



# Centre Street N Streetscape Master Plan

Public Engagement: What We Heard Report

Discover – April 2019

## Project Overview

### Main Streets Program

#### Program Overview

The Main Streets Program is one of the ways that the City of Calgary is working to make our city “a great place to make a living, and a great place to make a life.” Our program shares the City’s common purpose of “making life better every day” by implementing a comprehensive process to transform our main streets into places where people want to live, work and play.

#### Main Street Master Plan

A Main Street Master Plan is more than improved accessibility, safety and beautification. It is about placemaking, creating vibrant places that put a priority on sociability, access and linkages, comfort and image, and uses and activity.

#### Vision

Main Streets are places where people come together. They are places where we want to go, we enjoy, and we coalesce as a community. The transformation of our Main Streets will occur jointly through public and private investment and will empower citizens to travel less and live more by providing the things that we need right in our own communities.

#### Core Principles

Main Streets are resilient, adaptable, and attractive places that:

- Celebrate the character of the community
- Encourage diversity of businesses, buildings and residents;
- Create a vibrant destination; and,
- Improve public health.

#### Program Approach

The Main Street Initiative focuses on implementation approaches and programs to enable policies, goals and targets contained in the Municipal Development Plan (MDP). The Main Streets Program consists of five main steps: Strategize; Plan; Design; Build; and, Live.

#### Streetscape Master Plan

A Streetscape Master Plan is intended as a high-level design guideline for public realm improvements. The plan communicates the “big moves”, while leaving enough flexibility to adapt as the street evolves over time.

## Streetscape Master Plan

### Study Area

Study Area Centre Street N was identified as one of the main streets in the City of Calgary Municipal Development Plan (MDP). This project focuses on the segment of Centre Street N spanning from the north end of the Centre Street Bridge and 18<sup>th</sup> Avenue (Figure 1). To create a more integrated main street with better connections to the neighbourhood, this Streetscape Master Plan will also consider segments of intersecting avenues, specifically 9<sup>th</sup> and 12<sup>th</sup> Avenue, and will consider 1<sup>st</sup> Street W and 1<sup>st</sup> Street E as important secondary neighbourhood streets. The public realm surrounding the planned Green Line LRT near the intersection of Centre Street and 16<sup>th</sup> Avenue will also be included in this project.



Figure 1 - Study Area

## Engagement Overview

### Main Streets Program Engagement

Within the Main Streets Streetscape Master Plan process we engage the public in three phases: Discover, Explore, and Reveal to better understand the community's values for their street.

#### Discover Phase

In the Discover Phase, the City listens and learns from stakeholders about public views, concerns, and expectations.

#### Explore Phase

In the Explore Phase, public feedback is obtained through consultation to review preliminary design



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ideas and options developed from input discussed at the Discover phase. We ensure issues and concerns are understood and considered prior to design resolution of the Master Plan.

### Reveal Phase

The Reveal phase focuses on communicating the short- and long-term strategies that will be carried forward into detail design of the project. The information communicated will include: (a) the proposed design; (b) what is different from existing; (c) why it is different, and; (d) how engagement input influenced the design, and; if not, explaining how the input was considered and why it could not be incorporated into the design.

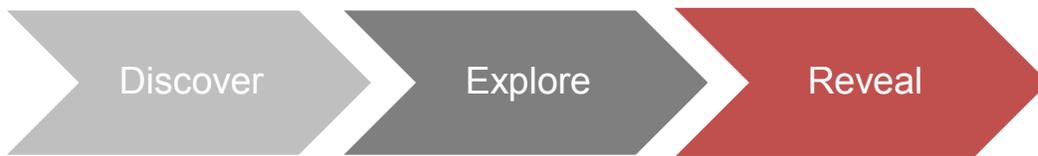


Figure 2 – Phases of Main Streets Program Engagement

### How We Use Your Input

Feedback gathered from public and stakeholder engagement is reviewed with City of Calgary policy and standards, site conditions, and technical design analysis then refined for the next stage of engagement.

### Discover Summary

This What We Heard Report focuses on the results of the Discover Phase of public engagement only. A Discover drop-in format Open House event was held on March 2, 2019 at James Fowler High School (4004 4<sup>th</sup> Avenue NW) from 10am to 2pm to collect feedback on issues and opportunities, respondent’s current use of Centre Street, and a high-level vision for Centre Street. The Open House was part of the North Hill Communities Tradeshow, which included the North Hill Communities Area Redevelopment Plan (ARP), Green Line, Main Streets Program, and other booths from City of Calgary Departments. The City of Calgary was responsible for advertising this event.

The open house materials and engagement questions were available online from March 4 to 18, 2019 on [www.engage.calgary.ca/centrestreet](http://www.engage.calgary.ca/centrestreet). This report includes a summary of the input received from both the open house and online engagement components.



