

Making Choices That Matter Phase 3 Community Conversation Cafes May 2012 Transportation

Total Number of Participants: 203

Note: Not all respondents answered ALL of the questions.

TRANSIT	Increases: 32	Decreases: 2	Leave as Is: -	Eliminate: -	N/A: 13
COMMENTS RELATED TO INCREASES:					
<ul style="list-style-type: none"> • We need more and better transit. • Roads and Transit need to be maintained on an ongoing basis. Money spent on these two things is money worth spent. • Expand primary and secondary routes to encourage ridership. Make more affordable, faster. Have road crews monitored for efficiency and accountability. • I would like to see improved user & community consultation in transit & other transportation planning to improve the relevancy of these service areas to Calgarians. • Calgary transit needs more buses from communities to the LRT stations to make our city more environmentally friendly. • I voted to increase transit, but I want them to do an audit of how money is spent and ensure they are stewards for the money. • I use transit and taxis to navigate in Calgary as well as car sharing. It would be great if Calgary continued to improve transit service by preplanned routes for new communities. Do our bus drivers have the use of existing fitness facilities? Increase bus buddy program for as many cultures as possible so that everyone feels comfortable using the bus. Don't paint ads over the windows as it makes visibility difficult from the inside. Maintain online bus planning and update as needed. • Calgary transit is rather well run but it needs as well to bring costs to more affordable and sustainable level. • Increase funding for transit, bike infrastructure, and pedestrian circulation. Decrease funding for roads. • Give a number to every street light for people to find easier to report burn out. Think about to poise streetlights in scattering pattern than poise at each corner of every block since the length of every block is different. Set up more surveillance at CTR station for safety issue. • I would like to see 24-hour transit services, more routes/route frequency, a lengthier transfer time (long enough for mom to leave work, get to the day care, suit her children up in winter gear, get back on the bus to make another transfer). I would like to see an improvement in the quality of service and accessibility of Access Calgary as well. • More cars and buses equates to more runs in a 24 hour period = less time waiting for customers. I think this kind of uptick in city transportation services would increase ridership, which would decrease carbon emissions from vehicles and remove some congestion from roads. • LRT is great and needs more dollars. This is a key part of the city's future development. 					

- More people would consider using transit if the buses were less full and more frequent during peak hours. Better "commuter" service to the train stations on way. Decrease Calgary's environmental footprint, promote a more "healthy" Calgary - more walking to the bus!!
- Provide better service for the existing urban sprawl. Consider a pay-more-for-distance fare structure (like London transit) to discourage more urban sprawl.
- Transit needs more than simple changes such as extended C-train or extra buses. Money should be invested in establishing a "grid" network rather than a "hub" & "spoke" system. This would make transit use friendly & possibly bring economies of scale over the long term. The more people on transit the higher the safety level and less need for auto-oriented development.
- Transit - better way of getting around the city will mean less traffic on the streets & roads. East - west as well as north - south connections with feeder bus on shorter routes would be faster. More stations that have numerous connections. Roads & Bridges - consider tolls to help pay for them.
- C-train and possible sub-way expansion are the backbone of any modern Metropolitan area.
- Streamline transit projects, to increase efficiency and viability for public transit as a legitimate alternative to personal vehicle. Over time the improved service and access would likely lessen traditional infrastructure demands.
- I applaud the city for the low income transit pass however there are many administrative changes that must be made in order to make it more accessible to people living on low income. The income cut off must be increased to 100% of LICO; there should be a sliding fee scale instead of the fare being 50% of the adult fare; there must be more proofs of income rather than just last years tax assessment - AISH; there must be income subsidies for people of all ages that are fair including youth and seniors. The youth pass must not be based on whether or not a person is in school, but simply on age. The 35.00/year seniors pass must be eliminated and replaced with the LITP. Transit passes should be based on income not age. Baby boomers will bankrupt this pass.
- Access Calgary must be completely overhauled. It is very inefficient and unfair to people with disabilities. It also has the potential for causing serious harm to the users because of the long waits that the users must endure especially in our frigid winters. There are many many issues that Access Calgary refuses to fix.
- We need 24 hour services (at evening/weekend levels as the very least) AND we need to see an increased usage target of 10% (i.e.; 10% more riders) within a specific period
- Help make it easier for seniors to travel. Do what it takes to make the community commute to work.
- Need to charge all seniors above lico the same rate as the adult passes. Need to open up services 24 hrs. A day.
- Increase alternative public transit alternatives for older persons, mothers & persons with disabilities that include integrating local neighbourhood alternatives with the larger transit system.
- Improve roads (also road cleaning). Improve bus service (mini buses on "off hours" to outlying areas)
- Transport services are appalling most people need to catch at least two buses on a bus and train most transportation goes north - south, not east - west.
- Develop a better system for inter-community routes & less on downtown focused routes. Look at how lack of access to transportation can lead to social exclusion for vulnerable populations - how can city transit improve short-distance routes by reducing wait times. Ensure transit considers -30 degree C weather during transfers & wait times.

