW) across to 6th Ave/5th St.

East village, and more connection from north to south.

East Village, Bow Valley College, dead end from Bow Valley College to the Calgary tower

East village, Eau Claire

East village, Hines building

east village, NMC, Chinatown,

East village, west end.

East Village/Victoria Park and West End of downtown typically should have a connection. There are a lot of condos there that could benefit from having better access to the +15.

East Village; Beltline

Eastern Quadrant to city hall and new library.

Easy village, the beltline

eau clair mall

Eau Claire

Eau Claire

Eau claire



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Eau Claire

Eau claire

Eau claire

Eau Claire

Eau Claire

Eau Claire

Eau Claire area

Eau Claire area several buildings

Eau Claire area, along 9 Avenue, near Hyatt

Eau claire area, and connecting palliser/Penn West/convention with the rest of the network.

Eau Claire areas

"Eau Claire mall

Harry hays"

Eau Claire Market

Eau Claire market and the building West of McDougall park at 5th Ave and 7th Street.

"Eau Claire Market,

East / West Connections along 9th ave and 3rd Ave"

Eau Claire, Calgary Court Centre, most Downtown LRT platforms.

Eau Claire, Chinatown

Eau Claire, Courthouse,

Eau Claire, East Village

Eau Claire, East Village

Eau Claire, East Village, Beltline

Eau Claire, East Village, Palliser Square, Arts Commons

Eau Claire, Shaw Court

Eau Claire, Stephan Ave, East Village

Eau Claire. Connect the Sheraton and eau Claire market. Also connect the Westin and Jamieson place
Eighth Avenue Place (at 4th/5th St.) to 10th Ave.

Elvedon and city hall

"Elvedon centre (7th Ave / 7th St) is a dead end

Sun Life Plaza (4th Ave /1st St) is a dead end

Scotia bank centre to the park are across the street.

Telus Centre to Town Hall

Nexen (or Husky) building to University of Calgary (downtown campus)"

Energy Plaza to Bow Valley.

Eventually I'd like every building in the core connected.

Eventually, I would imagine that the +15 network will have to extend south into the beltline as more condos and office towers go up on parking lots adjacent to underpasses. They will be necessary to handle increased density.

Everything should be connected, priorities should be to fill missing links where sections of the network are not connected with the rest of the network.

everywhere

Everywhere downtown there isn't one . The entire core should be connected to the network. There are large swath of DT West end that need connections.

Existing plus fifteen through the current central library is broken up, connections from bow valley heading west.

Expand into Bridgeland

Expand to 11th Ave

Expansion on west end - along 5 and 6 avenue and 9 street

Extending south past Stephen ave, also direct access to the area around city hall. Some routes take too long and are easier to go outside. Example is no connection between Jamieson place and the westin, you need to horsehoe to get there.. much easier to walk outside.

Fairmont palliser - bankers hall, Penn west - bankers hall

Fairmont to core shopping centre

Far west and far east

Far west end of the city, and more heading south.

Fifth Street at Eighth Avenue northward with weekend access would be invaluable!

First street transit to Suncor. Directly from LRT stop. Currently, I guess it opens to a back alley

First, connect the Muni Bldg to Rocky Mountain Plaza to the Bow Tower. Second, the Telus Convention Centre needs to connect both west and north. This will help in connectivity.

Food access

From 11th or 12th Ave SW and SE.

From 1st street station directly to a plus 15 (The Brookfield building made it better, but direct access would be preferred)

From 5th ave Sw towards the Calgary tower

From 7th Ave SW to 2nd Ave SW around 6 or 7 street

From 8 ave to 6 ave S, between 5 st and 7 st W as well as between Centre and 2 ST W

From 8th Ave Place over 9th Avenue

From 9th Ave over to the south side of down town(over train tracks), near 17th Ave.

From Andrew Davison bldg to the Bow bldg needs one built & from Andrew Davison across 1st ST SE needs to be reopened

From Arts Commons to the Hyatt

From Barclay Centre to Holt Renfrew/Watermark Tower.

From belt line over the train tracks to the core

From Bow Tower to Municipal Building

From Bow Valley Collecting to north and west towards the Bow Building

From bow valley college to east village or toward river and Harry Hayes building, on the other end something from the Calgary tower to connect to the rest of the system.

From Calgary tower to the core. Also from 8th and 8th to get to the core.

From City Hall to Andrew Davison

From Eight Avenue place north - you need to walk around the several blocks to get to the YMCA. Would be good to have connections to the belt line buildings like Centre 10.

From gulf Canada to 10th and 11th ave,

From hotel across from the Palliser

From library

From library (old and new) to Andrew Davison; from AND to Bow; straight connection parallel to 7 Av (CTrain line).

From Marriot/Glenbow museum to Core

From my office building in the Penn West Centre. I hear they are building one in time for next December which makes me very happy!

From Palliser Hotel or Calgary Tower building to the Penn West Building to create a new direct east-west link. Otherwise we have to go many blocks north for a east-west link

From the Andrew Davison building towards the Municipal Building and to the Bow.

From the Bay eastward to City Hall and East Village.

From the Bay going east. To access the Calgary Tower or Palliser from the west you have to go outdoors.

From The Bay south

from the Bay to the Hyatt Regency

From the Bow building to the Hyatt

From the Bow Building to the Hyatt which connects to the calgary tower

From the Bow to the Hotel south of it

From the bow to the library

From the Convention Centre to the Core

from the core to the convention centre

From the Hyatt across kitty corner to get to Suncor, perhaps it will be installed with new building, or when shorter Bow building is done. Gulf Canada to the Penn West building, to the Palliser. Westin hotel through wall to Jamison Place. City Hall to new library and Studio Bell.

From the Hyatt hotel - it dead ends there and you have to go outside to get into another network. Also from Andrew Davison, not sure why the +15 has been closed.

From the Municipal building to the rest of the +15 systems such as getting to the Core.

from the palliser to bankers hall. From The Bay to the east side of downtown

From the south side of courthouse to north side. A HUGE hole in the middle of Calgary there, and I skirt around it or go outside all the time.

From the YMCA Eau Claire to 6 Ave 3rd street SW

Further North towards the river, near Eau Claire, seems to have minimal connections.

FURTHER SOUTH FROM 10TH AVE SOUTH

Further south on 1st street SW

Further West and to City Hall

Generally more connections going north south.

Generally speaking lots of buildings could use connections to increase efficiency

Generally the northwest side of downtown needs more going south. From centennial place you have to go east before you can go north easily.

Generally, more North/South connections.

Getting from east side of downtown to west side is convoluted and confusing.

Getting from larger area of network (north and west) to southern area (convention centre, etc)

Getting South of the Rail Road Tracks.

Getting to the Telus Convention Centre and some of the train stations

Getting to the Theatre District. I would like to see more leading to Bankview. South of Stephens along 4th St to Sheldon Chumir

Glenbow

Glenbow museum

Glenbow museum to Hyatt hotel and Hyatt hotel either to bow building or telus building (under construction on Centre st and 7ave)

Glenbow Museum to the main TD Core (any connection would be great)

Glenbow Museum. East side of downtown is isolated, you have to walk blocks before connecting with the rest of +15 downtown

go through the Calgary tower through to Palliser and then you end up coming out of a building that puts you near 8 ave where the outdoor store is it would be nice if it could continue west

going east and north. i.e. to Chinatown. or connections to the Palliser Hotel.

"going into the belt line.

connecting the convention center and the bow

connecting palliser to the penn west building/bankers court

would have liked to see something going to the new marriott hotel as well"

Going over 10th Ave towards 17th Ave, any street would benefit

Goodlife building

Greater connectivity beyond the main corridor to create more connections to the beltline and river areas would be useful

Gulf Canada square and Penn West

"Gulf Canada square parade to 10th street

Lots of people jaywalking there daily"

"Gulf over to 10th. The center street parkade elevator/ stairs is extremely busy with users and it's condition is a disgrace.

Once a week there is homeless people blocking the stairs, in medical distress or fighting on my way to work. It would be nice to be able to cross 10th without having to go through the parkade stairway and deal with that."

Gulf Square

Half of down town

Hanover building

Harry Hays Building

Having a connection from West (Nexen/Husky) to 8th ave place (Old Penny Lane) is sure nice to have back now that construction is done. That was the biggest missing in my opinion.