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## What We Asked

### Are We Missing Anything?

Priority issues and opportunities were summarized on two 'Understanding Centre Street' boards, separated into six main categories, and the following statements:

#### Roadway Makeup

Centre Street's right-of-way (ROW) varies from 22.8 meters to 30.4 meters wide; From the original 22.8 meter ROW, the City of Calgary has acquired adjacent property ranging from 3.81m to 7.6m; The carriageway allows for four lane circulation, with centre lane widths ranging from 3.0 to 3.4 meters, and curbside lanes ranging from 3.0 to 5.2 meters wide.

#### Transit Operations

Centre Street is identified as a Primary Transit Corridor in the Calgary Transportation Plan. Nearly 40,000 people travel by bus per weekday. It is one of the few streets in Calgary that has 50/50 modal split - as many people ride the bus down Centre Street as drive their vehicle; Currently, ten transit routes operate on Centre Street, including two BRT routes, and five express local routes; Buses must pull into traffic from both layby and curbside parking lane. Buses utilize both the curbside HOV lane and inside traffic lane. Buses are observed to be behind schedule during some peak periods when traffic flows are high; Transit operations will remain in place "as is" following Green Line completion.

#### Public Realm

The public realm is characterized by monolithic sidewalk area of varying widths ranging from 1.5 to 6.6 meters wide, with few street trees or plantings; The Centre Street walking experience is characterized by the impact from the vehicle environment. It is noisy with commuting traffic moving at speed, and vehicles travelling curbside adjacent to sidewalks, which also affects the pedestrian's perception of safety; There are limited intersections with traffic signals or flashing amber pedestrian crossings. Centre Street's public realm has little amenity to invite people to linger or stroll and lacks quality public space for social interaction.

#### Vehicle Traffic

Vehicle traffic is managed by signalized lane reversal, with lane reversals occurring during weekday AM and PM peak hours; Monday to Friday morning traffic movement is characterized by congestion at 4th Avenue resulting in queueing on the bridge and up the bluff. Afternoon traffic movement is characterized by congestion at 16th and 20th Avenues resulting in queueing down Centre Street to 12th Avenue; During the times of the lane reversal, the curbside lane is designated for High-Occupancy Vehicles (HOVs) and cyclists.

## On-Street & Peak-Hour Parking

Parking along Centre Street is restricted and limited. There are approximately 52 parking stalls available on the east side of Centre Street, and 63 parking stalls on the west side; Approximately 65% of the block faces are signed 'No Stopping' during peak hours. Peak hours are from 7:00-8:30am and 3:30-6:00pm on both sides of Centre Street. The existing street-front businesses may be impacted by limited ability to stop and park at peak hours; Intersecting local street parking is managed with Residential Parking Permits and duration restrictions

## Development Character

Abutting private properties are characterized by development where buildings are set back with front parking, surface parking with associated curb cut accesses over the sidewalk; While there are some outdoor patios on private frontage, they appear to be under-utilized; There is a lack of new mixed-use development as compared to other streets in Calgary.

Respondents were asked to provide feedback on whether anything was missed in the summarized categories and statements. Open house respondents provided feedback by writing their comments on sticky-notes and sticking them to the presentation boards. Online respondents answered the question, *Are we missing anything?*

## Centre Street Vision

The following project vision statements were presented:

- Centre Street will be known for its gracious, green and memorable view to downtown;
- Centre Street's right-of-way will stimulate and support medium-density street-oriented mixed-use development of 4 to 6 stories;
- Rebalance Centre Street as an urban boulevard;
- Centre Street Will be an enjoyable place to live, work and visit in all seasons of the year;

Open House and online respondents were asked, *Do these statement align with your vision for Centre Street?* Open house respondents provided feedback by writing their comments on sticky-notes and sticking them to the presentation boards. Online respondents answered the question directly.

## How do you use Centre Street?

Respondents were asked to answer the question, *How do you use Centre Street?* Open house respondents provided feedback by writing their comments on sticky-notes and sticking them to the presentation boards. Online respondents answered the question directly.



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## What do you want Centre Street to be?

Respondents were asked to answer the question, *What do you want Centre Street to be?* Open house respondents provided feedback by writing their comments on sticky-notes and sticking them to the presentation board. Online respondents answered the question directly.

## What We Heard Summary

This section provides a summary of both the open house and online input received during the Discovery phase of the Centre Street N Streetscape N Master Plan project. For a verbatim listing of all the input that was provided, please see the Verbatim Responses section.

### Understanding Centre Street

Input from open house participants and online respondents underscored many of the identified issues and opportunities found on the Understanding Centre Street Boards. Feedback themes that emerged from the responses included:

- Concerns regarding the unwelcoming and unsafe pedestrian environment, largely attributed to the speed and volume of traffic during peak hours;
- Negative impacts of the 'transportation corridor' created by lane reversal during peak hours; and,
- Issues surrounding the availability of parking during peak hours.