COMMENTS RELATED TO DECREASES:

- Let private sectors participate in providing transit services.
- Decrease dollars to Roads and compensate with increased dollars from developers of new communities. Redirect additional fees from industry to Transit and Transportation Planning.

ADDITIONAL COMMENTS:

- Not necessarily a question of increasing/decreasing funding for a department as opposed to re-prioritizing, reallocating funds within a department infrastructure for cycling (especially on designated inner city roadways), should include separated/divided bike lanes where cars are not allowed to park.
- Increase service frequency.
- Transit - like to see all the C-train lines are as safe & clean as all the other lines.
- Regarding our public transportation system - C-train specifically - is it possible to put \$ into a different system? I find our train slow, inefficient & a waste of resources. I have stopped using the system & hope that in the future or better system & better city planning to make the system more efficient & more accessible.
- Leave as is with reallocate within. Calgary Transit increase and Roads decreased. Roads: contract out traffic control devices, streetlights & aggregate & asphalt. Request RFPS. Would benefit small industry & increase corporate taxes. Labour in corp. is less than labour in union environment. Transit: Increase & invest more into LRT system. Get people moving faster & more effectively. Move \$13M from Roads to Transit.
- Seniors bus passes should be eliminated. It can't be used on Access Calgary anyway, is a lot of paperwork and admin additional costs. ? Be put into maintain better transit for everyone.
- Simplify bus routes to make system more understandable to newcomers and infrequent users.
- Transit - snow removal must be more efficient - basic services need to be maintained as efficiently as possible - overpasses should be taken care of - fleet vehicles must be taken care of during high-snow - departments (snow removal, transit, etc.) must work together. I.e.: bus was stuck, plow went around it.
- Transit - NE - safety is a real concern - there is no one to protect a woman on the trains - routing doesn't serve the quadrants well - need to change routes so that they support other travel besides to downtown.
- Calgary Transit - cleanliness & maintenance & security. 1. I believe the C-train stations on the NE line should be kept cleaner and better maintained. 2. The bus shelters should also be kept cleaner and better maintained. 3. I know a number of seniors who are reluctant to take transit for security reasons. 4. I think it's time the NE line is brought up to the same level of appearance as the NW line and the new SW line. 5. I believe if the above remarks were implemented more people would ride transit.

ROADS	Increases: 11	Decreases: 4	Leave as Is: -	Eliminate: -	N/A: 12
-------	------------------	-----------------	-------------------	-----------------	------------

COMMENTS RELATED TO INCREASES:

- Older neighbourhood roads and main ones like Southland and McLeod are almost at third world standard. Need repairing - maybe get Wal-Mart to help pay a contribution. Main roads around the city are not well planned and have become overcrowded - example - Crowchild north of Kensington Road.
- More attention to providing snow removal.
- Roads and Transit need to be maintained on an ongoing basis. Money spent on these two things is money worth spent.
- Snow removal is important in a city like Calgary, even if it is just removing the worst of it a couple of times a year in residential areas. Also, potholes are a big problem in this city. I am personally in favour of paying some extra tax to provide the services I ask for. As long as I am getting what I pay for (minimal wastage, effective use of funding), I will not complain. Vary the budget proportionally with the size of the city and number of taxpayers.
- Snow and ice control needs to be funded so it doesn't impact other services.
- Roads have to be improved. Traffic is horrendous.
- Roads - as is I feel that roads are well maintained & serviced in the city. I would like to see less focus on interchanges & freeways & more on systemic transportation (multi-modal) planning & transit.