Heading SW towards 8 st and towards 17th Ave

honestly most of downtown is still unconnected. there's not much to it even if it doesn't connect a decent network we should connect more of the same ... Anything Hotel related would be great.

Hyatt

hyatt over centre street. around the courthouse can be a lengthy circuit

Hyatt to the new Telus Sky building.

I can only get as far as the Penn West building on my daily walks from City Hall - there is no bridge from that building.

I cannot get from Calgary tower to the core shopping center through plus 15. I have to exit for a couple blocks at the Hyatt. Find that odd considering tourism between the two.

I can't get from Bow Valley Square to the Bay

I can't think of them off hand but often encounter dead ends or can't quite get to my location. I travel to numerous downtown locations for work meetings.

"I contin



I don't know the addresses"

I do not believe we should expand the Plus 15 at all.

I do not have specific details at this time, though I have experienced issues getting so some locations in the downtown core. However, for the most part, the core is fairly well served. It is usually the fringes of the core that have gaps.

I don;t know

I dont know

I feel like there could be more connections but if I use them during my workday, I only have a limited amount of time to walk... so I stay pretty close to my office.

I find myself exiting or entering Palliser Hotel a lot.

I hope the new buildings going up along 10th ave will have +15 access to downtown

I hope there will be +15 from East village going all the way to the West part of downtown.

I just know I have had to go outside to either A) get to a area not serviced or B) save a huge amount of time due to the +15 going a really long way around

I know there are locations but am typically unsure of where I am when I notice.

I need a way from the C Train to Theatre arts in the evening. Also is it possible to go from C Train to Jubilee Theatre. I am 72 yrs old and find driving and parking difficult, so would like more safe and clearly signed +15 connections to public transit. Also. Please tell City Hall to spend money on ordinary public infrastructure and NOT an Olympic bid !!!!!!! Thank you for asking.

I tend to use them in proximity to my downtown office building. If its a tortuos +15 path, I walk outside

"I think all train stations should have direct access to Plus 15 as that is where a lot of the traffic comes from. Unfortunately this would also probably mean more security would be required.

I think one of the newer additions to the plus 15 at 6th Ave & 6th Street (the red & silver building) should be extended to cross 6th Ave & connect to the plus 15 in the John J. Bowlen Building @ 620 7th Ave and then connect directly to 6th Ave Train Station (not just through the building @ 645 7th Ave."

I think the +15 should Be removed and more attention paid to making the streets more people friendly

I think there should be one connecting Bankers Court (850, 2nd St SW) and Scotia Centre (225 7 Ave SW). It's just inconvenient if I have to go there, and I have to go all the way around in case of bad weather.

I think there should be some connections towards 17th ave because a good majority of people walk back and forth from those locations all the time

I typically don't go anywhere outside of the network. So any shops or businesses outside of the network I will find an alternative or shop on the weekend elsewhere.

I used to work on the NE corner of 8th St and 7th Ave SW and it was annoying that 8th street wasn't crossed by the plus 15.

I want more connections to Eau Claire and City Hall, especially North-South. Also, you should be able to reach each c-train station via Plus 15.

I want to be able to get to eau Claire market, east village, west end and maybe as far south as 12th?

I wish at some point it went across the traintracks to the south.

I wish I could get from City Hall to The Core. But I can only get as far as The Palliser and then I have to go outside.

I wish there was plus 15 network to the saddledome or BMO area. Its very cold walking from the office to a game or concert after work in the winter.

I work near the Calgary tower (Palliser building) and we have poor Plus 15 access. Would be nice to be connected to the downtown core Plus 15 network.

I would have to look at the map to give specific connections

"I would love to see:

- Jameison place connected to the Westin. In winter it a short walk inside or a long walk outside.
- Connection through calgary courts centre to bridge the empty gap over 6th avenue inbetween 7th and 2nd street north-south connectors
- the SE section of plus 15 connected to the rest of the system (Hyatt regency to the telus sky, Pennwest plaza to fairmount palliser."

I'd like to see it extend into the Beltline, also with more connections between the "dead ends".

I'm not sure. I work in the Suncor Energy building and with the new Brookfield place and those connectors everything is very accessible.

If I am walking from Bow Valley College I can't get to the Bay or the Bow without having to go outside.

I'm late for work at the moment, so let's just go with "everywhere there isn't one!"

I'm not sure specifically and I understand it would be difficult to do since the roads to cross are larger, but connecting the east and west sides of downtown divided by centre street/Macleod Trail would be nice. I.e. I could get from the mall/Stephen ave to the theatres more easily.

in and out of 7 ave, nexen to sandman, you have to walk pretty far around just to get there. there are many many spots where new ones could be placed

In general I would just like more ways to get to the law courts quickly

In some instances, you must navigate away from your destination to remain inside. The new Brookfield building has solved one problem. Connection at 2nd street 6th Avenue would be useful.

Instead of ending at the 10th avenue parkade, it could go a little further (I work across the street, haha)

Intact place to Bow Valley Square (without taking the long way around)

Into Bow Valley College (travelling from the west) and into the Core from the west. I travel from one end of the C-train line to the other daily and there is not a complete +15 route

Into Chinatown, across from 9th to 10th Ave

Into Eau Claire and Chinatown

into eau claire market

Into the courthouse across 7 ave SW

Into the east village.

It should be expanded in all directions to cover more of downtown. East to the village, South to 17th, West, and North to the river

It stops from the East at Telus Convention Center, should go all the way to the CORE. The Bow needs to connect so we can use their food court in the winter

It would be good to connect The Bay building to the Hyatt/Convention Centre/Marriott/Palliser Square route

It would be nice for an access point south of the train tracks as the underpasses get messy. All of DT should be connected and it's not.

It would be nice if there was access to more areas around the 8th St/8th Ave to 8th St/10th Ave SW area (around Mountain equipment coop).

It would be nice to connect more buildings on the other side of 9th Ave, towards 17th Ave.

It would be nice to connect the plus 15s to the beltline for saddledome/17th ave eventually.

It would be nice to continue this connection with the new buildings in the SE (perhaps with the developments in the East Village), or across 8th or 6th Avenue pending any redevelopment.

It would be nice to get across the train tracks on the west side now that more businesses are on 10th - 12th ave

It would be nice to have one for Dragon City Mall but I understand that it's not exactly easy or feasible to do construction on that building

It would be very valuable to have a Plus 15 bridge connect into East Village since the whole area is going to be completely redeveloped and will be used more often. I think it would also be valuable to have a Plus 15 bridge connect Jamieson Place and the Westin hotel.

It'll hurt street level business if we add mire

Its downtown! Make it easier to get from point A to point B without having to zigzag 3 blocks out of the way, then another 2 blocks out of the way, leave a building, cross a street/avenue. Get inside another building and zigzag yet again! Takes 15-20 minutes longer using the plus 15 than walking outside!

Jamieson to Canada Place (2nd St SW at 4th Ave SW)

Just some connections are like a maze and way too long

Lacking connections in the Western half of downtown, in particular north of 5th ave and west of 4th street sw. As well as connections spanning south of 9th avenue

Len Werry building

Library and Bay to Performing Arts section

Library, better connection. To Stephen ave

Limited options to go over C-Train line (7 Ave)

Link between Telus convention centre and the rest of downtown.

Link from Bankers to Calgary Tower - Link from Brion Energy to Court House - Link from

Little to nothing past 10th Ave

Livingston place

lots of buildings

Lots of buildings are not connected

Lots of places but can't name them specifically

Love +15 but, understandably, there are zero to very few connections South of 9th Ave. The core is generally well connected but East and West is always a struggle

Macleod and 6 ave se

MacLeod Tr. between 6th and 7th Ave SE. There is a connector from the Library to Rocky Mountain Plaza, but I don't know that it's open anymore. And to get from there to the "main" areas of the Plus 15 system -- The Bow Building/Arts Commons -- is not currently possible without going outside.

Manulife Tower helped connect Encor Place.

Marriot/ Tower Centre to everything else

Marriott and glenbow.

Milestones to The Bay; Across 9th Ave to Tower

More access across 5th street. Very round about way to get to some buildings.

More access across 6th avenue

More access from the bow River walk way

More bridges along McLeod TR heading to the river or Eau Claire

More bridges on west side of downtown

More complete connection to BMO, Saddledome. Across to 10th/11th would be a nice addition. Possibly along 4th/5th. Henry Hayes.