### Centre Street Vision

Input from open house participants and online respondents showed agreement with the Centre Street Vision. Feedback themes that emerged from the responses included:

- Consensus for a people-first strategy was near-unanimously agreed upon by respondents, especially online respondents; and,
- Multiple respondents reiterated a strong desire for cycle infrastructure.

### How do you use Centre Street

Participants and respondents who provided input on their current use of Centre Street reiterated their pedestrian safety concerns. Many respondent's feedback indicated that they do not attempt to cross or use Centre Street as a result. Many participant's and respondent's feedback indicated that they commute on transit or drive down Centre Street by car to access downtown. Few respondents indicated that they cycle down Centre Street.

### What do you want Centre Street to be?

Most participants and respondents who provided input expressed a desire for Centre Street to be more walkable, vibrant and green in their future vision for Centre Street. Feedback themes include:

- A desire for wider sidewalks, street trees, and places to gather – a great place to live, work and play; and,



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- Some respondents expressed a desire to have Centre Street's connection to China Town and the history of the area celebrated in future development.

## Next Steps

Feedback gathered from this Discover Phase will be reviewed with City of Calgary policy and standards, site conditions, and technical design analysis and will be refined for the Explore Phase of engagement.



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## Verbatim Comments

### Understanding Centre Street

Question #1: *Are We Missing Anything?*

#### In person

- I'm concerned about safety of intersection at Centre Street and Samis Road – I almost hit a pedestrian coming down the stairs
- More visual awareness/education to turn onto Samis Road
- Lane reversal makes this turn a blind trust situation – you have to trust that nobody ignores/forgets the lane reversal and runs you over (7<sup>th</sup> Ave & Centre)
- Difficult to access Centre Street from 18<sup>th</sup> Avenue. Use the amenities less because of access
- Cycle lanes!! All inner-city communities need to be connected by bicycle! Cycle lanes with well signed crossing points over major roads
- Turning on to, or left off Centre can be problematic during lane reversal
- Very straight road – but not grand at all
- Move lots behind streets to leave Centre Street free of side parking. Improved traffic flow.
- Consider aging in place for all components of the community. Space needs/housing for adults that can stay in the community
- Have you ever tried riding a bike in the HOV lane up Centre Street? It's DAUNTING to say the least – maybe a bike lane? Cycle track?
- Unattractive storefronts
- More extensive cyclist infrastructure; physical separation from cars for safety
- Lots of speeding and dangerous driving
- Must have C-Train up to Country Hills to be effective. Mixed use is already present, encourage it! Keep Highland Park a green space
- Would like this area to have walkways away from Centre Street like Senator Patrick Burns Formal Gardens!
- Bike squeeze in this section



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- Signs + poles in the middle of the sidewalk create barriers for strollers/wheelchairs. Please consider this!
- Connect open spaces with bike lanes!
- [Centre Street @ Samis Road E] – Centre is the best cycle route for gradient [training] but not safe
- [Centre Street @ Samis Road W] – should be a staircase to get down escarpment at bus stop
- [Regional pathway that runs parallel to Crescent Rd NW] – can we make this path wider
- [Regional pathway that runs parallel to Crescent Rd NW] – well used commuter path, could better accommodate winter commuters
- [Staircase between Calgary Curling Club & Crescent Rd NW] – good spot for a funicular
- [4<sup>th</sup> St NW & Crescent Rd NW] – Cycle
- [4<sup>th</sup> St NW north of 16<sup>th</sup> Ave] – Walk down 4<sup>th</sup>
- [3<sup>rd</sup> St NW @ 16<sup>th</sup> Ave] – 16<sup>th</sup> Ave cross is a barrier, safest crossing is 3<sup>rd</sup> St NW at 16<sup>th</sup> Ave
- [3<sup>rd</sup> St NW @ 16<sup>th</sup> Ave] – traffic calming for drivers that cut through
- If no bike lane on Centre St – OK. But then ones on 2<sup>nd</sup> St NW, 4<sup>th</sup> ST NW/NE instead? Need N/S and E/W access
- Green Line – terminating at 16<sup>th</sup> Ave N – huge concern about parking. Love that it will help south of 16<sup>th</sup> Ave development and diverse housing... but until built further north... there will be parking concerns/congestion regardless of bus
- What about Edmonton Trail?
- We need a crosswalk at Edmonton Trail & 10<sup>th</sup> Street
- Currently would not cycle down Centre Street
- Agree that currently would not cycle down Centre Street – is scary and tight
- Nature of single-family community needs to be preserved as density occurs along Centre Street and Edmonton Trail?