COMMENTS RELATED TO DECREASES:

- Roads are not the future of a mature Calgary. Invest in transit instead.
- Reallocate transit funds to focus on ensuring quality pedestrian & cycling corridors. Focus less on roads for cars - more on roads for people. Have flow lanes on Deerfoot & other high volume expressways. Tie in monthly transit pass to pay for parking in commuter lots. Increase revenue by charging for on street parking permits.
- Decrease the incessant re-engineering of "Neighbourhood" streets to quiet them. This just creates the unintended

convergence of redirecting flow to other street - requiring them to be "quieter", until feeder roads are the only remaining streets that go anywhere - causing them to be overburdened.

- Decrease dollars to Roads and compensate with increased dollars from developers of new communities. Redirect additional fees from industry to Transit and Transportation Planning.

ADDITIONAL COMMENTS:

- Maintain current levels, but have roads follow (at a minimum) a cost recovery model for providing road services to the Calgary Stampede and BRZ events.
- Roads have to be improved. Traffic is horrendous.
- Traffic - signals are not synchronized for stopping traffic for C-train - if causes blockages for traffic & no one else can go.
- Roads - want to know that the work people are doing is high priority.
- Roads - concern about building of roads - how do potholes develop? - Water mains causing damage - warranty on roads - contractors fix problems if they occur - roads need to last longer than a few years. Street cleaning - signage & delays are inconsistent - how do we know when it will be done? I have to keep moving my car when I expect it to be happening then it doesn't happen. - Blocked grates are a real problem - check on where resources are applied - are they really assigned where they are needed - do the work that is required - think about the work that is preventative - make sure that the people are doing the specific job that is actually needed.
- Potholes - quick patching of potholes doesn't work & is ineffective. It just needs to be fixed again.
- Street lights - more lighting on pathways and under bridges
- Synchronize all traffic lights and do it within the current budget.
- Allocate additional resources towards transit, which should be a top priority. Allocate additional resources to improve computer bicycle capacity and safety. Allocate more resources to ensuring street light bulbs that are burned out are changed quickly. This helps make side walkers and streets safer.
- Maintain the enhanced levels of snow removal that were implemented in 2010. The clear roads are of extreme importance and safety. To build the tunnel is extremely important. Deerfoot cannot handle all that traffic. As it is refer to Deerfoot as the Deerfoot parking lot in rush hour.

TRANSPORTATION INFRASTRUCTURE	Increases: 6	Decreases: 1	Leave as Is: -	Eliminate: -	N/A: 7
--------------------------------------	------------------------	------------------------	--------------------------	------------------------	------------------

COMMENTS RELATED TO INCREASES:

- Older neighbourhood roads and main ones like Southland and McLeod are almost at third world standard. Need repairing - maybe get Wal-Mart to help pay a contribution. Main roads around the city are not well planned and have become overcrowded - example - Crowchild north of Kensington Road.
- Transportation Infrastructure - cycling strategy Please increase the infrastructure budget from zero. Develop a comprehensive cycling strategy that includes separated bike lanes, bike racks on buses, bike parking. Emphases on direct routes and connected all communities.
- Poor managers - park and ride at cost is silly and should never have happened.
- To find a solution to accessing the Rocky View General Hospital at 14 Street & 75 Avenue SW. You must work with Alberta Health Services and the Province (whatever department) to improve access to it. Albeit the site is already overbuilt. I would even pay the cab fare for transportation big shots to take the circle route at 7:30 am or 5:00 pm in order to access the hospital or better yet when there is an accident in the only access lane. Don't put off this project because you have to study 14 Street. I see functional study in 1997 at \$500,000 or wait for the SW Ring Road decision.

COMMENTS RELATED TO DECREASES:

- I made this choice to allow for an increase in planning without increasing the overall budget. While I think good transportation infrastructure is important, I think it is even more important for us to focus on forward thinking planning for our urban development and land use, especially, with regard to cultural, ecological and fiscal success. I think excellence in planning and integration can lead to greater efficiency and viability across most areas of civic responsibility. Thank you.