More connection to glenbow and Telus convention building

More connections between bow Valley college side and Suncor/the bow

More connections by Calgary Courts - lack from halfway between 7th & 6th Streets, 6th to 8th Avenues. Then 5th to 4th Streets, from 5th Ave to 7th Ave.

More connections further west and possibly south

More connections into belt line and eau claire

More connections into Beltline would be amazing. Connecting the City Hall/Arts Commons section to the Bankers Hall section would create a mostly uninterrupted network. Reopen the section through the Palliser/old train station - maybe a train museum?

more connections needed to all buildings

"More connections south of 9th ave

More direct routes running east/west"

More connections to 10th Ave would be amazing

More connections to beltline, please.

More connections to the belt line; victoria park condos

More connections to the beltline areas would be great.

More crossing from 9th to 10th west of 4th street.

more crossings across 9th ave

More crossings over 9th ave and get 10th ave connected!

More direct access from ctrain stops. Maybe into enclosed heated rooms. Out of the wind.

More into Eau Claire

More North-South

More North-South connections across 6th and 7th avenue - ie - Through the courthouse.

More over the CPR rail line. Also more in the beltline

More points of access from 10th Avenue over railroad

More that some locations require a an indirect path to get to

More the better! Nothing specific right now.

Most of downtown west of The Core is poorly served. Also, +15 to Chinatown would be handy.

Most recently the new one through brookfield place from Bow Valley Square in amazing! It is to nice to now have an easy connection to the Core.

Municipal building is poorly connected.

Municipal Building to new Central Library!

municipal building/telus convention section etc. lacks link to core/main plus 15 network

my building 441 5th ave

My daughter works downtown I rarely go . She says more needed closer to princes island buildings. North part of downtown.

N/s crossing near 4th st over 6th ave

National Bank Building to Brookfield or Bow Valley

Need a connection to the network that City Hall, the convention centre, Palliser Square is on. This section is isolated from the rest of the system.

Need access from the Bay East and South also update the signs when new ones built!

Need access to places like national. Better night time connectivity would do wonders for reinvigorating downtown

Need connection to Hyatt, am hoping Telus Sky will provide this, or else from the Bay to Hyatt or somehow to get to Arts Commons, Glenbow, City Hall etc. from rest of network. However Bay not open weekends removes that section also during some hours. Brookfield Place was a very nice and long awaited addition to the network.

Need more connections North-South ... no way to get North-South between 3 St and 8 St, that's quite a gap.

Need more connections that connect over the train lines connecting building 10 ave and south to the main network.

Need more north/south connections.

Need route from City hall to the bow/hanover/suncor area

Need to connect to condos

Needs go further west

Needs to be connected better

Needs to continue west from Sandman Hotel

New Central Library

New central library, bow valley college... better access to east village

New library, and from the bay to the Hyatt

New Library, Eau Claire, Gray Family YMCA, Chinatown (in general)

New library. Bridges that extend out of the core across the railway (now there's a pipe dream)

Ninth Ave. Gulf Canada Square to Calgary Tower and YWCA to Delta Bow Valley.

no

No comment

No comment

no connection from Rocky Mountain Plaza Calgary convention centre. No connection from Fairmount to bankers court

No direct connection from Palliser Hotel or across the street to the whole Hudson's Bay/Core Shopping Centre and beyond. Need to go outside to go back into to the rest of DT Plus 15

No specific street crossing, however it seems the network in the East end of the downtown is more piecemeal and less connected than the network in the West. Anything to connect some of those ad hoc networks to the larger network would be beneficial.

No way to get from palliser to the core mall. Eastern section disconnected.

None! NO MORE +15 PLEASE!!!

North of 9th Avenue

North side of 7th avenue, between 5 st and 7 st SW

North/ south routes

North/south connection between roughly 6 ave and roughly 8 ave in the west- near 5th street. Perhaps connecting to the courthouse lobby.

Northeast area of downtown could use more connections

Northeast downtown is not well connected to the network. I believe it is 6th Ave that has very few crossings.

Northeast part of downtown.

Northen and North eastern

North-South connections around 5th or 6th street SW; a more direct connection from the end of The Core shopping centre to around the Suncor building to "close the loop".

"Not all buildings are connected.

This should be a must for any new building being built downtown"

Not enough crossings of 6th Ave

Not enough going North to south crossing between 5th Ave and 9th Ave.

Not necessarily missing but there are several +15s that are closed off.

Not really specific. I would prefer more loops and less dead ends and stairs.

Not sure

Not sure where it would go but there is a need to join the north and south sides of downtown in the area of Centre street near the Hyatt. But that will come with development. Overall we have a reasonable network of +15's

Not sure, 'cause it's not open yet, but the new public library should have plus 15 access. It's a central library, and will also provide plus 15 access from East Village where thousands will be living.

Not sure.

Not sure.

Not sure. I just know that in the past I have occasionally had to go to street level.

Not sure. I use it very centrally.

not usre

Now with Brookfield Place opened, it is almost perfect for me.

Nowhere.

NW section is a dead end, can't access the new buildings/hotels in the beltline on 10th Ave.

Obviously a connection to East Village would be advisable. I make many trips to City hall and feel that this connection is not well established. The +15 plan states that extensions will be made across the railway ROW -- I think extending the network south of DT would make travel indoors much easier for those who aren't living in the heart of "DT" would also provide easy access to retail/commercial opportunities which may not have been as easily accessible.

Old library to City Hall, Telus Sky to Convention Centre, Sheraton to new Eau Claire market development, old library to the Bow, and all that is west of Bow Valley Square. The bridges are built over to Rocky Mountain Plaza, and from Andrew Davison to the east, but they are closed???

On the west end by the Kerby center 7 ave and 10 st. SW, at elements Mental health 1019 7 ave se

one over courthouse park to get to the +15 into holt would be nice. otherwise we have to walk all the way to bow valley, through the mall. (I am near mydougall centre)

outer perimeters and into china town

"Over 1 ST W, between Encana Building (150 9 AV) into Bankers Hall

The Bow to City Hall - bridge over 6 AV into Andrew Davison, reopen to Library, connection to Bow Valley College"

over 1st st sw between 6th and 7th ave. (from brookfield to the train)

Over 1st street SW, connecting the palliser to the building across the street (west of the hotel)

Over 5th street between 3rd and 4th avenue.

Over 9 Ave S

over 9th, to more parkades

over across the railroad track at 9th ave to connect to 10th street. connecting to residences within downtown would give more residents access and not just people coming to work. the courthouse is also a missing link in the middle of the system that if it is a security concern could be built around the building maybe. allow for larger connections like those at td mall that would allow retail or other service to occupy bridge space so they dont feel empty.

Over first street between 9th and 7th Ave and across Macloed Trail between 7th and 6th Ave

Over onto 10th ave

Over the city center parkaid to the south side of downtown into the beltline. 5th Street and 7th Street.

Over the train tracks

Overall better connections

Paliser east from Gulf Canada Square

Palliser area, Chinatown

Palliser hotel to the bay

Palliser to the building next to Gulf Canada Square

Penn West Plaza, University of Calgary downtown campus

Penn west tower and Calgary tower to the main network.

Penn West tower to Gulf Canada Square or Bankers Hall

PennWest and Deloitte buildings, CP Rail and Fairmont Palliser Hotel

PennWest tower to Gulf Canada square needs a +15! Or across 9th ave to Hyatt and on to TD square.

PennWest Towers

Please connect the Bow Valley College/City Hall System to the rest of the +15 system

Please indicate the street and avenue where you think an additional Plus 15 bridge connection would be valuable.

plus 15 connection further southwest past 10th ave sw

Plus 15 from Davidson building to Bow Centre would be a nice link connecting City Hall to the north side of the system along 5-7th ave. I don't know why the Bow was able to build without making this link to the Davidson building. It is unfortunate.

Plus fifteen should go all through downtown not just the main buildings

pretty much everything east of Centre Street and south of 5th Ave.

Put simply, there should be the ability to walk East/West and North/South across all of downtown 24hrs a day. Being forced onto multiple sidewalks, construction zones and dead ends in office towers is infuriating, especially outside of the "corporate hours", that may be your tax base, but many Calgarians lack the opportunity utilize the network and are forced onto cold, dark, unsafe streets.

Ramada to nexen

Really surprised the City of Calgary did not connect the new library and East village to the network.