## Online

- Centre St is a shining example of how the urban realm decays when car-based transportation policy dictates design. Centre St will never be a comfortable or safe place for pedestrians as long as traffic volumes and speeds remain as they are. The sheer volume of road signs on Centre St is also indicative of failed urban and transportation design.
- Lane reversal creates a thoroughfare. Potential customers cannot access businesses along this 'road'. Businesses negatively impacted by a lack of parking. Even when parking is permitted, it is



underutilized because people don't feel safe parking (speeds). Patios/ sidewalks under-utilized because this street is loud, smelly, and feels unsafe.

- Bottom line: it feels unsafe. Too much traffic moving too fast, no one wants to spend any time here. Businesses underperform due to lack of foot traffic.
- The street lacks mixed-use development because not one wants to live along a busy road.
- A strong Chinese presence exists along Centre street as an extension of Chinatown over the Centre Street Bridge. Intersection of 12 Ave and 16 Ave are important nodes.
- The Centre Street Bridge looks busy, disorganized and messy. Shops are aggressively advertised (except for a few commercial buildings like the one where Tokyo Street Market is). I believe that if the businesses along Centre Street follow a stricter requirement on aesthetics, the street would look more inviting. Traffic is the main problem though.
- The Centre St needs more greenery! It could use more trees and more appealing sidewalks
- I am confused about where 'Centre Street' development is going in the future. With the number of massage parlours/rub and tug centers we are eliminating all possibility of attracting any businesses that will cater to families and children. Centre Street caters only to childless people. What kind of 'community' is that?
- Bike lanes... when biking it's nice to be on the main street to see the shops, meet people who are walking and shopping. Stop shunting us off on back streets with nothing of interest. Also, would like to see many more buses running so that people consider biking to center and bidding from there because it's more convenient than taking the car!
- I do not see anything at all about bicycle circulation nor creating a complete street, so all users can travel safely and comfortably or, failing that, any proposal to provide all ages and abilities cycling accommodation on a parallel corridor.
- The road design between 4th Ave downtown and 7th Ave north compels motorists to speed. Not all motorists stop for the flashing crosswalks or wait until peds reach opposite curb (at 7th & also at 14th). As well the right turn lanes at 16th Ave encourage motorists to not stop for pedestrians. No sidewalk (W)/crummy sidewalk (E) from Samis to 7th.
- "The Bluff" is not as positive as the description below. It's claustrophobic, loud, and in the winter is dark and icy. No one wants to walk that path after 4:30 pm, Nov - Feb. Needs to be widened and well lit.
- What you are missing is a readable info page. the type is too small [even after it is magnified] and is broken up. please redo this page so I will be able to read it. thank you
- Here is a novel idea. Restrict vehicle traffic along the street. Get away from making it a thoroughfare. Put in bus only lanes. The reason it is failing is that No One stops and uses the shops. Make it walkable and safe like Kensington or Inglewood



- You are missing the fact that the underground LRT dooms Centre St. Above ground (like it used to be in Calgary, and it is in many places) would have been better. And cheaper.
- No more taxes and user fees!
- An LRT station would be a significant improvement for the area. Plus, the idea of more shops going down the hill towards the bridge sounds magnificent. This area is in need of a bit of an upgrade so I'm all in favor of this
- As a resident, it can be challenging to utilize community businesses. Walking is not always an option. Can more pay for parking areas be changed to allow residents to park there too for free. Parking in the community close to business is helping but I'm sure home owners find that inconvenient to have their parking used.

## Centre Street Vision

Question #2: **Do these statements align with your vision for Centre Street?**

### In-person

- More shops + restaurants; Area in transition, expensive homes, should not encourage low income homes. Keep area middle-high income
- Please illustrate streetscapes in the dark in winter! (Everything looks like the street in summer...)
- Bike lanes
- Bike lanes [repeated comment]
- Bike lanes on Centre Street would be a problem. There are streets with bike lanes already.
- Allow bars/restaurants to have sidewalk patios
- Allow weekend parking
- All 4 seasons!
- This might be a suitable vision for where the Green Line is underground but not as feasible where the Green Line will be above ground
- I love it!
- Don't forget about affordable housing

### Online

- In the Complete Streets guide, an Urban Boulevard includes dedicated room for cycling; none of the above pictures do, however.