ADDITIONAL COMMENTS:					
<ul style="list-style-type: none"> Maintain current levels but increase funding to alternative modes of transportation (cycling, carpooling, walking). Along 36 St North East it would be nice to have the car-traffic lights coordinated with the train barriers so that cars are not facing red light while the barriers are down. 					
TRANSPORTATION PLANNING AND DEPARTMENT-WIDE SERVICES	Increases: 14	Decreases: 2	Leave as is: -	Eliminate: -	N/A: 2
COMMENTS RELATED TO INCREASES:					
<ul style="list-style-type: none"> We need cycling paths badly. I have lived in Calgary my entire life (53 years) we lack any foresight. Build the roads with the future communities in mind. I have seen roadways revamped 2-3 years later. Why was no one thinking ahead? Way too many lights. More sustainable and efficient transportation options. More walkable communities - work with land department to make more livable communities. Begin to phase car-oriented development out and make BOLD moves towards bike-pedestrian - and public transit-oriented development. Increased spending in "sustainable" transit and reduce spending on roads. Calgary Transit and Transportation Infrastructure are also business units that were ticked for this comment. Decrease funding towards suburban development and start spending wisely. Quit spending money on new roads and sidewalks in "communities" on the periphery of the city and start improving the sidewalks within existing inner city communities. We need more developments like the river walk, which promote a healthy active life. More designated bike and walking paths on major roads downtown. Bike paths should be at a different grade. This is a high priority for the clients we serve as many rely on public transit. The environment requires us to focus new transit development on less environmentally costly approaches. The current state of public transportation in this city is lacking. Public transit is much of the time unreliable & does not reach many of the communities in the city (C-train service). Allocate \$ to build the North Central LRT SE LRT in a time frame less than 5 years. It is needed now. Widen Deerfoot trail - It's a major thoroughfare and does not have the capacity to handle the amount of traffic. Poor managers - park and ride at cost is silly and should never have happened. Planning increase - enough resources to ensure plans/policies in place in advance of the next boom. I do not have enough info to comment\$ A former resident of Vancouver, I find Calgary's current transportation (bus) system quite frustrating, but also understand it's particular idiosyncrasies are linked to the style in which our city was built. I think we need to develop a better system of primary thoroughfare transportation (simpler routes) and secondary, routes with a higher volume of buses. I used to live off 14th Street North (what I would consider on medium-sized transit "artery" and the bus stopped running at dinner time) I firmly believe that there is a need to provide more transit to encourage use of transit - i.e.: if you build it, they will come - as opposed to prioritizing transit in response to demand. As long as the city keeps sprawling & service is intermittent & sporadic & takes a long drive in a car to? Miles away from a crowded LRT - people will continue to drive. The cost in terms of pollution, road costs, and accidents of car use would, I firmly believe, be lessened by providing more, accessible, and affordable public transit. Public transit is a vehicle for decreasing social exclusion. Newcomers to Canada often rely on public transit to not only get to work, but to become active participants in the Calgary community. To decrease social exclusion it will require developing bus/transit routes within communities so the rider doesn't have to go into the city core to catch another bus to go to another area of their neighbourhood. Also more frequent bus times will increase opportunities for newcomers to become more engaged. Transportation should be available to all seniors and delivered with dignity. Affordable. Community Shuffle service. Increase safety on bus routes i.e.: lights and recognize the limitations of the aging population. Can't get on and off as quickly. Improve the operation of existing roads and streets. 					
COMMENTS RELATED TO DECREASES:					
<ul style="list-style-type: none"> My main point is that this city is spreading/sprawling too fast. Because of this, I have allocated a decrease in road 					

maintenance for outreaches and an increase for future planning. I am also okay with an increase in taxes to maintain current budget allocated to this area.

ADDITIONAL COMMENTS:

- Don't repeat mistakes of the past with transportation decisions. Work smarter & differently.
- Calgary operates 24/7, the transit needs to operate 24/7. If you want to increase ridership you need to: 1 - Make transit effective and efficient. 2 - Deal with sidewalk and street cleaning to make access to the service easy. 3 - Completely restructure routes so they overlap and time stops coincide. Senior's bus passes should be based on income as opposed to age threshold. Cut off 37 Street access to T'suu Ting reserve.