Re-open the +15 access to the current Central Library. Also, from the Municipal Complex (3rd St SE btw 7 & 9 AV) to the new Central Library. 7 AV btw 1 St SE & Centre St; Centre St btw 6 & 7 AV; 1 St SW btw 6 AV & 7 AV; 1 ST SW btw 7 & 8 AV SW.

Residential buildings after 8th street

Residential buildings and eau Claire mall

Residential connections, connections over train tracks to 10 ave

Restore connections from library to Rocky Mountain plaza to Andrew Davison building

Rocky Mountain Plaza, old library, going East of the BOW

Roslyn to TD Square

Scotia Centre to bankers court; east village

Scotia to City Hall is like a dead zone.

SE corner of downtown. Telus convention centre & Calgary Tower

see above

Seriously, anywhere they do not exist. I would the entire downtown to be connected. There are more places that are NOT connected up than that are. e.g., near the National Music Centre

Several places.

Several.

Shaw building

Shaw building, Eau Claire market, Immigration Services in 7th Av SW, Uof C downtown campus, connections to 10 Av SW, central library (it is always close)

Shaw court

Shaw Court to Centennial Tower

Shaw court. Stephen avenue between the convention center and bankers hall

Sheraton hotel to Eau Claire Mall

should check with the people working in the downtown office buildings for insight on this - you didn't even ask for that info on this survey!

Sixth Avenue SW. Gap between the 300 block and the 800 block

So many, heading west of 7th street.

Some east-west sections along 5th and 6th Ave's SW. Aquitaine west, court house, etc.

Some more north/south connections on the east side of downtown would be helpful. Also, some one the east end segments are stranded; connecting them into the larger central plus 15's would be great.

some random older buildings or parking lots

Some way to get to the Convention Centre from the west end (e.g. the Core).

Something into chinatown? Eau Claire?

Somewhere between 6th avenue and 8th avenue, about 6th street. The only +15 way to 8th av is a very large circle.

Somewhere going across southbound MacLeod Trail between 5 Avenue and 8 Avenue SE

Somewhere that can connect the 2 separate systems, (the main core plus 15 and the municipal/arts commons) wherever that would be (either into Telus convention centre/ hyatt [centre and 7th] or the palliser[1st and 9th] would probably be most likely places.

South of 10 ave and beltline

South of 9ave

South of 9th Ave

south of 9th ave sw and 6st sw (connect to the new Marriott hotel)

South of 9th Ave, West of 6th St

South of Chevron Plaza to make the middle of an 8 with either Holt Renfrew or Barclay Centre

South of downtown - Beltline neighbourhood. Specifically, 10, 11 and 12 Ave S.

"South of the rail tracks - only connection I know is through a parkade.

Area Sout of C-train tracks East of The Bay South of the Bow are poorly connected. I hope the new Central Library connects to something."

South of the rail tracks(9thAve)

South of train line

south to eau claire

Southwest corner 8 Ave and 6 Street. Or new building to nexen.

Starting from the Bow Building going South

Stephen Ave between Centre St & First St W.

"Stephen avenue

Telus convention centre"

Stop the expansion of the Plus 15 network and bring back life to downtown Calgary. This is barely a winter city. The Plus 15 network is in direct conflict with other city policies that emphasize vital main streets.

Straighter North-South route closer to 4th/5th Avenue SW. Existing routes exist, but they take pedestrians significantly out of the way to the point where you prefer to travel outdoors.

Sun life to langevon 3rd ave 1 st sw

Sunalta Station needs to be connected.

Suncor building to the Hyatt

Suncor energy center end needs to be connected to TD core, they are right next to each other, but aren't connected easily. I think this may be under construction already.

Suncor or Bow to Centre Street LRT

"Suncor to Calgary tower

5th street and 4th avenue"

Sunlife Building to Dragon City Mall (Centre St S between 3rd and 4th Ave)

sunlife plaza to the west

SW to Arts Commons

Systems ends at Bow Building. Cannot get to City Hall - would like to be able to get across the entire Core area through the system.

Tangerine bldg to queens bench

TD to Barclay centre, COA building on 9th ave to Halliburton, court house across 6th ave sw, bow valley square across 6th ave sw and across 2nd sw

"Telus building 6th ave and 1st street SW

hyatt hotel 9th ave and 1st street SW"

Telus building to Transcanada

Telus convention - centre - Hyatt - across centre street maybe

Telus convention center disconnected

Telus convention centre

Telus convention centre does not connect to the rest of the +15 (The Bow etc.). No 15+ access from City Hall to The Bow section. No 15+ from Andrew Davison to The Bow.

Telus convention centre to bow building. (Realize there is no building there but access would be widely used and may increase usage of Olympic plaza and other parts of that section of downtown.

"Telus Convention Centre to the rest of the system? Maybe to Telus Sky or connect through the back lane between 1st and 2nd st and 8th ave and 9th ave to Bankers.

Connecting to the ATCO building 8th st and 12th ave would increase my usage."

The +15 system does not connect to other +15's eg: Convention center does not connect to Cenovus

The 2nd Street & 6th Ave SW intersection has no indoor connectivity for 1.5 blocks North and South.

The Andrew Davidson building 133 6 Avenue S.E

the bay to the calgary tower

The biggest disconnect is between East (Calgary public library, Hyatt, Municipal building and others) and Other plus 15 network. There is no connection between The Bow and Andrew Davison Building and between Andrew Davison and Rocky Mountain Plaza and between Rocky Mountain plaze and Calgary public library. I guess if these connections are made, all the downtown will be connected via plus 15 in some way or other.

The bow building to City Hall

The Bow is a dead end. The eastern side of downtown could use some more +15 connections.... however will all the new construction, there may already be some new ones I have not travelled through yet

The bow to the Hyatt over the 7th Ave (train)

The Bow Valley Square Building 5th Ave 3rd St SW (Bow Valley Club, Royal Bank) needs connecting which would help the buildings economic situation. It is cut off from everything.

The Calgary Tower area and from the National Bank building to Bow Valley Square.

The Convention Centre needs to connect to the Core (mall) or the Bow

The convention Centre through the Hyatt is not well connected

The core west. The bow to tcc

The court house should have an exterior plus 15 to provide a connection that runs north-south on the west end

The courthouse from both the north and south directions

The courthouse is a giant killjoy. The +15 to the library is often locked. Supposedly city hall has a useless one. And the end south of the ctrain line going wesr is realistically the connections heading out of manulife into the dark building. Elveden hides it's entrance quite well.

The downtown Central shopping/office core is not readily connected to the City Hall/Library/East Village. Some routes are very circuitous (because of available building connections) that it is more time advantageous to walk outdoors even in very extreme weather. It's also regrettable that the Plus 15 system does not cross over the railroad tracks between the downtown core and Beltline/Victoria Park.

The east part of downtown is not serviced. The Plus 15 access to the Library was damaged and never repaired (both parts)

The east side of downtown and east village.

The East towards City Hall. And why would you build a new library, and not even connect it to your +15 system, basically ignoring the +15 city policy?

The Edison

The Edison, over 1st st and 9th ave

The further south the +15s could go the better. North of downtown is mostly the river and a giant hill...so not much room for expansion. However, working the +15s south, towards 17th Ave and 4th St SW (where all the action is in Calgary) would start to slowly help assist connecting the "happening" part of Calgary to the downtown core, something that is sorely lacking today.

The known issue of the Plus 15 bridge connecting Suncor to Hanover (over 6 Ave SW at Centre St S). A Plus 15 bridge connection to the LRT line from Hanover to Telus Sky (formerly Art Central) to 7 Ave SW at Centre St S.

The last bridge that I was looking for was from the Watermark Tower over to Manu Life through Encor Place which connects to Elveden. It is a head scratcher why something couldn't have been down with the SW corner of Elveden that could connect to Nexen. Although I believe the parkade may be the problem in Elveden.

The link between Hyatt and the 1st LRT to connect to Brookfield

The links from east to west should be finished, only 1 or 2 would be required to complete the existing system and get you from Nexen Tower in the west to City Hall in the east. Also, the +15 should have been extended from city hall to the new library to help open up access from the core to the library and east village

The map says Rocky Mountain Plaza is attached...but that is not true.

The network deadends in a weird loop near suncor tower...making you go around a large loop instead of direct. Also lacks in the western and southern area of downtown...why not start by connecting all buildings around the lrt and expanding to close buildings and malls

The network from the Calgary Tower should connect to The Core.