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- Yes
- Yes.
- These Statements do Align with my vision. I would like to see the city uncompromisingly and courageously prioritize pedestrian comfort and safety over traffic capacity and parking. A dedicated Buses only lane on the curb lane could significantly improve transit and make it safer and more comfortable for pedestrians.
- Please prioritize pedestrians and patio experiences on Centre, then bikes and transit, and vehicles last. Need to make it safe and enjoyable for people to walk to the Green Line station, walk to amenities, and a pleasant street to live along if the City expects the 4-6 story developments to be successful.
- It needs to go beyond "rebalancing". For this street to succeed, people walking need to be #1.
- Yes - as long as urban boulevard means people first.
- Very disappointed with proposed location for 16th Ave station. I was under the impression from earlier communications that once the more southern station was cancelled, the 16th Ave station would be moved a little further south. Now there's a huge swath of residences in southern Crescent heights and Renfrew that won't have quick access to the train
- Need many more buses.... one every 5 min... so people consider walking/biking to center and busting from there because it's more convenient than driving down
- No. There is nothing indicated for bicycle circulation. I travel frequently by bicycle and have a reasonable expectation of being able to safely and comfortably access the corridor by this mode. You appear to have chosen to exclude bicycle travel based on the context (volume and speed) of the street.
- I would say 95 percent of Calgary street beautification is a waste of money. The street scape on 17 Ave S.W. 8th Ave S.W., Memorial Drive at 10th street, the Beltline area looked better before. I love art. But for some reason Calgary can't get it right. It seems they just have money to spend, but most results look vulgar. Are there no brakes?
- It's a great idea but need to keep Centre Street as a main artery to downtown from the north. Using Deerfoot is slow and cumbersome and Edmonton Trail can be slow. I love the idea of having Centre Street more appealing to walk down. To entice visitors, parking needs to be improved.
- Yes.
- Who wants to sit on patio when traffic is fuming?
- Yes, 100% support urban boulevard vision of Centre St. We need to take back our streets from private cars and return them to the public domain, such that public transit, walkability, vibrancy, sustainability, and community are the top priorities. Examples of this can be found throughout Europe and as a Calgarian I wholeheartedly support this!

- Centre Street as a great street to ride a bike, shop, and meet daily needs. Centre Street as a positive connector of East and West.

## How do you use Centre Street?

### Question #3: How do you use Centre Street?

#### In-person

- I drive to get from Chinatown to the other restaurants down this road
- Bicycle and walk from 40<sup>th</sup> Avenue to Downtown – Ride on sidewalk as street is not safe
- Yes, some safety cameras especially with the Green Line built
- No, too scary
- No!
- This part of the sidewalk becomes useless/dangerous because of the pole placement [referring to pole in the middle of the sidewalk on image on board]
- More business and commercial space! More urban amenities connected by transit and safe, walkable sidewalks
- Centre Street has too many traffic lights during lane reversal. The green arrows “read” as green traffic lights – use white or blue instead?
- Commute on Centre Street
- Shop along Centre Street where parking is free. Walk more to drive less so I would like it to be inviting
- I walk with a stroller. Some curbs are awkward.
- I ride my bike with a child trailer: southbound I either use the HOV lane along with large buses (unsafe); northbound I am forced onto a sidewalk or impossibly steep side street (Samis Rd).
- I take the bus southbound and often jaywalk to catch the bus.
- Crossing on foot at 8 Ave, press button and wave my arms wildly.

#### Online

- Live in the area and use services along Centre. Very difficult for east west travel and not the most friendly pedestrian environment. Parking is also quite limited to visit many of the businesses which impedes my ability to stay and play in the area
- I live 1 block from Centre and frequently need to cross it. It is always loud and unfriendly to pedestrians. There is nowhere that I feel safe cycling on Centre St. The transit options are fantastic.



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- I use centre street as a transportation corridor as it has been designated to be. I see it as a hodge-podge of rundown buildings and an area left behind and it's once "rich old Calgary" heritage has been erased. Nothing special left, just make it a transportation corridor as will never be part of the community it once was.
- Commute into downtown
- Every mode of transportation - I use the street. Typically to do a variety of activities too - shopping, eating out, walking for exercise, commuting.
- By bus only as I don't feel safe to use it in any other way. I would like to bike along the street, but I care about my life way too much to do so.
- As a pedestrian and motorist. Frequent Tokyo Market, Starbucks, Poke and Mi Noodles as a pedestrian. Occasionally drive through to access downtown.
- I currently cross Centre as a pedestrian, cyclist, and driver. I only travel on Centre as a car driver or bus passenger. Very infrequently I walk along Centre but only when necessary.
- Walk, ride
- To get to work, walk to take out and attend my son's hockey. I cannot effectively by cost or time get up and down Centre St. via transit while getting my son and I where we need to go. I have four kids, transit is disadvantageous cost wise.
- For shopping, using the bike lane, eating great food
- Some businesses but mostly access to and from home
- I live within 2 blocks along 9th Ave, I find crossing to be unsafe, even at crosswalks, please invest in better visible lights for crosswalks, and only allow pedestrian crossings at limited locations! I use the bus to go downtown often, and also walk through rotary park and Prince's Island to get downtown. There is no cohesive feel to Ctr St/Ed Tr
- To get to and from work by bike. To shop at Safeway. Enjoy independent coffee shop.
- I am a daily bus commuter. I also drive Centre Street on a fairly regular basis. When I walk home from the downtown (2 to 3 times per week) I walk over the Centre Street bridge and cut over to 2nd Street NW. I wouldn't walk along Centre Street.
- I try to avoid it as much as possible. It is cold and unfriendly during the winter and dirty and dusty during the summer. I worry about my daughter crossing Centre Street every day to go to school and I feel unsafe when I cross to go for a run on the bluff. I sometimes feel embarrassed that I live so close to Centre Street, like I am in an unfavorable part of the city.
- Traffic is too fast. There are too many lanes for cars. Despite the crosswalks, I always feel like I am taking my life into my hands when I cross (which I do twice a day most days). Add a PROTECTED BIDIRECTIONAL BIKE LANE, please.
- I usually walk on the east side because the sidewalks are wider. I catch the bus at 8 Ave NE. I don't feel safe crossing Centre Street especially at evening rush hour. Traffic is too fast. Stores: Tokyo