GENERAL COMMENTS (TRANSPORTATION)

Increases: 8

- This is a valuable service and should continue to provide superior services.
- Transportation is part of our every day lives and the city is not keeping up with the growth of our city and population. We are far behind other international cities and need to catch up.
- What is done in one department affects another. Roads and infrastructure are the most important. Look at other large cities in the world. Next is transit. The southeast must get an LRT system even if the city has to borrow money. The Deerfoot is parking and it is a provincial road. I think the planning department needs to do more consultation with citizens.
- Moving people in Calgary is essential. Snow removal is essential. Safety of the roads and overall transportation for all Calgarians is a must.
- More frequent service for LRT on Saturdays especially to downtown so that people will go there. Continue to work on safety. Given the frequency of incidents, it is not safe to take trains after 10 pm. Get in transportation planning and design to work on gated entries and exits. It will probably take 20 years; other cities do not allow full access to trains. Use Toronto as (I Love Toronto) the model. The project will take a long time, but it should be part of long-term transportation planning, of crime rates in cities where gated entries/exits to the scene in Calgary LRT stations need constant supervision. Who is responsible for clean up of debris along side of the tracks? Very unsightly! Should be part of a Spy Hill activity! For the future, before major road closures are undertaken on a permanent base, example - Barlow Trail, have City Council and chief transportation engineers do a "field trip" to feel the effects. How many city officials have actually driven the alternate east route following signs off Barlow? No need to expand LRT west, so don't even include it in future plans.
- More frequent is an easier solution than the 4-car idea. In the meantime, run more trains at peak times. If the waiting period gets less, people will take public transportation, therefore, the pollution issue from cars will be reduced.

Decreases: 3

- The following comments include all business units and specific services listed above. Cycling lanes - not necessary – dangerous. Busses running empty at early/late hours. Bridge over the river (how many more do we need)? Traffic calming - waste of money. Traffic signal sync - not working. -Loops - many don't work
- Traffic calming. Big medians change from 2-lane to 1 lane in each direction are a waste of money. Use photo radar instead to slow people down.

Leave As Is: 4

- They are essential services that should not reduce budget.
- Stay the same. So much to be done here from potholes & frost heaves to buying LRT cars. It seems like trying to do the best possible.
- Transportation
- Transportation/Calgary Transit

Eliminate: 1

- Eliminate plans for airport tunnel.

N/A: 4

- Spend fewer dollars towards suburban infrastructure, more dollars to maintaining inner-city streets, roadways, etc. S.E. LRT! Get money on increasing transit infrastructure. Bike lanes that are useful for commuters, not just Sunday recreationists. Less interchanges. Current snow plowing is good.
- Scary when lights are out a night downtown. We work late and use public transit so walking is scary. Knowing the number of streetlights. Mount up lights on bike paths and bridges. 200 Bridge on 12th Street - as soon as you go over, it is dangerous at night. Not enough significant lighting.
- Transportation - Bike Infrastructure. Better bike paths - safer - for alternatives to driving on roads. What's the concept/how's the cycling strategy going to work? Worried that only option is painted lines on road. Do we have to increase or decrease budget to get action on appropriate cycling infrastructure? Me biking should save the city money by not using roads, not using transit, not polluting so why is council not putting money to this? Why is transportation Infrastructure net operating budget \$0. Is west LRT funded by province?
- I would like to see expanded LRT routes and a real effort to improve bike paths and develop new ones to encourage people to ride their bikes and feel safe. (Bike lane on roads designated)
- I wonder why the taxi & limousine industry remains under development & building approvals - perhaps it would be better placed & save some \$ under transportation, or perhaps under Calgary Police Services. As part of developers' work, I would see their contribution to schools, transit costs, and green areas & paths, in each new area as a reasonable requirement for their profits. I would like to see it solar powered homes to be the new mandated status quo...it would not take long before it was...the status quo. Not sure what department this would be but it seems to me 2 other, fairly simple ideas could help immensely in terms of land fill & environmental costs: Prohibit Styrofoam or enable recycling of Styrofoam. Prohibit anything but biodegradable plastic bags, disposable utensils & plates, etc.
- Why not use lines like Deerfoot for major roads in the city. MacLeod - Glenmore, McKnight Etc.
- Pave 7 - 24 - Larger Pavers - Pave Longer