"The newest one connecting the Cenovus building to The Core is wonderful, Thank you!

It would be nice if there was somehow a connection to The Glenbow or City Hall"

The northeast side of down town. Sorry, don't know the exact streets.

The NW end

The old Art Central area to Hyatt. It'd be terrific if we could include something that gets the 1st tranch of beltline buildings included. Over by the Calgary Tower you can get stuck and have to go outside a bunch. A north/south line near the courthouse would be good as I have to swing way over to Nexen to get to Husky, watermark tower, etc.

The old downtown area

The old library to Rocky mountain plaza

The part that runs from Bow Valley College to the Palliser it cut off from the rest of the system

"the piece between at 4ave and 8st isn't connected to anything.

The map isn't up to date on the website."

The Plus 15 location that is at the Hyatt doesn't connect any closer to the Downtown Core Mall. You have to get out at the Hyatt and walk down Stephen Ave to get to the mall.

The plus 15 network doesn't connect to anywhere south of 10th Avenue. This is still downtown!

The plus 15 section from Bow Valley College to the Palliser building needs a connection to the rest of the network. More connections to Beltline would also be nice.

the plus 15 system shouldn't compete with pedestrian oriented streets. get people outdoor enjoying the streets!

The plus fifteen should go all the way from City Hall to 10 Street SW and from Riverfront Avenue to 9 Avenue. It should cover the majority of the downtown core including residential buildings

The south side of the Plus 15 could be better connected across 1st Street going east/west. Right now to get to the east side you have to take the northern pedways.

The southeast end of the downtown core, around The Edison/Palliser Hotel. 9th avenue and 1st street SW

The west end - 8 Ave 6 Street to 4 Ave 6 Street

The west end of downtown

The west end of downtown is severely lacking in +15 connectivity.

The West end of TD over the train just ends in the cold snowy park, I would love to see a connection there to the west side of downtown

The Western edge of downtown

The Westin is a dead end. Should connect to Jamieson Place

The whole east end of downtown (near the library/city hall/u.s. consulate building should be connected

The YWCA and the Harry Hays building are not connected. Basically a dead end and you have to go around all the way to get to the Harry Hays

There are 2 separate networks .. that is the ones near cityhall does not currently connect to downtown mall or Andrew Davis ion Building to the Bow

There are a number of unfortunate holes - East/West connections between 5 Ave and 6 Ave, as well as 7 Ave and 8 Ave, need to be improved.

There are missing connections between large +15 networks. eg. you can go from City Hall to Hyatt but then but exit at street level and re-enter at the Bow. If there was +15 access, i think that'd be great (+15 between Hyatt and new telus building?)

there are missing links around the Calgary tower region.

There are numourus spots where the branches of the +15 are agacent building but you have to go through 2-5 other building to get over 1 building if you want to use the +15.

There are several places I have to go outside to get to, but I'm not sure a plus 15 bridge would necessarily be a fit.

There are significant gaps trying to get from 9th Ave to 3rd ave once you get past 5th street. Connections east of 1st St (Suncor/TransCanada/5th Ave Place) become few and far between.

There are very little connections around the west side of 8th ave. Although the one crossing 5th St SW is a life saver.

There is a major gap in connections across 8th and 9th Aves from 1 St SW to Macleod Tr S

There is a pinch point crossing 6ave being able to cross in more places would be nice.

"There is an island in the government corridor area and then connecting to the east village which should have had bridges built in. The west village will need connection and there should be some bridges over the CN tracks and starting to link the Beltline. From the Bow to the Andrew Davison building and to CED or the Hyatt from Suncor/Telus Sky or from Bow Valley to the Bow somehow.

It would also be good to build in some bike networks for people with limited mobility and a timid nature."

There is no connection from City Hall station to first street station

There is no N/S connection inbetween the BMO building at 3 St and 6th Ave and the plus 15 in between 7th St SW and 8th St crossing 6 ave. Total fail. Might need to build an elevated +15 along 5 St sidewalk or something like that. Harley Hotchkiss Gardens and the Calgary Courts are big barriers that aren't going to get +15s ever.

There needs to be a connection near the Hyatt.

There needs to be more connections to the south side of the railroad tracks. (e.g. a connection to the new Marriott Hotel would have been nice). Also a connection from the Bow Tower or the new TELUS Sky to the Hyatt would be great.

There should be +15 access north and south from every ctrain station downtown. It would also be beneficial if the +15 access to 10ave went right across that street, it's very time consuming to cross 10th ave after coming through GCS. Eau Claire Market should be +15 connected as well. Should have +15 access from Calgary Tower / Pallisser to the main network at Suncor.

There should be a connection from East Village i.e. city hall/bow valley college to the core.

There should be a connection to Eau Claire. Also the middle north/south section is poor.

There should be a link going north south from 5th street to TD square. People on the west end of downtown don't have access going that direction that is efficient.

There should be direct connections to each and every downtown CTrain station.

there's awkward in between +15 that don't have connections. I wish this could be fixed so people didn't have to exit the building and enter another to continue the trip.

This is hard to answer because I have access but I have to walk a loooong way around from the Altius Center (my building) to the buildings just across the street on 3rd ave at 4th Street SW and 3rd ave at 5Th street SW (I forget the name MEG energy moved there) - if there was a way to go from Altius direct across

to the building at 3rd and 4th ST to skip having to go to shell then to Devon tower then to that building and then to the MEG building would help with safety & more direct access

Through the Palliser to City Hall

To 10th Avenue from EAP or Gulf Canada Square

To 10th Avenue SW from 9th Ave SW (across the CP rail)

To Chinatown. To Eau Claire

To City Hall from the rest of downtown

To City hall, Chinatown, LRT stations, 10th Avenue, west downtown, Eau Claire, new library, Citadel, across 1st street on 9th Ave SW

To connect the Hyatt to more buildings since I use the bridge between city hall, arts commons, Glenbow and Telus regularly

To courthouse

to Eau Claire

to Eau Claire

to Eau Claire Market

"To Eau Claire market

Across 9th and 10th Ave , at least past the train tracks"

To Eau Claire YMCA

To Eau Claire, Jamieson Place and the Westin, Bow Valley Square to Intact Place.

To go from Westin to 308 4ave sw

To have them going closer to Kensington bridge as well as further south past 9th ave!

To Hyatt Hotel

To join Stephen Avenue Mall at Centre street near Hyatt. Join Nexen to 8th Avenue Street network to Global Theatre Area to In Park to then old Penny Lane mall to LRT platform on 4th.

to the buildings by 10th street sw

To the Calgary Tower/Palliser hotel from north of the C-train

To the Calgary tower would be nice

To the courthouse

To the new library

To the Shaw building on 3rd Ave SW

Too many to list, some seem useless as a pedestrian but have other purpose than just constant walking. would be nice to see all the able to connect buildings having an access. winter time it sure has saved me from some frostbite.

Toward East Village, and over railway tracks.

Towards the east end of downtown. It would be nice to have one possibly to just bow valley college without ruining the look of east village.

Towards the PennWest building, the Pallister and Glenbow

Towards the South to 17th Street.

Travel from Hyatt to downtown core

U of C DT. Campus

Unconnected office buildings on west side of downtown; specifically over 8th St SW between 6th Ave & 7th Ave.

Victoria park. South of the train tracks and the more eastern end towards Mcleod.

"We need a connection to the stranded +15 network to the SE; Add a connection through the Central Library, across 1st SW at 9th ave SW (bankers court to Hotel Le Germain) or across center street and 7th ave SW (from Telus Sky to the Hyatt).

Connect the Westin and Jamieson Place.

Connect the Sheraton and Eau Claire mall."

We need fewer bridges, not more.

"West across 1st Street from the Palliser Hotel and through to the old Gulf bldg. to connect up with the Core Area.

North from the Elveden Bldg. into the Courthouse to access points north and west.

North and West from Chinatown to connect with Eau Claire and the various hotels around 4th Street."

West bound from Manulife Building through one plus 15 and next one over is a building that you walk into and plus 15 stops there

west downtown

West downtown

West Downtown (10st SW from 4ave to 9ave sw), East Village-downtown area around Harry Hays-Eau Claire-all the way to West Downtown and towards 9ave sw. Ideally, you would continue the network to busy parts of Beltline.

West Eau Claire. It would be great for the residents of west Eau Claire to be linked to the rest of DT via a plus 15 system.