Street Market, Sought & Found, TD bank, UPS store for printing services, Avalon Cleaners, Lamda Market, Shoppers Drug Mart, various restaurants

- Currently it is just a road to get to downtown. Being that it is the only real option for much of the city throughput on the road should not be minimized in anyway. I do feel safe crossing Centre Street as it has LOTS of crosswalks/lights to use. No one uses Centre street at night currently, that could be improved.
- Main transportation corridor by car. Would never consider riding bike on this road. Sidewalks are just a way of getting from point A to B. Pedestrian ways offer no stimulation or features that would attract a destination desire. If city is going to include artwork put in something that is unique and would stimulate interest to walk and see next
- Cycling, running (at south end), "going to restaurants", "avoiding if at all possible".
- Walk on E side as that is where I live, then cross to businesses - unmarked crossings feel very hazardous, traffic going fast and often not yielding in all lanes. Tend to cross at intersections with traffic lights. Often cut back into a neighbourhood residential street to avoid noise/pollution smells of heavy traffic. Not a place to eat food!
- I use Centre St as a motorist, a transit rider and a pedestrian. Walking along and crossing Centre St is often the most unpleasant and likely the most dangerous activity I undertake in a day. It works reasonably well as a driving corridor for me, but I would be strongly preferred to see Centre St reduced to the volume and speed on par with 10st NW
- Catch the bus at Centre & 10<sup>th</sup>
- Usually walk on west side, not because I prefer it, but because it feels unsafe to cross.
- I feel scared crossing Centre Street, and terrified that my children will be hit.
- I never park on Centre.
- I frequent Sought x Found & Poke most often
- Traffic is way too fast.
- In winter some businesses don't clear their walks.
- I walk on 1st to get to businesses I need to access because it's too unsafe/unpleasant to walk on Centre. That means where I would otherwise stop on my way to grab a coffee or duck into a store, I'm not doing that. Many people in community feel the same.
- Mostly walking to use local businesses located on Centre street, occasionally driving to get to other areas of the city
- I use Centre Street to visit restaurants, grocery stores, mechanic, coffee, etc
- I currently use the shared sidewalk on the west side of Centre Street to cross the Bow River by bike, also I use Centre Street as a driver, both to access downtown. I also cross Centre Street quite a bit

as a resident of Mount Pleasant to access amenities like the Safeway, and connect to communities to the east and south like Renfrew, Bridgeland

- I visit a variety of stores but always using car from one store to the next as it feels unsafe to walk next to fast traffic making a lot of noise.
- Vehicle, transit and pedestrian. I would add bicycle if safe cycletracks were available.
- I live in Tuxedo Park and it's my main commuting route to downtown (car or bus). If I'm walking, I avoid Centre Street generally as it's noisy, polluted, and visually unappealing. I'm enjoying some of the restaurants/cafes at the south end however parking is often an issue and can deter me from stopping in.
- I live two blocks away and avoid walking on it and never cycle on it. I walk along it for a block or two if my destination is on Centre Street. Crossing as a pedestrian or cyclist at 7th Ave is such an obstacle I'll try to schedule my trip outside rush hour. I'm more likely to visit east (my) side businesses b/c crossing is such a pain.
- I live only a few blocks away from Centre street but rarely (almost never) spend time there even though there are a number of businesses that are attractive. Centre Street is simply not an inviting space, most of the area between 16th and the river being an eyesore, it is loud and does not strike me as a safe place to be.
- Crossing the street can be scary esp. after dark and esp. at the crosswalks; MANY times cars in two lanes stop and someone in the middle lane pulls around to zoom through, nearly hitting pedestrians. It is not pedestrian friendly at all. I live a block off Centre (14 years), I use it every day for transit and grocery shopping.
- I live on 16th Avenue and enjoy walking to crescent road for the skyline view, we typically avoid walking on centre street as it is ugly, loud, no uniformity, auto shops mixed with restaurants and office buildings. Lacks character. I would like to be able to walk and bike along the road while enjoying the amenities and local businesses
- Drive to downtown
- I prefer walking on east side, as there are less surface parking lots, the storefronts are closer, and there are more shops. Signals for crossing are ok but the street feels (uninvitingly) wide due to lack of trees, which also affects perception of cars moving fast (should be reduced to 40 km/h). Nighttime lighting is a bit lacking.