West end

West end

West end downtown

West end of 8th Ave SW

West end of downtown

West end of downtown

West end of downtown

west end of downtown needs to be connected

West end of downtown, Across the CP rail tracks to Beltline

West end of downtown.

West end of DT, East village, over the tracks and The South block of the Bow

West end split up in places

West end, extending along 5th or 6th Ave.

West of 5th Street between 8th Avenue and 3rd Avenue

west of 6 st S.W between 8th and 4th ave's

West of 6 st. on 9 ave

West of 8th street SW to Kirby station.

"West of 8th Street SW

South of 9th Ave"

West of 9St between 6 and 7 Ave

West of Arts Commons

West part of downtown (west of the 5th and 5th SW area)

West side 5 Ave toward 8 street

West side downtown and a few options that crossed into the belt line on 10th ave.

West Side of downtown

West side of downtown is really lacking on 9th Avenue SW, past the Husky building

West side of downtown.

Westin Hotel to Jameson Building

Westin hotel to Jamieson Place

Westin to Jamieson place, The Bow/Hanover Building south over 7th (Hyatt), South over the train tracks

Westin to the Building immediately east of it, so that the BP/Calgary City Centre loop is better connected.

Where the new Telus building is being constructed

will the TELUS sky building have a +15?

Without being too specific, there are many areas that are not connected without going a block out of way (1st world problem). It is convenient and fine, but ideally, direct routes everywhere would be available. I work on 6 ave ... If that helps.

Words here to let me submit

Would be amazing to have a walkway to 17th ave

Would be good if went through The Bay and continued along Stephen Avenue.

Would be great to have connections into the beltline near 4th street sw or 1 st sw

Would be nice to link from the bay or golf Canada to palliser square/convention centre

Would like closer coverage to 10st

Would like to see way to connect from City Hall all the way to the Core. Currently need to exit at Convention Centre or Calgary Tower and walk a few blocks on Stephen Ave

Would love a connection heading south out of the Bow Valley Square complex.

Would love a connection over railway into the Beltline. Eau Claire needs to be connected eventually (hopefully new developments will do that).

Would love to see more connections to 10th Ave.

Yes, one section of the network is completely separate from the main network

You can get in at nexen, but there's no connection through Ramada

Question 17: Considering the options below, what types of changes do you suggest for the Plus 15 network?

Ability to take photography without being hassled by security.

After hours I can only access the plus 15 through my work building. Why can't I get access to the plus 15 through any building with my access card?

air circulation... gets stuffy during busy times.

All doors open automatically upon approach by detection system.

All the above.

allow buskers to perform with city busking license without fear of being removed

allow grocery and other types of stores to operate along the network and possibly allow more +30s to expand the retail space

An app like google maps for navigation

An app where you can put in the address of your current location and where you want to go that shows you the best Plus 15 route to take and the approximate walking time. Kind of like Google maps for Plus 15s. Also, larger or more prominent signage, or a maybe floor decals (follow the yellow brick road?).

Apps with GPS!!

Apps, mobile technology integration

At the city, manage the +15 network like a transportation network, not like a real estate add-on.

Automatic doors less beams in the walk ways. But please automatic doors that are open in the busy times

Automatic doors or have them remain open during business hours to keep people flowing freely

Available on google maps (including shopping, etc for 2nd floor of network

Better access on weekends

Better access.. escalators, elevators, make it easier for people who can't climb stairs.

Better camera quality. I was attacked in the Plus-15 and when we pulled the camera footage, it was terrible and the police were unable to identify my attacker.

Better cleanliness of stairwells. Better insulation/temperature control; some seem very cold, while others get extremely warm.

Better heat/cooling systems

Better pedestrian connections to the south side of the railroad tracks (i.e.10th Avenue or beyond), Less claustrophobic connections in older buildings

better/faster maintenance

Busking and loitering with signs should be prohibited given the nature of the space.

Cleanliness, removal of old carpet, construction dust, unfortunately less or no loitering by homeless

Closing at 5 or 6 consistently. There isn't enough security in them that are able to do anything when people are put in uncomfortable, or dangerous/threatening situations. It's a hangout for homeless people after office hours. It's not safe.

Coloured LED lighting, as well as more interesting designs such as the bridge between Centennial Place and the Devon Tower

Consistent environmental control.

Consistent heat/cooling. Some of these indoor plus 15s are boiling in the summer and freezing in the winter.

Consistent heating/cooling, eg delta bow valley can be quite hot, some others very cool.

Consistent temperature control. I love how each plus 15 is slightly unique.

consistent temperature

Consistent temperature

Consistent temperature

Consistent temperature. Some are very hot while others are very cold.

Defined areas for people to sell or get you to sign up with their organisation that is NOT on the bridges. Buskers on the bridges are fine because they stay to the side but not people trying to walk in your path so that you have to stop and listen to their pitch. If people want to stop, they will.

Don't let musicians use amplifiers.

Doors that open automatically. Very congested when doors do not open

Doors that stay open during peak use times

Double mention for the apps to help find your way.

Double the width of narrow doorways

Eliminate buskers from the plus 15 networks

Eliminate some +15 and put that money in the improvement of the public realm of the street.

Ensure clear, free flowing walkways. They don't need to be fancy, focus on functional.

Ensuring they are all warm

EVERY BUILDING SHOULD CONNECT I WANT TO GET FROM CALGARY TOWER TO ALMOST KENSINGTON WITHOUT GOING OUTSIDE

Expand the system across the City, Such as South Centre to Anderson Station or Chinnok

Fewer +15s and more people breathing fresh air and being out on the streets would be a good thing. Where we must have them, clearer signage directing you to the next +15 once you are in a building. Think subways that are good at showing you the path to your desired platform.

Fewer dead ends

For busy times, some signage to encourage users to keep to the right and let others pass. Some people are out for a stroll, some people are trying to get somewhere -- that combination doesn't work well at lunch time in the winter.

Free open WiFi

Get the electronic maps working again. Hard for tourists to find their way around.

Get the plus15 on Google maps. If it is ever to be used as a convenient and safe alternative to street walking for other than DT office worker it has to be part of the normal traffic system and therefore it needs to be on google maps. Other apps are useless when it can just be on a app that already works.

Google maps compatibility instead of a special app

Greater network to more of Calgary. Buskers, pub seating/coffee bar seating, street vendors - make it a street level dream but for the reality of a winter city.

Having universal design standards (consistency) is key. They need to appreciate the view provided from the overlooking bridges. An app is last generation. Consider wifi and Bluetooth beacon technology. Google it... lots of marketing potential.

Heating and cooling is awful. Some bridges are sweat boxes and others are freezing cold on the same day (around the Shell building and Westin hotel for example).

Heating/ cooling/ temperature control

high quality design/architecture of plus 15s.

hours are nice to have, definitely beneficial to all, perhaps night time security panels for retail shops would be good, although that is what security is for. a more conducive to 24 hours area with decent web(digital library) access at or near a medical facility would be nice.

Hours in consideration of the weather (if it is snowing heavily they should be accessible at all times)

Hours of operation listed on doors. Occasionally i've tried to access +15 through an exterior stairwell/door, only to find a blank locked door. it can be difficult to determine if it's the correct door, or just locked.

I don't believe changes to the +15 should be a priority for Calgary when they can better tax \$ for education or snow removal etc

I get turned around in the +15 - perhaps North, West, South and East signage would help people wayfind.

I like the variety in the bridges, dont standardize them.

i LOVE that all the bridges are different - makes it interesting to walk through the system and I have some favorite bridges! I enjoy walking through the garden/open spaces - it recharges you during the work day! More security only if you connect the Plus 15 to the train stations.

I think the Plus 15, in certain areas, be used as warm places for homeless people to sleep in very cold weather.

I would tear them down so as to encourage more people to visit the street level shops.

I'd like to see the +15 close during the summer months, so that Calgary's downtown could have more street life.

I'd like to see interactive mall style maps that will show you a route from A to B. I find the static maps to be too confusing with too much information that's extraneous to your route.

Improve connection between Harry hays building and Delta (only one door access), and improve Delta corridor (too narrow)

It is helpful when bridges have a sign indicating the street you're crossing. Where there are exits to the street, it would help to have signs indicating the street/intersection you're exiting to. The temperature is very inconsistent. I'm annoyed that Jehovah Witnesses are on the bridges all the time with their sign JW.org Places to sit are usually limited to those patronizing a particular restaurant. Gardens? What gardens?