What do you want Centre Street to be?

Question #4: **What do you want Centre Street to be?**

**In-person**

- Parking enforcement issues
- Transit stop for Park in former Highland Park Golf Course; A walkable path to gate entrance to Park; A place for citizens to enjoy nature therapy in naturalized Park

- Better lighting for movement, security and safer streets
- A very green street
- Make the sidewalk a nice place to walk
- Prevent loss of character: houses, stores, trees
- Make cycling as simple and direct as possible. Think safety and speed. Centre Street should be the fastest and safest way of getting to the river pathway system. Not all cyclists are fully grown.
- Distinct identity
- Cyclist safety and lanes; local (healthy) restaurants; park/greenspace; lower level buildings (less than 4 stories)
- Bus shelters are good but less important if buses are frequent
- Need bus shelters with lighting
- Less sidewalk clutter
- Centre Street is a huge impediment in an east/west direction for cyclists and pedestrians. I have never visited friends on a bike as crossing Centre Street on a bike (with trailer and small child) is intimidating and can be very dangerous
- Better lighting
- Better shoveling on sidewalks!
- Places to gather especially in cold weather
- A hub like Mission with varied restaurants, boutique shops, and a pub for community engagement and building from foot traffic
- GRAND!
- Less buildings around corners for safety

## Online

- A destination for Calgarians to enjoy & celebrate the history & culture. This is an extension of Chinatown & that should be recognized. It should be pedestrian friendly w/ placemaking initiatives. Right now, it's too car focused & we need to create draw for tourists as Green Line will bring people into the area & need a reason for them to stay & play
- Higher density, safer by crossing the street
- Fix the sidewalks and make their width more consistent. Slow down the cars. Remove parking lots (or move them away from the street). Centre is already a nice place to walk, shop and eat, and the transit options are already great. It just needs a spruce up with these ideas in mind.

- As it cannot be returned to its former glory of the old Calgary it once was and represented, no one has that kind of budget. So, make it a modern transportation corridor to move people efficiently and effectively in and out of downtown. Being 1 of the 4 major roads in and out downtown make it better to move vehicles, buses, and trains.
- Freeway
- Depending on the character area...less auto focused between 12 Ave and the bluff. More multi-modal at 16 Ave where the Green Line will be
- Vibrant, safe and green boulevard that connects city's north with downtown and continues pass the tower.
- Continuous row of street trees. Wide sidewalks. More pedestrian crossing opportunities. Reduced vehicle speed and lane widths on centre street. Less parking lots fronting centre street and more retail oriented towards street. No curb cuts for parking lots and access and no bus bays/stops cutting into sidewalk.
- Currently this road is a "traffic sewer" (a road for vehicles only and not a "complete street" that includes peds, bikes, businesses. The vision is make this an urban blvd. At minimum the curb lane should be dedicated to transit only (prelude to Green line) from at least McKnight south (or even 64th St.). Adding a cycle track would also beneficial
- Transit above ground with lots of interaction
- A walkable pedestrian area safe for all users, not build for cars. Centre Street could also use more park space
- An efficient route for car traffic with adequate parking to encourage utilization by mainstream Calgarians. Focusing on urban oriented people is short term and inconsistent with the basis of our population. Council consistently ignores the substantive base of population, this is an indication that no leadership is present to pursue a viable vision
- An effective and efficient corridor that enhances the community and attracts good quality business that caters to local needs... groceries, bakery, coffee, and ancillary goods.
- Everything that it is not currently! Change is desperately needed!
- Walkable. Bikeable. Green. Interesting public art. Cool shops. Spaces designed to encourage positive interactions with strangers. Busking stations?
- I would love to see a more walkable, vibrant and inviting Centre Street. I wish that Centre Street drew people to our communities to live work and play.
- A connector, a vibrant, pleasant place; a thoroughfare that is a pedestrian/cyclist/public transit first space...and proud of that. It can be the heart of the community instead of a divider of communities.
- Beautiful, pedestrian friendly vibrant space. Similar to 17th Ave S.W. or Inglewood. Building to have Larger setback from road (wider sidewalks) trees, benches, patios, cycle lane.