Jogging/exercise "lanes"

Keep the homeless people out, more security

Larger door access between 5th Ave Plave and Plus 15 to International Hotel by food court - bottleneck/ Consistent Temperature regulation as some are too hot and stuffy especially in winter when coming from outside; also performers sometimes play to loud for spacial area and pop up stands/people for charities have to be respectful of people's time (if not interested don't continue to ask or approach)

Larger doors to provide better flow of foot traffic, many portions of the +15 narrow to only allow

Less consistent style of Plus 15 bridges. I love how different they all are.

Less homeless panhandling and poor musicians

less hot in winters. i'm sweating like crazy by the time i get to work.

Let google figure out the map thing and don't bother sinking public money into it...

Let me use google maps directions to get places using the +15 network

Let's not build more Plus 15 so that we can return street life to our downtown streets and so that our downtown streets are less segregated and focus more on improved sidewalk and crosswalk clearing.

Love +15s! More the better.

Make connections to new Green Line Stations (Eau Claire, 7th Ave). More connections across the rail line into the Beltline.

Make mandatory for new or renovated building to have ground floor for shops and restaurants. Big, empty entrance hallways to office towers make this downtown dead.

Making sure that all Plus 15's are easily accessible for those in wheelchairs and with other disabilities. Less doors. Less stairs.

making sure they are all heated

Many parts of existing system are closed. I would like to see these opened again, especially the part of the system that connects the Municipal Building to the Andrew Davidson Building.

Maps at either end of each bridge crossing or maybe in the middle of the bridge.

Marketing in the +15's to help pay for maintenance. Paper maps for businesses to hand out to tourists/visitors who are not familiar with the system. Maintaining all +15's to the same standard

more +15's...they're great!!

More automatic doors or keep doors open during the hours of operation

More connections to the street

More consistent temperature.

More direct connections/alternative routes

More fancy ones. I really like the new one going west from watermark tower

More green spaces and plants

more interactive app maps (showing current location in network)

More map locations would be nice.

More of them.

More Plus 15 systems outside of the Down Town Core. Connecting Shopping Centres to LRT or Buses

More quick cheap healthy food

More security and lighting during off hours. Specifically between the hours of 05:00 am - 07:00 am

My biggest issue with the Plus 15 is the inconsistent hours and access. Often, even if the Plus 15 itself is open, the building to get into it is closed, so it's really only effective for the handful of people who are already inside the system. If that has to be the case (and I don't understand why it needs to be - if a building has security and recognizes that the public will be accessing the building via the Plus 15, why can't they leave the doors open to allow that access?) then the after hours access points need to be clearly marked. Also, I shouldn't need to memorize separate time schedules for every single building. Would also be nice if some stuff were open after 5/6 PM so we could shop in the Plus 15 on the way home.

Never expanding the network and knocking down previous installations as buildings redevelop.

No buskers

No more slippery ramps! Where buildings have slightly different heights there should also be a stairs option to get to the correct level.

No panhandlers

not allow buskers

Open 24 hours. More like a European style arcade. Plus 15s are inherently exclusionary private spaces.

Open earlier in morning 6am not early enough

Open until midnight.

Other

People representing organizations that are asking for money should not be allowed in the plus 15 system

Please open the Plus 15 earlier than 6am, for the people that would like to go to 6am activity/gym classes.

provide better busker entertainment (electric guitar man is just a noodler, not a creative player, and he's amplified, not able to play a consistent song through)

Put a fast/slow walking lane just in the bridges. It's hard to get anywhere in the +15 when people walk 2-4 abreast and meander in the middle of the hall. Can't even get 3 feet of space to pass the slower walkers sometimes.

Remove beggars, tramps, hobos and buskars.

Remove every single one of them to bring street life to Calgary.

Remove them all

Security is needed to protect early or late workers from the drunk people harassing citizens. This would be at 5:30 to 6 am. No more additional dollars on art

Shut down in the summertime - promote outdoor pedestrian activity

Some way to distinguish north south east and west

Somehow make it so that it's not so hot and stuffy. Some type of an air flow please.

Spend the time and money on making streets better spaces

Stop expanding it and consider removing some of it to improve street life.

Stop people playing loud music or displaying offensive images (i.e. abortion pictures)

Street access after 6 pm is inconsistent

Surface conditions not so slippery (bridge on 7th leading to Holt Renfrew is treacherous sometimes)

Temperature (some are suffocatingly warm)

Temperature control

temperature control

temperature control - even in the winter they get very warm

The +15 competes with street life, and Calgary's residential density downtown is not sufficient to support both. Thus both the streets and +15 feel empty and run-down. Where +15's exist, consider opening them 24/7, improving them, and closing the street below to pedestrians (+15 replaces the public street), or alternatively, permanently shut-down the +15's so they don't pull daytime pedestrian traffic from the streets. Have one or the other. Calgary's lack of density (and apparent lack of spending on public realm downtown) means if we try to have street life and an enjoyable +15, neither will be developed enough to be satisfactory.

The closing times are very frustrating....especially when a sign states it's open until midnight and it's closed at 9:30 (parade connecting to 8th ave place). Or when a security guard sends to across the street to a locked door so he doesn't have to unlock the door for the bridge....which was supposed to be open (watermark building). Three times last week I encountered a locked door that was supposed to be open according to signage and maps.

The current app (unofficial) is almost unusable.

The hours are very inconsistent. They could say open and you can get kicked out and have the doors locked behind you at random. It feels like we have this awesome service that can't be used outside office lunchtime...i avoid them at night because of this when I would rather take them for safety reasons

There are a few locations that do not have automatic doors, and we have had to help mobility impaired people in wheelchairs in a few places

This says choose all that apply, but I can only select 5. This is confusing. I would choose almost all of these options.

Turn them all into consistent walkways. Too often they turn into corridors in buildings

Uniform heating

Washrooms, please!

When I say better signage.. I mean when it is open and closed

would be great to have Plus 15 access integrated into google maps. a separate app is second best. This is to find out if you can get to your destination using the plus 15.

Would love more buskers (playing great music) and less Jehovah's witnesses

Question 18: What types of activities in the Plus 15 network would encourage you to use the Plus 15 on weeknights and weekends? (Please choose only 5 answers below)

5k races!

Activities for kids

Actually being open! So inconsistent, one link guaranteed to be closed so I don't bother

All buildings open until midnight, especially in winter

All of the above should be done on our streets rather than spending money adding more +15 that takes the life out of streets

All of these are great ideas, the system is usually shut down at night, empty.

Allow licensed buskers to perform throughout. The rules are inconsistently enforced and so buskers are given priority over others simply due to who they know

Allow photography.

An assurance of personal safety at all hours of operation.

Anything as long as they don't impede the flow of foot traffic that the +15 was intended for!

Be open!!!!

Bike crit races

Buskers and food options / retail

Buskers in all +15's that are city property

Calgary Transit running later - going downtown for bars is hard to justify when transit stops running before bars close for the night. Bars downtown are the #1 reason I go downtown, and I would like to be able to use +15s to get to where I'm going late at night.

City 'planners' need to get up to speed on economic reality. I see half of +15 businesses have left. I suspect not just energy downturn but high taxes & City fees. Who is going to risk capital on a commercial service with high probability of financial loss? Scavenger hunts? Birthday parties? Seriously? Is that you Druh Farrell?

Concerts

Consistent hours throughout the network. Very frustrating when don't know if all bridges are open or when one is closed and you have to double back and exit network.

Education

Family oriented events - especially in the winter

Farmers Market in Winter

Fitness circuits

Food courts, restaurants and services should stay open later

Free parking and shops and food courts open

Free parking downtown

Free parking to visit retail. But downtown isn't a safe place after 5pm. I avoid it.

Free parking, free parking, free parking

Getting to and from Eau Claire movie theater to or from the Core.

Grocery

Having restaurants in +15 open in the evening and on weekends. Pharmacies

Hours! Many entrances aren't open on weekends. Getting to the Glenbow, for example.

I am generally not downtown at night or on weekends

I am not downtown on weekends so probably wouldn't use.

I do not live in the core, when I do not work, I am not downtown and therefore never use the +15 system outside of working hours.

I don't come downtown on the weekends or evenings.

I don't come downtown on weekends

i don't go downtown on evenings and weekends often enough to use the plus 15. I may go more in the winter during bad weather if there were indoor parks and playgrounds for the kids and I knew the network would be open

I don't know how you could get name to come back into the core at night.