- Tress and plantings, places to sit to enjoy a snack or drink, good lighting, sidewalks that aren't tripping hazards. Bus stops cleared of snow in winter especially the snowplow rows. More store fronts without masked off or shaded windows. Close off some streets at the alley to create more parking.
- More inviting to pedestrians, shops with patios that aren't only viewing a busy street, refresh the street with a community focus bringing people out into the community.
- I don't want centre street to just be a china town, I very much like how you have so many options in experience, I like the fact you can have authentic Chinese, Japanese, Italian, and Persian food within a block of each other. I also love how most of the businesses at street level are small one of a kind businesses, it makes the area unique.
- A unique transportation corridor that encompasses all the transportation needs. Thinking out of box solution that doesn't just emulate what does not work like 36th street NE.
- A safe place for people from 8 to 80 to walk and cycle.
- We need better streets for example, have heated sidewalks. ... Hot water is pumped through tubes under many of the sidewalks. It's like in-floor heating, but outside. Meanwhile in Oslo, Norway, uses electric heating elements embedded in sidewalks to melt snow, No bus stops in this area, no more trees and have a better crosswalk connections
- Better crosswalks at well signed areas e.g. adjacent to bus-stops. Traffic management at upper end of bridge needed - vehicles move too fast into residential area, often don't yield at 7 Ave. Bus shelters good. Snow clearing is hit and miss outside premises. Too many business exits across sidewalk e.g. TD drive-thro - traffic doesn't yield.
- I want center St to be the pedestrian and commerce friendly main St, like 9st in Inglewood or Kensington rd.
- Trees, plantings, bus shelters, cafes and storefronts, better crossings, lighting, gathering places - YES! Also, please remove lane reversal & convert to 3 lanes (1 northbound, one southbound, one centre turning lane). Please add a cycle track & permanent parking on both sides.  
Winter: please require awnings for adjacent development, please do not
- Green safe, vibrant - a true main street. A place for people, not cars. Remove lane reversal, slow traffic.
- Safe and pleasant place for residents and visitors of all ages to walk, bike, shop, play, catch the bus, eat. etc.
- Wider sidewalks in areas that don't already have them. Many small shops that would appeal to newer, independent businesses, rather than fewer larger shops. Encourage pop-up patios. Strict enforcement of snow removal on sidewalks. More marked pedestrian crossings.
- I would like Centre Street to be more pedestrian friendly



- more green - trees and plantings, more public art, and more places to stop (patios, cafes, etc.). More places to cross that are SAFE (pushing button to flashing lights does not stop traffic - even when frantically waving hands and with a child in hand). More push button stop lights like the one at Samis road are more effective.
- A friendly place for people walking and cycling. Currently this space is intimidating to cross as a pedestrian. It seems like it was planned for cars and not for people who might want to spend time on this street to shop, eat and hang out. Please please please make it safer for people walking and cycling.
- A main street as you define it... a place where kids could walk along and cross safely rather than a channel where your life is on the line... just try walking next to a car going 70 (it only takes one and the whole experience feels unsafe and not too be repeated)
- Safe for all travel modes. There's lots of space (look at the ridiculously wide lane widths pictured). Inviting for pedestrians and vibrant for businesses. Prioritize safe crossings over vehicle throughout. More focus on transit, walking and cycling.
- A main commuting route to downtown that's quick and easy. I like the lane reversal as it speeds up commuting times. I would like the sidewalks to be wider and more pedestrian friendly as I don't enjoy walking down Centre Street. The south end is more visually appealing than the north end.
- A mass transit-/bike-/pedestrian-only corridor from Thorncliff to the Calgary Tower with a MAX PURPLE-style proto-streetcar lane with heated bus shelters and the whole thing lined with loads of trees and small businesses and places people will want to live because they're not next to a superhighway for cars. And all cleared of snow in winter.
- A beautiful place for people to mingle, more greenery, urban design pieces to separate cars from pedestrians, more terraces, more sound barriers. Several businesses are not taking care of their storefront, I'd like to see that change. Strategic crossing areas. It has great opportunity!
- Need to improve walkability and cyclability. Would like to see mixed use development with uniformity. There is too much diversity in building types (low rise, mid rise). Some are set back from the street, some are up to the sidewalk. Visually it is not appealing. Want more cafe's, patios, local business similar to 10th street in Kensington.
- It will be what city planners, who don't live near it, want it to be.
- I'd like it that a ten-year-old could bike up and down 10th Street to their favorite shops without worry that they'd be run over. That's the test
- TREES, public spaces/plazas, reduce speed limit, bike lanes, streetside railing with flower/plant pots, remove car dealerships, replace street/surface parking lots with parkade at 16th ave, modernize sidewalks and use construction materials with drainage properties, a few patios, mid-rises (4-6 floors) with ground level shops/cafes. SAFE AND VIBRANT
- Mixed business and services, Pedestrian and vehicle friendly, accessible for all.

# Centre Street N Streetscape Master Plan

Public Engagement: What We Heard Report

Discover – April 2019

- Slower, quieter, better balance with the adjacent community.  
Lovely place to meet, gather and connect.  
Beautiful spot to catch views of downtown.  
Efficient place to meet daily needs (not just fancy businesses... businesses that people can actually use).
- I want it to be what it is, a street with buildings of eclectic character and history, and mature trees and landscapes. We have enough new streets of sterile repeating monoliths, perhaps it would be nice to leave at least one street that isn't cold and boring.