I don't like to come downtown on the weekend. I'm here enough during the week!

I don't need activities but more hours they are open so I can walk safely indoors at night

I don't use them in the evenings

I just don't come downtown at these times, so it wouldn't matter if there was more to do in Plus 15s.

I live in the suburbs. Until I can teleport I doubt I will use them much on weeknights.

I think having local craft festival would be fun! Have different artist/crafters sell and feature their art work, like jewelry, knitting, paintings, etc...

I won't use in weekends

I work downtown all week, tend to stay away on the weekend

I would go downtown more if there was parking

I would like to see more small business owners be able to own real-estate (eg. condo units) situated in the plus 15. I would also like to see more businesses that have ground-level AND plus 15 entrances. More businesses and activities will make the Plus 15 more popular in the evenings.

I would need a reason to go downtown during those periods.

I would rarely use the plus 15 network on weeknights or weekends whether or not there are additional activities.

I wouldn't. I rarely am downtown evenings and weekends that would use the +15 network, except when I'm working late and use it to get to transit.

I'm never downtown on the weekends so unless you can turn Calgary into Vancouver or Toronto there ain't nothing to come downtown for, so who cares about the +15 system then? The +15 system killed what little street life we had.

I'm not downtown on weekends, do no changes

If I lived downtown I would use them, but I rarely come downtown on weeknights or weekends.

If it were open on weekends, I don't need activities to use it. I just wish it was open, as it's safer to walk in than the park, and I'd walk it just for exercise. And to go to TD Centre.

If they are open late into the evenings throughout the network I would use when downtown. But, right now it's a guess if something is open or not so you use the street.

I'm not downtown on weeknights or weekends so nothing done would encourage me more to come during those times.

I'm not typically downtown during those times so it doesn't matter to me.

I'm rarely downtown during these times

I'm rarely downtown on evenings or weekends, so I don't think the +15 network would change that.

Indoor playground areas for children. It's really hard to find good indoor play facilities, especially for toddlers and preschoolers, when the weather hits -20 or colder. The Devonian Garden play area is lovely, but not suitable for toddlers (no small climbing structures or gentle slides.) The Eau Claire one is nice, but difficult to access from the LRT when the streets are filled with slush or windrows. It would be great if there were more playgrounds for kids downtown, and playgrounds designed for all ages of kids.

Is this about activities held within the +15 network or as a result to walk thru the network to get to a destination?

It would be nice if they were open on the weekends period. As more people continue to live and work downtown, it would be nice to see the city embrace these assets and allow people to move around the downtown core (and into the beltline potentially) no matter what day of the week it is. It would be nice seeing +15's become something like Tokyo's or Toronto's subway stations, full of markets, food vendors, and service venues. I believe in this city, and it would be nice to see it continue to grow and thrive as an urban hotspot.

It's a movement system. Don't clutter it with unnecessary activity. Most areas are busy enough now.

Just having the doors unlocked in the evening. (Would prefer no events to be held as they slow down my passage.

Keep them as walkways. Don't clog them up

Knowing when they're open

Less busking.

less homeless

Longer access to seating areas near coffee shops or coffee shops positioned near seating areas.

longer hours for more residents to enjoy and less restrictions. treat it as an actual public street with access and expansion of services allowed along the full length and penalize buildings not attached. police them as a public place rather than security guards randomly denying access.

Lots of the food/coffee vendors close by 3-4 pm, the office crowd is gone so we can't blame them for closing, with more use afterhours it may mean more revenue for those vendors.

Many of them are closed and locked down on evenings and weekends

More connections and more accesses open on weekends

More security.

No activities would encourage me to use weeknights or weekends

No added noise (parties/concerts). Those belong in clubs and outdoors. We already have that. Markets, at the right location, yes. Art and culture, absolutely and more-so. The recent addition with LED lighting has potential, if the light pollution is considered and doesn't hinder neighbors. There is, currently little art/light in tunnels for the sake of people on the street or tunneling through (beakerhead'ish). Again, beacons for marketing/tour guide/shopping)

No events would encourage me to use the plus 15, as I do not live downtown. My primary use is during the day at work for meetings.

None of the above. I only use the +15 system when the weather is colder than -10C or the sidewalks are sloppy, I hate what the +15 does to Street life and wish the system would close in the warmer months.

None, don't go downtown on weekends or evenings

none, I don't live downtown

None, why would i want to be there at night

None. +15 is meant for day activity, and it delivers that. When I use it afterhours, it's still available. I would only like to see better signage; it took me to get lost so many times before I learnt the routes

None. Let's work on streets instead. Let's make a beautiful , inclusive and people focus downtown for all, not only for few people working in those buildings.

None. The Plus 15s are a route not a destination.

Not kicking people out who are using the +15 Network for warmth/shelter.

Not much reason to be downtown on weekends at this time, except to go to museum or concerts, which aren't well connected.

Not sure this is the best place for events, could get crowded.

Nothing - Calgary downtown is dead on evenings and weekends. The cost of parking makes it even more difficult to justify coming downtown

Nothing - who would want to be inside on the weekends? Come back to the sun people. These questions are a pathetic attempt to justify a mistake that should be corrected.

Nothing I don't come down at night or on weekends.

nothing is likely to encourage me to use the plus 15 outside the work day

Nothing would - Downtown Calgary is dead on weekends and evenings and parking makes it ridiculous

Nothing, as I do not live in the city and even when I did live downtown I rarely used the +15 except for making crossing some streets quicker.

Nothing. I work downtown all week and have no desire to be here evenings & weekends LOL

Open doors. Toilet access would be amazing.

Open Hours: I would already use the plus 15 on weeknights and weekends if I had access, but the majority of the system is closed or access is closed because towers lock their front doors and prevent access.

Open until midnight

Other people

Our building isn't connected to a plus 15 so unless we can get into another building that is attached before 5:45, we can't access them after hours.

Overall feel of +15 network after 5PM is quiet and closing down for the day. Shops and food are only open shortly afterwards. Not much incentive to use +15 after hours when everything is closed.

Photography should be allowed within +15 (non-commercial/personal use)

Place activities at the street level

Please do not spend taxpayer money on any of these activities. We should be focused on priorities and belt tightening, not on nice to haves like whether our +15s are fun enough. If we miraculously find a pot of \$\$ for this type of activity, it should go to engagement activities at street level.

Please don't allow amplified music or whistling (or anything ear-piercing) in the Plus 15s. Also, please don't encourage large groups to congregate in Plus 15s that would block pedestrians trying to walk through.

Pop Up shops - We're a winter city - the weather here sucks, bring new concepts to the the folks inside during the winter months

Really? More security would be all that is needed to get me to use it.

Safety

Security

security

Security to remove people who are high and harassing

Security. There 100% needs to be more security presence. I am a female oil and gas professional who has been working downtown for the past 15 years. I have a and I have a hard time using the Plus-15s when they are empty, only have 1-2 other people inside, or they have questionable people inside (i.e., around 430-5 pm on weekdays). It feels like there is no way to protect myself, there is no way out and there is no one to help. It also doesn't help that I know how terrible the security footage is and how difficult it is to identify an attacker in the event that there is an incident.

See above

should be pulling activities onto the street, not necessarily into the plus 15s

Should occur at the street level

some buildings are closed on the weekends, so I have to go outside anyways to go where I need to get to.

Take all these events to the street where everyone can enjoy them. Not just the rich corporate folks.

That they are consistently open

the downtown is kinda dead at night, so not much would bring me back after i leave the core after work.

Them actually staying open and not getting trapped somewhere, which has totally happened to me.

them being open, most of them close at 6.

There are some long loops through the system, allow winter running races, or off peak hours fitness walking/running similar to mall walking.

Unless there is better transit or free parking downtown, coming down late or on the weekends will not be affected by plus 15 changes

Walking groups.

Plus 15 Network Policy Update

What We Heard Report
May 10, 2018

We would like to see an indoor play ground like Hide n Seek or it's equivalent. You need more people living in the downtown core and if we had a better destination for children/family activities we definitely bring our kids to an in door park in the +15 during a week night.

Week ends are even worse for open and close times....

Well-behaved, on-leash, dog access and pet-friendly patios.

Working late.

YES. I'm in favour of creative options to keep the core busy during off-business hours. Sucks to have so many great buildings sit empty overnight.